



# Regular Council Agenda

Tuesday, April 28, 2026

Council Chamber - Leduc County Centre, Nisku, AB  
Pages

1. **Call to Order - 1:30 p.m.**
2. **Adoption of agenda - April 28, 2026 Regular Council Meeting**
3. **Adoption of previous minutes** 3  
- April 14, 2026 Regular Council Meeting
4. **Presentations**
  - 4.a Public
  - 4.b Staff introduction
    - Daniel Asres, IT Technician
    - Christine Galindo, Corporate Systems Analyst
  - 4.c Staff Recognition
    - Kent Fuson, Health and Safety Coordinator - 5 years
    - Donna Dunlop, Accounting Technician - Tax - 5 years
    - Robert Lippiatt, Transfer Station Attendant - 20 years
  - 4.d Albert and Maria Rimer Scholarship presentation
    - Courtney Cygan
5. **Public hearings**
  - 5.a 1:45 p.m. - Bylaw 05-26 To Amend Leduc County Land Use Bylaw 14-25 by adding 'Apartment, mixed-use' to Mixed Use District  
- *C. Richards*
  - 5.b 2:00 p.m. - Bylaw 06-26 To Adopt the East Vistas Area Structure Plan  
- *D. Desimone*
6. **Department reports/recommendations**
  - 6.a 2:30 p.m. - Planning and Development
    - 6.a.1 Bylaw 05-26 To Amend Land Use Bylaw 14-25, add 'Apartment, mixed use to Mixed Use District' 6  
- *C. Richards*
    - 6.a.2 Bylaw 06-26 To Adopt the East Vistas Area Structure Plan 18  
- *J. Evans/D. Desimone*
  - 6.b 2:40 p.m. - Agricultural Services
    - 6.b.1 Appointment of 2026 seasonal pest and weed inspectors 288  
- *A. Van Beers*
  - 6.c 2:50 p.m. - Finance
    - 6.c.1 2025 Tax Penalty Waiver request, Roll 844010 290  
- *R. Arndt*

6.d	3:00 p.m. - County Manager's Office	
6.d.1	2026 Final Budget - R. Klimosko/R. Arndt	295
6.d.2	2026 Property Tax Bylaw - R. Klimosko/R. Arndt	349
<b>7.</b>	<b>Adjournment</b>	



## Regular Council Meeting Minutes

April 14, 2026

Council Chamber - Leduc County Centre, Nisku, AB

Council Present: Mayor Tanni Doblanko  
Councillor Glen Bienert  
Councillor Kelly-Lynn Lewis  
Councillor Dal Virdi  
Councillor Bonnie Thomas  
Councillor Glenn Belozar  
Councillor Ray Scobie

Staff Present: Duane Coleman, County Manager  
Renee Klimosko, Deputy County Manager  
Alan Grayston, General Manager - Development and Community Services  
Lisa Brown, Legislative Coordinator

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**1. Call to Order - 1:30 p.m.**

Mayor Doblanko called the meeting to order at 1:30 p.m.

**2. Adoption of agenda - April 14, 2026 Regular Council Meeting**

**Resolution No. 45-26**

**Mover:** Councillor Virdi

That the agenda for the April 14, 2026 Regular Council Meeting be adopted as presented.

Carried Unanimously

**3. Adoption of previous minutes**

**Resolution No. 46-26**

**Mover:** Councillor Lewis

That the March 24, 2026 Regular Council Meeting minutes be adopted as presented.

Carried Unanimously

**4. Presentations**

**a. Public**

There was no one from the public in attendance to provide a presentation.

**5. Department reports/recommendations**

**a. Protective Services, Emergency Management**

**5.a.1 Proclamation - Emergency Preparedness Week, May 3 to 9, 2026**

**Resolution No. 47-26**

**Mover:** Councillor Lewis

That Council proclaims the week of May 3 - 9, 2026, as Emergency Preparedness Week.

Carried Unanimously

**b. 1:40 p.m. - Corporate Services**

**5.b.1 Proclamations - Mental Health Week, National Day of Mourning and Safety and Health Week**

**Resolution No. 48-26**

**Mover:** Councillor Bienert

That Council approves the proclamations for the National Day of Mourning, Safety and Health Week and Mental Health Week.

Carried Unanimously

**c. 1:45 p.m. - Engineering, Utilities and Transit**

**5.c.1 Caywood Estates Resident's concerns, SD25-0018**

**Resolution No. 49-26**

**Mover:** Councillor Bienert

That administration removes the approach from the Caywood internal subdivision road to SW 25-50-23-W4M, Roll No. 689020.

Defeated

**In favor:** Councillor Bienert

**Opposed:** Mayor Doblanko, Councillors Lewis, Viridi, Thomas, Belozher and Scobie

**Resolution No. 50-26**

**Mover:** Councillor Lewis

That administration work with the landowner of SW 25-50-23-W4M, Roll No. 689020 and install signage along the Caywood internal subdivision road to restrict its use by agricultural equipment.

Carried

**In favor:** Mayor Doblanko, Councillors Lewis, Viridi, Thomas, Belozher and Scobie

**Opposed:** Councillor Bienert

**d. 2:05 p.m. - Planning and Development, Regional Planning**

**5.d.1 Intermunicipal Collaboration Framework (ICF) with Beaver County**

**Resolution No. 51-26**

**Mover:** Mayor Doblanko

That pursuant to section 708.28 of the *Municipal Government Act* Leduc County agrees with Beaver County that intermunicipal services have been and will continue to be adequately provided by means other than an Intermunicipal Collaboration Framework (ICF), and that the ICF dated March 4, 2020 be concluded.

Carried Unanimously

e. **2:15 p.m. - County Manager's Office**

**5.e.1 Greater Nisku and Area Offsite Levy Bylaw update**

**Resolution No. 52-26**

**Mover:** Councillor Belazer

That Council gives first reading to Bylaw 04-26 Greater Nisku and Area Off-Site Levy as presented.

Carried Unanimously

**Resolution No. 53-26**

**Mover:** Councillor Thomas

That Council gives second reading to Bylaw 04-26.

Carried Unanimously

**Resolution No. 54-26**

**Mover:** Councillor Scobie

That Bylaw 04-26 Greater Nisku and Area Off-Site Levy be given third reading by unanimous consent of the Council members present.

Carried Unanimously

**Resolution No. 55-26**

**Mover:** Councillor Viridi

That Council gives third and final reading to Bylaw 04-26.

Carried Unanimously

**Resolution No. 56-26**

**Mover:** Councillor Lewis

That Council approves the Greater Nisku and Area Off-Site Levy Procedures April 2026 document that outlines the administrative processes for the implementation of Bylaw 04-26 Greater Nisku and Area Off-Site Levy.

Carried Unanimously

**6. Adjournment**

Mayor Doblanko adjourned the meeting at 2:17 p.m.

Mayor

County Manager

## REPORT NAME

Land Use Bylaw 14-25 Text Amendment TA26-001 - Mixed Use Commercial District

## RECOMMENDATION

1. That Council gives first reading to Bylaw 05-26 to amend the Land Use Bylaw 14-25, to;
  - a) Amend Table 3: Discretionary Uses of the Mixed Use Commercial District and add 'Apartment: Mixed-Use' as a discretionary use to the district.
  - b) To define 'Apartment: Mixed-Use' within Part 12 s.2: Land Use Definitions, as a multi-storey building providing for four or more dwelling units located on upper floors, where the ground floor comprises commercial businesses, which may include, but not be limited to; retail, offices and/or local services.
2. That Council gives second reading to Bylaw 05-26 to amend Land Use Bylaw 14-25.
3. That Bylaw 05-26 be given third reading by unanimous consent of the Council members present.
4. That Council gives third and final reading to Bylaw 05-26 to amend Land Use Bylaw 14-25.

## IMPLICATIONS

**Reason:** The amendment to the Leduc County Land Use Bylaw 14-25 proposes to add '*Apartment: Mixed-Use*' as a discretionary use within the Mixed Use Commercial (MUC) District, and to define the proposed use. The purpose of the proposed amendment is to allow for new development opportunities within the district that can provide dwelling units located on upper floors, where the ground floor comprises commercial businesses, such as retail, offices and/or local services.

**Authority:** Part 17 of the *Municipal Government Act* provides Council with the authority to establish policy direction and regulation regarding the management of land uses in the municipality.

## BACKGROUND

Planning & Development are proposing an amendment to the Land Use Bylaw 14-25 to include the use 'Apartment: Mixed-Use' as a discretionary use within the Mixed Use Commercial District.

The amendment proposes to define 'Apartment: Mixed-Use' as "*a multi-storey building providing for four or more dwelling units located on upper floors, where the ground floor comprises commercial businesses, which may include, but not be limited to; retail, offices and/or local services.*"

The purpose of the Mixed Use Commercial District of Land Use Bylaw 14-25 is to provide for mixed-use developments that are compatible with residential uses and supports retail, service and commercial uses that serve the local community.

In accordance with the provisions of the Land Use Bylaw, the MUC District shall only be applied within the defined Hamlet of New Sarepta. At present, the MUC District exists on a number of parcels in New Sarepta, predominantly located along Centre Ave and Centre St. Development on those parcels comprises a mixture of residential development and various businesses.

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**Submitted by:** Colin Richards, Supervisor, Development Services.

**Reviewed by:** Charles Haveland, Manager, Development Services / Grant Bain, Director, Planning & Development.

**Date:** 04/28/26

The MUC District currently provides for a variety of residential and business/retail uses amongst current permitted and discretionary uses, however, a use that considers a combination of both is not currently available. The proposed amendment would provide opportunity for lands within the MUC District to consider a development that incorporates ground-floor business use with residential living above.

The inclusion of the 'Apartment: Mixed-Use' land use is intended to provide additional economic opportunities in the Hamlet, aligning with the policies of the Municipal Development Plan and New Sarepta Area Structure Plan.

The proposed 'Apartment: Mixed-Use' land use is proposed to be included in the MUC District as a discretionary use, which will allow the Development Authority to undertake a thorough review of any applications prior to issuing a decision, including the circulation to adjacent landowners and providing for appeal opportunities. This will help to ensure the appropriateness and compatibility of any proposed development under the use for the site, its surroundings and the wider community of New Sarepta.

#### **PUBLIC ENGAGEMENT & REFERRAL COMMENTS**

The notice of public hearing was advertised in accordance with the provisions of the Municipal Government Act and the Leduc County Alternate Advertising Bylaw (22-21). The proposed amendment was also referred to adjacent municipalities in accordance with the policies of the Municipal Development Plan.

In response to the referral, one landowner expressed concern with the proposed amendment, citing that New Sarepta is currently overdeveloped and crowded, with no parking available for the public and existing residents. The comments suggest underground parking or oversized parking lots as a requirement, otherwise they do not support the proposal.

A referral response was received by the Realtors Association of Edmonton, where recognition of the amendment is expressed as a constructive step forward for supporting additional housing supply, however, it is suggested that the proposal could be redefined to; 1) be defined as a permitted use in order to improve predictability and accelerate housing delivery, and 2) to allow consideration of the ground floor for residential use, rather than exclusively for commercial uses to avoid creating vacant storefronts.

Original copies of the referral responses paraphrased above are included within the attachments of this report.

In response to the referral to adjacent municipalities, the Town of Devon, City of Leduc, Camrose County and Parkland County responded to advise they have no concerns with the proposed amendment.

#### **POLICY AND REGULATION**

##### **Municipal Development Plan (MDP) (2024)**

##### **Chapter 4 Rural County**

##### **4.4 Economic Competitiveness and Employment**

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**Submitted by:** Colin Richards, Supervisor, Development Services.

**Reviewed by:** Charles Haveland, Manager, Development Services / Grant Bain, Director, Planning & Development.

**Date:** 04/28/26

The majority of employment activities within the Rural County are intended to be located within hamlets or within comprehensively planned Local Employment Areas.

### **Objectives**

To support employment growth in comprehensively planned business parks (i.e. Local Employment Areas) and hamlets to create synergies and enhance services in the local area.

#### **4.4.2 Hamlet Employment**

Hamlet businesses provide local economic and employment opportunities and services within the County's existing hamlets.

The Growth Hamlet of New Sarepta is distinct from other hamlets because it offers a higher level of municipal servicing and, therefore, presents an opportunity for higher residential and non-residential growth rates. The higher residential development, with a variety of housing choices, along with appropriate commercial and institutional uses, is to be located within the existing core residential areas of the hamlet, while light industrial development may be supported at the periphery.

### **Policies**

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

4.4.2.2 Commercial and light industrial development is encouraged within the Rural County's hamlets where the proposed development:

- a. is consistent in scale and character with neighbouring land uses;
- b. represents a logical and contiguous extension of existing development;
- c. can demonstrate sufficient water, wastewater, stormwater, and transportation capacity to the satisfaction of the County and province if applicable; and
- d. does not adversely impact neighbouring land use.

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

#### **4.5 Communities and Housing**

A goal of this Plan is to provide housing in the Rural County, in a sustainable way, that reduces the conversion of land to non-agricultural uses, minimizes agricultural land fragmentation, is cost-effective, and encourages a compact form of development.

To achieve this goal, new residential developments in the Rural County are encouraged to be located in existing hamlets, localities, Lakeshore Communities, and comprehensively planned Country Residential Areas that are on non-prime agricultural land and in close proximity to similar uses.

### **Objectives**

1. To encourage housing development to be located in the Growth Hamlet, hamlets, localities, Lakeshore Communities, and comprehensively planned Country Residential Areas, thereby minimizing its effect on agricultural lands and environmental areas and optimizing infrastructure investment.
2. To encourage affordable housing options.

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**Submitted by:** Colin Richards, Supervisor, Development Services.

**Reviewed by:** Charles Haveland, Manager, Development Services / Grant Bain, Director, Planning & Development.

**Date:** 04/28/26

**Policies**

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

**4.5.2 Hamlet Residential and Mixed-Use Development.**

Hamlets form a traditional part of the rural landscape. The County’s hamlets range from those with a wide variety of services to those with limited services. The County supports growth in hamlets where adequate infrastructure and land are available.

Hamlet residential and mixed-use development is intended to include a diversity of land uses and a range of services and housing types that fit in seamlessly with the existing character of the area.

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

**Policies**

4.5.2.1 The Growth Hamlet of New Sarepta will be developed as a full-service rural community that provides a range of land uses, housing types, and rural services to the local area.

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

- 4.5.2.4 Residential development is encouraged within hamlets where the proposed development:
- a. is consistent in scale and character with neighbouring land uses;
  - b. represents a logical and contiguous extension of existing development;
  - c. can demonstrate sufficient water, wastewater, stormwater, and transportation capacity to the satisfaction of the County and province where applicable; and
  - d. does not adversely impact neighbouring land uses.

**New Sarepta Area Structure Plan (NSASP)**

**1.1 Purpose**

The objective of the New Sarepta ASP is to ensure current and future development in the New Sarepta area can be integrated into the regional and local economies, through factors including, but not limited to; promoting economic development, and developing complete communities;

**1.2 Background**

The Hamlet of New Sarepta represents an excellent location for future residential population growth due to the existing infrastructure, and the strong sense of community identity found in the residents.

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**Submitted by:** Colin Richards, Supervisor, Development Services.

**Reviewed by:** Charles Haveland, Manager, Development Services / Grant Bain, Director, Planning & Development.

**Date:** 04/28/26

### **3 DEVELOPMENT CONCEPT**

#### **3.1 Development Principles**

2. accommodating an appropriate range and mix of residential, business, institutional, recreational and open space uses to meet long-term needs;

#### **Land Use Concept**

The area currently districted as MUC is defined within the 'Mixed Commercial' area within the ASP land use concept map.

#### **3.3 Development Policies**

##### **3.3.2 Mixed Commercial Centre:**

**Goal:** Develop a mixed use commercial and residential hub that supports a dynamic, accessible, and vibrant hamlet centre.

##### **Policies:**

1. Ensure compact, mixed-use development by requiring:
  - a. a mixture of uses including appropriate commercial, residential, institutional and service uses such as, schools, places of worship, parks/open spaces, emergency services and other such uses are encouraged in the plan area to create complete communities;
  - b. intensification through redevelopment and infill at a higher density or use;
  - c. that solely residential developments maintain or increase existing dwelling units per net residential hectare; and
  - d. that solely commercial developments maintain or increase existing levels of site use and coverage.
2. Commercial uses located in the hamlet centre shall encourage pedestrian and other alternative transportation modes. Therefore, those commercial sites are strongly encouraged to set aside areas for bike parking as well as pedestrian resting areas.

#### **Land Use Bylaw 14-25 (LUB)**

##### **Part 6: Amendment of the Land Use Bylaw**

##### **1. Initiating a Land Use Bylaw Amendment**

An amendment to any part of this bylaw may be initiated by:

- a) Leduc County Administration;
- b) Leduc County Council;
- c) Any person who submits a Land Use Bylaw Amendment application in accordance with the requirements of this bylaw.

##### **3. Amendment Application Process**

All applications to amend the Land Use Bylaw shall be determined by Council through a public hearing process in accordance with the relevant provisions of the Municipal Government Act at the time of application.

##### **Part 11: Land Use Districts.**

##### **Mixed Use Commercial District (MUC)\***

##### **1. Purpose**

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**Submitted by:** Colin Richards, Supervisor, Development Services.

**Reviewed by:** Charles Haveland, Manager, Development Services / Grant Bain, Director, Planning & Development.

**Date:** 04/28/26

1.1. The purpose of this district is to provide for mixed-use developments that are compatible with residential uses and supports retail, service and commercial uses that serve the local community. This district shall only be applied within the defined Hamlet of New Sarepta.

*\*a copy of the Mixed Use Commercial District is included in the appendices of this report.*

## **DISCUSSION**

With respect to a submitted concern that the proposed development type may result in parking issues for the Hamlet, should the proposed amendment be adopted, any development permit applications subsequently submitted for an 'apartment: mixed-use' development would be required to provide parking in accordance with the parking standards currently contained within the Land Use Bylaw, as well as being subject to review by our engineering and utilities department to ensure the development will not result in detrimental impacts on adjacent roads.

In response to a submitted comment that the proposed use should be categorized as permitted use, categorizing as a discretionary use would allow the development authority to fully assess any future proposals to ensure compliance with key plans, appropriateness for the site and surroundings, as well as allowing for adjacent landowner feedback and appeal opportunities. In lieu of providing detailed regulation and design parameters around the use type within the Land Use Bylaw - which would limit flexibility, administration recommend a discretionary categorization, which provides for greater design choice and allows the County to work with individuals on bespoke designs, tailored for individual lots.

The proposed amendment is considered to align with both the Municipal Development Plan and the New Sarepta Area Structure Plan by providing for economic growth opportunities that combine both employment and residential development. Providing for such a development scenario through mixed-use development aligns with key policies of the ASP by allowing for intensification of the commercial centre of New Sarepta; providing more choice for investors and developers and providing for greater flexibility of housing and employment options.

In accordance with the information provided within this report, administration recommend that Council provide first, second and third reading to the proposed bylaw to amend the Leduc County Land Use Bylaw 14-25 in accordance with Bylaw 05-26.

## **ATTACHMENTS**

1. Proposed Amending Bylaw 05-26
2. Land Use Bylaw 14-25 Extract: Mixed Use Commercial District
3. Referral Comments

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**Submitted by:** Colin Richards, Supervisor, Development Services.

**Reviewed by:** Charles Haveland, Manager, Development Services / Grant Bain, Director, Planning & Development.

**Date:** 04/28/26

# Amend Leduc County Land Use Bylaw 14-25

## BYLAW NO. 05-26

### LEDUC COUNTY

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#### 0A BYLAW FOR LEDUC COUNTY, IN THE PROVINCE OF ALBERTA, TO AMEND THE LEDUC COUNTY LAND USE BYLAW 14-25

#### WHEREAS

Pursuant to Sections 191 and 640 of the *Municipal Government Act*, Revised Statutes of Alberta, 2000, Chapter M-26, and amendments thereto, the Council of Leduc County deems it to be in the public interest to amend the Leduc County Land Use Bylaw No. 14-25;

#### NOW THEREFORE

be it resolved that the council of Leduc County, duly assembled, enacts as follows:

1. That the land use '**Apartment: Mixed-Use**' be placed in Table 3: Discretionary Uses of the Mixed-Use Commercial District.
2. That the land use '**Apartment: Mixed-Use**' be defined within Part 12 s.2: Land Use Definitions, as follows: **Apartment: Mixed-Use** means a multi-storey building providing for four or more dwelling units located on upper floors, where the ground floor comprises commercial businesses, which may include, but not be limited to; retail, offices and/or local services.

This bylaw shall take effect on the date of third reading.

Read a first time this \_\_ day of \_\_, 2026.

Read a second time this \_\_ day of \_\_, 2026.

Read a third time and final time this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
County Manager

# Mixed Use Commercial District (MUC)

## 1. Purpose

- 1.1.** The purpose of this *district* is to provide for mixed-use *developments* that are compatible with residential uses and supports retail, service and commercial uses that serve the local community. This *district shall* only be applied within the defined Hamlet of New Sarepta.

## 2. Use Categorization

**Table 1: Exempt Uses\*** (in addition to County-wide exempt uses contained within Part 11 s.2 of this Bylaw.)

**Fascia Sign<sup>1</sup>**

<sup>1</sup>shall be considered discretionary if digital and/or flashing

\*exempt uses do not require a development permit providing they meet all relevant provisions of this Bylaw.

**Table 2: Permitted Uses**

<b>Accessory Building</b> less than 65m <sup>2</sup> (700 ft <sup>2</sup> )	<b>Home Based Business: Type 1</b>
<b>Accommodation Service</b>	<b>Personal and Health Care Service</b>
<b>Business and Financial Support Services</b>	<b>Retail Store: Convenience</b>
<b>Cannabis Accessory Store</b>	<b>Retail Store: General</b>

**Table 3: Discretionary Uses**

<b>Accessory Building</b> more than 65m <sup>2</sup> (700 ft <sup>2</sup> )	<b>Entertainment Service: Indoor</b>
<b>Auctioneering Service</b>	<b>Home Based Business: Type 2</b>
<b>Breweries/Wineries and Distilleries</b>	<b>Local Community Facility</b>
<b>Child Care Facility</b>	<b>Retail Store: Liquor</b>
<b>Cannabis Retail Store</b>	<b>Security Suite</b>
<b>Dwelling: Principal</b>	<b>Veterinary Service: Minor</b>
<b>Dwelling: Secondary</b> (second dwelling unit)	

### 3. District Standards

Table 1: Dwelling Numbers	
Maximum Number of Dwelling Units Per Lot	
Property Size:	All Lot Sizes
Maximum Number of dwelling units:	2

Table 2: Dwelling Type	
Types of Permissible Dwelling Units Per Lot	
Property Size:	All property sizes
First Dwelling Unit (Principal Dwelling)	<ul style="list-style-type: none"> <li><b>Dwelling: Detached</b></li> </ul>
Second Dwelling Unit (Secondary Dwelling)	<ul style="list-style-type: none"> <li><b>Legal Suite: In-Dwelling</b></li> <li><b>Legal Suite: Backyard</b></li> </ul>

Table 3: Site Coverage	
Developable Site Area	
All Buildings (combined)	Maximum 60% of the site.

Table 4: Setbacks			
Minimum Building Setbacks:			
From the property line adjacent to:	Municipal Grid	Local/ Service	Other Lot
<b>Front Yard</b>			
Principal Building	0.0m	1m	n/a
Accessory Building	0.0m	6m	n/a
<b>Rear Yard</b>			
Principal Building	6m	6m	n/a
Accessory Building	6m	3m	n/a
<b>Side Yard</b>			
Principal Building	0.0m	n/a	<ul style="list-style-type: none"> <li>Abutting a residential district 6.0 M</li> <li>Abutting a non-residential district 6.0 m</li> </ul>
Accessory Building	0.0m	n/a	0.6m

## 4. District-Specific Regulations

- 4.1. Where no specific *development* parameters or standards are defined within this *district*, they *shall* be implemented at the discretion of the *Development Authority*, unless specified otherwise within this *bylaw*.
- 4.2. A Dwelling, *detached* existing within this *district* at the time of adoption of this *bylaw shall* be treated as *permitted use* for the purpose of an extension, alternation or replacement and *shall* be subject to any applicable regulations contained within the RU2 district.

## 5. Subdivision

- 5.1. New *lots* created under this *bylaw shall* be:
  - a) A minimum of 150 m<sup>2</sup> (1,614 ft<sup>2</sup>.) in size, and;
  - b) A minimum of 5 m (16.4 ft.) in width, and;
  - c) A minimum of 30 m (98.4 ft.) in depth.

District disclaimer: This *district* is subject to all other relevant provisions of the Land Use *Bylaw*, *statutory plan(s)*, provincial and/or federal legislation.

## Colin Richards

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**From:** Mel ATIA, s. 20 - Personal information  
**Sent:** April/08/2026 2:11 PM  
**To:** Colin Richards  
**Subject:** Mixed Use Commercial District to add the proposed Apartment: Mixed-Use

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red Category

My concern about this is everything is so over built and crowded leaving absolutely no parking for public or residents! I'm assuming they would have underground parking for residents and commercial? Or an oversized parking lot to accommodate this? If not I'm Not For this!

**April 14, 2026**

County of Leduc

101-1101 5 St. Nisku AB T9E 2X3

**Re: Land Use Bylaw Amendment – Apartment: Mixed-Use**

To the Mayor, Council, and Administration of Leduc County,

Thank you for bringing forward Bylaw No. 05-26. Recognizing mixed-use apartments in the Land Use Bylaw is a constructive step toward supporting additional housing supply in Leduc County. From a housing delivery perspective, two elements of the amendment may benefit from refinement.

First, limiting *Apartment: Mixed-Use* to a discretionary use introduces uncertainty that can materially affect project viability. Discretionary status adds approval risk, lengthens timelines, and complicates financing, particularly for mixed-use projects, which are already notoriously complex. Where a proposal otherwise complies with zoning standards, classifying this use as *permitted* (at least in appropriate Mixed-Use Commercial areas) would provide the predictability needed to encourage investment and accelerate housing delivery.

Second, the requirement that the ground floor *always* be commercial may unintentionally constrain development. In some locations, especially outside established commercial nodes, market demand for ground-oriented retail or office space may be limited. Mandatory commercial space can result in stalled projects or long-term vacant storefronts. Allowing residential at grade by exception (where supported by site context or market conditions) would provide flexibility while still supporting mixed-use objectives where they are viable.

We encourage Council to consider these refinements to ensure the amendment not only allows mixed-use apartments, but also meaningfully enables their construction. Doing so would better align the bylaw with the County's housing supply and economic development goals.

Thank you for your time.



**Troy Paquette**

2026 Chair-Elect and GovPAC Committee Chair  
**REALTORS® Association of Edmonton**

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**REPORT NAME**

East Vistas Area Structure Plan – Special Study Area Amendment

**RECOMMENDATION**

1. That Council gives first reading to Bylaw 06-26 to adopt the amended East Vistas Area Structure Plan as presented.
2. That Council gives second reading to Bylaw 06-26.
3. That Bylaw 06-26 be given third reading by unanimous consent of the Council members present.
4. That Council gives third and final reading to Bylaw 06-26.

**IMPLICATIONS**

**Reason:** To designate Section 29-50-24-W4M, within the East Vistas Area Structure Plan, as a Special Study Area and that new development proposals in the Special Study Area be deferred until such time as the future land uses within this area have been resolved through further amendments to Leduc County’s statutory plans as necessary.

**Authority:** (MGA section/bylaw/policy number):

**Municipal Government Act**

**Area Structure Plans**

Area Structure Plan

633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

(2) An area structure plan

(a) must describe

- (i) the sequence of development proposed for the area,
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
- (iv) location of major transportation routes and public utilities, and

(b) may contain any other matters, including matters relating to reserves, as the council considers necessary.

**Amount of funding required:** N/A

**Funding source:** N/A

---

**Submitted by:** David Desimone, Senior Planner - Projects

**Reviewed by:** Jordan Evans, Manager, Regional and Long Range Planning

**Date:** 04/28/26

## **BACKGROUND**

The East Vistas Area Structure Plan (EVASP) covers 562 ha (approximately 1,400 acres), or just under nine quarter sections of land between Nisku and the City of Beaumont. It is planned for a full build out population of just over 23,000 people.

On February 24, 2026, Leduc County Council passed a motion directing administration to prepare amendments to Leduc County's statutory plans for the purpose of designating Section 29-50-24-W4M, representing the lands south of Township Road 505 in the East Vistas Area Structure Plan, as a Special Study Area and that new development proposals in the Special Study Area be deferred until such time as the future land uses within this area have been resolved through further amendments to Leduc County's statutory plans as necessary. The motion also directs administration to investigate options for non-residential land use in the special study area and provide a report back to Council.

The amended East Vistas Area Structure Plan, attached as Schedule 'A', implements the proposed Special Study Area described under Section 6.1:

### **6.1 Special Study Area**

The Special Study Area, depicted in Figure 6 – Amended Development Concept, is a temporary designation until such time as the future land uses in the area are determined and incorporated through a comprehensive amendment to this plan including revised servicing, transportation and road design, off-site servicing, development types and policies. An amendment to remove the Special Study Area and replace it with a new development concept will occur following a comprehensive planning process and thorough public engagement with internal, external and intermunicipal stakeholders.

The land use districts under the Leduc County Land Use Bylaw continue to apply within the Special Study Area.

Additional sections of the East Vistas Area Structure Plan have been revised to implement the Special Study Area including amendments to figures, tables and text throughout the plan.

Subject to approval of this amendment, administration will further investigate options for non-residential land uses in this area and undertake a comprehensive amendment process as described under the Special Study Area. This comprehensive amendment will be defined through a public planning process, including stakeholder engagement to ensure all relevant perspectives are considered.

The notice of public hearing was advertised in accordance with the provisions of the Municipal Government Act and the Leduc County Alternate Advertising Bylaw (22-21). The proposed amendment was referred to adjacent municipalities in accordance with the policies of the Intermunicipal Planning Framework Agreement.

At the time of the writing of this report, fourteen (14) submissions have been received in response to the notification. All the comments received are in objection to the proposed amendment with the majority stating concerns for industrial development in the Special Study Area. A full copy of the comments has been attached to this report.

The City of Beaumont responded with no concerns.



**ATTACHMENTS**

1. Bylaw 06-26 To Adopt the East Vistas Area Structure Plan
2. East Vistas Area Structure Plan Bylaw 12-22
3. Amended East Vistas Area Structure Plan 06-26
4. Redline version of amended East Vistas Area Structure Plan
5. Referral Comments

# EAST VISTAS AREA STRUCTURE PLAN

## Bylaw No. 06-26

### Leduc County

---

#### A BYLAW TO UPDATE AND ADOPT THE EAST VISTAS AREA STRUCTURE PLAN

#### WHEREAS

pursuant to sections 191 and 633 of the *Municipal Government Act*, being Chapter M-26, Revised Statutes of Alberta, 2000, and amendments thereto, the Council of Leduc County deems it to be in the public interest to repeal and replace the East Vistas Area Structure Plan Bylaw No. 12-22;

#### NOW THEREFORE

be it resolved that the Council of Leduc County, duly assembled, enacts as follows:

1. That East Vistas Area Structure Plan, being Schedule 'A' attached to and forming part of this bylaw be adopted.
2. That East Vistas Area Structure Plan Bylaw No. 12-22 be repealed upon this bylaw coming into force.
3. This bylaw shall take effect on the date of third reading.

Read a first time this 28<sup>th</sup> day of April, 2026.

Read a second time this \_\_\_\_ day of \_\_\_\_\_, 2026.

Read a third time and finally passed this \_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
County Manager



# East Vistas Area Structure Plan

**Sections 29 and 32-50-24-4 and part of NE 31-50-24-4**

**Approved by Bylaw 15-09**

***Consolidated with amending bylaws 28-15, 12-17, 23-17 and 12-22***

Version: May 10, 2022



**Note**

Anyone using this consolidation is advised that the amendments have been included for convenience only and that the original area structure plan and the original amending bylaw should be consulted for all purposes of interpreting and applying the bylaw.

**BYLAW NO. 15-09**

**LEDUC COUNTY**

**A BYLAW OF LEDUC COUNTY, IN THE PROVINCE OF ALBERTA, TO ADOPT THE EAST VISTAS LOCAL AREA STRUCTURE PLAN**

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**WHEREAS**

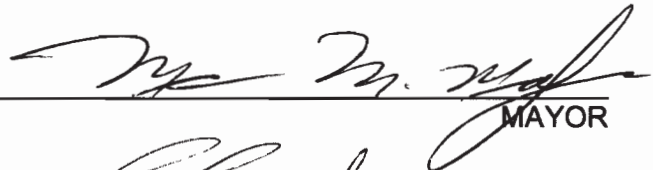
the Council of Leduc County deems it to be in the public interest to adopt the East Vistas Local Area Structure Plan;

**NOW THEREFORE, THE COUNCIL OF LEDUC COUNTY DULY ASSEMBLED ENACTS AS FOLLOWS:**

that the East Vistas Local Area Structure Plan, being Schedule 'A' attached to and forming part of this Bylaw, be adopted.

This Bylaw shall take effect on the date of the third reading

Read a first time this 8<sup>th</sup> day of September, A.D., 2009.

  
MAYOR

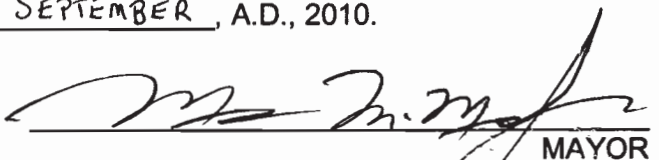
  
ACTING COUNTY MANAGER

Read a second time this 22<sup>nd</sup> day of July, A.D., 2010.

  
MAYOR

  
COUNTY MANAGER

Read a third time and passed this 28 day of SEPTEMBER, A.D., 2010.

  
MAYOR

  
COUNTY MANAGER

# Amendments to the East Vistas Area Structure Plan

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## Office consolidation

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Bylaw number	Date	Amendment
Bylaw 28-15	July 7, 2015	Re: Municipal reserves (Section 6.5)
Bylaw 12-17	May 23, 2017	Figure 6 - Development concept, tables 1 and 2
Bylaw 23-17	August 22, 2017	Figure 6 - Development concept, tables 1 and 2
Bylaw 12-22	May 10, 2022	<ul style="list-style-type: none"><li>- Title amended</li><li>- Removed 'local' from every occurrence of plan title</li><li>- Removed references to North Major ASP</li><li>- Amended reference from 'Town of Beaumont' to 'City of Beaumont'</li><li>- Formatting of document</li></ul>

### Note

Anyone using this consolidation is advised that the amendments have been included for convenience only and that the original area structure plan and the original amending bylaw should be consulted for all purposes of interpreting and applying the bylaw.

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# **1 Introduction**

## **1.1 Preface**

In response to demand for land to accommodate growth in the greater Capital Region, proponents of the East Vistas Area Structure Plan propose to develop a sustainable urban community in Leduc County. The area structure plan includes the lands adjacent to the existing country residential subdivisions known as The Vistas. It encompasses an area of approximately 562 ha (1,400 acres) that includes all of Sections 29 and 32 50-24-W4 and a portion of the NE 31 50-24-W4 southeast of Irvine Creek.

The plan area is serviced with municipal water and sanitary sewer. It will be developed to an urban standard, with paved roads, curbs, gutters, underground utilities and sidewalks.

The boundary of the City of Edmonton is approximately three kilometres to the north; the northern boundary of the City of Leduc is three kilometres to the south; and the City of Beaumont is just under two kilometres to the east. To the west lie The Vistas, Blackmud Creek, and beyond that Nisku Industrial Park. Township Road 510 is the north boundary of the plan area, Range Road 244 is the east boundary, and Highway 625 forms the south boundary and provides access to the Edmonton International Airport and Queen Elizabeth II Highway (both approximately five kilometres west). The location and plan area are shown in Figure 1.

- Bylaw 12-22

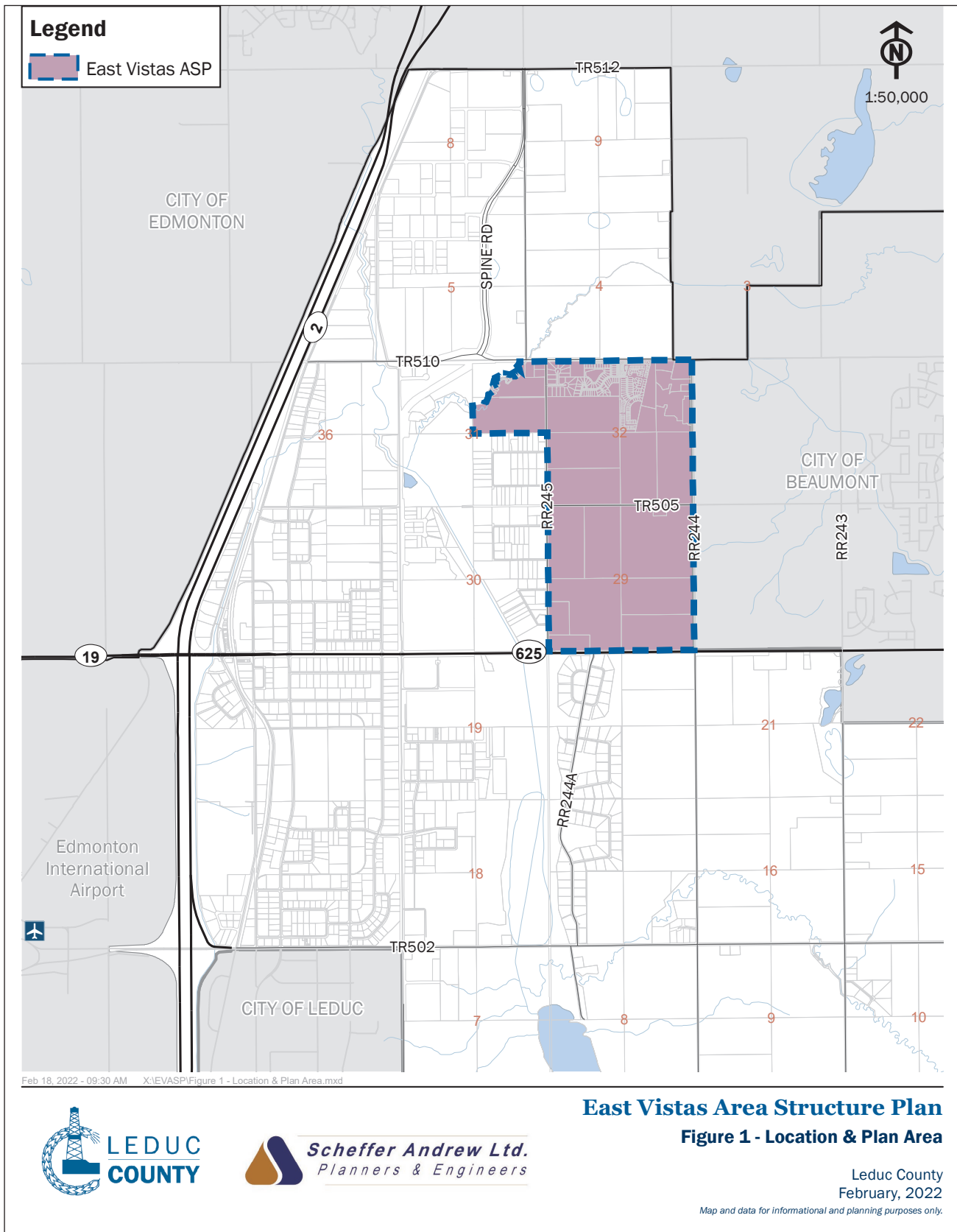
## **1.2 Purpose**

The East Vistas Area Structure Plan provides an overview of the land use concept and describes the area, services, transportation, and servicing requirements needed to support the development. The plan shows how the development will integrate with the existing and future land uses in the vicinity. When adopted by Leduc County, it will provide guidance for the future redistricting and subdivision applications within the plan area, both in terms of organization and design.

## **1.3 Planning Context**

The planning authority is Leduc County. The approval of this area structure plan is under the jurisdiction of Leduc County, applicable regulatory agencies and the Edmonton Metropolitan Region Board, formerly known as the Capital Region Board.

Figure 1 - Location and plan area



Bylaw 12-22

## 2 Vision and Goals

The Edmonton Capital Region includes the City of Edmonton, City of Leduc, City of Beaumont, and Leduc County, as well as twenty one other municipalities. This region has recently experienced one the most intense growth periods in its history. The unprecedented level of associated economic activity brought with it significant population increases, record construction activity, and major investments in the residential, commercial, industrial, transportation, and institutional sectors. Both the private and public sectors are now planning major investments in infrastructure to accommodate future growth. When coupled with the resultant demand for land to accommodate this growth, Leduc County will be faced with decisions on how to manage new growth within its boundaries, and particularly in the fringe areas adjacent to the Edmonton International Airport, Nisku Business Park, Leduc Business Park, City of Beaumont, City of Leduc, and the City of Edmonton. - Bylaw 12-22

In response to these anticipated growth pressures, Leduc County has determined that some changes in land use, servicing requirements, and infrastructure planning are needed to accommodate growth in all sectors. The County is addressing its long-term planning, infrastructure, and growth management options through a strategic plan, new area structure plans, off-site levies, Inter-municipal Development Plans, partnership agreements, and regional initiatives. Similarly, a cooperative approach is needed to facilitate the planning for the East Vistas Area Structure Plan. This plan was prepared by Scheffer Andrew, engaged by the proponents of the East Vistas Area Structure Plan and Leduc County administration, using the terms of reference prepared by Leduc County.

A key feature of this area structure plan is that it will create a complete and sustainable urban community. The mix of land uses includes higher density residential lots than presently exist in the County. The goal of this area structure plan is to apply Smart Growth principles to encourage sustainability by accommodating growth that makes efficient use of the land and existing municipal services. Smaller single-family residential lots and multi-family sites will address the need for a wider range of housing choices. As well, healthy lifestyles will be promoted by including infrastructure for walking and cycling, as well as by making streets a welcoming public amenity for those not driving.

A centrally located Vistas Centre with a Main Street is located in the heart of the community. The wide sidewalks and continuous streetwall of buildings will make Main Street an inviting place for a casual stroll, a place to meet friends, or to shop at the various stores. Multiuse pathways will be integrated with stormwater ponds to inter-connect subdivisions with the community and the community with the Vistas Centre. Local commercial service areas will be connected by a recreational pathway system with open spaces that are intended to create a defined community with a strong Sense of Place. The pathway system will form a complete secondary circulation system and will accommodate people using a variety of modes of transport, from walking to cycling, in-line skating, skateboarding, pushing strollers, or using mobility aids.

Conservation practices included in the plan preserve environmentally sensitive areas, watercourses, and large existing woodlots. Residential lots will have landscaping standards to retain a sense of open space and celebrate the rural character and lifestyle that is so important to County residents. In addition, developments will be governed by design guidelines, architectural design controls, and landscaping guidelines. This is intended to give a sense of land use certainty to the residents, as well as ensuring that proper attention is paid to the public realm.

Figure 6 shows the distribution of the land uses and location of the recreational pathways, environmentally sensitive areas, collector roads, future school sites, as well as the commercial, mixed use and multi-family sites.

### 3 Plan Area Context

Leduc County recognizes its role in helping to define the Leduc sub-region of the Edmonton Capital Region. The sub-region is centred on the Highway 2 corridor and includes the cities of Leduc and Beaumont, Nisku, Edmonton International Airport, and the Town of Devon. The County has undertaken a comprehensive planning program with the aim of coordinating land use in the sub-region in conjunction with its regional neighbours. The results of these planning efforts are the Leduc County / Town of Devon Intermunicipal Development Plan (IDP), the City of Leduc / Leduc County IDP, the Highway 19 Area Structure Plan (ASP), the Leduc County / Town of Beaumont Joint Growth Study (JGS), and the East Vistas ASP. As shown in Figure 2, these project areas radiate outward from the centre of the sub-region and build upon earlier County planning in the Saunders Lake and Blackmud Creek ASPs. Taken together, the regional planning of which the East Vistas is a part provides policy direction to an area approximately sixteen miles from east to west, and some thirteen miles from north to south, encompassing parts of four municipalities and a major international airport.

#### 3.1 Land Use

The current land use within the plan area is predominantly agriculture with some established farmsteads and smaller country residential parcels scattered throughout the site.

Agriculture is the predominant land use north and east of the plan area. One intensive livestock operation is operating on the NW 28-50-24-4, east of Township Road 510. The minimum setback requirement of 360 metres from the manure storage containment of this operation will not constrain development within the plan area.

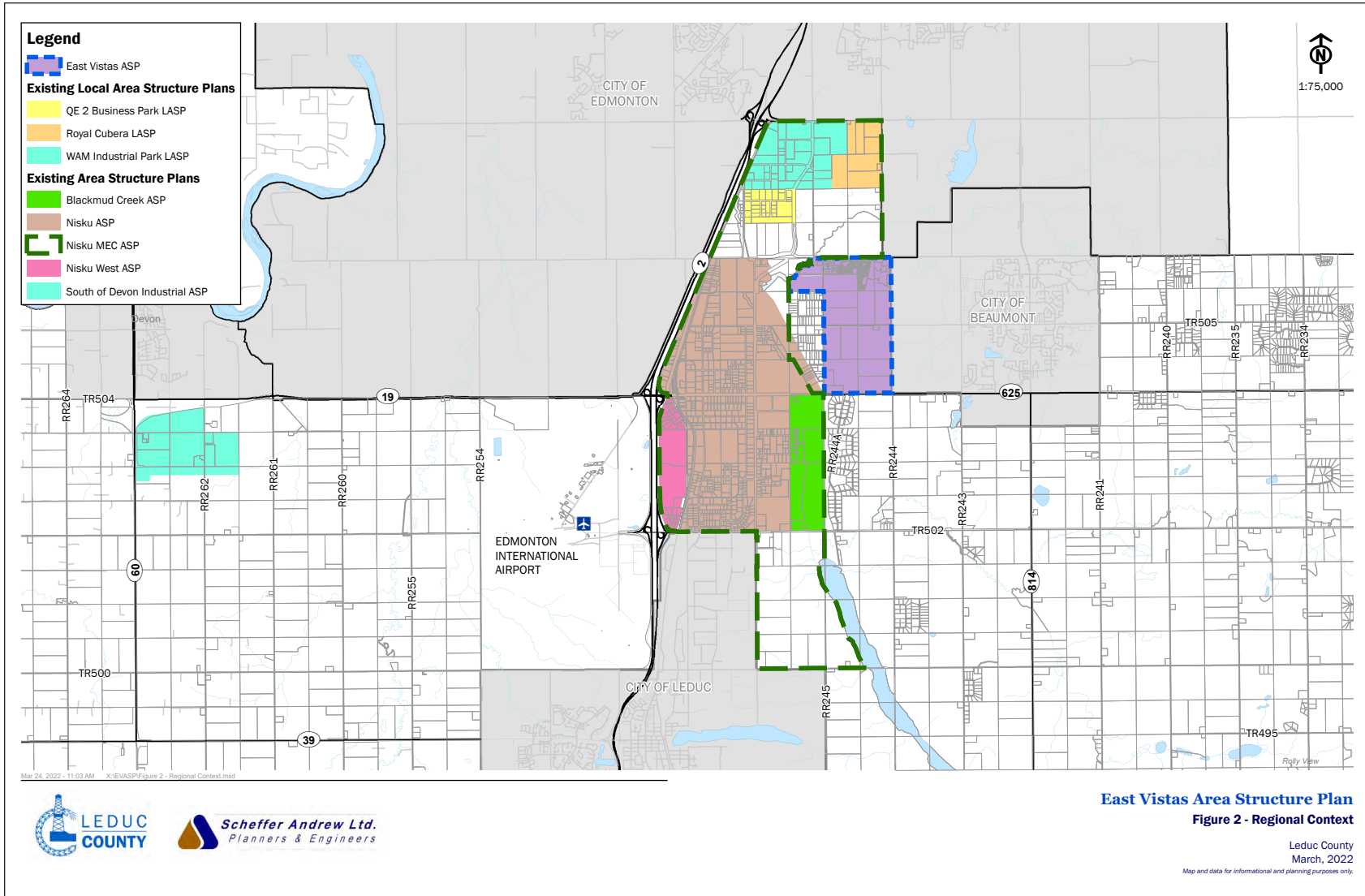
The land use west and south of the plan area is country residential. The established subdivisions are collectively known as “The Vistas”. An estate residential subdivision (Lukas Estates I) and a large lot urban development (Lukas Estates II) exist in the north half of the NW of Section 32. The East Vistas is contiguous to these developments.

Although lands in the plan area are considered high capability agricultural lands, there are compelling reasons to convert the area to non-agricultural land uses. The East Vistas will concentrate a significant amount of Leduc County’s future growth into a relatively small land area.

Major benefits may accrue to the County from higher intensity land development, such as achieving locally sustainable infrastructure, the concentration of community service delivery, a higher standard of living for area residents, the opportunity to develop a sub-regional hub that includes the City of Beaumont and possibly the City of Leduc, and the conservation of other high capability agricultural lands in the County and in the Capital Region as a whole. Finally, as municipal servicing is already available in the plan area, transportation facilities also service the area, and a major regional employment centre (Nisku Business Park) is essentially adjacent to the plan area, a higher intensity use of the land is warranted. Adjacent and existing land uses are shown in Figure 3.

*Bylaw 12-22*

Figure 2 - Regional context



### 3.1.1 Capital Region Growth Plan

The Capital Region Board released the Capital Region Growth Plan (CRGP) at the end of March, 2009, with two subsequent addenda released in October and December of the same year. That plan, which was accepted by the Minister of Municipal Affairs in March 2010, includes policies identifying where and how growth should occur. Section 2.2 of the Land Use Plan component of the Capital Region Growth Plan articulates six planning principles. Under principle II: Minimize Regional Footprint, part B: Concentrate New Growth Within Priority Growth Areas, a set of criteria are identified as follows:

- ii. *Priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria:*
  - a. *Existing and proposed multi-use movement corridors, including transit nodes;*
  - b. *Adjacent to existing and proposed major employment areas;*
  - c. *Redevelopment and intensification opportunities within existing urban areas; and*
  - d. *Locations that utilize existing infrastructure and servicing capacity or logically and efficiently extend that infrastructure.*

The Capital Region Growth Plan defines Major Employment Areas as:

“Areas that have, or are anticipated to have, a significant concentration of jobs, such as Port Alberta, Acheson, Nisku, and Alberta’s Industrial Heartland.”

Often, land uses in the above named areas are incompatible with residential land uses. As a result, the practical application of policy B(ii) of the CRGP is that growth occurs **in the vicinity** of a major employment area such as Nisku. In the case of the East Vistas, Leduc County is proposing growth adjacent to Irvine Creek, which forms the eastern edge of Nisku. The plan thus satisfies the first part of policy B(ii).

As outlined above, the Capital Region Growth Plan states that “in addition to growth in major employment areas, priority shall be given to locations that meet three of the following four criteria.” The East Vistas responds to these four criteria in the following ways:

- a. Existing and proposed multi-mode movement corridors, including transit nodes. These are defined in the Capital Region Growth Plan as corridors “that accommodate multiple modes for the movement of people and goods within and between member municipalities in the Capital Region.” The functional planning study of Township Road 510 accommodates future transit, and this road connects the East Vistas to the City of Beaumont, a member municipality in the Capital Region. Furthermore, this ASP includes much language in support of multi-modal transport, including the incorporation of bicycle lanes in street cross sections in Appendix C, requirements for bicycle friendly paved multi-use pathways, new bicycle parking regulations proposed for the Leduc County Land Use Bylaw, and a town centre designed using transit supportive development principles. Finally, the East Vistas reflects Figure 1 Regional Transportation Infrastructure in the December 2009 Addendum of the Capital Region Growth Plan by identifying Highway 625 as a future regional intermunicipal transit route by designating a site as a regional intermunicipal transit stop and orienting adjacent land uses to enhance this stop. - Bylaw 12-22
- b. Adjacent to existing and proposed major employment areas. As outlined above, the ASP meets this criterion.
- c. Redevelopment and intensification opportunities within existing urban areas. This criterion depends upon the definition of ‘urban’. If the definition requires the area to be municipally serviced and have access to high order transportation, then the East Vistas meets this criterion.

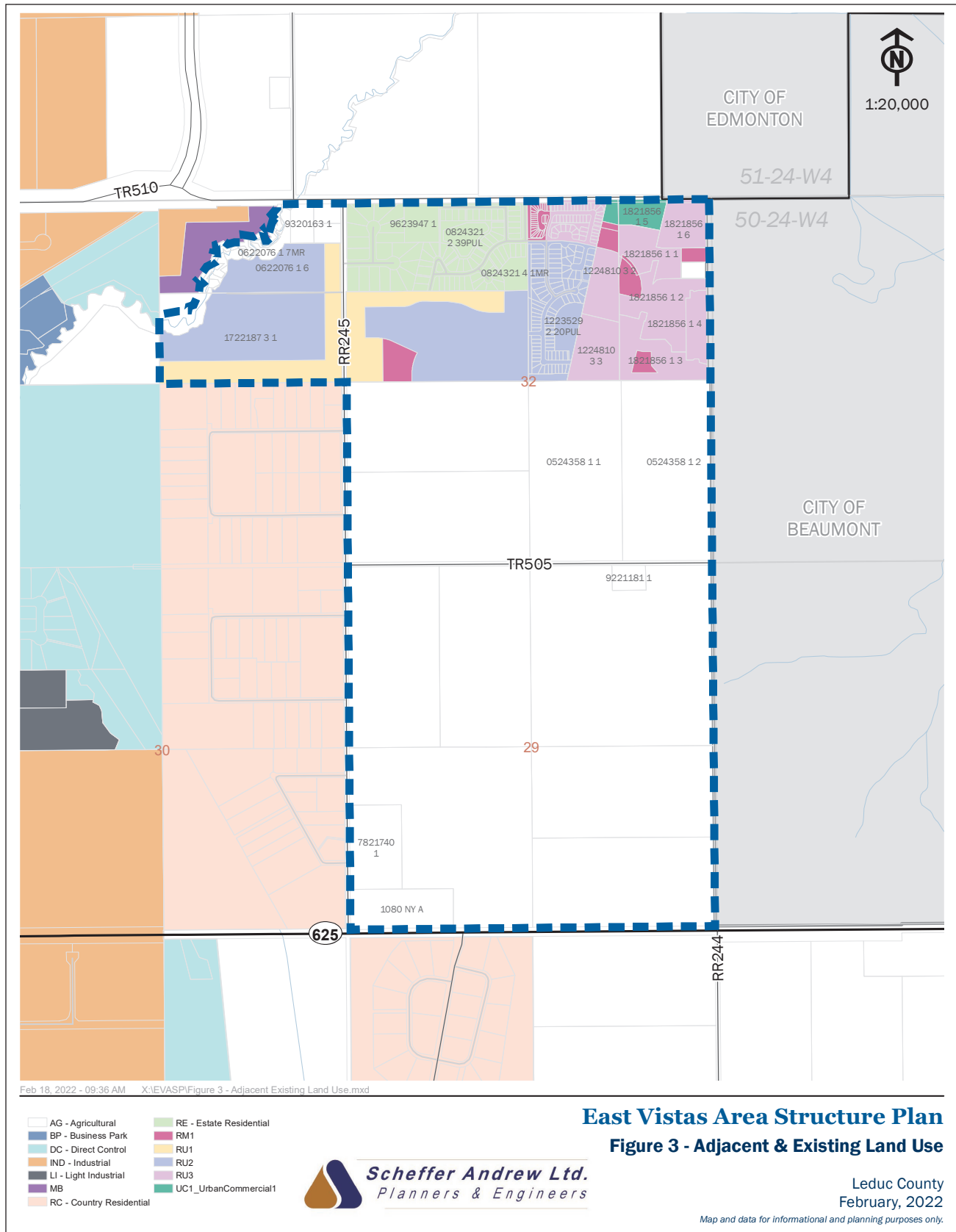
As well, the ASP is contiguous to an existing large lot municipally serviced urban residential subdivision (Lukas Estates II).

- d. Locations that utilize existing infrastructure and servicing capacity or logically and efficiently extend that infrastructure. As noted above, the East Vistas has existing infrastructure and thus meets this criterion.

In October of 2009, the Capital Region Land Use Committee released an addendum to the Capital Region Growth Plan which defined Priority Growth Areas and Cluster Country Residential Areas. Density targets were set for each of these areas. The East Vistas falls within Priority Growth Area CE, which has a density target of 25-35 units per net developable hectare of land. The East Vistas will achieve an overall density of 27.3 units per net developable hectare.

A second addendum to the Capital Region Growth Plan was released in December of 2009. This final piece of the plan revisited population and employment projections and identified new projections for Priority Growth Areas, Cluster Country Residential Areas, and municipalities over the next 35 years. An analysis of these projections as they relate to the East Vistas is presented in Section 8.1.

Figure 3 - Adjacent and existing land use



Bylaw 12-22

### **3.2 Natural Features**

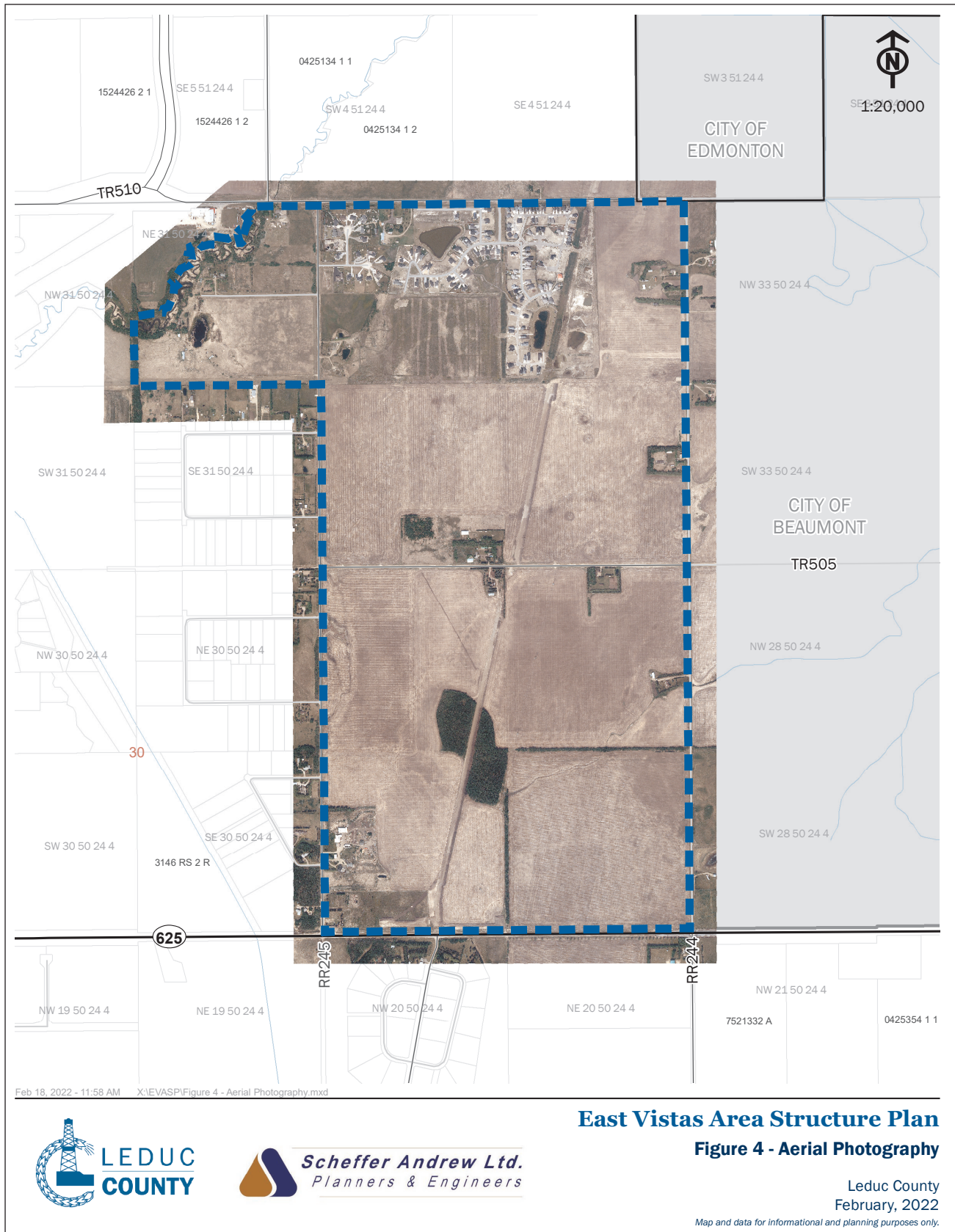
Within the plan area, the lands are predominantly cultivated farmland with flat to slightly rolling terrain. Natural areas within the plan area include wetlands, two large woodland areas, some shelterbelts around the farmsteads, and along property lines.

The drainage trend is from the northeast to the southwest with an elevation difference of approximately twenty metres across two sections. All drainage in this plan area flows into the Blackmud Creek to the west and ultimately into the North Saskatchewan River.

Irvine Creek transects the northeast quarter of Section 31 and trends from the northeast to the southwest. Alberta Sustainable Resource Development has indicated that they will be claiming the bed and shore of Irvine Creek when it is subdivided.

The natural features are shown in Figure 4 Aerial photograph.

Figure 4 - Aerial photograph



Bylaw 12-22

### **3.3 Infrastructure**

#### **3.3.1 Municipal Water**

Municipal water is available from the County's regional water reservoir which is readily available by connection to a transmission line located approximately two kilometres west of the plan area. As well, a water line is available at Twp Rd 510. It was constructed by a private developer to service Lukas Estates II in the east portion of the North ½ of NW 32-50-24-4.

#### **3.3.2 Municipal Sewer**

The regional sewer line is located in the northern part of the plan area. Capacity will be available as stipulated by the policy of the Alberta Capital Region Wastewater Commission.

#### **3.3.3 Roads**

The plan area is bounded by municipal roads on the north, west, and east side which allows for ample access into the plan area. Highway 625 forms the southern boundary. Additional access to this highway will not be permitted by the Ministry of Transportation.

#### **3.3.4 Greater Nisku Off-site Levy Bylaw**

On April 2, 2008 Leduc County adopted the Greater Nisku Off-site Levy Bylaw. It provides a mechanism for the County to collect fees to front-end the development of eligible components of the infrastructure. This includes some arterial roads, water and sanitary sewer lines. The fees are collected by the County from a developer at the time a Development Agreement is completed. In turn, the County may use the fees collected to pay for approved infrastructure projects included in the County's Funded Capital Plan.

Alternatively, developers may front-end eligible infrastructure projects. A portion of the costs associated with eligible projects may subsequently be contributed to through fees collected under the Off-Site Levy Bylaw for which the County will endeavour to collect from future developers.

### **3.4 Plan Amendments**

The County will send a copy of this plan to adjacent municipalities, public and private approval agencies, and notify the adjacent and affected land owners. The East Vistas Area Structure Plan will also be advertised for a public hearing in accordance with the *Municipal Government Act*.

To implement the East Vistas Area Structure Plan, the County must amend the Municipal Development Plan, Land Use Bylaw, and obtain the prior approval of the Capital Region Board before any of the plan amendments can be adopted.

A brief comment follows on the purpose of each of the proposed plan amendments.

#### **3.4.1 Leduc County Municipal Development Plan**

The Municipal Development Plan designates the plan area within Agricultural Area A. The Municipal Development Plan includes policies for country residential and commercial land uses and protection of environmentally sensitive lands. Rural commercial uses are intended to provide daily goods and services needed by the local population.

Amendment of the Municipal Development Plan will be needed to enable growth at a higher density with smaller, single family residential lots, as well as multi-family developments, commercial sites, and mixed residential/commercial buildings. A new land use designation will be created, to be called Urban Growth Areas. The East Vistas will be the first such Urban Growth Area in the County.

Bylaw 12-22

### 3.4.2 Land Use Bylaw

The Leduc County Land Use Bylaw designates the plan area as AG - Agricultural District. To encourage higher density growth to proceed, new land use districts are needed in the Land Use Bylaw.

Amendment of the Land Use Bylaw will create seven new districts to regulate land use in the Urban Growth Area. Included in the regulations are design guidelines, development and landscaping standards, and servicing requirements.

A further suite of amendments to the Land Use Bylaw will address issues arising out of the establishment of full urban standard development in the County. These issues include, but are not limited to, parking, landscaping, screening, setbacks, noise, outdoor lighting, and projections.

Individual applications for redistricting, subdivision, and development are described in Section 8 of this document.

## 4 Development Opportunities

The East Vistas Plan area is located adjacent to municipal roads and a provincial highway which channels traffic to the Queen Elizabeth II Highway five kilometres to the west and to Highway 814 three kilometres to the east. It is in close proximity to existing employment centers within the Nisku and Leduc Industrial Parks, Edmonton International Airport, the City of Beaumont, the City of Leduc, and is a short distance from the City of Edmonton. The ground conditions of the site are conducive to development and municipal services are readily available. - Bylaw 12-22

### 4.1 Historical/Cultural Resources

In correspondence dated May 4, 2007, Alberta Community Development indicated that a Historical Resources Impact Assessment is not required for the plan area. This correspondence is included in the Appendices.

### 4.2 Geotechnical Assessment

Hagstrom Geotechnical Services Ltd. prepared a general geotechnical assessment of the plan area. The report is based upon existing geotechnical reports of properties within the plan area. It concludes that there are no known geotechnical obstacles to development. The soil conditions throughout the plan area are generally suitable for the proposed range of developments. The report also recommends that some additional boreholes be drilled in Sections 29, 31, and 32 prior to the start of detailed design and construction.

The report prepared by Mr. Merle Hagstrom, P.Eng. of Hagstrom Geotechnical Services Ltd., dated September 25, 2007 has been submitted to Leduc County under separate cover.

## 5 Development Constraints

There are numerous development constraints within the plan area which are both man-made and natural. Figure 5 indicates natural areas and man-made constraints. Man-made constraints are the existing rights-of-way for utilities. The first natural development constraint is Irvine Creek, its valley, and required setback from the top of bank. A second natural development constraint is the existing woodlot in the south central part of the Plan area. Natural areas worthy of conservation protection are identified in an Environmental Impact Assessment report.

### 5.1 Man-made Constraints

Man-made constraints in the vicinity to a development are mainly related to rights-of-way. There are five rights-of-way for underground pipelines and one for an above ground electrical transmission line. The overhead line as well as two of the pipelines is orientated generally north to south. Three pipelines run east to west, with one meter station site also in the plan area. This infrastructure may present some development challenges. The north south oriented oil and gas pipelines are in two separate corridors and these lines, currently owned by ATCO Gas, Alberta Product Pipe Line Ltd., Keyera Energy Ltd. and Rangeland Pipeline Company require no additional setbacks from their respective rights-of-way. However, planting in the right-of-way and crossings are restricted and controlled.

Leduc County's Land Use Bylaw identifies that additional setback requirements dependent on the operating pressure of the pipeline may be required. The three east to west pipelines are aligned with property lines and are not considered major obstacles to development. The line adjacent to Township Road 505 is currently owned by Altagas Utilities. The line adjacent to the south boundary of the south half of Section 29 is a municipal water line and the South Edmonton Regional Trunk Sewer (SERTS) Line parallels and runs adjacent to the south boundary of the north half of section 32. As well, the Capital Region South-west Water Services Commission (CRSWSC) regional water line also runs parallel to the south boundary of the north half of Section 32.

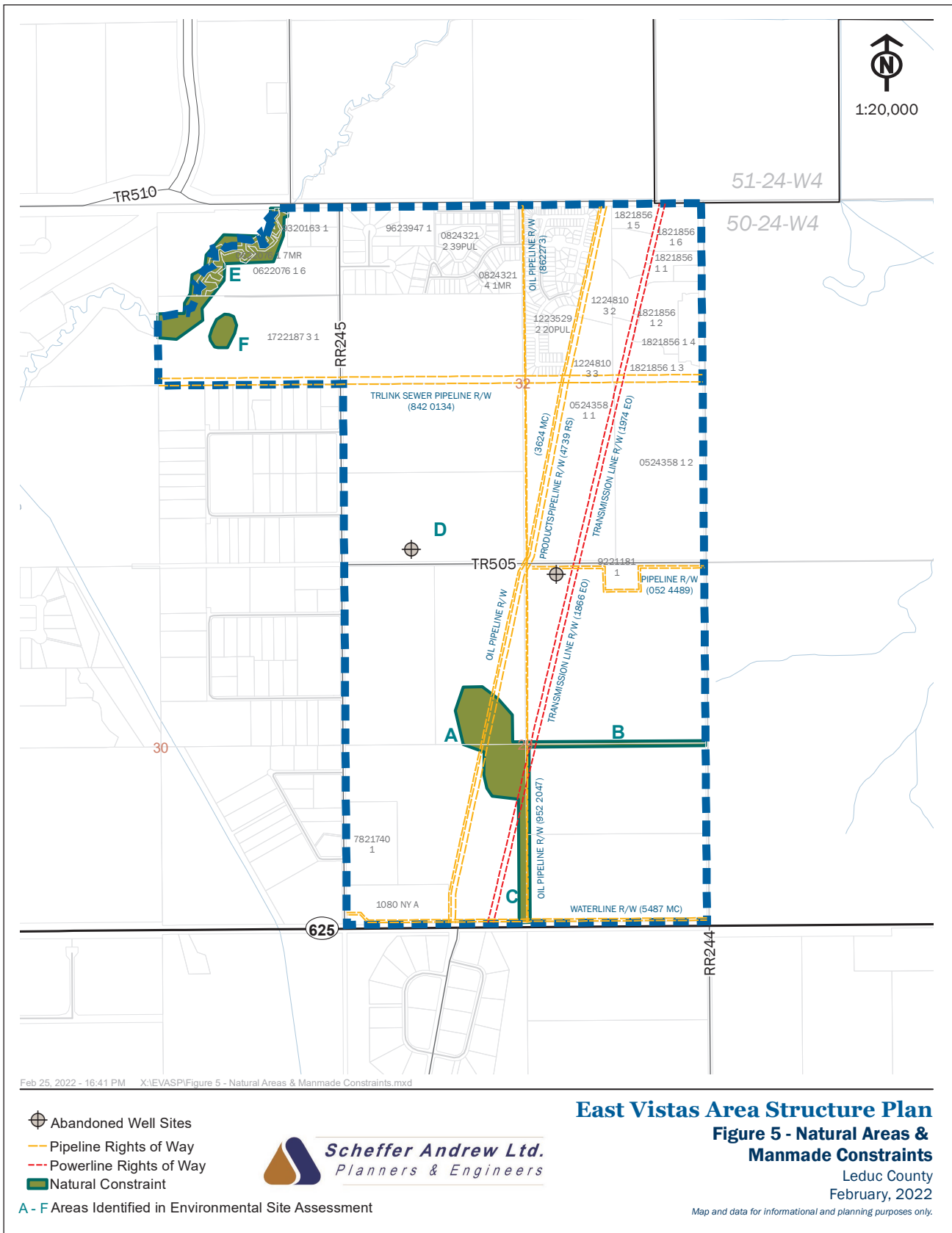
The AltaLink power transmission line is, however, a significant constraint for development both physically and for aesthetic reasons. Roads crossing this line must be designed around the transmission towers, locations, and wire heights. Altalink has indicated that it may have additional comments at the time of subdivision, depending on details of proposed new development.

With respect to sour gas well setbacks, the Alberta Energy and Utilities Board indicated in their correspondence dated March 15, 2007 that there are no sour gas facilities within or immediately adjacent to the plan boundary. There are two abandoned and reclaimed wells which will require long term access to the borehole location. Setbacks have to be consistent with the recommendations of the Alberta Resources Conservation Board. Reclamation certificates for these wells are included in the Appendices.

## **5.2 Phase 1 Environmental Site Assessment**

A minimum of a Phase 1 Environmental Site Assessment report will be required to be completed on parcels of land to support the redistricting application for the subject parcels. The primary objective of this assessment is to identify any potential environmental contamination issues associated with the property and to determine whether a detailed site investigation is required. If a remediation plan is required, it must be completed prior to granting of the planning approvals.

Figure 5 - Natural areas and man-made constraints



### 5.3 Environmental Impact Assessment

An Environmental Impact Assessment report was prepared by Bruce Thompson and Associates Inc. The report identifies important natural features, environmental elements in the Plan area, the site's natural sustainability, and features such as tree stands, riparian areas, or wetlands that are worthy of conservation. It also:

- identifies and assesses the potential effects of the proposed development and related activities on natural systems;
- provides recommendations for measures to avoid or reduce significant impacts to important natural elements; and,
- provides recommendations regarding the incorporation of natural features as part of the development plan.

Most of the Plan area consists of cultivated agricultural lands, residential areas, and existing farmsteads. The assessment focused on six ecosystems that remain more or less in their natural state. Six areas are identified in Figure 5 Natural areas and man-made constraints, and include:

1. a large deciduous, oval-shaped wood lot near the centre of the area, but in the south half is bisected by a pipeline labelled Area A;
2. a shelterbelt running eastward from Area A labelled Area B;
3. a shelterbelt running southward from Area A labelled Area C;
4. a small tree stand half mile north of Area A labelled Area D;
5. Irvine Creek and its ravine that traverses the northwest quarter-section of the study area labelled Area E; and
6. a small wet land area east of Irvine Creek located in the NE 31-50-24-4 labelled Area F.

The report recommends that:

- The effect of leaving Areas A, B, C, E as natural tree stands would be beneficial for the rural character, preserve some open space, add to the long-term aesthetics, maintain wildlife habitat, and preserve ecological connectivity.
- The tree stand in Area D is deteriorating severely. There is little chance it will recover. As a consequence, removing the trees will not be detrimental to the area's natural sustainability.
- Retention of Area F as a natural wetland would be beneficial. It would have long-term benefits in terms of groundwater re-charge, infiltration of water, and improvement of water quality. If the wetland is to be incorporated as a storm water management pond, then a Wetland Management Plan will be needed. Such a plan would provide any enhancement and mitigation requirements as part of the engineering design.
- The potential impacts of development on Irvine Creek could be long-term and high in magnitude. In order to minimize these effects, a storm water management plan must be designed such that the post-development drainage regime is similar to the pre-development flows. This will respond to the changes in flow rates based on the frequency, duration, and extent of flooding.
- A storm water management plan would be prepared as part of the detailed engineering design. Irvine Creek, its ravine, and adjacent riparian areas should be retained and managed as an Environmental Reserve.

The report prepared by Mr. Bruce Thompson, of Bruce Thompson and Associates Inc., dated September 2007 has been submitted to Leduc County under separate cover.

#### **5.4 Flood Plain Analysis**

River Engineering Consulting Ltd. prepared a plan to delineate the 1:100 year flood plain and determine the floodway / flood fringe limits for Irvine Creek. The report states that the floodway and flood fringe limits are totally contained within the valley surrounding Irvine Creek. The 100-Year floodplain presents no limitations to development from a flood proofing perspective.

The report prepared by Mr. Bob Quazi, P.Eng., of River Engineering Consulting Ltd., dated August 2007 has been submitted to Leduc County under separate cover.

### **6 Development Concept**

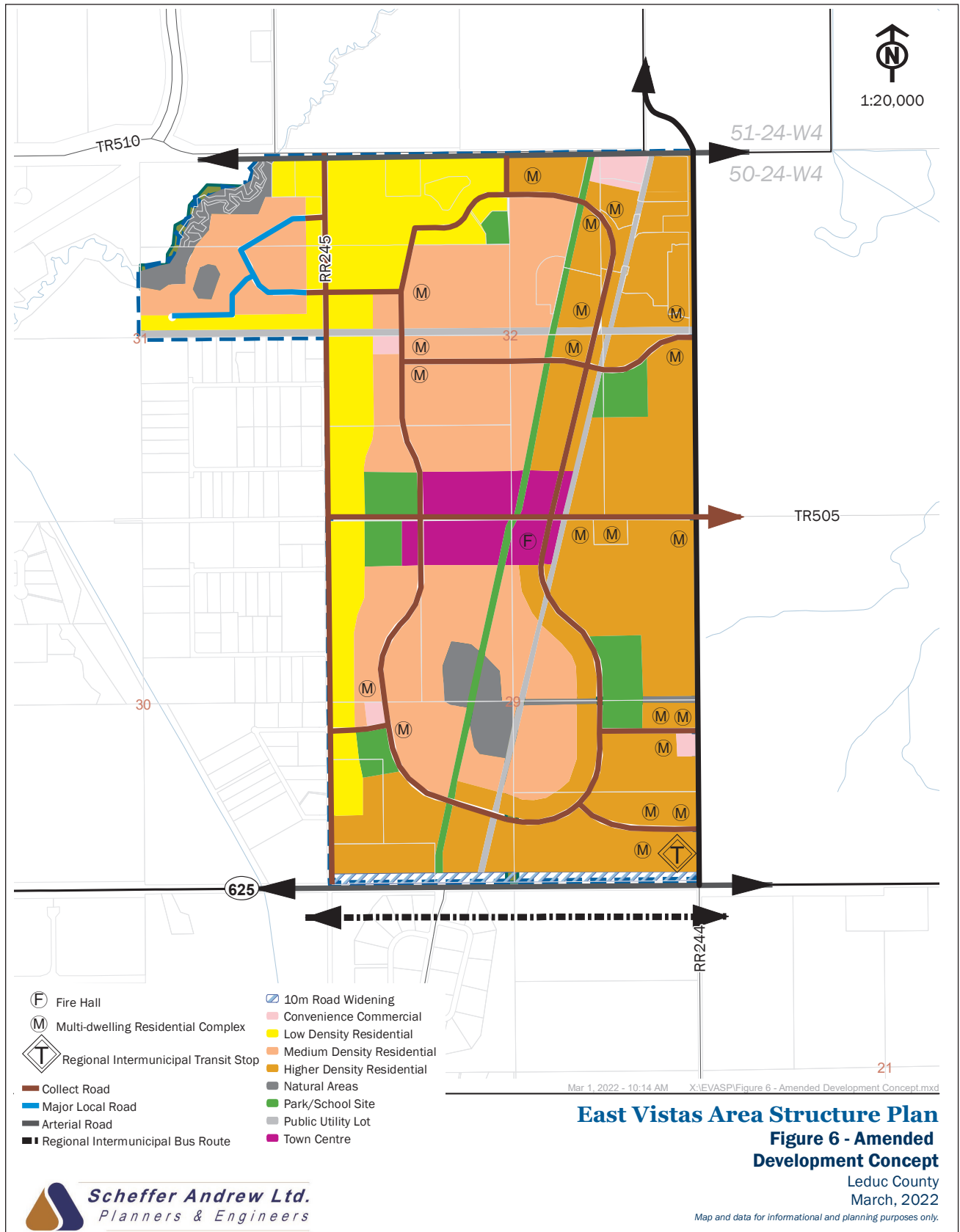
The approach used for the preparation of this plan is based on the following general planning principles:

1. Appropriate land use assignment where each land use has distinct location and activity characteristics.
2. Integration of activities with the various land uses through vehicular travel, non- motorized travel, and pedestrian linkages.
3. Clearly defined and unique neighbourhoods within easy walking distance of parks, schools, shops, amenities, and each other.
4. Respect for existing significant environmental features with a commitment to preserving and minimizing impacts to these natural amenities.
5. Provision for all of the daily needs of a complete, diverse, and vibrant community.
6. Flexibility in land uses with an emphasis on outcomes of urban form and design.

This plan will promote the development of a sustainable urban community. It includes higher density, single family residential, multi-family and mixed uses along with efficient and effective designs for the land uses, preservation of open space and environmentally sensitive areas, safety, walkability, and a strong sense of a defined neighbourhood and community.

Figure 6 shows the development concept within the plan area.

Figure 6 - Development Concept



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The Area Structure Plan statistics for capacity projections for the land use concept are as follows:

Table 1 - Amended area structure plan statistics

<b>Land Use Distribution</b>						
	<b>Area (ha)</b>					
<b>Total Plan area</b>	<b>562</b>					
<b>Environmental Reserve/Natural Area</b>	<b>9</b>					
<b>Gross Developable Area</b>	<b>553.0</b>	<b>Net</b>				
		<b>Area (ha)</b>	<b>%GDA</b>			
Park and School Sites		55.9	10.0%			
Stormwater Lakes		22.0	4.0%			
Public Utility Lots		18.4	3.3%			
Circulation		128.1	23.2%			
<b>Infrastructure and Parks Area</b>		<b>223.8</b>				
Vistas Centre Commercial		2.2	0.4%			
Urban Commercial		7.0	1.3%			
<b>Commercial Developable Area</b>		<b>9.2</b>				
Low Density Residential		55.4	10.0%			
Medium Density Residential		104.0	18.8%			
Higher Density Residential		112.8	20.4%			
Multi Dwelling Residential		32.2	5.8%			
Vistas Centre Residential		15.6	2.8%			
<b>Residential Developable Area</b>		<b>320.0</b>				
<b>Total</b>		<b>553.0</b>	<b>100.0%</b>			
<b>Population</b>						
<b>Land Use</b>	<b>Area (ha)</b>	<b>%</b>	<b>DU/ ha</b>	<b>DU</b>	<b>PPDU</b>	<b>Population</b>
Low Density Residential	55.4	18%	5.0	277	2.6	720
Medium Density Residential	104.0	33%	12.0	1,248	2.6	3,245
Higher Density Residential	112.8	35%	24.0	2,707	2.6	7,039
Multi Dwelling Residential	32.2	10%	95.0	3,059	2.6	7,953
Vistas Centre Residential	15.6	5%	100.0	1,558	2.6	4,056
<b>Total</b>	<b>320.0</b>	<b>100%</b>		<b>8,849</b>		<b>23,013</b>
<b>Density</b>		41.3	people / gross developable ha			
		72.0	people / net residential ha			
		15.9	units / gross developable ha			
		27.7	units / net residential ha			
<b>Sustainability Measures</b>						
Population % within 500 m of Parkland			100%			
Population % within 400 m of Future Transit Service			100%			
Population % within 600 m of Commercial Service			89%			

Bylaw 12-17, Bylaw 23-17, Bylaw 12-22

**6.1 Residential**

New residential developments will be subject to architectural controls and design guidelines that will function to create themes unique to their development. This will reinforce a sense of identifiable neighbourhoods within the Plan area. Landscaping will be included in the regulations, as will provisions to reduce night time light pollution. All lots will be serviced by municipal water and sanitary sewer.

Figure 6 shows the distribution of residential land uses within the development concept.

**6.1.1 Low Density Residential**

The westernmost parts of the Plan area will be developed as single family residential. A new RU1 – Residential Urban 1 District is proposed to be added to the Leduc County Land Use Bylaw. The area will ultimately be served by a minor arterial roadway along Range Road 245, and no part of the low density housing is adjacent to Highway 625. Minimum parcel size will be 1,350 square metres (0.3 acres) with a maximum of 6,000 square metres (1.5 acres). This is shown as the single family “Low Density” designation in Figure 6. - Bylaw 12-22

**6.1.2 Medium Density Residential**

A medium density single family residential area is located in the centre of the Plan area. This medium density development will flank the Vistas Centre on both its north and south sides, and will occupy most of the space delineated by the inner ring collector road, as well as a buffer area to the west of that road. A new RU2 - Residential Urban 2 District is proposed to be added to the Leduc County Land Use Bylaw. It has an overall density of 777 units per quarter section. The minimum parcel size will be 360 square metres (0.09 acres) with a maximum of 1500 square metres (0.37 acres). This area is shown as the single family “Medium Density” designation in Figure 6.

**6.1.3 Higher Density Residential**

A higher density residential area is located towards the eastern perimeter of the Plan area. As well, the higher density area forms a buffer on the west side of the inner collector road. This higher density development will be in closer proximity to arterial roads and Highway 625 than the lower and medium density residential areas. A new RU3 - Residential Urban 3 District is proposed to be added to the Leduc County Land Use Bylaw. It has an overall density of 1554 units per quarter section. The minimum parcel size will be 180 square metres (0.04 acres) with a maximum of 660 square metres (0.09 acres). This area is shown as the single family “Higher Density” designation in Figure 6.

**6.1.4 Multi-Dwelling Residential**

The inclusion of multi-unit dwelling sites within this plan area will allow for a more diverse range of housing types. This will accommodate seniors, young families, single parent families, childless couples, and singles; allowing residents to stay within the community when their housing needs change over time.

Multi-family dwelling sites will be located adjacent to collector and arterial roads and close to local amenities such as schools, parks, trails, commercial sites, and the Vistas Centre. The sites will connect to adjacent multi-use pathways and be situated in close proximity to single- family sites. Multi-family developments shall be directly connected to adjacent commercial and service nodes and other community amenities. Double fronted developments shall be encouraged where a multi-family lot is created adjacent to a public open space. Multi-family dwelling sites will include a range of housing forms, from duplexes to up to six connected townhouses as well as apartment structures, stacked townhouses, condominiums, and communal structures intended for homes for the aged. Affordable housing projects will be encouraged in multi-dwelling sites.

A new RM1 – Residential Multi Family District is proposed to be added to the Leduc County Land Use Bylaw. It will have a maximum site area of 1.4 ha (3.5 acres) with a maximum density of 95 units per hectare (38.4 units per acre). This is shown as the “Multi-dwelling Residential” symbol in Figure 6 -

Amended development concept.

### 6.1.5 Residential Design

Residential developments in the East Vistas will take on a variety of forms. However, in order to create a cohesive community, a number of design principles will apply to all developments. These are as follows:

1. The notion of 'eyes on the street', or orienting interior spaces such that people have the ability to casually observe the street, increases community safety.
2. To promote safety and community cohesiveness, residential development should address all fronting streets, parks, and open spaces.
3. A clear sense of entry and design interest to a home is provided through the inclusion of porches, verandas, and other architectural elements that contribute to a sense of place and activity.
4. A complete community should be able to house people of all ages, family arrangements, incomes, and cultures.
5. Successful communities create a balance between private and public space.
6. Variation in residences, structures and buildings is achieved through the use of quality materials and detail in design, which lends visual interest, distinctive character and identity to a community.
7. Minimizing the impact of the garage as viewed by the public realm creates a visual relationship between the front entrance of each home and the street.
8. Neighbourhood environments are established by the variety of architecture and landscape defined by varied lot widths and setbacks, which also allow variations in density throughout the community.
9. Consistent quality and design of landscape elements and sidewalks softens the aesthetics of structures and ties neighbourhoods together, while the addition of shade trees also increases the energy efficiency as well as the sustainability of the community.
10. Perimeter wall and entry elements provide a sense of arrival and identity for neighbourhoods. These should be creatively designed with quality materials.
11. Residential projects should be designed to maximize opportunities for creating usable, attractive, and integrated open spaces.
12. There need only be as much outdoor lighting as necessary, directed where it is needed, when it is needed and in the amount needed. All other outdoor light is wasteful.
13. Multi-family project lighting should respect the scale and character of adjacent single family neighbourhoods. It should not intrude or create a nuisance to these areas, but must maintain safety and visibility on its site.
14. Trash enclosures, loading dock, mechanical equipment and other service elements of multi-family dwelling projects should be located away from street views. Amenities should be centrally located.
15. Residential design should be consistent with respect to scale and character, but not to the point of being identical or repetitious. Variety and distinctiveness is the goal. New developments should respect the characteristics of existing developments in the area.
16. Residential development in the East Vistas should incorporate where possible site planning and building elements that promote energy efficiency and conservation of water.

## 6.2 Vistas Centre

A new Vistas Centre will be created as the heart of the community; shown in Figure 6 Development Concept. It will be centrally located in the plan area and will be designed according to a “Main Street” concept. The Vistas Centre and convenience commercial areas in the East Vistas are intended to satisfy the needs of the local residential community. This concept envisions a central built-up area which is dominated by a road with shops and restaurants at street level, wide sidewalks, parallel or angle parking, and attached buildings of a consistent height, bulk, and massing.

Located along Township Road 505, the Vistas Centre will incorporate portions of land both north and south of the road. The Vistas Centre is intended to be a walkable destination both through its pedestrian friendly design and its accessibility via the multi-use pathway system. As well, Main Street will be designed to accommodate a future transit system. Adjoining the Vistas Centre immediately to the west are two sites dedicated for a community recreation area and future school sites. Together with this recreation site, the Vistas Centre will provide residents and visitors with a multi-use, community-oriented destination. Multi unit residential dwellings will be incorporated into the Vistas Center at a higher density than in the rest of the plan area, and affordable housing projects will be encouraged in the district.

The convergence of two pipeline right of ways in the Vistas Centre provides an opportunity for other public uses of land. These two north-south running lines do not run parallel to one another, but rather converge at a steep angle, creating two triangular shaped areas, one on either side of Main Street in the Vistas Centre. As development is restricted on the right of ways, the pipelines will be used as elements of the multi-use pathway system in the East Vistas. At the point of convergence, however, two triangular open spaces will be created suitable for piazzas or some other public open space feature. Immediately behind these open spaces will be two trapezoidal lots that may best be dedicated as municipal reserve and developed with public service uses, such as a library, RCMP detachment, or district heating facility.

A fire hall will also be located in the Vistas Centre, as shown in Figure 6 Development Concept. The fire hall will occupy between a two and three acre site, and may include ambulatory services. It will be situated on the south side of Main Street towards the east side of the Vistas Centre, and will be adjacent to the overhead electrical transmission corridor.

The proposed land use district under the Leduc County Land Use Bylaw will be TC – Town Centre District. Permitted uses include convenience and commercial retail service, business office, financial services, and townhouse and apartment dwellings. Discretionary uses in the District include local community facilities, restaurants, child care facilities, religious assemblies, and personal or health care services. Multi-dwelling sites will be located in single use buildings off of Main Street and on upper floors of mixed use buildings along Main Street and its major cross roads. The multi-family dwelling sites will include a range of housing forms, from semi-detached to connected townhouses, duplexes, triplexes, and apartment structures either stand-alone or on upper floors of commercial buildings. The maximum density of residential development is 100 units per hectare (40.5 units per acre) and a Floor Area Ratio (FAR) of 1.5 restricts the commercial development site coverage. A single large format commercial site will be included in the Vistas Centre and is intended to accommodate a supermarket. Mixed use buildings will front public open spaces in and adjacent to the Vistas Centre.

Table 1 identifies two components of Vistas Centre development; a commercial and a residential element. It is anticipated that a majority of gross floor space in the Vistas Centre will develop as residential use rather than commercial. This reflects the fact that there will often be residential uses located on multiple stories above a commercial main floor, as well as many developments which will be entirely residential in nature. As a result, while the Vistas Centre encompasses 17.8 hectares of developable land, it is estimated that 87 per cent of this area will develop into residential uses.

### 6.2.1 *Vistas Centre Design*

The Vistas Centre will be the centrepiece of the East Vistas. As a result, comprehensive design standards will be applied to developments in the Vistas Centre. In order to ensure that a vibrant public realm and a consistent and attractive built environment take shape, the following principles will inform development in the Vistas Centre:

1. The Vistas Centre will be a highly accessible area in the East Vistas, whether visitors are arriving by car, transit, bicycle, skateboard, rollerblade, on foot or otherwise.
2. The Vistas Centre is the focal point of the East Vistas.
3. The public realm is the most important element of the Vistas Centre.
4. The public realm is made up of the streets, sidewalks, parks, squares or piazzas, patios, parking lots, open spaces, landscaping, and the exterior walls and roofs of all of the buildings.
5. A successful Main Street is defined by a consistent street wall close to the street, wide and friendly sidewalks, street furniture and plantings, recognizable landmarks, gateway features, public transit, and the people who live, shop, work, play, and relax there throughout the day and into the evening.
6. Living, shopping, working, playing, and relaxing are fully integrated activities in a town centre.
7. Living spaces should accommodate a wide range of lifestyles, ages, family arrangements, and incomes. Tenures will include fee simple, condominium, and rental units.
8. Buildings will generally be three to four stories on Main Street, with commercial uses at grade on major streets and commercial or residential uses above.
9. Building frontages, window openings, and architectural detailing will maintain a consistent rhythm along the front walls of buildings on Main Street and on buildings fronting onto park, civic, or open spaces.
10. Buildings fronting Main Street and park, civic, or open spaces should be attached to one another to maintain a consistent street wall.
11. The Vistas Centre is an appropriate place to showcase environmentally friendly building technologies, green roofs, energy efficient design, water conservation measures, dark sky friendly outdoor lighting, solar power, and a district heating facility.

## 6.3 **Commercial**

### 6.3.1 *Convenience Commercial*

Three local commercial sites have been located in the plan area as shown in Figure 6 Development Concept. The commercial sites are located at or near high visibility intersections and to provide convenient access opportunities. The sites are also in close proximity to multi dwelling sites and future public transit stops.

The inclusion of local commercial in the plan area is intended to minimize reliance on automobiles and encourage walking to local businesses and amenities for basic and daily needs. Local employment with a minimum commute distance will also be an advantage of these local nodes.

The proposed district designation under the Leduc County Land Use Bylaw will be CU1 – Commercial Urban 1 District. Permitted uses include convenience and commercial retail, financial services, restau-

rants, personal and health care services. The maximum allowable lot site is 2.0 hectares (5 acres) with restrictions on site coverage and individual business floor areas so as to keep the development pedestrian friendly and locally orientated.

### 6.3.2 Large Format Commercial

Space for a commercial plaza has been located in the northeast corner of the plan area as shown in Figure 6. This area is intended to accommodate larger format commercial uses which will serve the entire East Vistas community, as well as other County residents. Vehicular access to this development will only be provided from Township Road 510 and Range Road 244, these being the adjacent arterial roadways. Future transit routes will also stop at this commercial node. It is anticipated that this site will also provide local employment opportunities.

The proposed district designation under the Leduc County Land Use Bylaw will be CU2 – Commercial Urban 2 District. Permitted uses include convenience and commercial retail, financial services, restaurants, a gas bar, personal and health care services. The minimum allowable lot site is 2.0 hectares (5 acres). There is a restriction on site coverage but not on individual business maximum floor area.

### 6.3.3 Commercial Design

Commercial developments in the East Vistas are important to building a sustainable community. They need to be accessible by people arriving by a variety of modes of transportation. Once there, people outside of vehicles should feel safe and comfortable walking through parking lots and other outdoor spaces. The commercial areas should integrate well with surrounding residential activities, and will be designed in accordance with the following principles:

1. Commercial areas are for people as well as cars.
2. Commercial buildings, parking lots, and open spaces can be pedestrian, bicycle, transit, as well as automobile friendly.
3. Building orientation, façade treatment, siting, and landscaping can be used to make large buildings more human scaled.
4. People are drawn to attractive and accessible commercial areas; not by excessive, or excessively large, signage.
5. Commercial areas are spaces for informal social interaction and gatherings in addition to shopping. They should include places to facilitate these activities.
6. Ancillary, accessory, loading, and storage facilities are necessary to commercial activity, but they should not be intrusive or unattractive.
7. There need only be as much outdoor lighting as necessary, directed where it is needed, when it is needed and in the amount needed. All other outdoor light is wasteful.

## 6.4 Institutional

Institutional uses are encouraged in the plan area. These may include, but are not limited to, educational facilities (such as a library), recreational facilities (such as an arena), daycare operations, assisted living centres, homes for the aged, churches, and County, provincial or federal agency outlets including a Leduc County Family and Community Support Services community office. To provide a focus for community services and enhance community sustainability these uses will predominantly be situated in the Vistas Centre. The Leduc County Land Use Bylaw provides for the development of institutional uses in the new TC – Town Centre District.

## **6.5 Municipal Reserve / Natural Areas**

Leduc County considers municipal reserves important in Urban growth Areas. In these urban environments, parks and open spaces assume a greater importance as community gathering spaces and places to play, run, wander, relax, and decompress. Full dedication of Municipal Reserve will be required through any or all of: dedication; deferral; and/or cash in lieu to best achieve the vision of the plan, at the discretion of Leduc County. - *Bylaw 28-15*

The Irvine Creek valley and its environs will be protected as an environmental reserve. At the time of subdivision, a detailed geotechnical report specific to the parcel being applied for subdivision will be required by the municipality. The geotechnical report will recommend the minimum setback distance for development from the top of bank. The sustainable treed areas identified by in the environmental impact assessment will be retained as municipal reserve land.

A manmade dugout identified in the NE 31-50-24-W4 may be utilized as a storm water management facility. A storm water management plan will be prepared to reduce the impact on the ecosystem of developing this site for this use.

Other opportunities for municipal reserves include the creation of a network of smaller neighbourhood park spaces. Each community as it is developed will have residential subdivision parks. Distances from a given residence to a park space will be planned such that access is maximized for all residents. Parks will be constructed by the developer and will include such amenities as are required in a Residential Subdivision Park as outlined in the Leduc County Parks Design Standards. Five large municipal reserves identified in Figure 6 Development Concept are sized to accommodate future elementary, middle or high schools. Opportunities exist to program parts of these spaces to support sports fields or arenas.

## **6.6 Parks and Trails**

Pedestrian linkages to and from the Vistas Centre, commercial nodes, park spaces, future intermunicipal transit stop, future school sites and the balance of the developed area are important in order to facilitate a healthy community and to promote walking and cycling. Until the school sites are developed they may be utilized as local community parks. Linear pathways also provide linkages across the plan area between natural areas to facilitate people and wildlife movement. Pathways should be configured to provide connections between all natural areas, including connections to Irvine Creek.

The Leduc County Parks and Open Spaces Master Plan provides that municipal reserve credit may be given for existing utility rights-of-way if pathways are developed within them. Conversion of linear manmade constraints to pathways and green spaces results in these lands becoming assets to the community which enhance and encourage walking, cycling, and other non-motorized modes of travel. This credit will not be applied to linear right-of-ways for overhead transmission lines. Such rights-of-way will be dedicated as a Public Utility Lot (PUL). The regional sewer right of way will be dedicated as a PUL.

Stormwater management facilities and other public utility lots will be dispersed at various locations around the Plan area. Stormwater facilities are encouraged to be built to mimic natural drainage courses and wetlands, thereby increasing the aesthetic appeal of these features and the ecological integrity of the whole community. Pathways and picnic areas will also be sited to take advantage of stormwater facilities and public utility lots.

Pathways in the East Vistas will meet the Leduc County Parks Standards for a paved trail in order to be usable by pedestrians, cyclists, rollerbladers, skateboarders, people pushing strollers or wheelchairs, power chairs, and other non-motorized modes of travel. Pathways will be landscaped and vegetated and shall respect the principles of Crime Prevention Through Environmental Design (CPTED).

Opportunities for future linkages to other existing or future pathway and trail systems outside of the Plan

area present themselves to the west, north and south. Blackmud Creek lies to the west of the Plan area and may in the future feature walking paths and other park amenities. Linkages should be planned to access this natural feature using road allowances and municipal reserves.

As well, the AltaLink overhead transmission line which runs north-south through the Plan area passes close to and west of Saunders Lake, then on past Telford Lake and the City of Leduc. An opportunity exists to use this transmission right of way to create a new segment of the Waskahegan Trail, which remains incomplete through Leduc County north of Saunders Lake.

## **6.7 Transportation**

No additional access to the plan area will be available from Highway 625. Notwithstanding this, Leduc County will continue to work with Alberta Transportation and the Capital Region Board to establish the future regional intermunicipal transit route as identified in Figure 1 Regional Transportation Infrastructure in the December 2009 Addendum of the provincially approved Capital Region Growth Plan and for which a transit stop has been conceptually identified on Figure 6 Development Concept in this plan. A functional planning study has been completed for Township Road 510 by Leduc County. This study outlines the future road expansion of Township Road 510. The Traffic Impact Assessment for the East Vistas Area Structure Plan recommends that Range Road 245 be upgraded in the future to a minor arterial standard. Traffic from the internal collector road network shown in the plan will flow to these arterial roadways at the connection points shown in Figure 6 Development Concept.

Noise and light attenuation measures will be required for residential development adjacent to arterial roads and Highway 625, which is currently under study by Alberta Transportation for future upgrade. These measures will take the form of berms, fences, and a combination thereof. Noise attenuation measures will be centred on the property line, such that half of any berm rests within the municipal road right of way and the other half forms part of final grading on adjacent private properties. Setbacks from arterial roads and Highway 625 may vary depending on the nature and extent of noise and light attenuation measures proposed, possible future road widening, and future inclusion of multi-use pathways. Such considerations will be addressed through the subdivision stage of development.

The existing Range Road 245 will function as a minor arterial and provide access to the North Vistas. Township Road 505, which connects Range Road 245 through the Vistas Centre to Range Road 244 and beyond to the City of Beaumont, will have a variable collector road cross-section; depending on the land uses surrounding it. The existing residential development in Lukas Estates II has been integrated with the collector road network.

Scheffer Andrew Ltd. was retained to provide a traffic impact assessment for the area structure plan. The traffic impact confirms the suitability of the generalized locations of the proposed collector roads and intersection with the arterial road system. Timing of intersection improvements and timing of signalization of the intersections is analyzed. An appropriate collector cross section will be utilized according to traffic generation, on-street parking, multimodal travel, and accommodating a future transit system.

Roadways in the East Vistas will be required to include traffic calming measures. Such measures will be dependent upon the roadway function and will differ between arterial, collector, and local roads. Traffic calming measures may include, but are not limited to, textured or raised cross walks or intersections, traffic circles, roundabouts, on street parking, medians, and speed humps. Traffic circles and roundabouts are preferred at collector to collector and above intersections in the East Vistas. An examination of their feasibility will be required wherever these intersections are developed.

In the future, the East Vistas is expected to support a public transit service. This service will run in an approximate figure-eight along the interior collector road and through the Vistas Centre. Stops will occur at schools, parks, collector to collector intersections, and at commercial areas. In addition, the transit

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service will link the large format commercial area and the future regional intermunicipal transit stop to the interior of the East Vistas.

In addition to local transit service, several opportunities have been identified for future intermunicipal transit service. The Capital Region Growth Plan identifies in Figure 1 of its December 2009 Addendum an intermunicipal transit route running along Highway 625 from the City of Beaumont west along the southern periphery of the East Vistas and linking through Nisku with a north-south route along Highway 2 between the City of Edmonton and the City of Leduc. This route could be extended westward to link with a potential future south extension of the City of Edmonton's LRT through Leduc County's Highway 19 Area Structure Plan lands to Edmonton International Airport. As well, the functional planning study completed by the County in 2009 for Township Road 510 included provisions for transit infrastructure, such that the northern peripheral road to the East Vistas could accommodate a transit route between Nisku and the City of Beaumont. Finally, since Main Street in the East Vistas lines up with 50 Ave. in Beaumont, a further opportunity exists for intermunicipal transit. Leduc County will explore opportunities with the City of Beaumont to jointly provide transit services between the East Vistas, the City, Nisku Industrial Park, Edmonton International Airport, and the Highway 19 ASP area. - Bylaw 12-22

Any future regional intermunicipal transit stop serving the East Vistas will be configured to accommodate a 'kiss and ride' passenger drop-off facility, as well as bicycle locking facilities and sheltered passenger waiting areas. The regional intermunicipal transit stop will be serviced by both local and regional intermunicipal transit systems to ensure seamless service provision between local and regional levels of service. Direct pedestrian linkages from residential areas to all transit stops, whether local or intermunicipal, will be provided via sidewalks and bicycle lanes on adjacent roadways, and/or by pedestrian pathways.

A Traffic Impact Assessment report was prepared by Ms. Iris Ye of Scheffer Andrew Ltd dated January 2010. It has been submitted to the County under separate cover. It forms part of the technical review required by the County under the terms of reference for the preparation of this area structure plan.

### 6.7.1 Roadway Design

The main collector roads are identified in Figure 6. They are designed to accommodate a future transit service and improve accessibility and connectivity in the plan area, as well as dispersing the primary access routes. Bicycle paths or lanes will be incorporated into the inner ring collector roadway cross sections, on Main Street, and where possible on other collector order roads in the East Vistas. The local road network is intended to be a mix of collector roads, local roads, and rear service lanes. Cul-de-sacs will be strongly discouraged in favour of a fused grid pattern. However, where they are unavoidable, cul-de-sacs will connect to the multi-use pathway system of the East Vistas.

Each development or subdivision will address the mobility needs of residents. A plan will be provided to show local roads, pathways, and streetscape treatments. It will be designed in accordance with the following principles:

1. Integrate land uses with adjacent developments to improve connectivity and accessibility of residential areas to local parks, open space, commercial or mixed use areas, and community services.
2. Transportation infrastructure will support multiple modes of transport including public transit, bicycles and people traveling on foot.
3. Create and enhance the accessibility of and connectivity to parks, pathways, and natural areas.
4. Improve accessibility to community services and commercial or mixed use areas by providing sidewalks as well as multiuse paths which can accommodate cyclists, rollerbladers, skateboarders, people pushing strollers, powered chairs, and others.

5. Locate community services within proximity to future transit, where possible.
6. Design streets to accommodate bicyclists, motorists, transit vehicles, and pedestrians.
7. Incorporate traffic calming measures to keep streets friendly for system users who are not driving as well as improving safety for those who are driving.
8. Ensure the identified function and capacity of local transportation facilities is consistent with the Capital Region land use principles.
9. Streets and pathways should be attractive, friendly, and approachable, and not just functional.
10. Street trees, lighting, furniture, pavement treatments, landscaping, and building orientation are as important to a well designed street as the paved area and roadway cross section.
11. All street lighting and other outdoor lighting shall utilize full cut-off fixtures in order to improve efficiency and reduce light pollution.
12. Walkable streets connect to each other, have blocks that are not too long, provide a variety of points of interest, and are defined by buildings that are close, address the street, and are easily accessible.
13. Local roads, collectors, and pathways should be walkable.
14. Accessibility to all sites, neighbourhoods, and areas by emergency vehicles and emergency equipment must be ensured in every development design.
15. Roads should not negatively impact adjacent lands with respect to excessive noise, light, vibration, or airborne contaminants. They should be designed to mitigate these concerns.

The roadway network of the East Vistas will be functional, attractive, and able to support multiple forms of transportation safely and comfortably. Volumes and modes of movement will vary by time of day, day of the week, seasonally, by the relationship of the East Vistas with its neighbours, and by larger economic factors. With innovative design, attention to detail, and recognition that an automobile dependent lifestyle is neither healthy nor sustainable, the transportation elements of this Plan will contribute significantly to the creation of a vibrant and successful community in the East Vistas.

#### 6.7.1.1 Arterial Roads

Arterial roads link the East Vistas with adjacent communities at the regional scale, strengthening the relationship between places to live, work, shop, and play. Arterial roads will be of sufficient capacity and designed to facilitate the fluid movements of persons via either private vehicles, public transit, or by a variety of alternative modes of travel. Vehicular and non-vehicular modes of travel will be physically separated. Noise mitigation measures will be required along arterial roads to shield adjacent residential areas. A typical cross section of an arterial roadway is included in Appendix C.

#### 6.7.1.2 Minor Arterial Roads

Range Road 245 between Highway 625 and Township Road 510 will become a minor arterial roadway. As densities on the west side of this road are not expected to significantly increase over the life of the East Vistas Area Structure Plan, traffic on this roadway will be somewhat lighter than that expected on full scale arterial roads. As a result, Range Road 245 will be configured to a four lane undivided standard. As with full arterial roads, non-motorized traffic will be physically separated from vehicular traffic, with adequate spacing to provide potential future transit bus bays. A noise impact and mitigation study will be required for applicants developing along this roadway. A recommended cross section for a minor arterial roadway is included in Appendix C.

### 6.7.1.3 Main Street

In the East Vistas Vistas Centre, a unique collector road will act as the main street. Called Main Street, this roadway will accommodate a high volume of all modes of transport including pedestrian activity, automobiles, and a variety of motorized and non-motorized vehicles. In addition, Main Street will be designed to facilitate lingering and chance encounters. Elements such as angled or parallel on-street parking, pedestrian crossings, wide and/or sheltered sidewalks, boulevards, seating, street furniture, and human scale lighting will be present. Front patios and terraces are strongly encouraged. Roadway design will accommodate necessary elements of a future public transit system. A cross-section which is an example of an acceptable combination of elements for this collector road is shown in Appendix C.

### 6.7.1.4 Collector Roads

Collector roads not within the Town Center enable fluidity of movement throughout the entire Plan area. These roads will provide higher order linkages between the neighbourhoods of the East Vistas, and will facilitate access to the arterial roadways. Collector roads will feature on-street parking, pedestrian crossings, bicycle lanes and/or multiuse pathways, sidewalks, boulevards, street trees, transit infrastructure, and human scale lighting. While the functionality and safety of the roads are paramount, collector roads must also be attractive so that they remain walkable. Lots will thus front onto collector roads. In Appendix C, a cross-section of an example collector road with an acceptable combination of elements is depicted.

### 6.7.1.5 Local Roads

Local roads serve a number of functions in addition to providing access to individual lots. They are children's play areas, informal meeting spaces, work areas, and canvases for artistic expression. Local streets will be designed not only to accommodate the interaction of neighbours, but to celebrate neighbourhood spirit. Elements such as on-street parking, pedestrian crossings, bicycle lanes and/or pathways, sidewalks, boulevards, traffic calming mechanisms, and lighting will be carefully planned to ensure both a very high level of safety for all users and a high degree of connectivity within the neighbourhood.

As local roads provide the fine grain of the transportation system, their network configuration must be addressed. To be walkable, blocks should be less than 150 m, streets should connect to one another, users should be able to maintain their sense of direction, and travellers should have more than one route option to get to their final destination.

The precise layout of local roadways will vary from neighbourhood to neighbourhood and from residential areas to mixed use areas, with progressively more elements included along streets closer to Main Street. In Appendix C, an example of a local residential road with an acceptable combination of elements is depicted.

#### 6.7.1.6 Lanes

In the East Vistas, rear lanes will be provided in the Vistas Centre, as well as in residential neighbourhoods. Whenever possible, lanes will also be provided along collector roads and in multi-family districts. This transportation network element will be designed to facilitate access to the rear of lots, parking facilities, and loading areas, and to enable buildings to front onto collector roadways. They will also provide access to municipal service vehicles for policing, fire protection, and solid waste pick-up. Lanes may also accommodate utility rights-of-way. A typical cross section of a laneway in a residential area is included in Appendix C.

#### 6.7.1.7 Multi-use Pathways

Multi-use pathways and sidewalks will ensure that residents and visitors are able to use alternative modes of transportation such as rollerblading, cycling, skateboarding or walking to travel through their community. Connectivity, practicality, comfort, and safety will be the prime considerations in the design of pathways. There must be both origins and destinations for a pathway system to be successful. Maintaining consistency of surface treatments between segments of pathway and sidewalk is important to illustrate the intended use of each. Elements such as surface material, accessory furniture, lighting, and access management will be closely scrutinized in order to ensure that the East Vistas pathway system is a valued asset of the community. Pathway lighting will utilize full cut-off fixtures and may also include motion sensor activation. Pathways will be designed and constructed in accordance with Leduc County Parks Design Standards. A typical pathway is included in Appendix C.

### **6.8 Municipal Services**

#### 6.8.1 Sanitary

Two existing Southeast Regional Trunk Sewers (SERTS) will service the site. The northern portion of the site can presently be serviced by gravity by the existing 525mm SERTS Stage 4 Trunk main which transects the site in an east-west direction in the center of Section 32-50-24- W4. The extent of the service area of this northern catchment will be enlarged with the completion of the planned twinning and deepening of the SERTS Stage 4 Trunk main – a 900mm sewer scheduled for staged construction beginning in 2010 and anticipated to be completed in 2012. The twinned line would thus extend the south boundary of the northern catchment to approximately Township Road 505.

The southern portion of the site cannot be serviced by gravity from the SERTS Stage 4 Trunk main, but must be serviced by a newly constructed lift station which will be located in close proximity to the southwest corner of the SW quarter of Section 29-50-24-W4. This lift station will discharge into the north-south SERTS Stage 3 Trunk main via a force main to be located north of the Highway 625 road right of way.

Figures 7, 8, 9 and 10 indicate the sanitary servicing concepts, catchment areas, and possible service locations. The mandate of the Regional Sewer commission requires it to provide service to the area structure plan provided that it meets the level of service flow criteria. The East Vistas ASP recognizes that additional right-of-ways may be required to accommodate the SERTS line twinning. Right-of-way requirements will be identified at the Outline Plan stage and acquired at the subdivision stage of development.

Figure 7 - Sanitary servicing concept: pre-twinning of trunk line

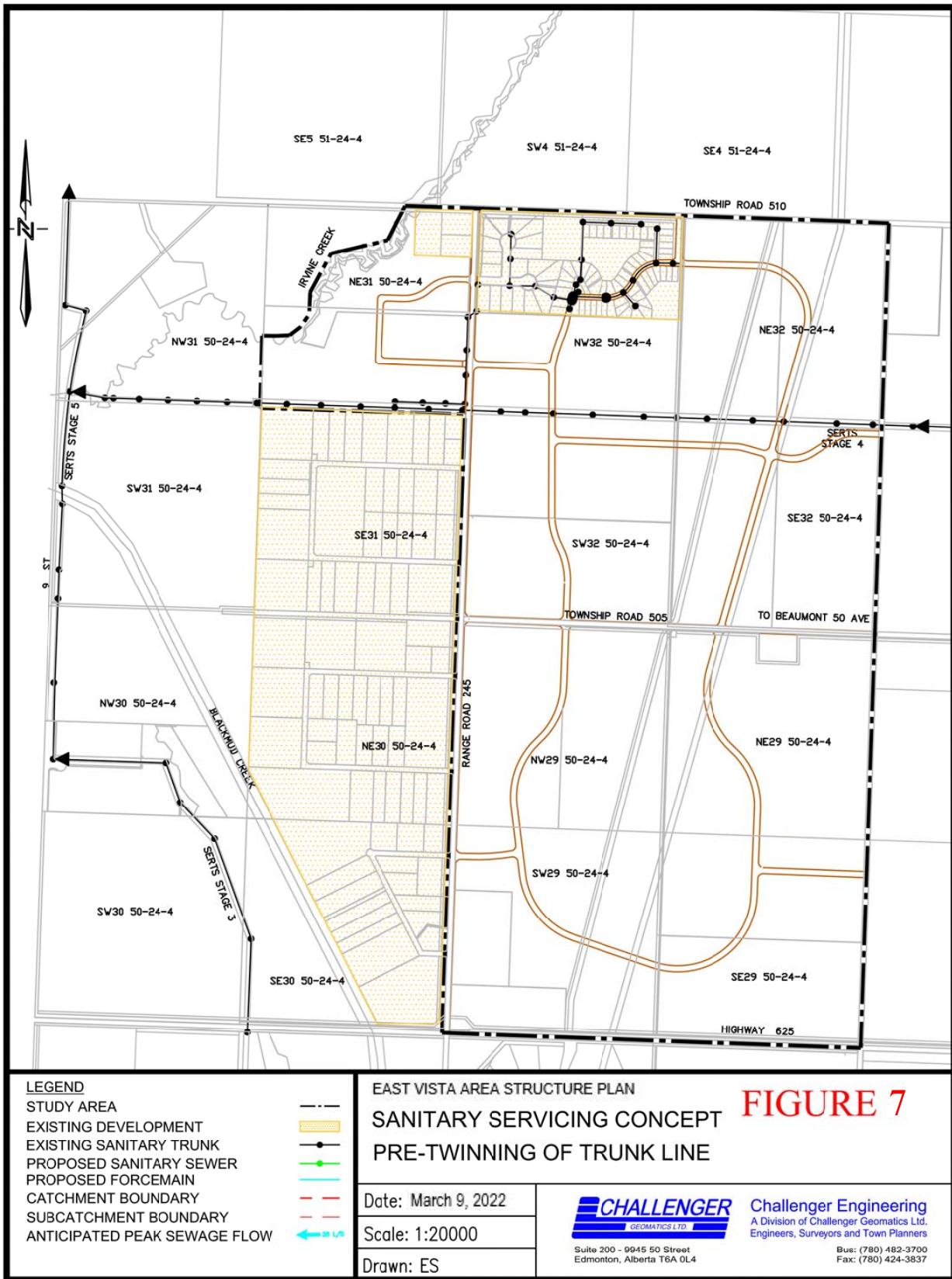
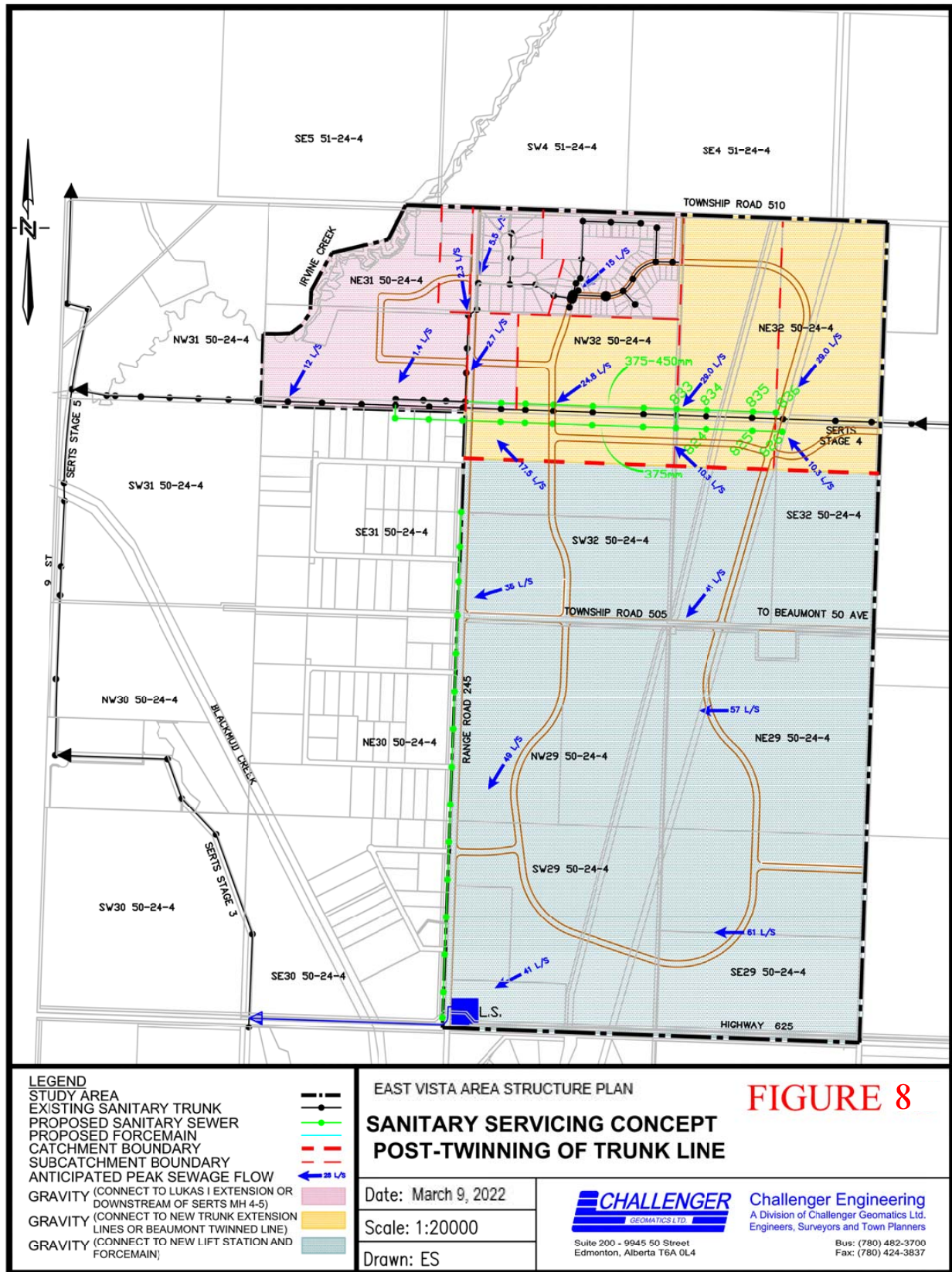


Figure 8 - Sanitary servicing concept: post-twinning of trunk line



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Figure 9 - Sanitary servicing concept: posting-twinning of deep trunk line

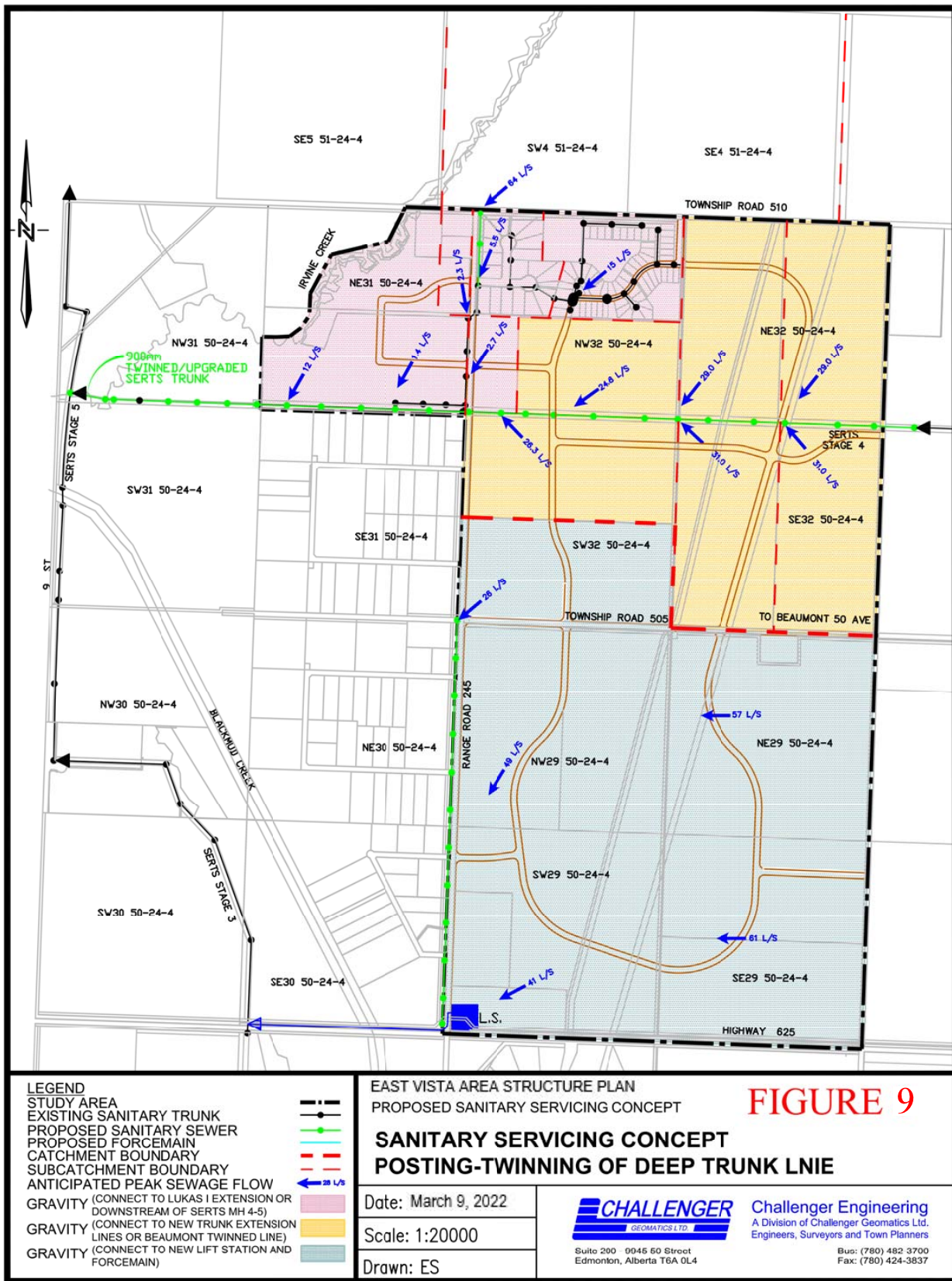
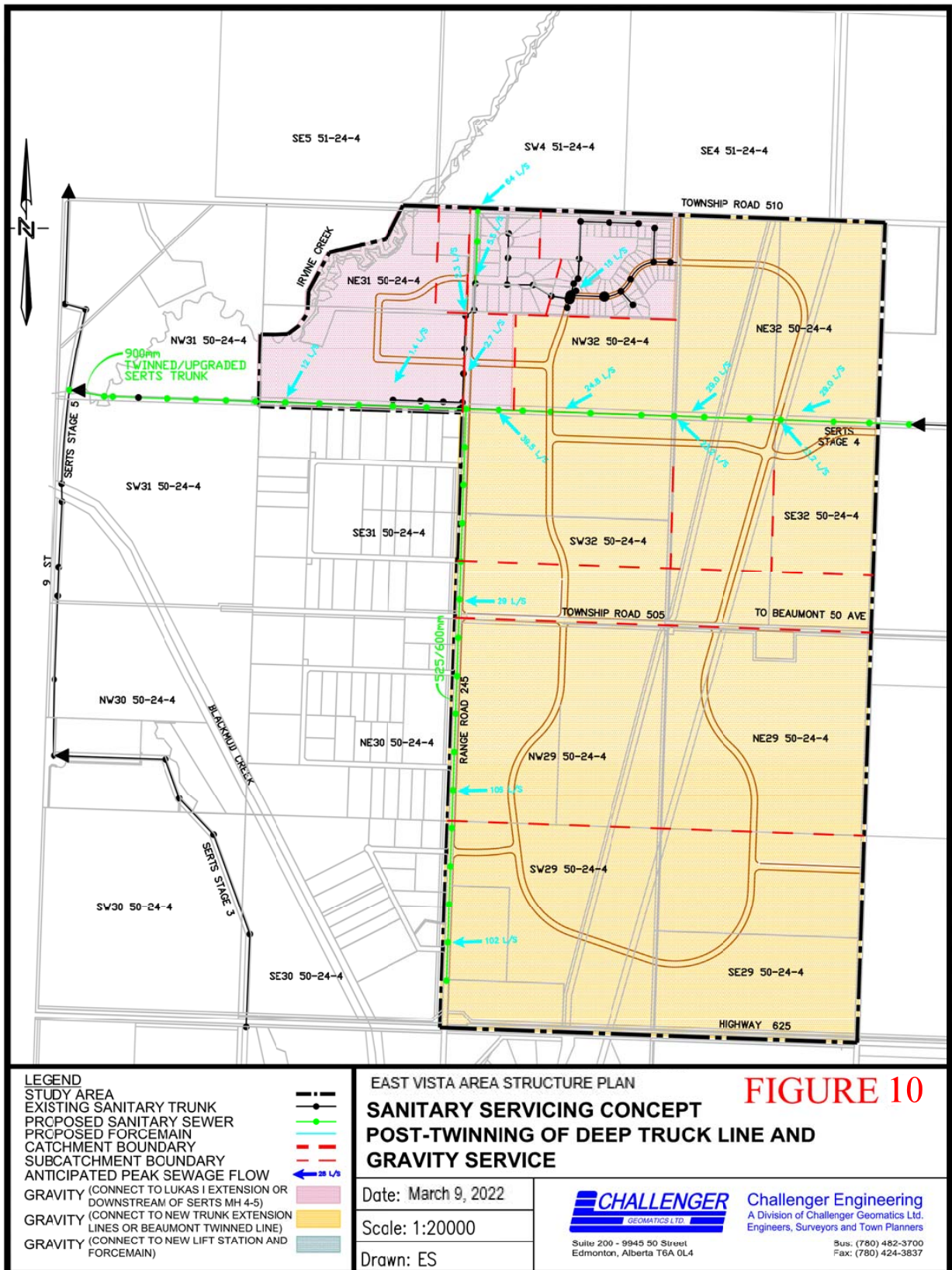


Figure 10 - Sanitary servicing concept: post-twinning of deep truck line and gravity service



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### 6.8.2 Water

A 300 mm water main exists in Township Road 510 at the Lukas Estates II development in the East Vistas Plan area. Highway 625 currently has an existing 200mm water main that is to be upgraded to a 400 mm. Also, the CRSWSC regional water line will be twinned with a 600 mm pipe installed from the Nisku Eastern Pumphouse to the plan area. Water will be distributed throughout the site through water mains located in the plan area's collector road network. This water distribution network will consist of a 300 mm and 400 mm water main loop within the collector road and 200 mm, 250 mm, or 300 mm water mains to connect to the existing water mains along the plan area boundaries. Figure 11 depicts the water servicing concept. Additional right-of-ways may be required to accommodate the CRSWSC regional water line twinning. Right-of-way requirements will be identified through the Outline Plan stage and acquired at the subdivision stage of development.

### 6.8.3 Stormwater

Local stormwater management facilities will be located throughout the area structure plan in accordance to the topography and post development drainage. Each stormwater management pond should serve a minimum of eighty acres, and wherever possible, emulate existing drainage patterns.

These storm water facilities will provide storage of excess runoff from developments, and shall control discharge into the existing drainage channels to pre-development levels. These facilities will have the capability of providing sedimentation and hydrocarbon pollutant removal.

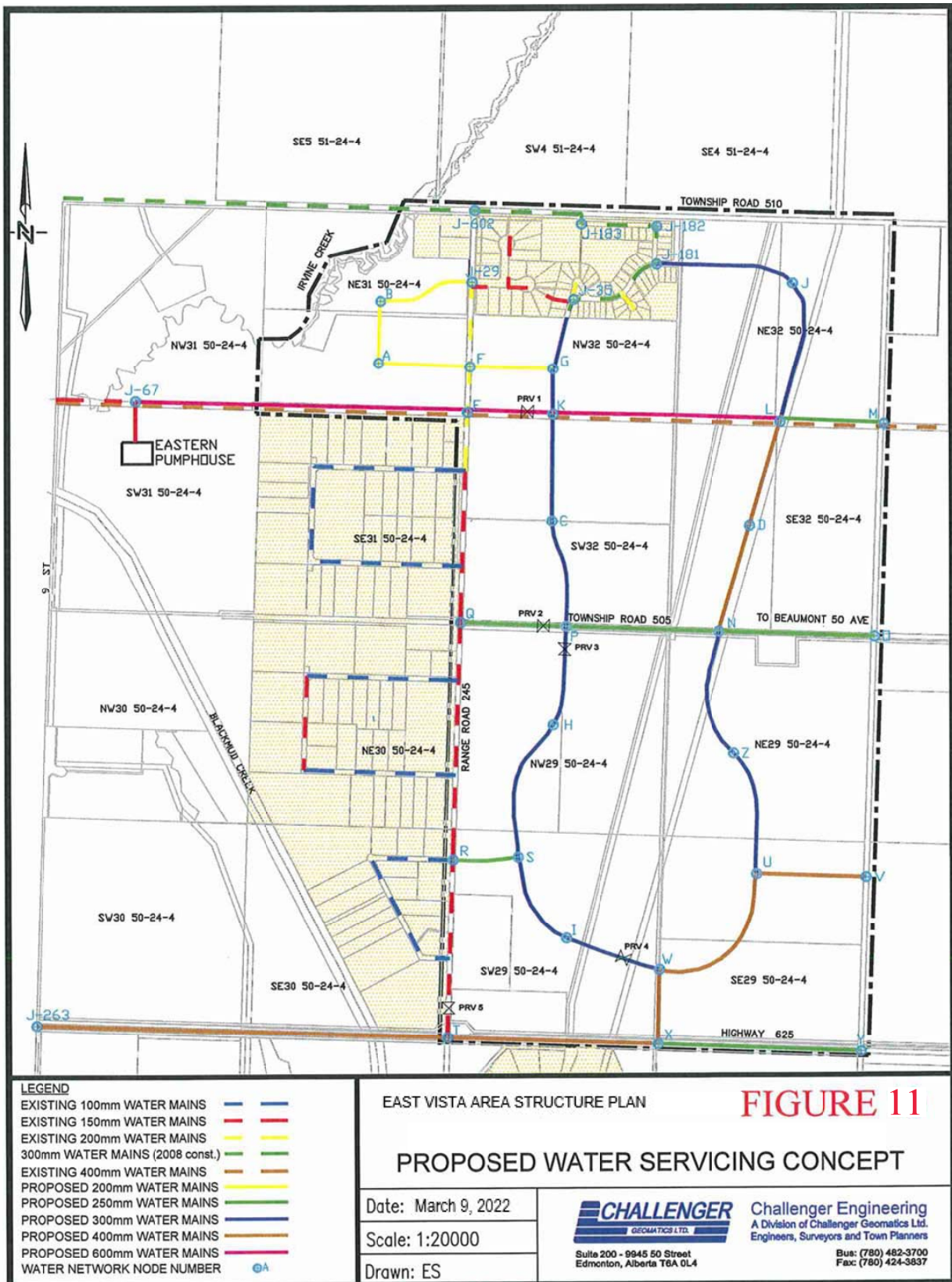
Figure 12 indicates where the storm water facilities may be sited. Stormwater facilities will be registered as Public Utility Lots, including all identified flood overflow areas. Municipal Reserves are encouraged around stormwater facilities in order to facilitate public access and enjoyment of these amenities. Trails, pathways and other park amenities in these reserve areas will be determined through consultation with Leduc County Parks and Recreation.

All developments shall be able to demonstrate that proposed stormwater management facilities have been designed using the principles of Low Impact Development (LID). The major categories of LID strategies are outlined as follows:

1. Bio-Retention Systems - include a high filtration rate, engineered soil and plants that process and filter pollutants. The systems can be designed as conveyance, detention, or retention systems.
2. Filtering Technologies - designs used to trap or treat pollution by controlling the flow of water.
3. Permeable Pavements - pavement systems that include a permeable surface and subsurface to infiltrate runoff and are capable, if required, of supporting cars and trucks.
4. Site Design Strategies - strategies that minimize the change in how water moves over the land through clustering of development, flow path disconnection, surface change, and lengthening.
5. Soil Amendments - addition of organic and other materials to soil and mechanical methods that help restore the infiltration capacity of the soil.
6. Vegetative Systems - planting of vegetation or creating vegetated buffers to filter or absorb rainfall and runoff.
7. Water Conservation/Reuse - the capture and storage of runoff for secondary uses such as irrigation, cooling, and other potable and non-potable uses.

Challenger Engineering prepared a Municipal Servicing Study dated January 2010 which has been submitted to Leduc County under separate cover to support this Area Structure Plan for water and sanitary servicing and stormwater management.

Figure 11 - Proposed water servicing concept

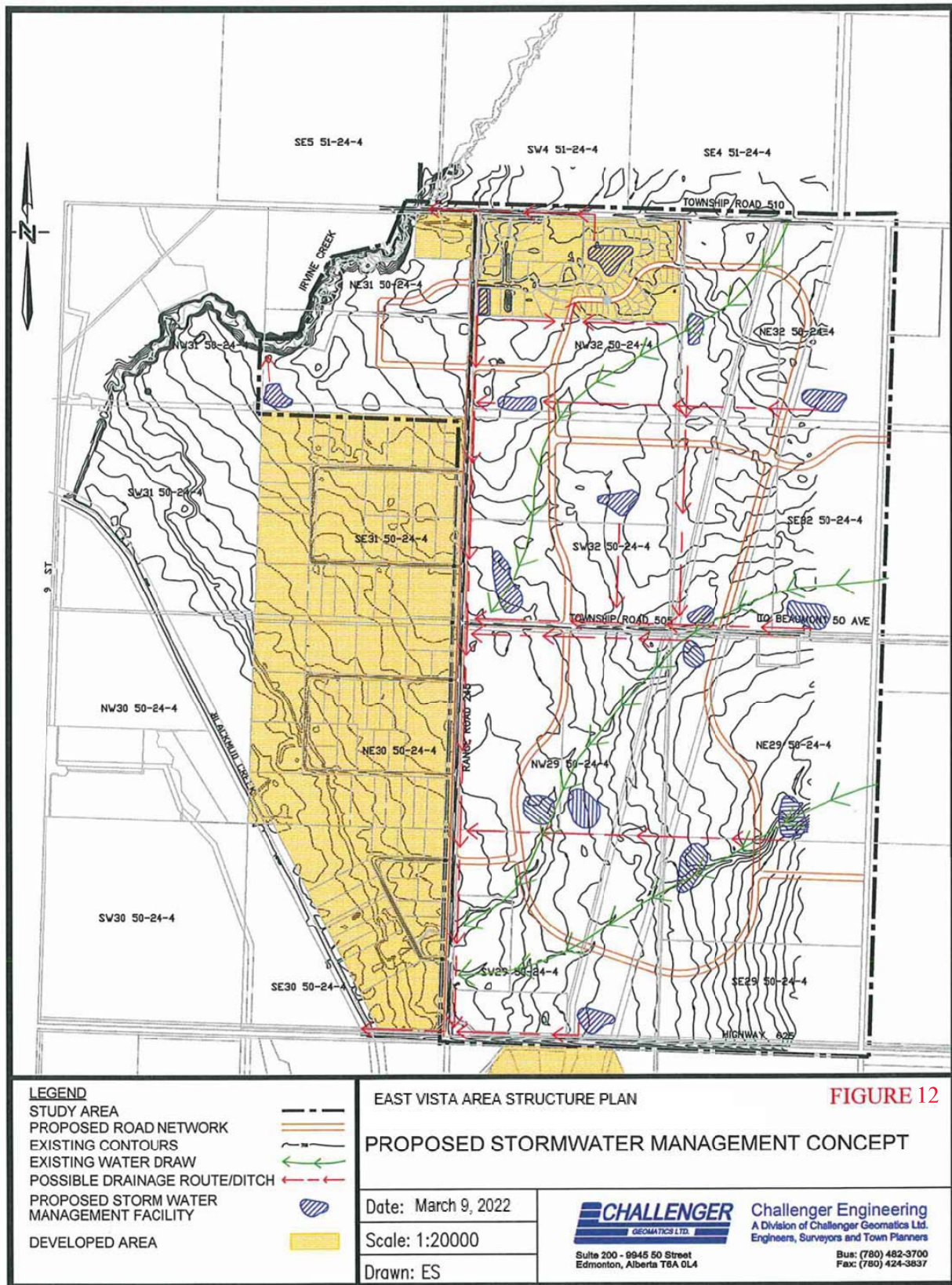


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Figure 12 - Proposed stormwater management concept



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## **6.9 Franchise Utilities**

Franchise utilities such as natural gas, telephone, and electricity are readily available and will be extended as development occurs. Telus has indicated that they will be able to offer high speed internet service in the East Vistas, initially with copper cabling and ultimately through the latest fibre-based technology. Upgrades to the telephone, cable, and internet system will be dependent on the East Vistas' growth and corresponding increased consumer demand.

## **6.10 Community Services**

### **6.10.1 Emergency Medical Services**

Alberta Health Services has indicated that the additional calls generated will be within its current capacity. Leduc County Fire Services has added that a future East Vistas fire hall could also accommodate an ambulance dispatch facility if required.

### **6.10.2 Leduc County Fire Services**

Fire services are currently delivered to the East Vistas plan area by Leduc County Fire Services from the Nisku Fire Hall, located at 606 21st Avenue, Nisku; approximately 2.4 km from the nearest point in the plan area. Currently, the fire service is a volunteer force with a close partnership to the Edmonton International Airport fire force, which operates a small but expanding full time service. Leduc County Fire Services has indicated that a move to a different service delivery format would be predicated on the preparation of a County wide Risk Assessment. This exercise is expected to be conducted sometime in the next 2 – 5 years.

Presently, no part of Leduc County rests within a ten minute fire response time. The Alberta Building Code specifies standards of construction depending on building separations in areas outside of a ten minute fire response time. When a fire hall is constructed within the East Vistas and is manned with a full time staff, response times will be reduced to less than ten minutes.

In the future, Leduc County Fire Services has indicated that it wishes to construct a new fire hall in the East Vistas. The details of the development on the site of this facility will be arrived at through further study, but the site's location and approximate size have been identified in consultation with the Fire Service. The conceptual location of the future East Vistas Fire Hall is shown on Figure 6 Development Concept.

### **6.10.3 Hospital Services**

The Grey Nuns Community Hospital does not have any concerns with the Area Structure Plan. The Leduc Community Hospital likewise has not indicated any concerns.

### **6.10.4 Policing Services**

The Leduc detachment of the RCMP has indicated that it will respond to future development in the plan area from its current base in the City of Leduc. Leduc County Protective Services indicated that it will eventually need to open an outlet for its services in the East Vistas. The timing of the new facility in the East Vistas will depend on the pace of growth in the plan area, the availability of leased space, and/or potential shared facilities with the RCMP.

The focus of activity at the East Vistas Protective Services outlet will be bylaw enforcement. As development activity increases in the plan area, additional bylaw enforcement officers will be hired. Currently, the department is operating at capacity. At the time of the writing of this plan, the department was undertaking a level of service review. The outcomes of the review will determine the needs of the department in the near, medium, and long term future with respect to staffing, equipment, and facilities. The review will also inform the timing and location of the new service outlet.

Currently, Leduc County Protective Services and RCMP jointly provide policing services in the County. The main function of the County's peace officers is to patrol roads, respond to ratepayer complaints, and carry out the County's bylaw enforcement role. In the future, it is expected that the RCMP will provide a full range of policing services in the East Vistas. The County's peace officers will continue to provide their current range of services in rural areas, but will focus their efforts in the East Vistas on bylaw enforcement.

### **6.10.5 Recreation Facilities**

Recreational facilities in the East Vistas will be developed in coordination with the City of Beaumont and possibly the City of Leduc Parks and Recreation Departments in order to avoid duplication or gaps in the regional inventory of facilities. This coordination may result in a partnership between two or three municipalities and the creation of regional parks and recreation networks.

Currently, recreation needs of County residents in a wide area that includes the East Vistas are accommodated by the City of Beaumont, with subsidy funding provided by Leduc County through an agreement with the City on a per capita basis. While many of the East Vistas' recreation space needs will be met by public use amenities on school sites in the plan area, it is recognized that a large recreation centre will ultimately be needed as the population of the community grows beyond 10,000 residents.

Both Leduc County and the City of Beaumont have identified an opportunity for the two municipalities to acquire lands for the joint development of a recreation facility and/or for future school dedication somewhere in the area between the City and the East Vistas (Sections 28 or 33 50-24-W4). It is estimated that a minimum of 14-16 hectares (35-40 acres) will be required for a recreation facility and its associated parking area that is capable of serving both the East Vistas and the City of Beaumont. Issues to resolve in this joint venture will include land acquisition, final location of the recreation facility, cost and revenue sharing for land purchase, construction and subsequent operation of facilities, and coordination with Black Gold Regional Schools and St. Thomas Aquinas Catholic Schools for any school site dedications.

As the East Vistas grows, Leduc County will periodically review its funding agreement with the City of Beaumont. At some point in the future, and depending on the rate of growth and schools development in the East Vistas, the County will begin to provide its own recreation services to area residents. This will trigger a full review of the funding agreement between the County and City, and may result in a cooperative approach to facilities provision and funding.

### **6.10.6 Libraries**

Currently, library services in the East Vistas plan area are supplied through the Beaumont Public Library, which operates a 4400 sq. ft. facility adjacent to the Beaumont Town Centre, constructed in 2004. Libraries in municipalities within Leduc County are a part of the Yellowhead Regional Library system. Leduc County provides a subsidy to its urban municipal neighbours in return for access to library services for its citizens. The East Vistas lies within the catchment area of the Beaumont library service.

While library services are increasingly accessible via the internet, a need for physical library branches nevertheless remains for the foreseeable future. In the East Vistas, a library branch may be provided as part of a school site, in a recreation centre, through commercial space leasing, or as a stand-alone service. Opportunities have also been identified through consultation with Black Gold Regional Schools as well as St. Thomas Aquinas Catholic (STAR) Schools for partnerships in library service provision in the East Vistas. As East Vistas grows, Leduc County will continue to work with the City of Beaumont and the two School Boards to ensure that efficient, effective, and sustainable library services remain available to all area residents.

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### 6.10.7 Family and Community Support Services

Leduc County Family and Community Support Services (FCSS) have indicated that East Vistas will represent a major change to its programming. As development proceeds, urban residents will demand more comprehensive services. Many programs which are currently offered in-home will more efficiently be delivered in the East Vistas from a central location. A new Community Office in the Vistas Centre will be required, as well as a significant expansion of staff resources, including a youth worker. Leduc County FCSS will examine opportunities to partner with the City of Beaumont FCSS in order to harmonize program development and delivery across these two urban areas, and to realize efficiencies of scale.

### 6.10.8 Schools

The population in the East Vistas ASP will be 23,013 people at full build-out. The overall student population in the plan area would be 4,543 based on the below estimate of student generation estimates. It breaks down as follows:

Table 2 - Amended student populations

Student population	
Kindergarten - elementary students (K - Grade 6)	1,611 (7% @ 23,013 population)
Junior high students (Grade 7 - 9)	1,611 (7% @ 23,013 population)
Senior high students (Grade 10 - 12)	1,381 (6% @ 23,013 population)
<b>Total number of students</b>	<b>4,543</b>

*Bylaw 12-17, Bylaw 23-17*

The municipal reserves in the East Vistas will be approximately 54.4 ha based on the gross developable land area. Black Gold Regional Schools and St. Thomas Aquinas Roman Catholic Schools (STAR) have expressed their needs for future school sites based on the above student generation rates and agreed to sizing of reserves as identified in a 2007 school reserves agreement between the respective School Boards and Leduc County. As per the agreement, minimum school sites shall be:

- 3.2 ha (8 acres) for an elementary school
- 3.2 ha (8 acres) for an elementary to junior high school
- 3.2 ha (8 acres) for a junior high school
- 4.9 ha (12 acres) for a junior to senior high school
- 6.1 ha (15 acres) for a senior high school with less than 500 students
- 8.1 ha (20 acres) for a senior high school with more than 500 students

Twenty five hectares of sites suitable for school reserves have been identified in Figure 6 Development Concept. Each of these sites may also serve in part or in whole as a municipal park reserve. However, priority will be given to use for schools. Additional school sites will be identified when the need arises and as development proceeds through the subdivision process.

STAR Schools has indicated through consultation that it sees an opportunity to develop a regional school to serve both the East Vistas and the City of Beaumont. This school may best be sited somewhere in between the City and the plan area, in Sections 28 or 33 50-24- W4. Should this opportunity be acted upon, the School Board may explore partnerships with the City and/or the County to jointly develop a recreation centre along with the school site.

*Bylaw 12-22*

## **7 Public Input**

On July 31, 2007 Leduc County notified all the land owners in and adjacent to the plan area of its intention to proceed with the development of the “East Vistas” Area Structure Plan. Two phone calls were received by the Administration in response to the mail-out inquiring whether or not additional opportunities for public input would be available.

Advertising was placed in the local community newspaper and Leduc County notified all the land owners in and adjacent to the plan area of a public meeting that was held at the Nisku Recreation Center on January 16, 2008. The purpose of the meeting was to obtain the input from landowners and any other potentially affected parties regarding the concept plan and to identify any concerns with the proposed development concepts within the plan area. The meeting was conducted in an Open House format with display boards with representatives of the consultants and County available to provide one on one feedback for questions. In response to numerous inquiries, a verbal summary of the concept plan and “Smart Growth” planning principles was given to the attendees.

A brief Question & Answer session followed. Sixty two people signed the attendance sheet. An exit survey was filled out by twenty seven of the attendees. There was overwhelming support for the proposed concept plan, distribution and proportion of uses in the plan area. A copy of the survey results is attached for reference in the appendices.

Comments from the individual landowners for specific changes to the plan were reviewed by the Administration of Leduc County on February 6, 2008. Revisions were made where technically feasible and if consistent with the plan principles.

A second open house was held on September 22, 2009 at the Nisku Inn to provide the public another opportunity to comment on the proposed plan prior to the public hearing scheduled for October 6, 2009. Eighty two people signed the attendance sheet and fifteen exit surveys were completed. Again, there was strong support for the proposed concept plan, distribution and proportion of uses in the plan area based upon verbal comments and exit surveys. A copy of the survey results is attached for reference in the appendices.

On February 24, 2010 a third open house was held at the Nisku Inn. Registered attendance was 43 people. At this open house, there was a strong representation of elected officials and administration from adjacent communities. This open house was held to revised concept plan and district regulations which exceed the density target set by the Capital Regional Board target for this Priority Growth Area; released in mid October 2009. A copy of the survey results is attached for reference in the Appendices.

A public hearing was held at Leduc County Council Chambers on July 22, 2010 at the regular Council meeting. No concerns were brought forward by the public.

## **8 Implementation**

### **8.1 Growth Assumptions & Projections**

In June of 2009, the Minister of Municipal Affairs accepted the Capital Region Growth Plan which included projections of population for the Capital Region, including the East Vistas plan area, for the next 35 years. According to that plan, Leduc County will experience an annual average growth rate of between 1.6% and 4.4%. These figures reflect the trend and alternative scenarios of population projections, as determined by the Capital Region Board.

The trend scenario projects population into the future based on past growth trends. It assumes that future growth will occur in the Capital Region in the same way that past growth has occurred. The alterna-

tive scenario bases population figures on the assumption that future growth will not occur as it has in the past, and will rather follow smart growth principles, which focus on compact growth in serviced areas.

Because the East Vistas represents a land use not yet in evidence in Leduc County, it is difficult to accurately determine population growth in the plan area over the life of the plan. However, some potential general projections may yet be made, as follows.

According to the Capital Region Growth Plan, Leduc County's expected population in 2044 will be between 20,110 people (trend scenario) and 22,957 people (alternative scenario). This represents a growth of 5798 people (trend) or 8645 people (alternative) over the 2009 County population of 14,312. In terms of annual growth, it translates to 165 (trend) or 247 people (alternative) per year, for an annual growth rate of 1.4%, as stated in Table 2 of the December 2009 addendum to the Capital Region Growth Plan.

If we assume that the East Vistas absorbs 70% of Leduc County's growth over the next 30 years, we can project an annual growth of between 116 and 173 people in the plan area. Over ten years, this results in a population of 1160 – 1730 people. In twenty years, that population expands to 2320 – 3460 people. And in thirty years, there may be 3480 – 5190 people living in the East Vistas.

The December addendum to the Capital Region Growth Plan also makes growth projections for each Priority Growth Area (PGA) in Tables 3 & 4. The East Vistas, southeast Edmonton, and the City of Beaumont all fall within PGA CE. Growth for this PGA is expected to be 23,333 people over 35 years, for an average annual growth rate of 2.9%. Table 3 indicates a 2009 population of 13,430 in PGA CE, of which 11,794 reside in the City of Beaumont. This leaves a population of 1636 living in other parts of PGA CE. With a projected growth rate of 2.9%, the population in PGA CE outside of Beaumont is projected to be 2177 in ten years, 2898 in twenty years, and 3857 in thirty years.

Tables 1 & 3 of the December addendum project the population of each municipality in the Capital Region (Table 1) and each PGA (Table 3) over the 35 year life of the Growth Plan. If one subtracts the projected population of the City of Beaumont from that of PGA CE, a third set of projected populations is arrived at for the PGA, of which the East Vistas represents a small portion of land area. These are: 2729 people in ten years, 5176 in twenty years, and 15,186 in thirty-five years.

Of course, not all growth in PGA CE that lies outside of the City of Beaumont will occur in the East Vistas over the next thirty years. A significant part of the PGA rests within the City of Edmonton, where development is already well underway in the south portions of the Ellerslie Area Structure Plan. Given the established market for urban form development in the City which is currently absent in Leduc County, as well as the more advanced system of planning in Edmonton, it is reasonable to assume that in the first ten years 40% of the growth in PGA CE outside of the City of Beaumont will occur in the East Vistas plan area, and the remaining 60% will go to the City of Edmonton. This renders a population projection of some 1092 people in the East Vistas in ten years. If it is assumed that the above noted deficiencies in the County are redressed in the next ten years, then one can assume that growth in PGA CE will be shared equally between the City of Edmonton and Leduc County beyond the ten year horizon. This renders projections of 2588 people in the East Vistas in twenty years, and 7593 in thirty-five years.

From these analyses emerges a range of potential future populations in the East Vistas, as follows:

- 1,160 – 2,177 people in ten years
- 2,320 – 3,460 people in twenty years
- 3,480 – 7,593 people in thirty to thirty-five years

As is clear from these projections, the ultimate build-out population of the East Vistas will likely only be reached at some point well beyond 30 years from the adoption of the Area Structure Plan.

Bylaw 12-22

## **8.2 Development Sequence**

Development in the East Vistas is expected to begin in the north central part of the plan area and proceed south and east. This development will initially be entirely residential, as commercial development tends to follow the market rather than lead it. As well, it is anticipated that multi-family residential development will lag somewhat behind single family and duplex construction. This is evidenced in current development patterns found in the Edmonton area.

At some point in the future, a section of sewer main running from the plan area west along Highway 625 to the Nisku trunk will be constructed. This will be accompanied by the construction of a lift station at the southwest corner of the plan area. At that time, development of lands within the south drainage basin will become feasible. This second front of development will proceed from the southwest corner of the plan area toward the north and east.

It is undetermined at this time how the mixed use Vistas Centre will develop. Because mixed use building form is currently unfamiliar to the development community in Leduc County, this may function to delay construction. Other factors that may inhibit mixed use construction are building code requirements, developer perceptions of demand for mixed use construction, and the cost of construction of public amenities in the Vistas Centre. However, mixed use development is also one of the major trends in land use planning and urban development. It is strongly encouraged in much recent planning theory and practice. This push to build new mixed used developments may balance some of the inhibiting factors outlined above.

Ultimately, successive staging of subdivisions and development will be based upon market demand and extension of the land uses, roads, utilities, and services.

## **8.3 Infrastructure and Roads**

Leduc County policy is that development will proceed on the basis of the availability of adequate road access and, in Urban growth Areas, municipal water and sanitary sewer. This reflects the County's policy requiring proponents to take full financial responsibility for the extension of all municipal utilities and services required to support their development.

An approved Traffic Impact Assessment (TIA) specific to a subdivision application will be required by Alberta Transportation and Leduc County prior to going forward to the Subdivision Authority. An update to the East Vistas TIA may also be required as determined by Alberta Transportation. Since each stage would have its own schedule to reach its full development, the TIA update will need to pin point as best as possible the anticipated year when warrants for signals would be met at each of Range Road 244 and 245 intersections with Highway 625. Inclusion of the warrants for the current stage of development will be required, as will clarification of this stage of development relative to the overall East Vistas concept, when the TIA and TIA update is submitted.

For parcels adjacent to arterial or minor arterial roadways, a noise mitigation study will be required by Leduc County at the time of subdivision. This study will determine the degree of mitigation required, as well as the form mitigation measures will take. Construction of these mitigation measures shall be a condition of subdivision approval.

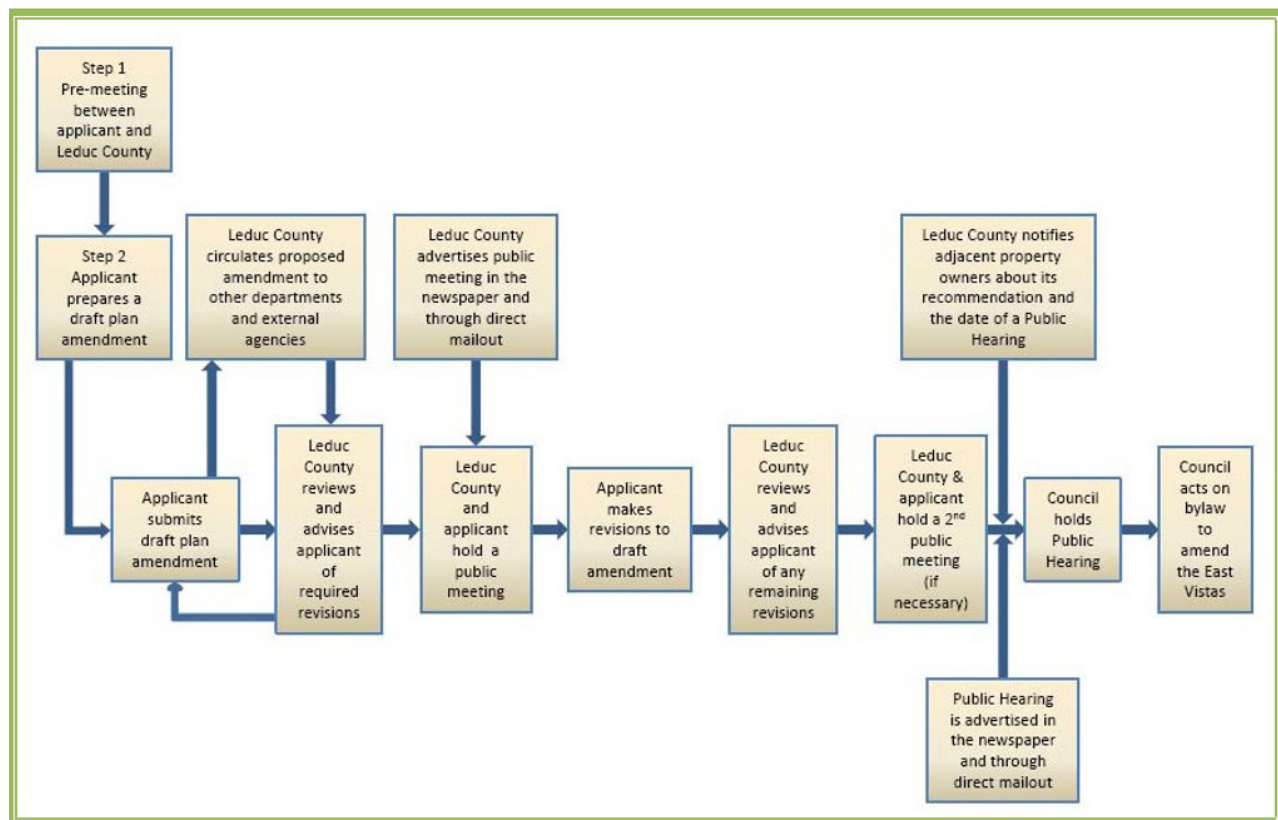
## 8.4 Plan Review

From time to time, the East Vistas Area Structure Plan will require a review and update. Alternatively, a proponent may request to make an amendment to the plan. In the former case, a number of triggers may be identified which may initiate a plan review. These include:

1. Significant changes to the Capital Region Growth Plan.
2. Significantly new, unexpected, or large developments in the Capital Region, either through private investment or public expenditure on infrastructure, such as major transportation infrastructure.
3. Dramatic changes to energy consumption patterns, such as those which may result from fossil fuel shortages and high pricing, or the mass marketing of alternative energy sources.
4. Technological advances that may affect land use patterns, employment, housing, or transportation.
5. Major changes in transportation behaviour as a result of any of the above.
6. Major changes in Provincial legislation governing municipalities or land use planning.
7. Major restructuring of Leduc County or municipal reorganization imposed upon or affecting Leduc County from the Provincial or regional level.
8. Potential future joint planning with the City of Beaumont. - Bylaw 12-22
9. At the discretion of Leduc County Council.

## 8.5 Plan Amendment

Amendments to the East Vistas ASP will be subject to the process outlined in the flow diagram below.



This begins with a pre-meeting between the applicant and Leduc County Planning & Development. At this meeting, the proposed amendment will be discussed. Following the meeting, Leduc County will notify the applicant in writing of the requirements of the amendment submission. Once the submission is tendered to the County, a review and revision process will begin which may involve several iterations of the submission before a public meeting is scheduled.

Following the public meeting, a further period of revision will take place, followed by a review by Leduc County administration and a possible second public meeting. Whether a second meeting is required will depend on the nature and extent of changes to the proposed amendment following the first public meeting.

Once all concerns have been addressed to the satisfaction of Leduc County administration and all supporting studies and material have been finalized, a public hearing date will be set and advertised. At the hearing, County administration will make a recommendation to County Council, who will also listen to final public comments, including any made by the applicant. Council will then vote on a bylaw to accept the amendment.

### **8.6 Redistricting Applications**

When a redistricting application is tendered to the County, the applicant will, at a minimum, be required to provide the County with an Outline Plan. Requirements of such plans shall be as per Leduc County standards and are available from Leduc County Planning and Development.

### **8.7 Subdivision and Development Permit Applications**

Applications for subdivisions and/or development permits must meet all Leduc County requirements as set out in the Leduc County Land Use Bylaw and other documents.

East Vistas Area Structure Plan

**Appendix A**

**Historical resources impact assessment  
response**

**a.stewart**

---

**From:** Margret Ingibergsson [Margret.Ingibergsson@gov.ab.ca]  
**Sent:** Friday, May 04, 2007 11:23 AM  
**To:** a.stewart@schefferandrew.com  
**Subject:** 7260100

Thank you for providing Alberta Tourism, Parks, Recreation and Culture with information regarding the Area Structure Plan within sections 29, 31 & 32-50-24-W4M. There are no significant previously recorded archaeological sites in these sections and as this area appears to be primarily disturbed through cultivation, it has low potential to contain intact archaeological sites. Areas of higher potential would include any areas with native vegetation. However, the Historic Resources Management branch recommends that Heritage Survey Site forms be completed for any other standing structures thought to be older than forty years.

Reporting the discovery of historical resources: Pursuant to Section 31 of the Historical Resources Act, should any historical resources be encountered during any activities associated with land disturbance operations, the Historic Resources Management Branch must be contacted immediately. It will then be necessary for to issue further instructions regarding the documentation of these resources. If you have any questions regarding the above, please do not hesitate to contact me.

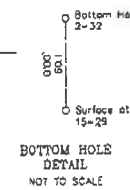
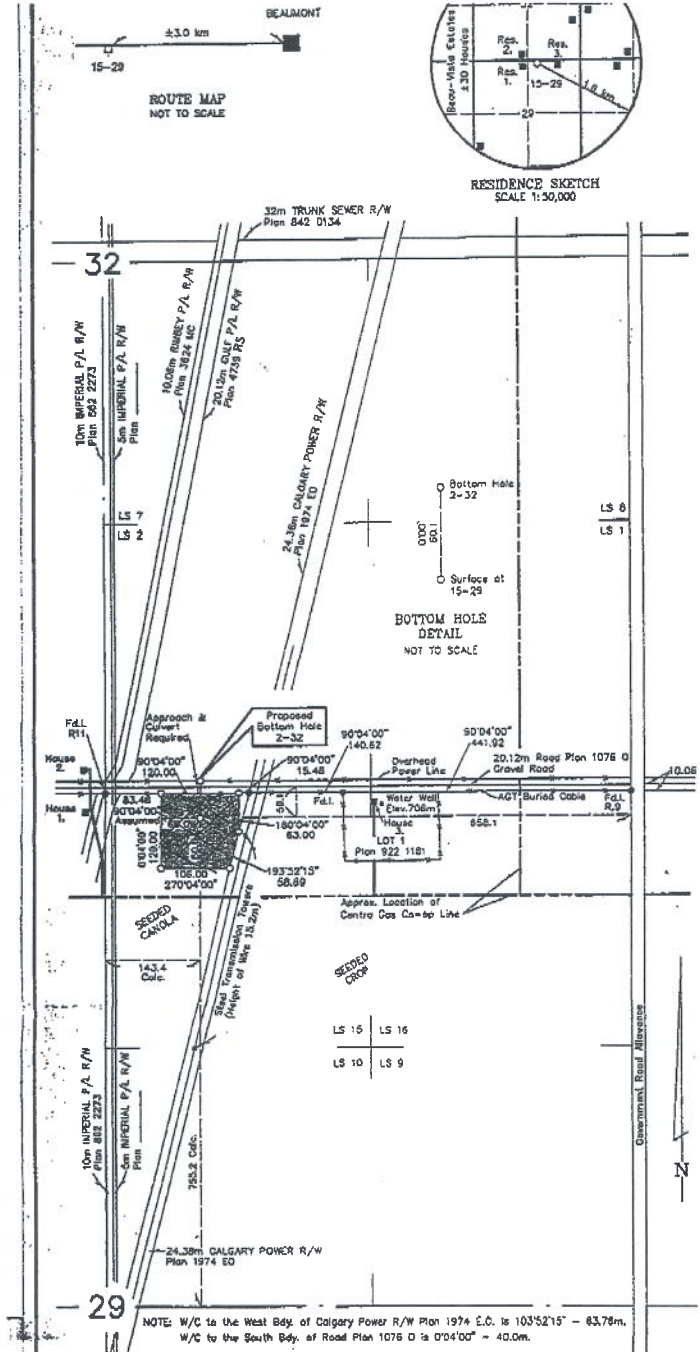
**Margret Ingibergsson**

Historic Resources Management Branch  
Alberta Tourism, Parks, Recreation and Culture  
Old St. Stephen's College, 8820 - 112 Street  
Edmonton, Alberta T6G 2P8  
Phone: (780) 431-2374 / Fax: (780) 422-3106  
Email: [margret.ingibergsson@gov.ab.ca](mailto:margret.ingibergsson@gov.ab.ca)

East Vistas Area Structure Plan

**Appendix B**

**Reclamation certificates for abandoned wells**



NOTE: W/C to the West Bdy. of Calgary Power R/W Plan 1974 E.C. is 103°52'15" - 83.76m.  
W/C to the South Bdy. of Road Plan 1076 O is 0°04'00" - 40.0m.

NOTE: THIS WELL IS TO BE DIRECTIONALLY DRILLED

### RIFE NISKU 2-32-50-24

Well Site and Access Road  
L.S. 15 Sec. 29 Twp. 50 Rge. 24 W. 4 M.

Scale 1:5000

<b>BOTTOM HOLE CO-ORDS :</b>	10.0 N. of S. Bdy. Sec. 32
	658.1 W. of E.
<b>SURFACE CO-ORDS :</b>	50.1 S. of N. Bdy. Sec. 29
	658.1 W. of E.
<b>ELEVATIONS :</b>	703.5 Ground
<b>WELL SITE CORNERS :</b>	
	N.W. 704.1 N.E. 704.1
	S.W. 704.6 S.E. 705.4
<b>AREAS :</b>	
	Well Site = 1.40 ac
	Access Road = 3.46 ac
<b>TOTAL :</b>	4.86 ac

RIFE RESOURCES LTD.  
*[Signature]*

LEGEND:  
Survey monuments found shown thus:   
Survey monuments placed shown thus:   
Perimeters referred to shaped thus:

I certify that the survey represented by this plan is correct and true to the best of my knowledge and was completed on the 5th day of July, 1994.

**NORTHCAN SURVEYS LTD.**  
P107  
NORTHCAN SURVEYS LTD.  
REVISIONS: 04/08/13-Original Survey  
31/07/07-Added Bottom Hole  
780 No. 944100

- WELL LICENSING INFORMATION :**
- THE PROPOSED WELL IS AT LEAST:
    - 1.5 km FROM THE CORPORATE LIMITS OF A CITY, TOWN OR VILLAGE
    - THE PROPOSED WELL IS OUTSIDE ANY POTENTIAL COAL DEVELOPMENT AREA
    - 100m FROM ANY SURFACE IMPROVEMENTS AND 40m FROM ANY SURVEYED ROAD
    - 5.0 km FROM A LIGHTED AERODROME
    - 1.6 km FROM AN UNLIGHTED AERODROME
    - NEAREST RESIDENCE IS 27322 - 174m FROM WELL CENTER
    - NEAREST URBAN CENTRE IS BEAUMONT EAST 3.0 km.

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>



ENVIRONMENT  
Finance, Administration and  
Land Reclamation Services  
Land Conservation and  
Reclamation Council

Office of J.M. King, Chairman

3rd Floor, Oxbridge Place, 9820 - 106 Street, Edmonton, Alberta, Canada T6K 2J6 403/427-6202 Fax: 403/422-8233

November 7, 1991

County No. 25


RECLAMATION CERTIFICATE NO. 10483

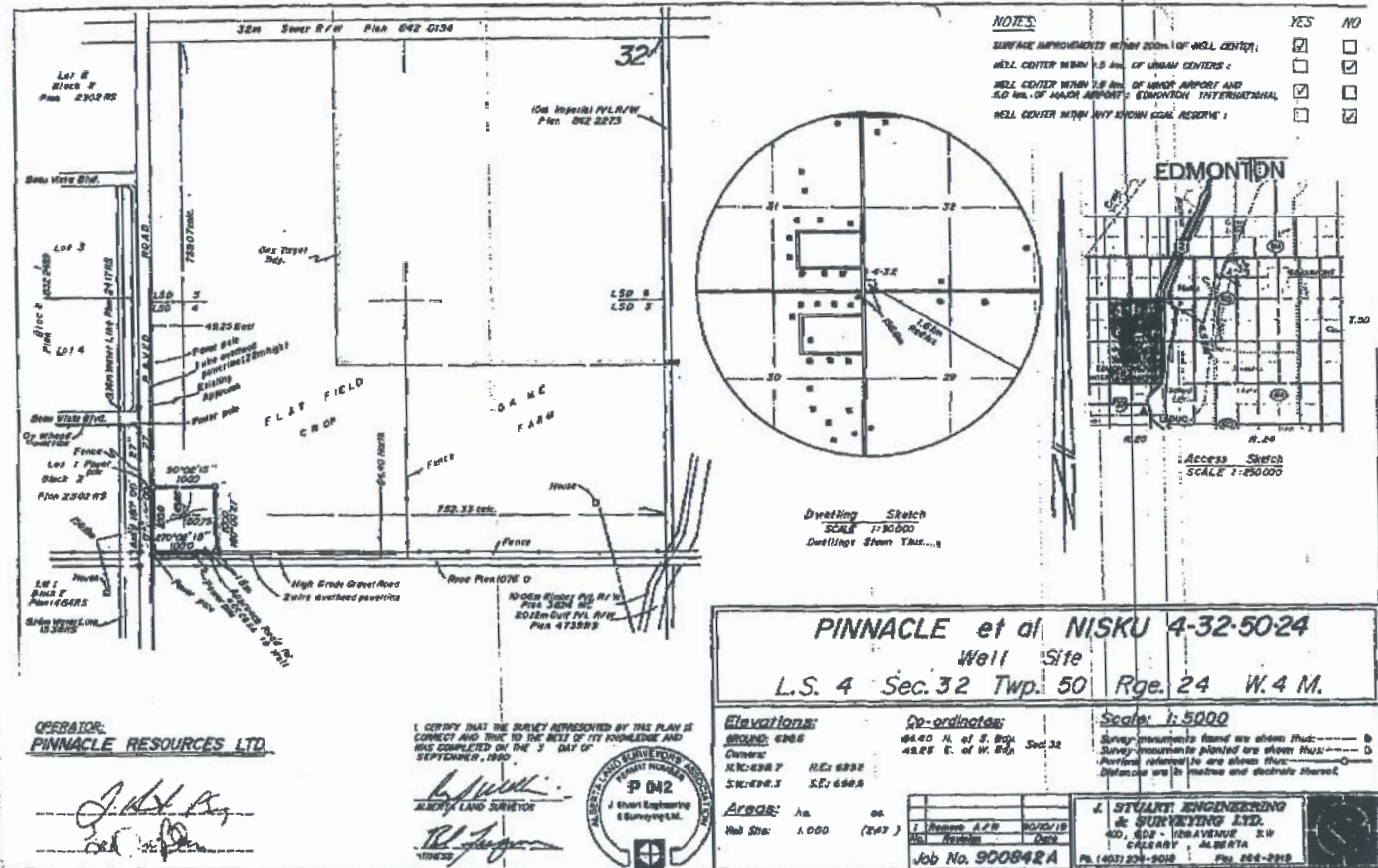
Pursuant to Section 55 subsection (1) of the Land Surface Conservation and Reclamation Act this is to certify that consent has been given to the surrender of the surface lease held by Pinnacle Resources Ltd.

within SW1/4 Sec. 32 Tp. 50 Rge. 24 W. 4th Mer.

in connection with or incidental to Pinnacle et al Nisku 4-32-50-24 well, as shown outlined in yellow on the plan attached hereto.

Pursuant to Section 55 subsection (2) of the Act the Council will be holding an inquiry with respect to the condition of the land referred to in this certificate.

  
Acting CHAIRMAN, LAND CONSERVATION  
AND RECLAMATION COUNCIL





4th Floor, Oxbridge Place  
9820 - 106 Street  
Edmonton, Alberta  
Canada T5K 2J6

Telephone (780) 427-5883  
Fax (780) 422-4192

**RECLAMATION CERTIFICATE NO. 39806**  
**Well License Number 168314**

This reclamation certificate is issued pursuant to section 123 of the Environmental Protection and Enhancement Act, following an inquiry on

May 30, 2000 (Date)

This certifies that the surface of the land held by Rife Resources Ltd.  
within NE Sec. 29 Tp. 50 Rge. 24 W4M

in connection with or incidental to Rife Nisku 2-32-50-24 well, drilled from a surface point in Lsd 15 of Sec. 29 Tp. 50 Rge. 24 W4M, as shown outlined in yellow on the attached plan, complies with the conservation and reclamation requirements of Part 5 of the Act.

Issued this 30<sup>th</sup> day of May, 19 2000

Bio Padeel  
Inspector (s)

Operator/Agent:  
Rife Resources Ltd.  
400 - 144 4TH AVE SW  
CALGARY, AB  
T2P 3N4

Owners/Occupants:  
Frank Johnsen  
Ann Johnsen

Section 84 of the Environmental Protection and Enhancement Act may provide a right of appeal against this decision to the Chair, Environmental Appeal Board. There may be a strict time limit for filing such an appeal. For further information contact the Board Secretary of the Environmental Appeal Board at #400, Alberta Treasury Branches Plaza, 9925 103 Street, Edmonton, Alberta T5K 2J8; telephone (780)427-6207; fax (780)427-4693

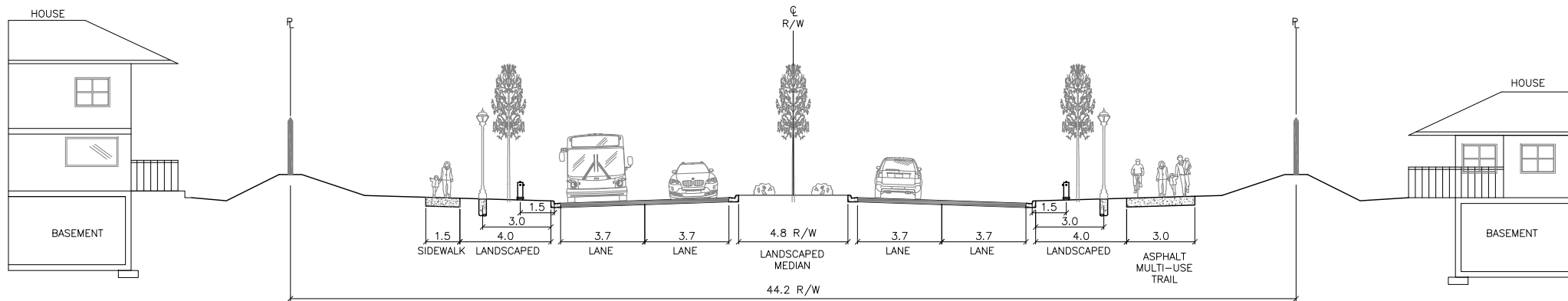
TERM OR CONDITION ATTACHED  YES  NO

Printed on Recycled Paper

East Vistas Area Structure Plan

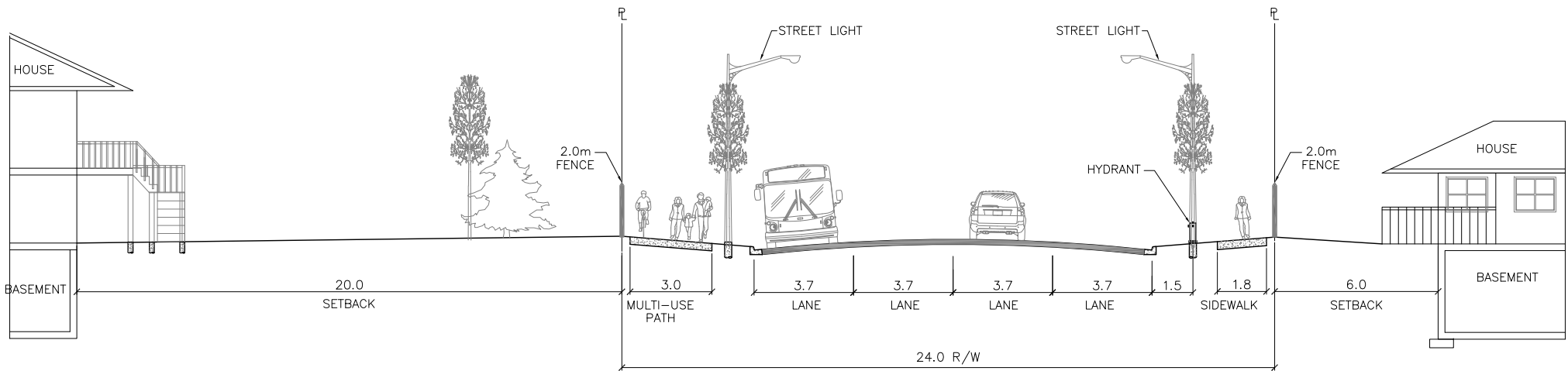
Appendix C

# Road cross-section examples



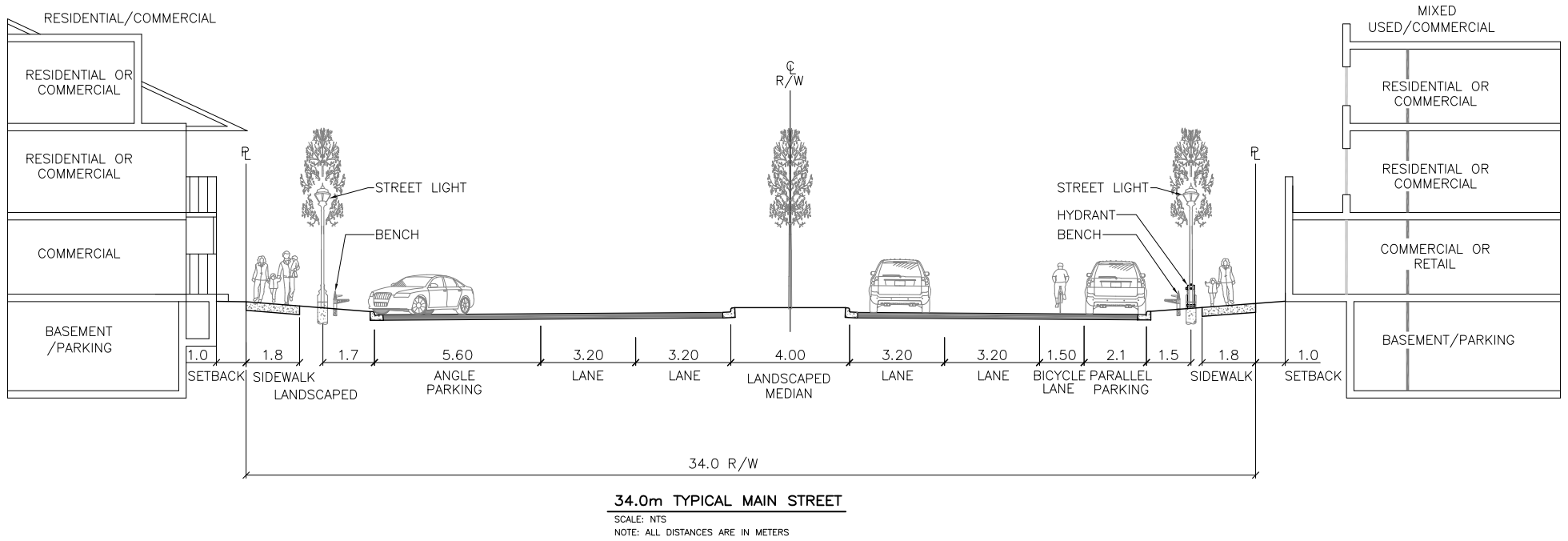
**44.2m TYPICAL DIVIDED ARTERIAL**

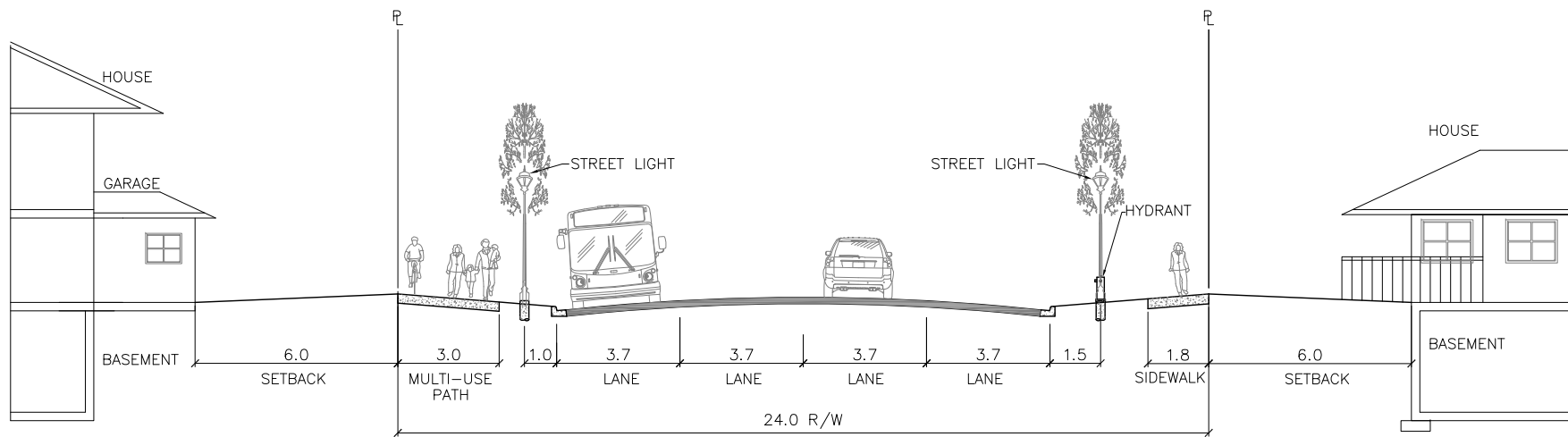
SCALE: NTS  
 NOTE: ALL DISTANCES ARE IN METERS



**24.0m TYPICAL MINOR ARTERIAL**

SCALE: NTS  
NOTE: ALL DISTANCES ARE IN METERS

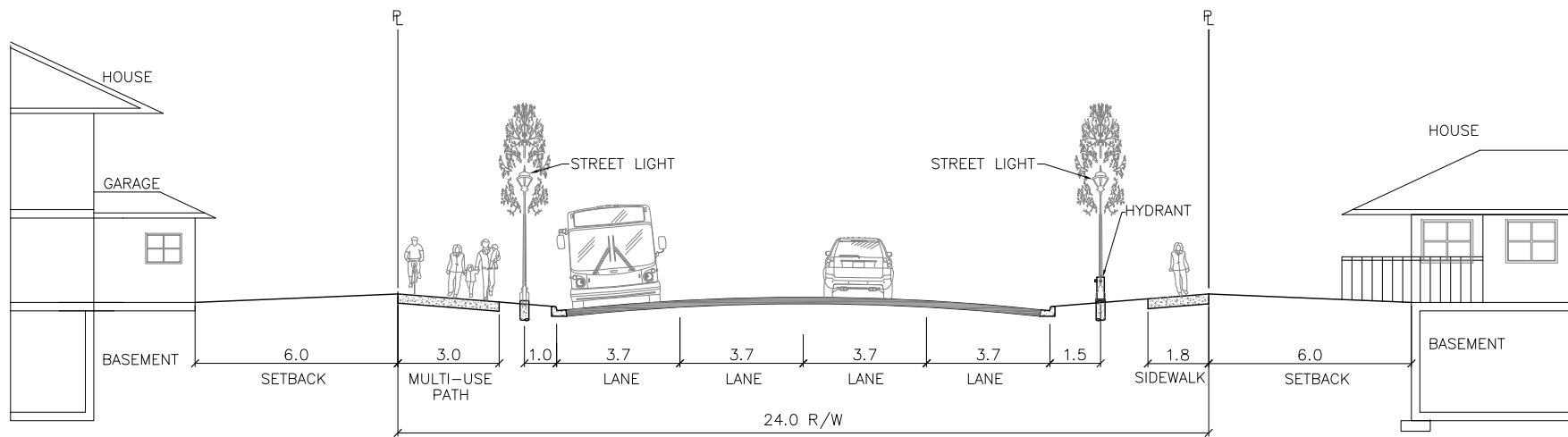




**24.0m TYPICAL RESIDENTIAL COLLECTOR**

SCALE: NTS

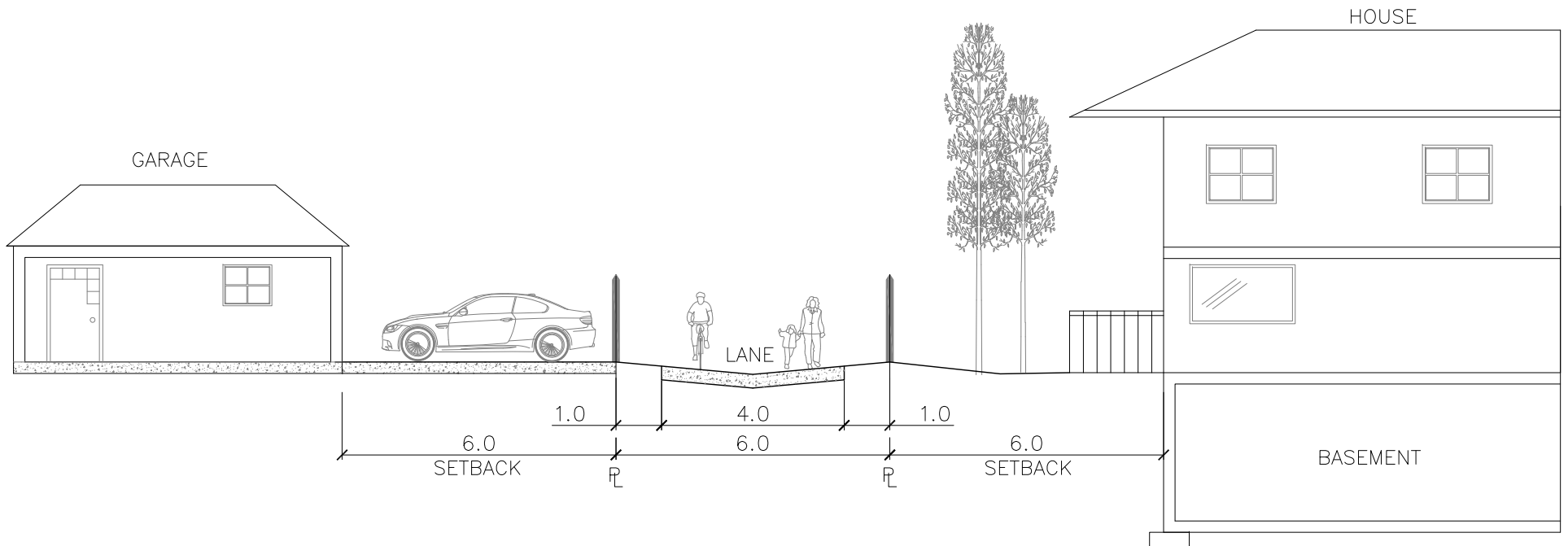
NOTE: ALL DISTANCES ARE IN METERS



**24.0m TYPICAL RESIDENTIAL COLLECTOR**

SCALE: NTS

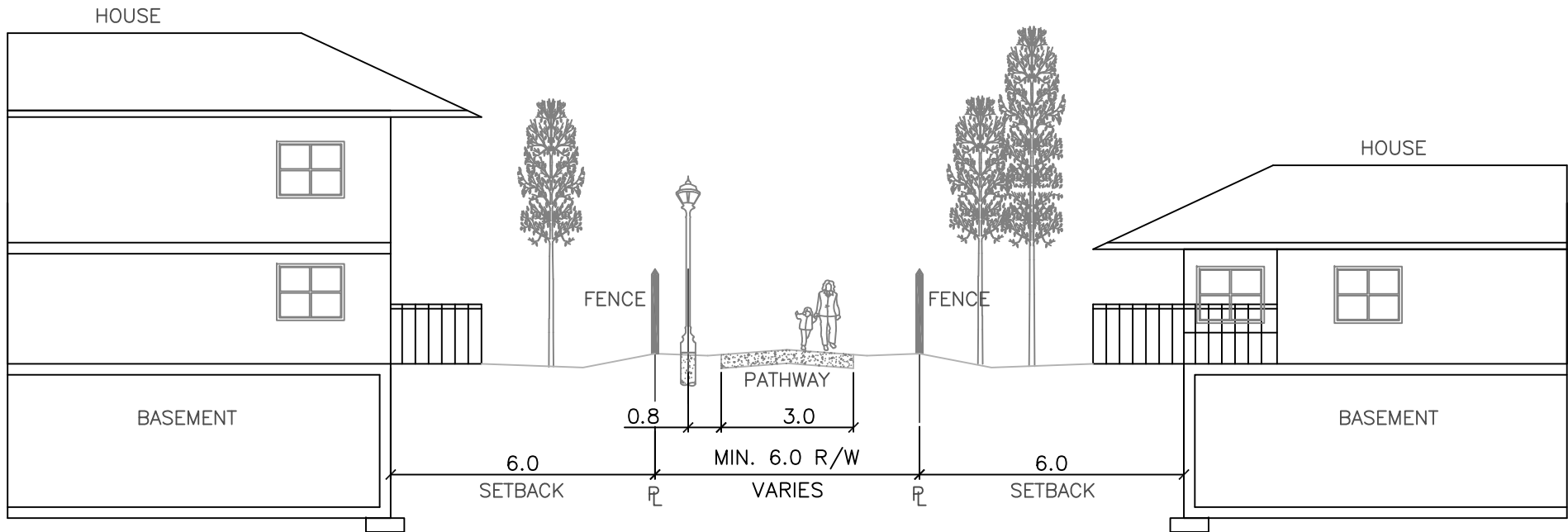
NOTE: ALL DISTANCES ARE IN METERS



**6.0m TYPICAL RESIDENTIAL LOCAL ALLEY PAVED**

SCALE: NTS

NOTE: ALL DISTANCES ARE IN METERS



6.0m TYPICAL RESIDENTIAL MULTI USE PATH

SCALE: NTS

NOTE: ALL DISTANCES ARE IN METERS

East Vistas Area Structure Plan

**Appendix D**

**Open house questionnaire summaries**



**EAST VISTAS AREA STRUCTURE PLAN**

**JANUARY 16 2008 OPEN HOUSE**

**SUMMARY OF COMMENTS AND RESPONSES**

Number of persons in attendance (according to the sign-in sheet): 62

**1: The development concept shows an appropriate future land use scenario:**

Agree	Neither Agree or Disagree	Disagree
20	2	5

Reasons for disagreeing:

- There is no mixed land use, should be a variety to accommodate affordability
- There is no provision for improved roadways – current roads are inadequate
- This will make the area a part of “the city”

**2: There is an appropriate distribution of residential uses:**

Agree	Neither Agree or Disagree	Disagree
22	1	4

Reasons for disagreeing:

- There is no mixed land use, should be a variety to accommodate affordability
- Doesn't like commercial area, townhouse development, etc.

**3: There is an appropriate proportion of residential densities:**

Agree	Neither Agree or Disagree	Disagree
18	3	7

Reasons for disagreeing:

- Would like to see a greater ranging including high density
- More variety needed, rather than three types of residential land use
- There should be a townhouse site in the SW corner
- Not enough roads for the number of homes proposed

- Too dense – 1 or 2 acre lots more appropriate for the area

**4: This is an appropriate distribution of commercial sites:**

Agree	Neither Agree or Disagree	Disagree
16	3	8

Reasons for disagreeing:

- Too focused on the east, west needs more commercial for balance
- There should be a commercial site in the SW corner
- None needed – Nisku/Beaumont/Leduc are close by
- Main street commercial should begin at RR 245 and go to RR 244 (mentioned twice)
- Main street should be along TWP 505

**5: Development guidelines would be desirable in each neighbourhood:**

Agree	Neither Agree or Disagree	Disagree
24	1	2

Reasons for disagreeing:

- Too much uniformity in appearance
- Broad guidelines are okay, architectural guidelines should be up to the developer

**6: Trails and greenways, linking parks and recreational area are important:**

Agree	Neither Agree or Disagree	Disagree
25	2	0

Reasons for disagreeing:

- There should be more

**7: Please indicate which one of the following most closely applies to you:**

<b>Resident landowner within the ASP area</b>	<b>13</b>
<b>Non-resident landowner within the ASP area</b>	<b>1</b>
<b>Developer/Consultant representing lands in the ASP area</b>	<b>3</b>
<b>Local resident outside of ASP area</b>	<b>7</b>
<b>Did not respond</b>	<b>2</b>
<b>Other</b>	<b>3</b>

**8: Additional comments regarding the concept**

**Residential**

- Higher standard of building and structural plans is needed.
- Should consider including retirement or assisted living housing.
- Should be at least four lots per acre.

**Recreational**

- Horse trails are needed.
- Preference for no ATVs within the plan area.

**Environmental**

- Please consider the control on garbage during construction. Temporary fence will be needed around construction sites. Developers should be held accountable for wayward garbage blown onto other properties.
- Concern over Blackmud Creek and spring flooding west of the ASP (mentioned twice).
- Wildlife will disappear.

**Transportation**

- Assurance is needed that if TWP 510 is upgraded access to properties that use it is maintained.
- Need better access to main arteries (HWY 625 and TWP 510) before the ASP is approved.
- Lights are needed on RR 245 and HWY 625.
- Concern over increased traffic and roadway capacity (mentioned twice).
- Street detail should be provided.

- Development will help to improve road conditions.

### **Municipal Services**

- Sewage should be extended to the Vistas and Valley View estates.

### **General Concept**

- Concern over how Beaumont views this ASP.
- Land between ASP and Beaumont should have been included (mentioned twice).
- This is a very preliminary concept in need of more detail.
- 50 metre setback from HWY 625 is a concern for land owners (loss of developable land).
- Town centre is in a good location.
- Bringing “city life” to the country is a bad concept.
- Crime and noise will increase.
- Streetlights and sidewalks are not for the “country.”
- Mix of densities is a good idea.
- Should extend the main street concept to include RR 245 to RR 244.
- Very good use of land.



**EAST VISTAS AREA STRUCTURE PLAN  
SECOND OPEN HOUSE – SEPTEMBER 22, 2009  
SUMMARY OF COMMENTS AND RESPONSES**

**Number of persons in attendance (according to the sign-in sheet): 82**

**1: The development concept shows an appropriate future land use scenario:**

Agree	Neither Agree or Disagree	Disagree
7	2	3

Reasons for disagreeing:

- We moved to the North Vistas 19 years ago and have enjoyed establishing our quiet home in the country.

**2: There is an appropriate distribution of residential uses:**

Agree	Neither Agree or Disagree	Disagree
7	1	5

Reasons for disagreeing:

- Land is too high quality.
- Too much higher density residential & multi

**3: There is an appropriate proportion of residential densities:**

Agree	Neither Agree or Disagree	Disagree
7	3	2

Reasons for disagreeing:

- Could be more density.

**4: This is an appropriate distribution of commercial sites:**

Agree	Neither Agree or Disagree	Disagree
8	1	4

Reasons for disagreeing:

- Should be more commercial.

- Should be less commercial; use towns that are there.

**5: Development guidelines would be desirable in each neighbourhood:**

Agree	Neither Agree or Disagree	Disagree
8	1	2

Reasons for disagreeing:

- What guidelines for low density? – apartment looking houses like Lucas Estates.

**6: Trails and greenways, linking parks and recreational area are important:**

Agree	Neither Agree or Disagree	Disagree
13		

Reasons for disagreeing:

**7: Please indicate which one of the following most closely applies to you:**

Resident landowner within the ASP area	5
Non-resident landowner within the ASP area	
Developer/Consultant representing lands in the ASP area	1
Local resident outside of ASP area	8
Did not respond	
Other	1

- -Resident, but non-landowner.

**8: Additional comments regarding the concept**

**Residential**

- 

**Recreational**

- The inclusion of walking pathways is excellent for the health of Leduc residents. I do hope that connection of this pathway system to Beaumont will take place in the future. Additionally, the county has a wonderful opportunity to connect into the Waskahegan Trail System. I do hope they capitalize on this opportunity for future generations.

## **Environmental**

- 

## **Transportation**

- There are not enough roads to service the area. The 625 highway is already overloaded – new roads are needed to be developed and a berm built on the edge of highway 625.
- A decision of highway 625 future plans needs to be resolved sooner; as it affects our land directly. Please provide more information on this topic.
- Traffic assessment doesn't consider traffic flows to anticipate development east to Beaumont.
- That the roadways are upgraded in the following manner due to the increase in traffic:
  - a) Range Road 245 would need to be widened, with left/right turning lanes added.
  - b) At the intersection of Range Road 245 and Secondary Hwy 625, traffic lights would need to be installed. It is difficult enough now to turn left onto the highway from this range road during rush hour traffic from Nisku. Having higher traffic volume would only make this worse and dangerous. This might also be a factor for Range Road 244, as well as coming out of the South Vistas' onto the highway.
  - c) We constantly have problems with vehicles speeding down Range Road 245 as commuters use this road as a shortcut between Nisku and Edmonton, using 101 Street to go into the City. I trust the speed limit on the Range Road would not be increasing, and the posted speed of 60km would be enforced. Crosswalks would also be appreciated at the entrance of North Vistas loops crossing over to the East Vistas.  
Not only trying to ensure that traffic flows safely, but that my kids can continue to walk and bike safely in the area.
- The allowance of future LRT down Township 510 demonstrates true long term vision. It will spare our children from the insane costs incurred by Edmonton in its University south LRT expansion. To have to remove homes due to lack of long term planning is deplorable. I am most pleased that the county is thinking this far in advance. This is clearly evidence of the county's capabilities and will serve the county well in any future annexation dispute.
- We would like to recommend the ring road to be named 'Gobeil Drive' in recognition of pioneering farmers in this area to developed.

## **Municipal Services**

- ASP should have extended east to Beaumont to ensure orderly planning & adequate utilities.
- My concerns are that there is not a strain put on existing residents as far as utilities (water pressure, etc.)

## **General Concept**

- Good plan.
- We feel like our quality of life will be impacted negatively. There will be increase in noise, light, activity, and traffic. It's long time residents, our family feel very saddened and disappointed.

- I believe this ASP should be extended straight north to complete the logical block of land up to 41 Avenue SW; so that north & south roads to Edmonton can be planned in a rational progression.
- Hurry up!
- It is a great plan. I think Leduc County should move faster to get it done, because I am hearing all of this for the last 3 years. I think before we hit another boom, something should happen here so people can buy houses now, when it's a little affordable.
- I would like to express support for the East Vistas plan. As a neighbour I believe there is a need some sort of smart growth, which I am sure this is the one.
- This would bring the value of homes in North Vistas down as there won't be that open feeling. One reason we couldn't sub-divide was increase in traffic. My 2.5 acres is not good agricultural land – now just growing weeds.  
Why are wasting good agricultural land. Hasn't there been enough development around the Beaumont area with plenty of vacant lots. Go there and start a mini town.
- The 3 smaller parcels west of Lucas Phase I should be allowed to provide additional commercial space, I was under the impression that Tom Berube's parcel was already zoned commercial. This combined with the 2 adjoining small parcels could assist in transition area as well as provide opportunity for services for the early movers into the area.
- I guess this plan shows the smart growth – very impressed.
- More lots are important; more quality roads – not poor roads; more variety in size is important; the high density is concerning more schools proper road tax base to support this; I would disagree just lots lots with roads and good roads.



**EAST VISTAS AREA STRUCTURE PLAN THIRD**

**OPEN HOUSE – FEBRUARY 24, 2010**

**SUMMARY OF COMMENTS AND RESPONSES**

**Number of persons in attendance (according to the sign-in sheet): 43**

**Email letter submissions: 1**

**1: The development concept shows an appropriate future land use scenario:**

Agree	Neither Agree or Disagree	Disagree
6	2	5

Additional comments (paraphrased):

- Although the plan meets the guidelines of the Capital Region Plan, It is not an appropriate use of agricultural land.
- Definitely not.
- The land should be for agricultural use, not development because of the soil classification.
- Farmland and agriculture should take precedence.
- The larger regional plan is unknown at this time.
- 

**2: There is an appropriate distribution of residential uses:**

Agree	Neither Agree or Disagree	Disagree
6	5	1

Additional comments (paraphrased):

- It would follow the Capital Region Plan’s guidelines for residential density.

**3: There is an appropriate proportion of residential densities:**

Agree	Neither Agree or Disagree	Disagree
6	3	2

No additional comments

**4: This is an appropriate distribution of commercial sites:**

Agree	Neither Agree or Disagree	Disagree
5	4	3

Additional comments (paraphrased):

- Too many commercial sites would increase traffic.
- Unsure of the larger Edmonton-Beaumont-Leduc-Airport regional plan.

**5: Development guidelines would be desirable in each neighbourhood:**

Agree	Neither Agree or Disagree	Disagree
9	2	1

No additional comments

**6: Trails and greenways, linking parks and recreational area are important:**

Agree	Neither Agree or Disagree	Disagree
11	1	1

No additional comments

**7: Please indicate which one of the following most closely applies to you:**

Resident landowner within the ASP area	5
Non-resident landowner within the ASP area	0
Developer/Consultant representing lands in the ASP area	1
Local resident outside of ASP area	6
Other	0

**8: Additional comments regarding the concept**

**Adjacent Municipalities and Lands**

- Should include the sections (33 and 28) between the plan area and Beaumont.
- Adjacent landowners between the plan area and Beaumont should be approached to participate.

- This plan goes along with the Capital Region plan, but it does not follow the North Saskatchewan Regional Plan.
- The plan states that development is not to be permitted west of 814 until 2/3 of the east side is developed.
- The plan states that development is not to occur between Highways 814 and 2.
- Concerned about effects on developing a high density residential community close to an expanding industrial area.
- The Vistas were developed originally before Nisku expanded to the east.
- The Beaumont and District Ag Society being close to this development will create conflict with truck traffic and smells.
- Meets the guidelines of the Capital Region plan but there should be a compatibility study to determine if this community belongs here.
- Unsure of government involvement and opinions in this process (provincial and municipal).
- Would like to see the findings of the Leduc County/Town of Beaumont sustainability study be incorporated into the plan when they are available.
- Quiet lifestyle of neighbouring residents will be threatened by this development.
- Feeling is that the County's mind is made up on this development application.
- This development should be done as a 'regional structure plan', taking into consideration Edmonton, Leduc County, Leduc, Beaumont and the airport.
- Potential conflicts regarding servicing for Beaumont and southeast Edmonton.

### **Residential**

- Developing lower income housing under larger power liens is unethical and planning without a conscience.

### **Residential**

- Developing lower income housing under larger power liens is unethical and planning without a conscience.
- Lot sizes are too small; these lots will not provide enough backyard plant-life to filter air and noise pollutions.

### **Transportation**

- Uncertainly as to how much land will be taken within and around the plan area to meet transportation demands for new and expanding roads.

### **Municipal Services**

- Community does not have the immediate infrastructure to sustain it, and it will negatively affect Beaumont and its services.
- Uncertainty if the waterline will be installed under the highway or within the plan area along highway 625.

### **General Concept**

- Land should not be covered with solid concrete.

- This concept is too close to other developments in the City of Edmonton, City of Leduc and the Town of Beaumont
- Recommendations to rename streets, parks and other features in memory of the Gobeil (unsure of spelling) family who have lived on these lands for many decades.
- Good concept.
- This concept is not in the best interest of the area.
- This development should be on the west side of Highway 2 near Devon.



Bylaw No.  
42XX-262  
Schedule A

# East Vistas Area Structure Plan

Sections 29 and 32-50-24-4 and part of NE 31-50-24-4

Approved by Bylaw 15-09

*Consolidated with amending bylaws 28-15, 12-17, 23-17, ~~and~~ 12-22, ~~and~~ x-26*

Version: ~~May 10, 2022~~ April 28, 2026



**Note**

Anyone using this consolidation is advised that the amendments have been included for convenience only and that the original area structure plan and the original amending bylaw should be consulted for all purposes of interpreting and applying the bylaw.

**BYLAW NO. 15•09**

**LEDUC COUNTY**

**A BYLAW OF LEDUC COUNTY, IN THE PROVINCE OF ALBERTA, TO ADOPT THE EAST VISTAS LOCAL AREA STRUCTURE PLAN**

---

**WHEREAS**

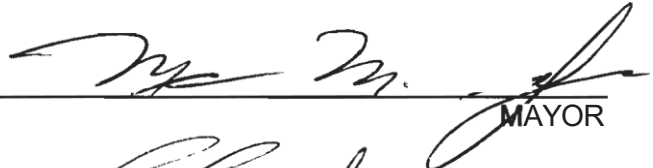
the Council of Leduc County deems it to be in the public interest to adopt the East Vistas Local Area Structure Plan;


**NOW "THEREFORE, THE COUNCIL OF LEDUC COUNTY DULY ASSEMBLED ENACTS AS FOLLOWS:**

that the East Vistas Local Area Structure Plan, being Schedule 'A' attached to and forming part of this Bylaw, be adopted.

This Bylaw shall take effect on the date of the third reading

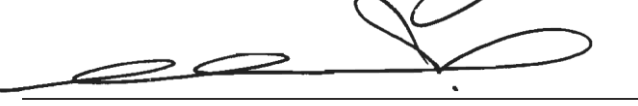
Read a first time this 8" day of September, A.D., 2009.

  
\_\_\_\_\_  
MAYOR

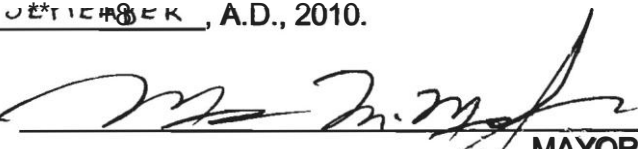
  
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ACTING COUNTY MANAGER

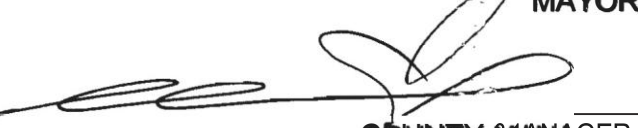
Read a second time this 22<sup>nd</sup> day of July, A.D., 2010.

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
COUNTY MANAGER

Read a third time and passed this \_\_\_\_ day of ~~JULY~~ SEPTEMBER, A.D., 2010.

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
COUNTY MANAGER

# Amendments to the East Vistas Area Structure Plan

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## Office consolidation

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Bylaw number	Date	Amendment
Bylaw 28-15	July 7, 2015	Re: Municipal reserves (Section 6.5)
Bylaw 12-17	May 23, 2017	Figure 6 - Development concept, tables 1 and 2
Bylaw 23-17	August 22, 2017	Figure 6 - Development concept, tables 1 and 2
Bylaw 12-22	May 10, 2022	<ul style="list-style-type: none"> <li>- Title amended</li> <li>- Removed 'local' from every occurrence of plan title</li> <li>- Removed references to North Major ASP</li> <li>- Amended reference from 'Town of Beaumont' to 'City of Beaumont'</li> <li>- Formatting of document</li> </ul>

### Note

Anyone using this consolidation is advised that the amendments have been included for convenience only and that the original area structure plan and the original amending bylaw should be consulted for all purposes of interpreting and applying the bylaw.

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# 1 Introduction

## 1.1 Preface

In response to demand for land to accommodate growth in the greater Capital Region, proponents of the East Vistas Area Structure Plan propose to develop a sustainable urban community in Leduc County. The area structure plan includes the lands adjacent to the existing country residential subdivisions known as The Vistas. It encompasses an area of approximately 562 ha (1,400 acres) that includes all of Sections 29 and 32 50-24-W4 and a portion of the NE 31 50-24-W4 southeast of Irvine Creek.

The plan area is serviced with municipal water and sanitary sewer. It will be developed to an urban standard, with paved roads, curbs, gutters, underground utilities and sidewalks.

The boundary of the City of Edmonton is approximately three kilometres to the north; the northern boundary of the City of Leduc is three kilometres to the south; and the City of Beaumont is just under two kilometres to the east. To the west lie The Vistas, Blackmud Creek, and beyond that Nisku Industrial Park. Township Road 510 is the north boundary of the plan area, Range Road 244 is the east boundary, and Highway 625 forms the south boundary and provides access to the Edmonton International Airport and Queen Elizabeth II Highway (both approximately five kilometres west). The location and plan area are shown in Figure 1.

- Bylaw 12-22

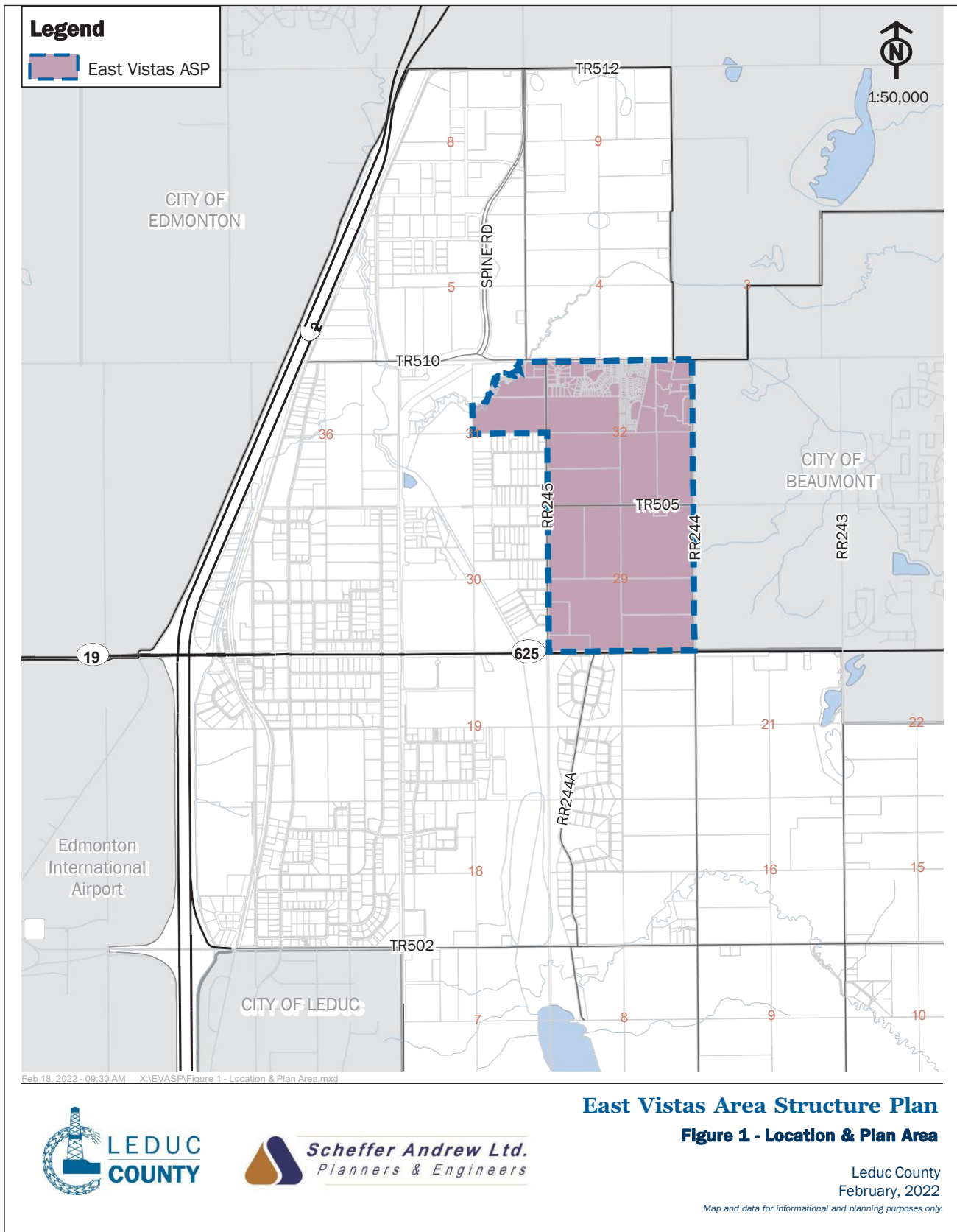
## 1.2 Purpose

The East Vistas Area Structure Plan provides an overview of the land use concept and describes the area, services, transportation, and servicing requirements needed to support the development. The plan shows how the development will integrate with the existing and future land uses in the vicinity. When adopted by Leduc County, it will provide guidance for the future redistricting and subdivision applications within the plan area, both in terms of organization and design.

## 1.3 Planning Context

The planning authority is Leduc County. The approval of this area structure plan is under the jurisdiction of Leduc County, applicable regulatory agencies and the Edmonton Metropolitan Region Board, formerly known as the Capital Region Board.

Figure 1 - Location and plan area



Bylaw 12-22

## 2 Vision and Goals

The Edmonton Capital Region includes the City of Edmonton, City of Leduc, City of Beaumont, and Leduc County, as well as twenty one other municipalities. This region has recently experienced one the most intense growth periods in its history. The unprecedented level of associated economic activity brought with it significant population increases, record construction activity, and major investments in the residential, commercial, industrial, transportation, and institutional sectors. Both the private and public sectors are now planning major investments in infrastructure to accommodate future growth. When coupled with the resultant demand for land to accommodate this growth, Leduc County will be faced with decisions on how to manage new growth within its boundaries, and particularly in the fringe areas adjacent to the Edmonton International Airport, Nisku Business Park, Leduc Business Park, City of Beaumont, City of Leduc, and the City of Edmonton. - Bylaw 12-22

In response to these anticipated growth pressures, Leduc County has determined that some changes in land use, servicing requirements, and infrastructure planning are needed to accommodate growth in all sectors. The County is addressing its long-term planning, infrastructure, and growth management options through a strategic plan, new area structure plans, off-site levies, Inter-municipal Development Plans, partnership agreements, and regional initiatives. Similarly, a cooperative approach is needed to facilitate the planning for the East Vistas Area Structure Plan. This plan was prepared by Scheffer Andrew, engaged by the proponents of the East Vistas Area Structure Plan and Leduc County administration, using the terms of reference prepared by Leduc County.

A key feature of this area structure plan is that it will create a complete and sustainable urban community. The mix of land uses includes higher density residential lots than presently exist in the County. The goal of this area structure plan is to apply Smart Growth principles to encourage sustainability by accommodating growth that makes efficient use of the land and existing municipal services. Smaller single-family residential lots and multi-family sites will address the need for a wider range of housing choices. As well, healthy lifestyles will be promoted by including infrastructure for walking and cycling, as well as by making streets a welcoming public amenity for those not driving.

A centrally located Vistas Centre with a Main Street is located in the heart of the community. The wide sidewalks and continuous streetwall of buildings will make Main Street an inviting place for a casual stroll, a place to meet friends, or to shop at the various stores. Multiuse pathways will be integrated with stormwater ponds to inter-connect subdivisions with the community and the community with the Vistas Centre. Local commercial service areas will be connected by a recreational pathway system with open spaces that are intended to create a defined community with a strong Sense of Place. The pathway system will form a complete secondary circulation system and will accommodate people using a variety of modes of transport, from walking to cycling, in-line skating, skateboarding, pushing strollers, or using mobility aids.

Conservation practices included in the plan preserve environmentally sensitive areas, watercourses, and large existing woodlots. Residential lots will have landscaping standards to retain a sense of open space and celebrate the rural character and lifestyle that is so important to County residents. In addition, developments will be governed by design guidelines, architectural design controls, and landscaping guidelines. This is intended to give a sense of land use certainty to the residents, as well as ensuring that proper attention is paid to the public realm.

Figure 6 shows the distribution of the land uses and location of the recreational pathways, environmentally sensitive areas, collector roads, future school sites, as well as the commercial, mixed use and multi-family sites.

### 3 Plan Area Context

Leduc County recognizes its role in helping to define the Leduc sub-region of the Edmonton Capital Region. The sub-region is centred on the Highway 2 corridor and includes the cities of Leduc and Beaumont, Nisku, Edmonton International Airport, and the Town of Devon. The County has undertaken a comprehensive planning program with the aim of coordinating land use in the sub-region in conjunction with its regional neighbours. The results of these planning efforts are the Leduc County / Town of Devon Intermunicipal Development Plan (IDP), the City of Leduc / Leduc County IDP, the Highway 19 Area Structure Plan (ASP), the Leduc County / Town of Beaumont Joint Growth Study (JGS), and the East Vistas ASP. As shown in Figure 2, these project areas radiate outward from the centre of the sub-region and build upon earlier County planning in the Saunders Lake and Blackmud Creek ASPs. Taken together, the regional planning of which the East Vistas is a part provides policy direction to an area approximately sixteen miles from east to west, and some thirteen miles from north to south, encompassing parts of four municipalities and a major international airport.

#### 3.1 Land Use

The current land use within the plan area is predominantly agriculture with some established farmsteads and smaller country residential parcels scattered throughout the site.

Agriculture is the predominant land use north and east of the plan area. One intensive livestock operation is operating on the NW 28-50-24-4, east of Township Road 510. The minimum setback requirement of 360 metres from the manure storage containment of this operation will not constrain development within the plan area.

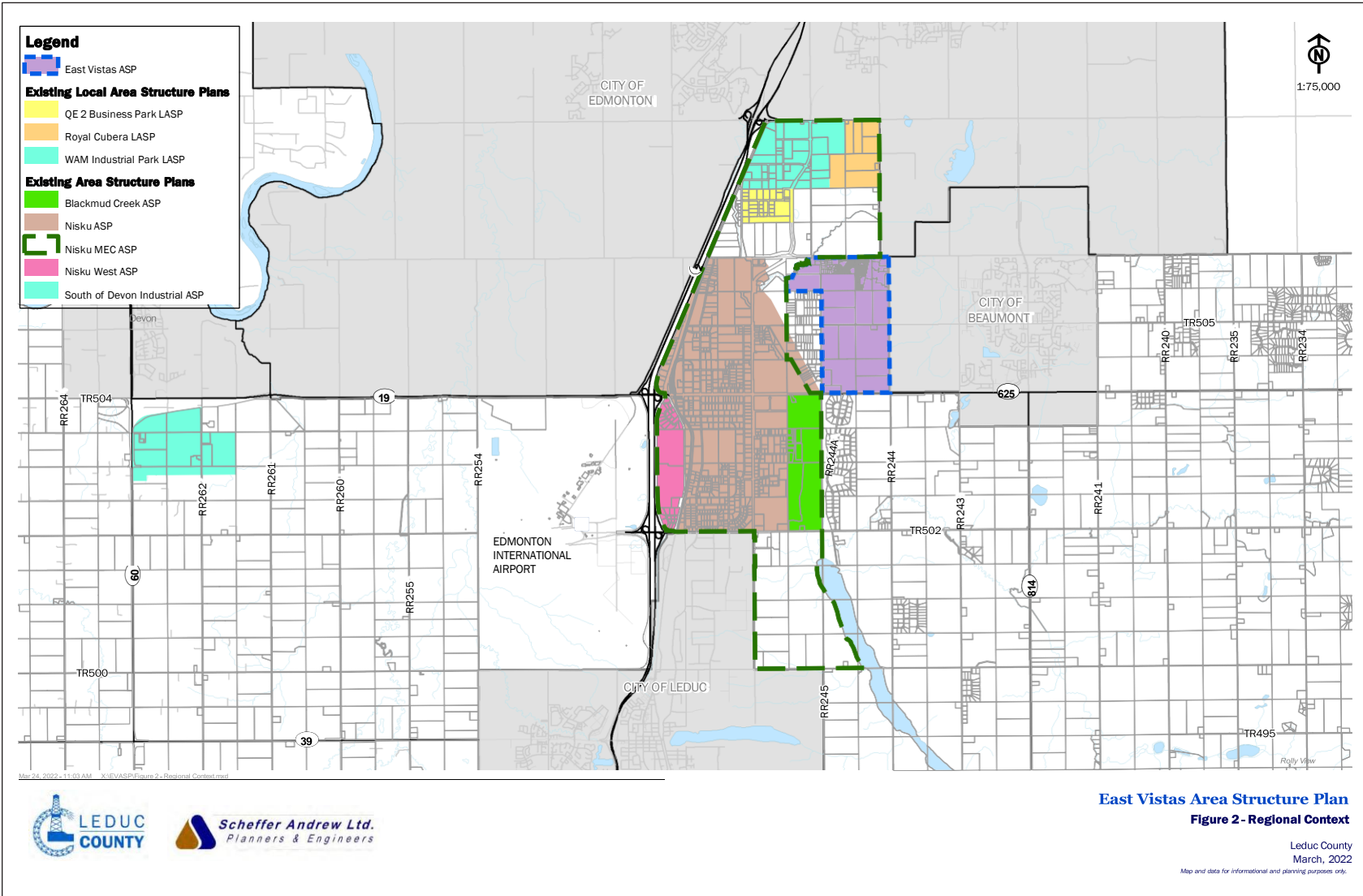
The land use west and south of the plan area is country residential. The established subdivisions are collectively known as “The Vistas”. An estate residential subdivision (Lukas Estates I) and a large lot urban development (Lukas Estates II) exist in the north half of the NW of Section 32. The East Vistas is contiguous to these developments.

Although lands in the plan area are considered high capability agricultural lands, there are compelling reasons to convert the area to non-agricultural land uses. The East Vistas will concentrate a significant amount of Leduc County’s future growth into a relatively small land area.

Major benefits may accrue to the County from higher intensity land development, such as achieving locally sustainable infrastructure, the concentration of community service delivery, a higher standard of living for area residents, the opportunity to develop a sub-regional hub that includes the City of Beaumont and possibly the City of Leduc, and the conservation of other high capability agricultural lands in the County and in the Capital Region as a whole. Finally, as municipal servicing is already available in the plan area, transportation facilities also service the area, and a major regional employment centre (Nisku Business Park) is essentially adjacent to the plan area, a higher intensity use of the land is warranted. Adjacent and existing land uses are shown in Figure 3.

*Bylaw 12-22*

Figure 2 - Regional context



### 3.1.1 Capital Region Growth Plan

The Capital Region Board released the Capital Region Growth Plan (CRGP) at the end of March, 2009, with two subsequent addenda released in October and December of the same year. That plan, which was accepted by the Minister of Municipal Affairs in March 2010, includes policies identifying where and how growth should occur. Section 2.2 of the Land Use Plan component of the Capital Region Growth Plan articulates six planning principles. Under principle II: Minimize Regional Footprint, part B: Concentrate New Growth Within Priority Growth Areas, a set of criteria are identified as follows:

- ii. *Priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria:*
  - a. *Existing and proposed multi-use movement corridors, including transit nodes;*
  - b. *Adjacent to existing and proposed major employment areas;*
  - c. *Redevelopment and intensification opportunities within existing urban areas; and*
  - d. *Locations that utilize existing infrastructure and servicing capacity or logically and efficiently extend that infrastructure.*

The Capital Region Growth Plan defines Major Employment Areas as:

“Areas that have, or are anticipated to have, a significant concentration of jobs, such as Port Alberta, Acheson, Nisku, and Alberta’s Industrial Heartland.”

Often, land uses in the above named areas are incompatible with residential land uses. As a result, the practical application of policy B(ii) of the CRGP is that growth occurs ***in the vicinity*** of a major employment area such as Nisku. In the case of the East Vistas, Leduc County is proposing growth adjacent to Irvine Creek, which forms the eastern edge of Nisku. The plan thus satisfies the first part of policy B(ii).

As outlined above, the Capital Region Growth Plan states that “in addition to growth in major employment areas, priority shall be given to locations that meet three of the following four criteria.” The East Vistas responds to these four criteria in the following ways:

- a. Existing and proposed multi-mode movement corridors, including transit nodes. These are defined in the Capital Region Growth Plan as corridors “that accommodate multiple modes for the movement of people and goods within and between member municipalities in the Capital Region.” The functional planning study of Township Road 510 accommodates future transit, and this road connects the East Vistas to the City of Beaumont, a member municipality in the Capital Region. Furthermore, this ASP includes much language in support of multi-modal transport, including the incorporation of bicycle lanes in street cross sections in Appendix C, requirements for bicycle friendly paved multi-use pathways, new bicycle parking regulations proposed for the Leduc County Land Use Bylaw, and a town centre designed using transit supportive development principles. Finally, the East Vistas reflects Figure 1 Regional Transportation Infrastructure in the December 2009 Addendum of the Capital Region Growth Plan by identifying Highway 625 as a future regional intermunicipal transit route by designating a site as a regional intermunicipal transit stop and orienting adjacent land uses to enhance this stop. - Bylaw 12-22
- b. Adjacent to existing and proposed major employment areas. As outlined above, the ASP meets this criterion.
- c. Redevelopment and intensification opportunities within existing urban areas. This criterion depends upon the definition of ‘urban’. If the definition requires the area to be municipally serviced and have access to high order transportation, then the East Vistas meets this criterion.

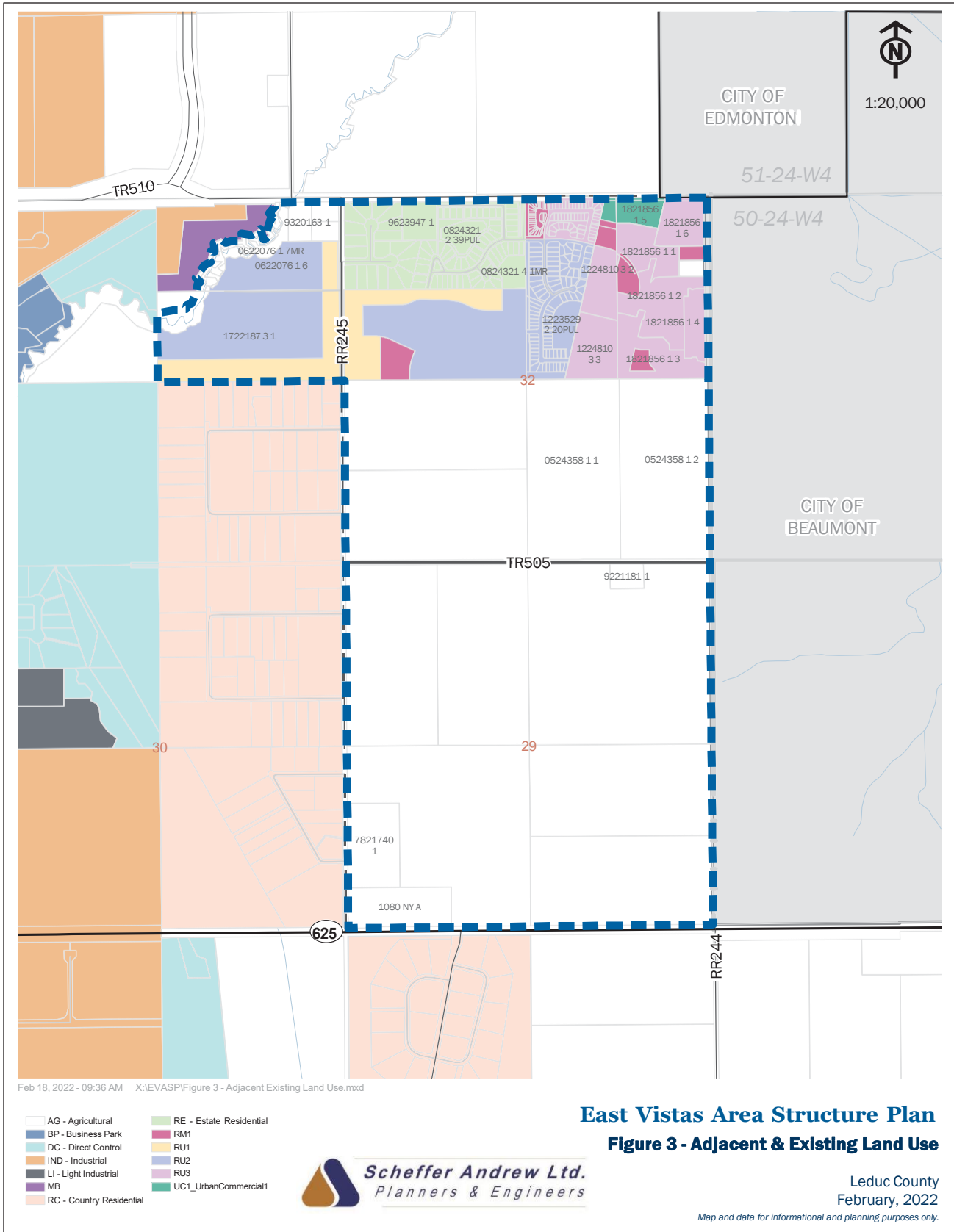
As well, the ASP is contiguous to an existing large lot municipally serviced urban residential subdivision (Lukas Estates II).

- d. Locations that utilize existing infrastructure and servicing capacity or logically and efficiently extend that infrastructure. As noted above, the East Vistas has existing infrastructure and thus meets this criterion.

In October of 2009, the Capital Region Land Use Committee released an addendum to the Capital Region Growth Plan which defined Priority Growth Areas and Cluster Country Residential Areas. Density targets were set for each of these areas. The East Vistas falls within Priority Growth Area CE, which has a density target of 25-35 units per net developable hectare of land. The East Vistas will achieve an overall density of 27.3 units per net developable hectare.

A second addendum to the Capital Region Growth Plan was released in December of 2009. This final piece of the plan revisited population and employment projections and identified new projections for Priority Growth Areas, Cluster Country Residential Areas, and municipalities over the next 35 years. An analysis of these projections as they relate to the East Vistas is presented in Section 8.1.

Figure 3 - Adjacent and existing land use



Bylaw 12-22

### **3.2 Natural Features**

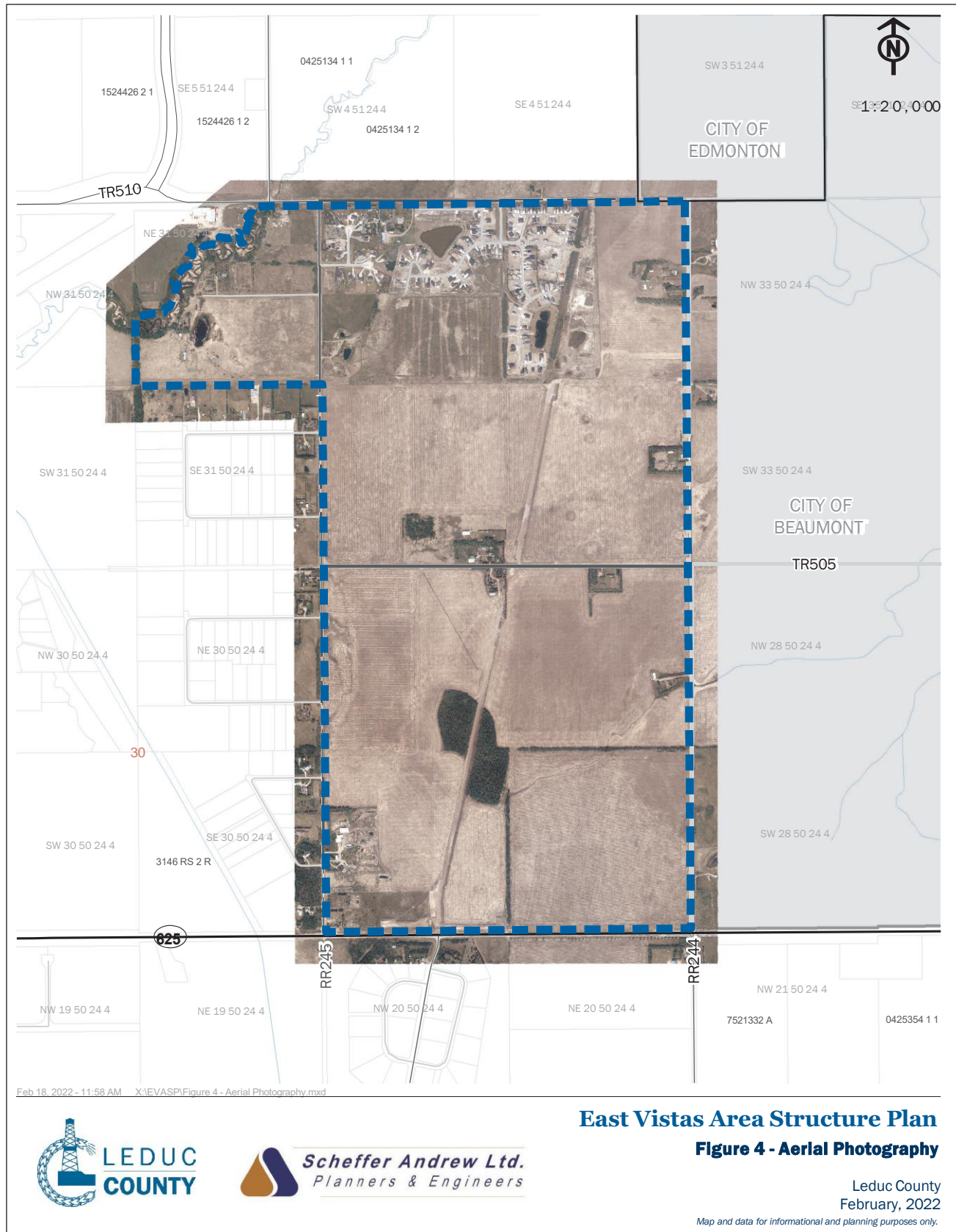
Within the plan area, the lands are predominantly cultivated farmland with flat to slightly rolling terrain. Natural areas within the plan area include wetlands, two large woodland areas, some shelterbelts around the farmsteads, and along property lines.

The drainage trend is from the northeast to the southwest with an elevation difference of approximately twenty metres across two sections. All drainage in this plan area flows into the Blackmud Creek to the west and ultimately into the North Saskatchewan River.

Irvine Creek transects the northeast quarter of Section 31 and trends from the northeast to the southwest. Alberta Sustainable Resource Development has indicated that they will be claiming the bed and shore of Irvine Creek when it is subdivided.

The natural features are shown in Figure 4 Aerial photograph.

Figure 4 - Aerial photograph



**East Vistas Area Structure Plan**

**Figure 4 - Aerial Photography**

Leduc County  
February, 2022

Map and data for informational and planning purposes only.

Bylaw 12-22

### **3.3 Infrastructure**

#### **3.3.1 Municipal Water**

Municipal water is available from the County's regional water reservoir which is readily available by connection to a transmission line located approximately two kilometres west of the plan area. As well, a water line is available at Twp Rd 510. It was constructed by a private developer to service Lukas Estates II in the east portion of the North ½ of NW 32-50-24-4.

#### **3.3.2 Municipal Sewer**

The regional sewer line is located in the northern part of the plan area. Capacity will be available as stipulated by the policy of the Alberta Capital Region Wastewater Commission.

#### **3.3.3 Roads**

The plan area is bounded by municipal roads on the north, west, and east side which allows for ample access into the plan area. Highway 625 forms the southern boundary. Additional access to this highway will not be permitted by the Ministry of Transportation.

#### **3.3.4 Greater Nisku Off-site Levy Bylaw**

On April 2, 2008 Leduc County adopted the Greater Nisku Off-site Levy Bylaw. It provides a mechanism for the County to collect fees to front-end the development of eligible components of the infrastructure. This includes some arterial roads, water and sanitary sewer lines. The fees are collected by the County from a developer at the time a Development Agreement is completed. In turn, the County may use the fees collected to pay for approved infrastructure projects included in the County's Funded Capital Plan.

Alternatively, developers may front-end eligible infrastructure projects. A portion of the costs associated with eligible projects may subsequently be contributed to through fees collected under the Off-Site Levy Bylaw for which the County will endeavour to collect from future developers.

### **3.4 Plan Amendments**

The County will send a copy of this plan to adjacent municipalities, public and private approval agencies, and notify the adjacent and affected land owners. The East Vistas Area Structure Plan will also be advertised for a public hearing in accordance with the *Municipal Government Act*.

To implement the East Vistas Area Structure Plan, the County must amend the Municipal Development Plan, Land Use Bylaw, and obtain the prior approval of the Capital Region Board before any of the plan amendments can be adopted.

A brief comment follows on the purpose of each of the proposed plan amendments.

#### **3.4.1 Leduc County Municipal Development Plan**

The Municipal Development Plan designates the plan area within Agricultural Area A. The Municipal Development Plan includes policies for country residential and commercial land uses and protection of environmentally sensitive lands. Rural commercial uses are intended to provide daily goods and services needed by the local population.

Amendment of the Municipal Development Plan will be needed to enable growth at a higher density with smaller, single family residential lots, as well as multi-family developments, commercial sites, and mixed residential/commercial buildings. A new land use designation will be created, to be called Urban Growth Areas. The East Vistas will be the first such Urban Growth Area in the County.

Bylaw 12-22

### 3.4.2 Land Use Bylaw

The Leduc County Land Use Bylaw designates the plan area as AG - Agricultural District. To encourage higher density growth to proceed, new land use districts are needed in the Land Use Bylaw.

Amendment of the Land Use Bylaw will create seven new districts to regulate land use in the Urban Growth Area. Included in the regulations are design guidelines, development and landscaping standards, and servicing requirements.

A further suite of amendments to the Land Use Bylaw will address issues arising out of the establishment of full urban standard development in the County. These issues include, but are not limited to, parking, landscaping, screening, setbacks, noise, outdoor lighting, and projections.

Individual applications for redistricting, subdivision, and development are described in Section 8 of this document.

## 4 Development Opportunities

The East Vistas Plan area is located adjacent to municipal roads and a provincial highway which channels traffic to the Queen Elizabeth II Highway five kilometres to the west and to Highway 814 three kilometres to the east. It is in close proximity to existing employment centers within the Nisku and Leduc Industrial Parks, Edmonton International Airport, the City of Beaumont, the City of Leduc, and is a short distance from the City of Edmonton. The ground conditions of the site are conducive to development and municipal services are readily available.

- Bylaw 12-22

### 4.1 Historical/Cultural Resources

In correspondence dated May 4, 2007, Alberta Community Development indicated that a Historical Resources Impact Assessment is not required for the plan area. This correspondence is included in the Appendices.

### 4.2 Geotechnical Assessment

Hagstrom Geotechnical Services Ltd. prepared a general geotechnical assessment of the plan area. The report is based upon existing geotechnical reports of properties within the plan area. It concludes that there are no known geotechnical obstacles to development. The soil conditions throughout the plan area are generally suitable for the proposed range of developments. The report also recommends that some additional boreholes be drilled in Sections 29, 31, and 32 prior to the start of detailed design and construction.

The report prepared by Mr. Merle Hagstrom, P.Eng. of Hagstrom Geotechnical Services Ltd., dated September 25, 2007 has been submitted to Leduc County under separate cover.

## 5 Development Constraints

There are numerous development constraints within the plan area which are both man-made and natural. Figure 5 indicates natural areas and man-made constraints. Man-made constraints are the existing rights-of-way for utilities. The first natural development constraint is Irvine Creek, its valley, and required setback from the top of bank. A second natural development constraint is the existing woodlot in the south central part of the Plan area. Natural areas worthy of conservation protection are identified in an Environmental Impact Assessment report.

### 5.1 Man-made Constraints

Man-made constraints in the vicinity to a development are mainly related to rights-of-way. There are five rights-of-way for underground pipelines and one for an above ground electrical transmission line. The overhead line as well as two of the pipelines is orientated generally north to south. Three pipelines run east to west, with one meter station site also in the plan area. This infrastructure may present some development challenges. The north south oriented oil and gas pipelines are in two separate corridors and these lines, currently owned by ATCO Gas, Alberta Product Pipe Line Ltd., Keyera Energy Ltd. and Rangeland Pipeline Company require no additional setbacks from their respective rights-of-way. However, planting in the right-of-way and crossings are restricted and controlled.

Leduc County's Land Use Bylaw identifies that additional setback requirements dependent on the operating pressure of the pipeline may be required. The three east to west pipelines are aligned with property lines and are not considered major obstacles to development. The line adjacent to Township Road 505 is currently owned by Altagas Utilities. The line adjacent to the south boundary of the south half of Section 29 is a municipal water line and the South Edmonton Regional Trunk Sewer (SERTS) Line parallels and runs adjacent to the south boundary of the north half of section 32. As well, the Capital Region South-west Water Services Commission (CRSWSC) regional water line also runs parallel to the south boundary of the north half of Section 32.

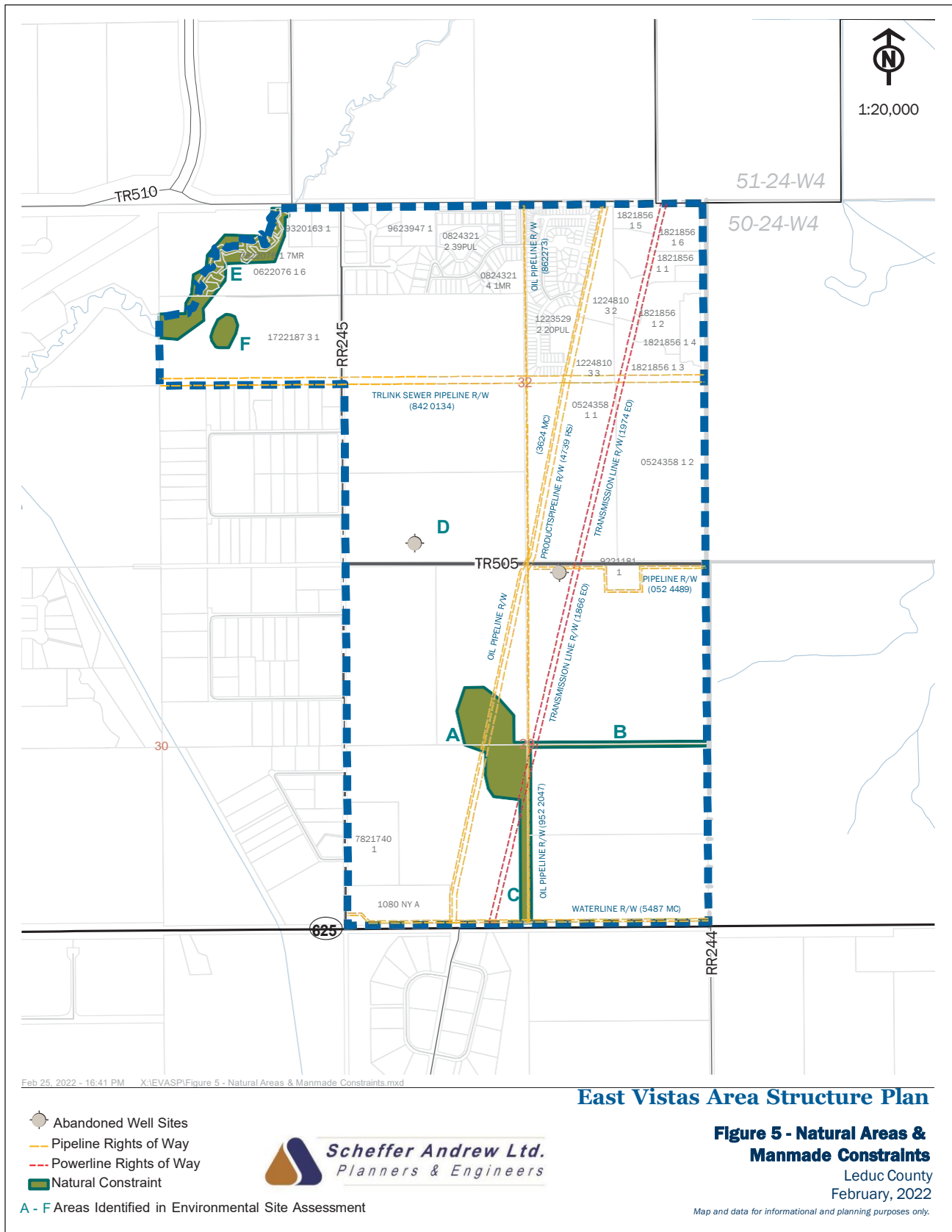
The AltaLink power transmission line is, however, a significant constraint for development both physically and for aesthetic reasons. Roads crossing this line must be designed around the transmission towers, locations, and wire heights. Altalink has indicated that it may have additional comments at the time of subdivision, depending on details of proposed new development.

With respect to sour gas well setbacks, the Alberta Energy and Utilities Board indicated in their correspondence dated March 15, 2007 that there are no sour gas facilities within or immediately adjacent to the plan boundary. There are two abandoned and reclaimed wells which will require long term access to the borehole location. Setbacks have to be consistent with the recommendations of the Alberta Resources Conservation Board. Reclamation certificates for these wells are included in the Appendices.

## **5.2 Phase 1 Environmental Site Assessment**

A minimum of a Phase 1 Environmental Site Assessment report will be required to be completed on parcels of land to support the redistricting application for the subject parcels. The primary objective of this assessment is to identify any potential environmental contamination issues associated with the property and to determine whether a detailed site investigation is required. If a remediation plan is required, it must be completed prior to granting of the planning approvals.

Figure 5 - Natural areas and man-made constraints



Bylaw 12-22

### 5.3 Environmental Impact Assessment

An Environmental Impact Assessment report was prepared by Bruce Thompson and Associates Inc. The report identifies important natural features, environmental elements in the Plan area, the site's natural sustainability, and features such as tree stands, riparian areas, or wetlands that are worthy of conservation. It also:

- identifies and assesses the potential effects of the proposed development and related activities on natural systems;
- provides recommendations for measures to avoid or reduce significant impacts to important natural elements; and,
- provides recommendations regarding the incorporation of natural features as part of the development plan.

Most of the Plan area consists of cultivated agricultural lands, residential areas, and existing farmsteads. The assessment focused on six ecosystems that remain more or less in their natural state. Six areas are identified in Figure 5 Natural areas and man-made constraints, and include:

1. a large deciduous, oval-shaped wood lot near the centre of the area, but in the south half is bisected by a pipeline labelled Area A;
2. a shelterbelt running eastward from Area A labelled Area B;
3. a shelterbelt running southward from Area A labelled Area C;
4. a small tree stand half mile north of Area A labelled Area D;
5. Irvine Creek and its ravine that traverses the northwest quarter-section of the study area labelled Area E; and
6. a small wet land area east of Irvine Creek located in the NE 31-50-24-4 labelled Area F.

The report recommends that:

- The effect of leaving Areas A, B, C, E as natural tree stands would be beneficial for the rural character, preserve some open space, add to the long-term aesthetics, maintain wildlife habitat, and preserve ecological connectivity.
- The tree stand in Area D is deteriorating severely. There is little chance it will recover. As a consequence, removing the trees will not be detrimental to the area's natural sustainability.
- Retention of Area F as a natural wetland would be beneficial. It would have long-term benefits in terms of groundwater re-charge, infiltration of water, and improvement of water quality. If the wetland is to be incorporated as a storm water management pond, then a Wetland Management Plan will be needed. Such a plan would provide any enhancement and mitigation requirements as part of the engineering design.
- The potential impacts of development on Irvine Creek could be long-term and high in magnitude. In order to minimize these effects, a storm water management plan must be designed such that the post-development drainage regime is similar to the pre-development flows. This will respond to the changes in flow rates based on the frequency, duration, and extent of flooding.
- A storm water management plan would be prepared as part of the detailed engineering design. Irvine Creek, its ravine, and adjacent riparian areas should be retained and managed as an Environmental Reserve.

The report prepared by Mr. Bruce Thompson, of Bruce Thompson and Associates Inc., dated September 2007 has been submitted to Leduc County under separate cover.

#### **5.4 Flood Plain Analysis**

River Engineering Consulting Ltd. prepared a plan to delineate the 1:100 year flood plain and determine the floodway / flood fringe limits for Irvine Creek. The report states that the floodway and flood fringe limits are totally contained within the valley surrounding Irvine Creek. The 100-Year floodplain presents no limitations to development from a flood proofing perspective.

The report prepared by Mr. Bob Quazi, P.Eng., of River Engineering Consulting Ltd., dated August 2007 has been submitted to Leduc County under separate cover.

## **6 Development Concept**

The approach used for the preparation of this plan is based on the following general planning principles:

1. Appropriate land use assignment where each land use has distinct location and activity characteristics.
2. Integration of activities with the various land uses through vehicular travel, non- motorized travel, and pedestrian linkages.
3. Clearly defined and unique neighbourhoods within easy walking distance of parks, schools, shops, amenities, and each other.
4. Respect for existing significant environmental features with a commitment to preserving and minimizing impacts to these natural amenities.
5. Provision for all of the daily needs of a complete, diverse, and vibrant community.
6. Flexibility in land uses with an emphasis on outcomes of urban form and design.

This plan will promote the development of a sustainable urban community. It includes higher density, single family residential, multi-family and mixed uses along with efficient and effective designs for the land uses, preservation of open space and environmentally sensitive areas, safety, walkability, and a strong sense of a defined neighbourhood and community.

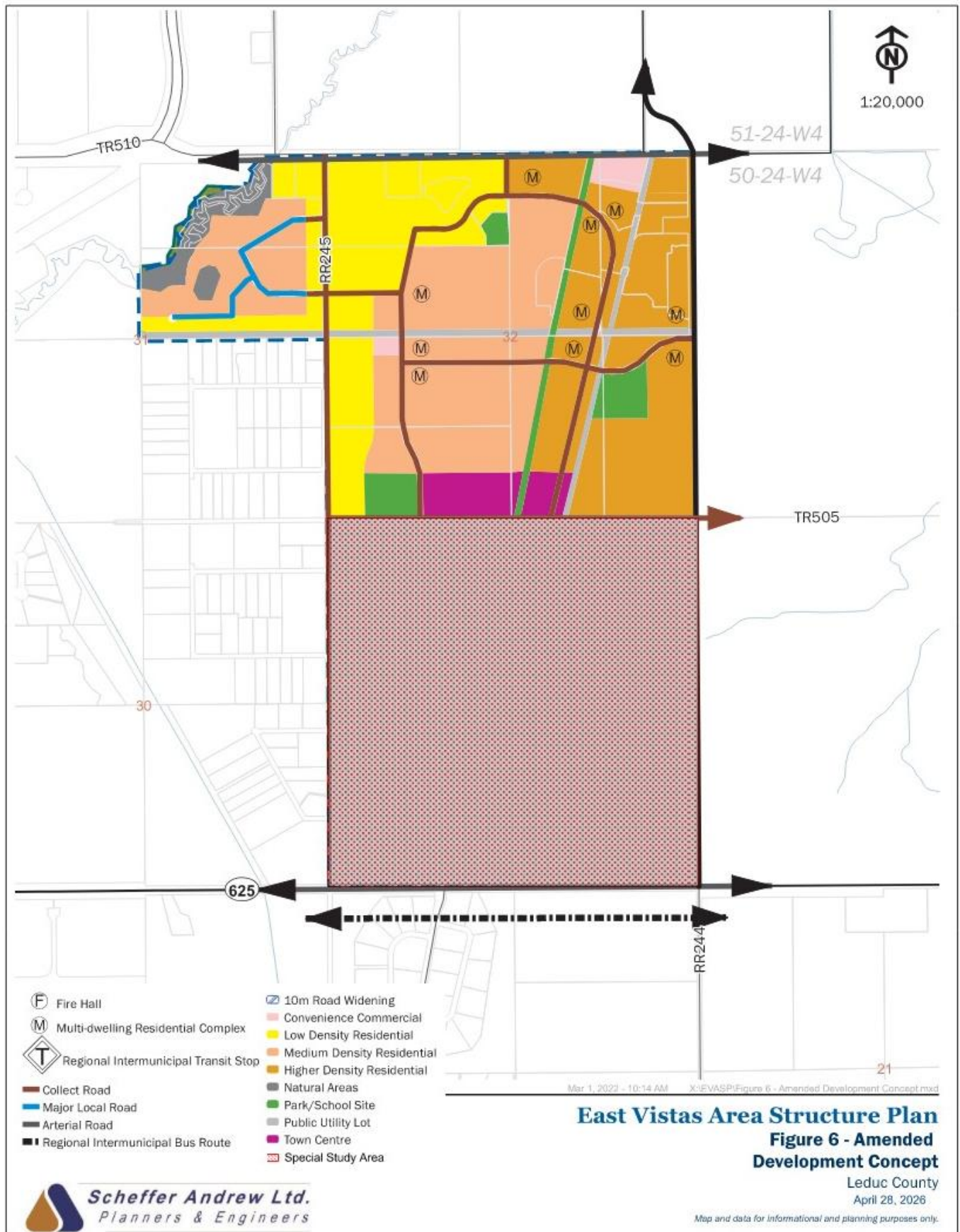
Figure 6 shows the development concept within the plan area.

### **6.1 Special Study Area**

The Special Study Area, depicted in Figure 6 – Amended Development Concept, is intended to be a temporary designation until such time as the future land uses in the area are determined. The future land uses will be incorporated through a comprehensive amendment including revised servicing, transportation and road design, off-site servicing, development types and policies. The Special Study Area shall be removed once the preferred development concept is determined, at which time this plan will be amended.

The current land use designations under the Leduc County Land Use Bylaw apply within the Special Study Area. Amendments to the Special Study Area will occur following a comprehensive planning process and thorough public engagement with internal, external and intermunicipal stakeholders.

Figure 6 - Development Concept



The Area Structure Plan statistics for capacity projections for the land use concept are as follows:

Table 1 - Amended area structure plan statistics

<b>Land Use Distribution</b>						
		<b>Area (ha)</b>				
<b>Total Plan Area</b>		<b>562</b>				
<b>Environmental Reserve/Natural Area</b>		<b>9</b>				
<b>Special Study Area</b>		<b>230</b>				
<b>Gross Developable Area</b>		<b>323</b>				
		<b>Net Area (ha)</b>	<b>%GDA</b>			
Park and School Sites		32	10.0%			
Stormwater Lakes		18	5.6%			
Public Utility Lots		11	3.4%			
Circulation		68.5	23.2%			
<b>Infrastructure and Parks Area</b>		<b>129.5</b>				
Vistas Centre Commercial		1.1	0.3%			
Urban Commercial		4.6	0.1%			
<b>Commercial Developable Area</b>		<b>5.7</b>				
Low Density Residential		45	13.9%			
Medium Density Residential		66	20.4%			
Higher Density Residential		55	17.0%			
Multi Dwelling Residential		14	4.3%			
Vistas Centre Residential		7.8	2.4%			
<b>Residential Developable Area</b>		<b>187.8</b>				
<b>Total</b>		<b>323</b>	<b>100%</b>			
<b>Population</b>						
<b>Land Use</b>	<b>Area (ha)</b>	<b>%</b>	<b>DU/ha</b>	<b>DU</b>	<b>PPDU</b>	<b>Population</b>
Low Density Residential	45	25%	5	225	2.6	585
Medium Density Residential	66	35%	12	792	2.6	2,059
Higher Density Residential	55	29%	24	1,320	2.6	3,432
Multi Dwelling Residential	14	7%	95	1,330	2.6	3,458
Vistas Centre Residential	7.8	4%	100	780	2.6	2,028
<b>Total</b>	<b>187.8</b>	<b>100%</b>		<b>4,447</b>		<b>11,562</b>
<b>Density</b>			35	people / gross developable ha		
			62	people / net residential ha		
			13.7	units / gross developable ha		
			24	units / net residential ha		
<b>Sustainability Measures</b>						
Population % within 500 m of Parkland				100%		
Population % within 600 m of Commercial Service				89%		

## **6-16.2 Residential**

New residential developments will be subject to architectural controls and design guidelines that will function to create themes unique to their development. This will reinforce a sense of identifiable neighbourhoods within the Plan area. Landscaping will be included in the regulations, as will provisions to reduce night time light pollution. All lots will be serviced by municipal water and sanitary sewer.

Figure 6 shows the distribution of residential land uses within the development concept.

### **6-1-16.2.1 Low Density Residential**

The westernmost parts of the Plan area will be developed as single family residential. A new RU1 – Residential Urban 1 District is proposed to be added to the Leduc County Land Use Bylaw. The area will ultimately be served by a minor arterial roadway along Range Road 245, and no part of the low density housing is adjacent to Highway 625. Minimum parcel size will be 1,350 square metres (0.3 acres) with a maximum of 6,000 square metres (1.5 acres). This is shown as the single family “Low Density” designation in Figure 6. - Bylaw 12-22

### **6-1-26.2.2 Medium Density Residential**

A medium density single family residential area is located in the centre of the Plan area. This medium density development will flank the Vistas Centre on both its north and south sides, and will occupy most of the space delineated by the inner ring collector road, as well as a buffer area to the west of that road. A new RU2 - Residential Urban 2 District is proposed to be added to the Leduc County Land Use Bylaw. It has an overall density of 777 units per quarter section. The minimum parcel size will be 360 square metres (0.09 acres) with a maximum of 1500 square metres (0.37 acres). This area is shown as the single family “Medium Density” designation in Figure 6.

### **6-1-36.2.3 Higher Density Residential**

A higher density residential area is located towards the eastern perimeter of the Plan area. As well, the higher density area forms a buffer on the west side of the inner collector road. This higher density development will be in closer proximity to arterial roads and Highway 625 than the lower and medium density residential areas. A new RU3 - Residential Urban 3 District is proposed to be added to the Leduc County Land Use Bylaw. It has an overall density of 1554 units per quarter section. The minimum parcel size will be 180 square metres (0.04 acres) with a maximum of 660 square metres (0.09 acres). This area is shown as the single family “Higher Density” designation in Figure 6.

### **6-1-46.2.4 Multi-Dwelling Residential**

The inclusion of multi-unit dwelling sites within this plan area will allow for a more diverse range of housing types. This will accommodate seniors, young families, single parent families, childless couples, and singles; allowing residents to stay within the community when their housing needs change over time.

Multi-family dwelling sites will be located adjacent to collector and arterial roads and close to local amenities such as schools, parks, trails, commercial sites, and the Vistas Centre. The sites will connect to adjacent multi-use pathways and be situated in close proximity to single-family sites. Multi-family developments shall be directly connected to adjacent commercial and service nodes and other community amenities. Double fronted developments shall be encouraged where a multi-family lot is created adjacent to a public open space. Multi-family dwelling sites will include a range of housing forms, from duplexes to up to six connected townhouses as well as apartment structures, stacked townhouses, condominiums, and communal structures intended for homes for the aged. Affordable housing projects will be encouraged in multi-dwelling sites.

A new RM1 – Residential Multi Family District is proposed to be added to the Leduc County Land Use Bylaw. It will have a maximum site area of 1.4 ha (3.5 acres) with a maximum density of 95 units per hectare (38.4 units per acre). This is shown as the “Multi-dwelling Residential” symbol in Figure 6 -

Amended development concept.

### 6.1.56.2.5 Residential Design

Residential developments in the East Vistas will take on a variety of forms. However, in order to create a cohesive community, a number of design principles will apply to all developments. These are as follows:

1. The notion of 'eyes on the street', or orienting interior spaces such that people have the ability to casually observe the street, increases community safety.
2. To promote safety and community cohesiveness, residential development should address all fronting streets, parks, and open spaces.
3. A clear sense of entry and design interest to a home is provided through the inclusion of porches, verandas, and other architectural elements that contribute to a sense of place and activity.
4. A complete community should be able to house people of all ages, family arrangements, incomes, and cultures.
5. Successful communities create a balance between private and public space.
6. Variation in residences, structures and buildings is achieved through the use of quality materials and detail in design, which lends visual interest, distinctive character and identity to a community.
7. Minimizing the impact of the garage as viewed by the public realm creates a visual relationship between the front entrance of each home and the street.
8. Neighbourhood environments are established by the variety of architecture and landscape defined by varied lot widths and setbacks, which also allow variations in density throughout the community.
9. Consistent quality and design of landscape elements and sidewalks softens the aesthetics of structures and ties neighbourhoods together, while the addition of shade trees also increases the energy efficiency as well as the sustainability of the community.
10. Perimeter wall and entry elements provide a sense of arrival and identity for neighbourhoods. These should be creatively designed with quality materials.
11. Residential projects should be designed to maximize opportunities for creating usable, attractive, and integrated open spaces.
12. There need only be as much outdoor lighting as necessary, directed where it is needed, when it is needed and in the amount needed. All other outdoor light is wasteful.
13. Multi-family project lighting should respect the scale and character of adjacent single family neighbourhoods. It should not intrude or create a nuisance to these areas, but must maintain safety and visibility on its site.
14. Trash enclosures, loading dock, mechanical equipment and other service elements of multi-family dwelling projects should be located away from street views. Amenities should be centrally located.
15. Residential design should be consistent with respect to scale and character, but not to the point of being identical or repetitious. Variety and distinctiveness is the goal. New developments should respect the characteristics of existing developments in the area.
16. Residential development in the East Vistas should incorporate where possible site planning and building elements that promote energy efficiency and conservation of water.

**6-26.3 Vistas Centre**

A new Vistas Centre will be created as the heart of the community; shown in Figure 6 Development Concept. It will be centrally located in the plan area and will be designed according to a “Main Street” concept. The Vistas Centre and convenience commercial areas in the East Vistas are intended to satisfy the needs of the local residential community. This concept envisions a central built-up area which is dominated by a road with shops and restaurants at street level, wide sidewalks, parallel or angle parking, and attached buildings of a consistent height, bulk, and massing.

Located along Township Road 505, the ~~Vistas Centre will incorporate portions of land both north and south of the road. The~~ Vistas Centre is intended to be a walkable destination both through its pedestrian friendly design and its accessibility via the multi-use pathway system. As well, Main Street Township Road 505 will be designed to accommodate a future transit system. Adjoining the Vistas Centre immediately to the west are two sites dedicated for a community recreation area and future school sites. Together with this recreation site, the Vistas Centre will provide residents and visitors with a multi-use, community-oriented destination. Multi unit residential dwellings will be incorporated into the Vistas Center at a higher density than in the rest of the plan area, and affordable housing projects will be encouraged in the district.

The convergence of two pipeline right of ways in the Vistas Centre provides an opportunity for other public uses of land. These two north-south running lines do not run parallel to one another, but rather converge at a steep angle, creating two triangular shaped areas, one on either side of Main Street in the Vistas Centre. As development is restricted on the right of ways, the pipelines will be used as elements of the multi-use pathway system in the East Vistas. At the point of convergence, however, two triangular open spaces will be created suitable for piazzas or some other public open space feature. Immediately behind these open spaces will be two trapezoidal lots that may best be dedicated as municipal reserve and developed with public service uses, such as a library, RCMP detachment, or district heating facility.

~~A fire hall will also be located in the Vistas Centre, as shown in Figure 6 Development Concept. The fire hall will occupy between a two and three acre site, and may include ambulatory services. It will be situated on the south side of Main Street towards the east side of the Vistas Centre, and will be adjacent to the overhead electrical transmission corridor.~~

The proposed land use district under the Leduc County Land Use Bylaw will be TC – Town Centre District. Permitted uses include convenience and commercial retail service, business office, financial services, and townhouse and apartment dwellings. Discretionary uses in the District include local community facilities, restaurants, child care facilities, religious assemblies, and personal or health care services. Multi-dwelling sites will be located in single use buildings off of Main Street and on upper floors of mixed use buildings along Main Street and its major cross roads. The multi-family dwelling sites will include a range of housing forms, from semi- detached to connected townhouses, duplexes, triplexes, and apartment structures either stand-alone or on upper floors of commercial buildings. The maximum density of residential development is 100 units per hectare (40.5 units per acre) and a Floor Area Ratio (FAR) of 1.5 restricts the commercial development site coverage. A single large format ~~commercial~~ commercial site will be included in the Vistas Centre and is intended to accommodate a supermarket. Mixed use buildings will front public open spaces in and adjacent to the Vistas Centre.

Table 1 identifies two components of Vistas Centre development; a commercial and a residential element. It is anticipated that a majority of gross floor space in the Vistas Centre will develop as residential use rather than commercial. This reflects the fact that there will often be residential uses located on multiple stories above a commercial main floor, as well as many developments which will be entirely residential in nature. As a result, while the Vistas Centre encompasses 17.88.9 hectares of developable land, it is estimated that 87 per cent of this area will develop into residential uses.

### 6.2.16.3.1 *Vistas Centre Design*

The Vistas Centre will be the centrepiece of the East Vistas. As a result, comprehensive design standards will be applied to developments in the Vistas Centre. In order to ensure that a vibrant public realm and a consistent and attractive built environment take shape, the following principles will inform development in the Vistas Centre:

1. The Vistas Centre will be a highly accessible area in the East Vistas, whether visitors are arriving by car, transit, bicycle, skateboard, rollerblade, on foot or otherwise.
2. The Vistas Centre is the focal point of the East Vistas.
3. The public realm is the most important element of the Vistas Centre.
4. The public realm is made up of the streets, sidewalks, parks, squares or piazzas, patios, parking lots, open spaces, landscaping, and the exterior walls and roofs of all of the buildings.
5. A successful Main Street is defined by a consistent street wall close to the street, wide and friendly sidewalks, street furniture and plantings, recognizable landmarks, gateway features, public transit, and the people who live, shop, work, play, and relax there throughout the day and into the evening.
6. Living, shopping, working, playing, and relaxing are fully integrated activities in a town centre.
7. Living spaces should accommodate a wide range of lifestyles, ages, family arrangements, and incomes. Tenures will include fee simple, condominium, and rental units.
8. Buildings will generally be three to four stories on Main Street, with commercial uses at grade on major streets and commercial or residential uses above.
9. Building frontages, window openings, and architectural detailing will maintain a consistent rhythm along the front walls of buildings on Main Street and on buildings fronting onto park, civic, or open spaces.
10. Buildings fronting Main Street and park, civic, or open spaces should be attached to one another to maintain a consistent street wall.
11. The Vistas Centre is an appropriate place to showcase environmentally friendly building technologies, green roofs, energy efficient design, water conservation measures, dark sky friendly outdoor lighting, solar power, and a district heating facility.

### 6.3.6.4 *Commercial*

#### 6.3.16.4.1 *Convenience Commercial*

~~Three~~One local commercial sites ~~have~~has been located in the plan area as shown in Figure 6 Development Concept. The commercial sites ~~are~~is located at or near high visibility intersections and to provide convenient access opportunities. The sites ~~are~~is also in close proximity to multi dwelling sites and future public transit stops.

The inclusion of local commercial in the plan area is intended to minimize reliance on automobiles and encourage walking to local businesses and amenities for basic and daily needs. Local employment with a minimum commute distance will also be an advantage of these local nodes.

The proposed district designation under the Leduc County Land Use Bylaw will be CU1 – Commercial Urban 1 District. Permitted uses include convenience and commercial retail, financial services, restau-

rants, personal and health care services. The maximum allowable lot site is 2.0 hectares (5 acres) with restrictions on site coverage and individual business floor areas so as to keep the development pedestrian friendly and locally orientated.

**6.3.26.4.2** *Large Format Commercial*

Space for a commercial plaza has been located in the northeast corner of the plan area as shown in Figure 6. This area is intended to accommodate larger format commercial uses which will serve the entire East Vistas community, as well as other County residents. Vehicular access to this development will only be provided from Township Road 510 and Range Road 244, these being the adjacent arterial roadways. Future transit routes will also stop at this commercial node. It is anticipated that this site will also provide local employment opportunities.

The proposed district designation under the Leduc County Land Use Bylaw will be CU2 – Commercial Urban 2 District. Permitted uses include convenience and commercial retail, financial services, restaurants, a gas bar, personal and health care services. The minimum allowable lot site is 2.0 hectares (5 acres). There is a restriction on site coverage but not on individual business maximum floor area.

**6.3.36.4.3** *Commercial Design*

Commercial developments in the East Vistas are important to building a sustainable community. They need to be accessible by people arriving by a variety of modes of transportation. Once there, people outside of vehicles should feel safe and comfortable walking through parking lots and other outdoor spaces. The commercial areas should integrate well with surrounding residential activities, and will be designed in accordance with the following principles:

1. Commercial areas are for people as well as cars.
2. Commercial buildings, parking lots, and open spaces can be pedestrian, bicycle, transit, as well as automobile friendly.
3. Building orientation, façade treatment, siting, and landscaping can be used to make large buildings more human scaled.
4. People are drawn to attractive and accessible commercial areas; not by excessive, or excessively large, signage.
5. Commercial areas are spaces for informal social interaction and gatherings in addition to shopping. They should include places to facilitate these activities.
6. Ancillary, accessory, loading, and storage facilities are necessary to commercial activity, but they should not be intrusive or unattractive.
7. There need only be as much outdoor lighting as necessary, directed where it is needed, when it is needed and in the amount needed. All other outdoor light is wasteful.

**6.46.5** *Institutional*

Institutional uses are encouraged in the plan area. These may include, but are not limited to, educational facilities (such as a library), recreational facilities (such as an arena), daycare operations, assisted living centres, homes for the aged, churches, and County, provincial or federal agency outlets including a Leduc County Family and Community Support Services community office. To provide a focus for community services and enhance community sustainability these uses will predominantly be situated in the Vistas Centre. The Leduc County Land Use Bylaw provides for the development of institutional uses in the new TC – Town Centre District.

## 6.6 Municipal Reserve / Natural Areas

Leduc County considers municipal reserves important in Urban growth Areas. In these urban environments, parks and open spaces assume a greater importance as community gathering spaces and places to play, run, wander, relax, and decompress. Full dedication of Municipal Reserve will be required through any or all of: dedication; deferral; and/or cash in lieu to best achieve the vision of the plan, at the discretion of Leduc County. - Bylaw 28-15

The Irvine Creek valley and its environs will be protected as an environmental reserve. At the time of subdivision, a detailed geotechnical report specific to the parcel being applied for subdivision will be required by the municipality. The geotechnical report will recommend the minimum setback distance for development from the top of bank. The sustainable treed areas identified by in the environmental impact assessment will be retained as municipal reserve land.

A manmade dugout identified in the NE 31-50-24-W4 may be utilized as a storm water management facility. A storm water management plan will be prepared to reduce the impact on the ecosystem of developing this site for this use.

Other opportunities for municipal reserves include the creation of a network of smaller neighbourhood park spaces. Each community as it is developed will have residential subdivision parks. Distances from a given residence to a park space will be planned such that access is maximized for all residents. Parks will be constructed by the developer and will include such amenities as are required in a Residential Subdivision Park as outlined in the Leduc County Parks Design Standards. Five-Two large municipal reserves identified in Figure 6 Development Concept are sized to accommodate future elementary, middle or high schools. Opportunities exist to program parts of these spaces to support sports fields or arenas.

## 6.7 Parks and Trails

Pedestrian linkages to and from the Vistas Centre, commercial nodes, park spaces, ~~future intermunicipal transit stop~~, future school sites and the balance of the developed area are important in order to facilitate a healthy community and to promote walking and cycling. Until the school sites are developed they may be utilized as local community parks. Linear pathways also provide linkages across the plan area between natural areas to facilitate people and wildlife movement. Pathways should be configured to provide connections between all natural areas, including connections to Irvine Creek.

The Leduc County Parks and Open Spaces Master Plan provides that municipal reserve credit may be given for existing utility rights-of-way if pathways are developed within them. Conversion of linear manmade constraints to pathways and green spaces results in these lands becoming assets to the community which enhance and encourage walking, cycling, and other non-motorized modes of travel. This credit will not be applied to linear right-of-ways for overhead transmission lines. Such rights-of-way will be dedicated as a Public Utility Lot (PUL). The regional sewer right of way will be dedicated as a PUL.

Stormwater management facilities and other public utility lots will be dispersed at various locations around the Plan area. Stormwater facilities are encouraged to be built to mimic natural drainage courses and wetlands, thereby increasing the aesthetic appeal of these features and the ecological integrity of the whole community. Pathways and picnic areas will also be sited to take advantage of stormwater facilities and public utility lots.

Pathways in the East Vistas will meet the Leduc County Parks Standards for a paved trail in order to be usable by pedestrians, cyclists, rollerbladers, skateboarders, people pushing strollers or wheelchairs, power chairs, and other non-motorized modes of travel. Pathways will be landscaped and vegetated and shall respect the principles of Crime Prevention Through Environmental Design (CPTED).

Opportunities for future linkages to other existing or future pathway and trail systems outside of the Plan

area present themselves to the west, north and south. Blackmud Creek lies to the west of the Plan area and may in the future feature walking paths and other park amenities. Linkages should be planned to access this natural feature using road allowances and municipal reserves.

As well, the AltaLink overhead transmission line which runs north-south through the Plan area passes close to and west of Saunders Lake, then on past Telford Lake and the City of Leduc. An opportunity exists to use this transmission right of way to create a new segment of the Waskahegan Trail, which remains incomplete through Leduc County north of Saunders Lake.

## **6.8 Transportation**

No additional access to the plan area will be available from Highway 625. Notwithstanding this, Leduc County will continue to work with Alberta Transportation and the Capital Region Board to establish the future regional intermunicipal transit route as identified in Figure 1 Regional Transportation Infrastructure in the December 2009 Addendum of the provincially approved Capital Region Growth Plan ~~and for which a transit stop has been conceptually identified on Figure 6 Development Concept in this plan.~~ A functional planning study has been completed for Township Road 510 by Leduc County. This study outlines the future road expansion of Township Road 510. The Traffic Impact Assessment for the East Vistas Area Structure Plan recommends that Range Road 245 be upgraded in the future to a minor arterial standard. Traffic from the internal collector road network shown in the plan will flow to these arterial roadways at the connection points shown in Figure 6 Development Concept.

Noise and light attenuation measures will be required for residential development adjacent to arterial roads ~~and Highway 625, which is currently under study by Alberta Transportation for future upgrade.~~ These measures will take the form of berms, fences, and a combination thereof. Noise attenuation measures will be centred on the property line, such that half of any berm rests within the municipal road right of way and the other half forms part of final grading on adjacent private properties. Setbacks from arterial roads ~~and Highway 625~~ may vary depending on the nature and extent of noise and light attenuation measures proposed, possible future road widening, and future inclusion of multi-use pathways. Such considerations will be addressed through the subdivision stage of development.

The existing Range Road 245 will function as a minor arterial and provide access to the North Vistas. Township Road 505, which connects Range Road 245 through the Vistas Centre to Range Road 244 and beyond to the City of Beaumont, will have a variable collector road cross-section; depending on the land uses surrounding it. The existing residential development in Lukas Estates II has been integrated with the collector road network.

Scheffer Andrew Ltd. was retained to provide a traffic impact assessment for the area structure plan. The traffic impact confirms the suitability of the generalized locations of the proposed collector roads and intersection with the arterial road system. Timing of intersection improvements and timing of signalization of the intersections is analyzed. An appropriate collector cross section will be utilized according to traffic generation, on-street parking, multimodal travel, and accommodating a future transit system.

Roadways in the East Vistas will be required to include traffic calming measures. Such measures will be dependent upon the roadway function and will differ between arterial, collector, and local roads. Traffic calming measures may include, but are not limited to, textured or raised cross walks or intersections, traffic circles, roundabouts, on street parking, medians, and speed humps. Traffic circles and roundabouts are preferred at collector to collector and above intersections in the East Vistas. An examination of their feasibility will be required wherever these intersections are developed.

In the future, the East Vistas is expected to support a public transit service. This service will run in an approximate figure-eight along the interior collector road and through the Vistas Centre. Stops will occur at schools, parks, collector to collector intersections, and at commercial areas. ~~In addition, the transit~~

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~~service will link the large format commercial area and the future regional intermunicipal transit stop to the interior of the East Vistas.~~

In addition to local transit service, several opportunities have been identified for future intermunicipal transit service. The Capital Region Growth Plan identifies in Figure 1 of its December 2009 Addendum an intermunicipal transit route running along Highway 625 from the City of Beaumont west along the southern periphery of the East Vistas and linking through Nisku with a north-south route along Highway 2 between the City of Edmonton and the City of Leduc. This route could be extended westward to link with a potential future south extension of the City of Edmonton's LRT through Leduc County's Highway 19 Area Structure Plan lands to Edmonton International Airport. As well, the functional planning study completed by the County in 2009 for Township Road 510 included provisions for transit infrastructure, such that the northern peripheral road to the East Vistas could accommodate a transit route between Nisku and the City of Beaumont. Finally, since Main Street in the East Vistas lines up with 50 Ave. in Beaumont, a further opportunity exists for intermunicipal transit. Leduc County will explore opportunities with the City of Beaumont to jointly provide transit services between the East Vistas, the City, Nisku Industrial Park, Edmonton International Airport, and the Highway 19 ASP area. - Bylaw 12-22

Any future regional intermunicipal transit stop serving the East Vistas will be configured to accommodate a 'kiss and ride' passenger drop-off facility, as well as bicycle locking facilities and sheltered passenger waiting areas. The regional intermunicipal transit stop will be serviced by both local and regional intermunicipal transit systems to ensure seamless service provision between local and regional levels of service. Direct pedestrian linkages from residential areas to all transit stops, whether local or intermunicipal, will be provided via sidewalks and bicycle lanes on adjacent roadways, and/or by pedestrian pathways.

A Traffic Impact Assessment report was prepared by Ms. Iris Ye of Scheffer Andrew Ltd dated January 2010. It has been submitted to the County under separate cover. It forms part of the technical review required by the County under the terms of reference for the preparation of this area structure plan.

### **6.8.1 Roadway Design**

The main collector roads are identified in Figure 6. They are designed to accommodate a future transit service and improve accessibility and connectivity in the plan area, as well as dispersing the primary access routes. Bicycle paths or lanes will be incorporated into the inner ring collector roadway cross sections, on Main Street, and where possible on other collector order roads in the East Vistas. The local road network is intended to be a mix of collector roads, local roads, and rear service lanes. Cul-de-sacs will be strongly discouraged in favour of a fused grid pattern. However, where they are unavoidable, cul-de-sacs will connect to the multi-use pathway system of the East Vistas.

Each development or subdivision will address the mobility needs of residents. A plan will be provided to show local roads, pathways, and streetscape treatments. It will be designed in accordance with the following principles:

1. Integrate land uses with adjacent developments to improve connectivity and accessibility of residential areas to local parks, open space, commercial or mixed use areas, and community services.
2. Transportation infrastructure will support multiple modes of transport including public transit, bicycles and people traveling on foot.
3. Create and enhance the accessibility of and connectivity to parks, pathways, and natural areas.
4. Improve accessibility to community services and commercial or mixed use areas by providing sidewalks as well as multiuse paths which can accommodate cyclists, rollerbladers, skateboarders, people pushing strollers, powered chairs, and others.

5. Locate community services within proximity to future transit, where possible.
6. Design streets to accommodate bicyclists, motorists, transit vehicles, and pedestrians.
7. Incorporate traffic calming measures to keep streets friendly for system users who are not driving as well as improving safety for those who are driving.
8. Ensure the identified function and capacity of local transportation facilities is consistent with the Capital Region land use principles.
9. Streets and pathways should be attractive, friendly, and approachable, and not just functional.
10. Street trees, lighting, furniture, pavement treatments, landscaping, and building orientation are as important to a well designed street as the paved area and roadway cross section.
11. All street lighting and other outdoor lighting shall utilize full cut-off fixtures in order to improve efficiency and reduce light pollution.
12. Walkable streets connect to each other, have blocks that are not too long, provide a variety of points of interest, and are defined by buildings that are close, address the street, and are easily accessible.
13. Local roads, collectors, and pathways should be walkable.
14. Accessibility to all sites, neighbourhoods, and areas by emergency vehicles and emergency equipment must be ensured in every development design.
15. Roads should not negatively impact adjacent lands with respect to excessive noise, light, vibration, or airborne contaminants. They should be designed to mitigate these concerns.

The roadway network of the East Vistas will be functional, attractive, and able to support multiple forms of transportation safely and comfortably. Volumes and modes of movement will vary by time of day, day of the week, seasonally, by the relationship of the East Vistas with its neighbours, and by larger economic factors. With innovative design, attention to detail, and recognition that an automobile dependent lifestyle is neither healthy nor sustainable, the transportation elements of this Plan will contribute significantly to the creation of a vibrant and successful community in the East Vistas.

#### 6.8.1.1 Arterial Roads

Arterial roads link the East Vistas with adjacent communities at the regional scale, strengthening the relationship between places to live, work, shop, and play. Arterial roads will be of sufficient capacity and designed to facilitate the fluid movements of persons via either private vehicles, public transit, or by a variety of alternative modes of travel. Vehicular and non-vehicular modes of travel will be physically separated. Noise mitigation measures will be required along arterial roads to shield adjacent residential areas. A typical cross section of an arterial roadway is included in Appendix C.

#### 6.8.1.2 Minor Arterial Roads

Range Road 245 between Highway 625 and Township Road 510 will become a minor arterial roadway. As densities on the west side of this road are not expected to significantly increase over the life of the East Vistas Area Structure Plan, traffic on this roadway will be somewhat lighter than that expected on full scale arterial roads. As a result, Range Road 245 will be configured to a four lane undivided standard. As with full arterial roads, non-motorized traffic will be physically separated from vehicular traffic, with adequate spacing to provide potential future transit bus bays. A noise impact and mitigation study will be required for applicants developing along this roadway. A recommended cross section for a minor arterial roadway is included in Appendix C.

### 68.13 Main Street

In the East Vistas Vistas Centre, a unique collector road will act as the main street. Called Main Street, this roadway will accommodate a high volume of all modes of transport including pedestrian activity, automobiles, and a variety of motorized and non-motorized vehicles. In addition, Main Street will be designed to facilitate lingering and chance encounters. Elements such as angled or parallel on-street parking, pedestrian crossings, wide and/or sheltered sidewalks, boulevards, seating, street furniture, and human scale lighting will be present. Front patios and terraces are strongly encouraged. Roadway design will accommodate necessary elements of a future public transit system. A cross-section which is an example of an acceptable combination of elements for this collector road is shown in Appendix C.

### 68.14 Collector Roads

Collector roads not within the Town Center enable fluidity of movement throughout the entire Plan area. These roads will provide higher order linkages between the neighbourhoods of the East Vistas, and will facilitate access to the arterial roadways. Collector roads will feature on-street parking, pedestrian crossings, bicycle lanes and/or multiuse pathways, sidewalks, boulevards, street trees, transit infrastructure, and human scale lighting. While the functionality and safety of the roads are paramount, collector roads must also be attractive so that they remain walkable. Lots will thus front onto collector roads. In Appendix C, a cross-section of an example collector road with an acceptable combination of elements is depicted.

### 68.15 Local Roads

Local roads serve a number of functions in addition to providing access to individual lots. They are children's play areas, informal meeting spaces, work areas, and canvases for artistic expression. Local streets will be designed not only to accommodate the interaction of neighbours, but to celebrate neighbourhood spirit. Elements such as on-street parking, pedestrian crossings, bicycle lanes and/or pathways, sidewalks, boulevards, traffic calming mechanisms, and lighting will be carefully planned to ensure both a very high level of safety for all users and a high degree of connectivity within the neighbourhood.

As local roads provide the fine grain of the transportation system, their network configuration must be addressed. To be walkable, blocks should be less than 150 m, streets should connect to one another, users should be able to maintain their sense of direction, and travellers should have more than one route option to get to their final destination.

The precise layout of local roadways will vary from neighbourhood to neighbourhood and from residential areas to mixed use areas, with progressively more elements included along streets closer to Main Street. In Appendix C, an example of a local residential road with an acceptable combination of elements is depicted.

### 68.16 Lanes

In the East Vistas, rear lanes will be provided in the Vistas Centre, as well as in residential neighbourhoods. Whenever possible, lanes will also be provided along collector roads and in multi-family districts. This transportation network element will be designed to facilitate access to the rear of lots, parking facilities, and loading areas, and to enable buildings to front onto collector roadways. They will also provide access to municipal service vehicles for policing, fire protection, and solid waste pick-up. Lanes may also accommodate utility rights-of-way. A typical cross section of a laneway in a residential area is included in Appendix C.

### 68.17 Multi-use Pathways

Multi-use pathways and sidewalks will ensure that residents and visitors are able to use alternative modes of transportation such as rollerblading, cycling, skateboarding or walking to travel through their community. Connectivity, practicality, comfort, and safety will be the prime considerations in the design of pathways. There must be both origins and destinations for a pathway system to be successful. Maintaining consistency of surface treatments between segments of pathway and sidewalk is important to illustrate the intended use of each. Elements such as surface material, accessory furniture, lighting, and access management will be closely scrutinized in order to ensure that the East Vistas pathway system is a valued asset of the community. Pathway lighting will utilize full cut-off fixtures and may also include motion sensor activation. Pathways will be designed and constructed in accordance with Leduc County Parks Design Standards. A typical pathway is included in Appendix C.

## 6.9 Municipal Services

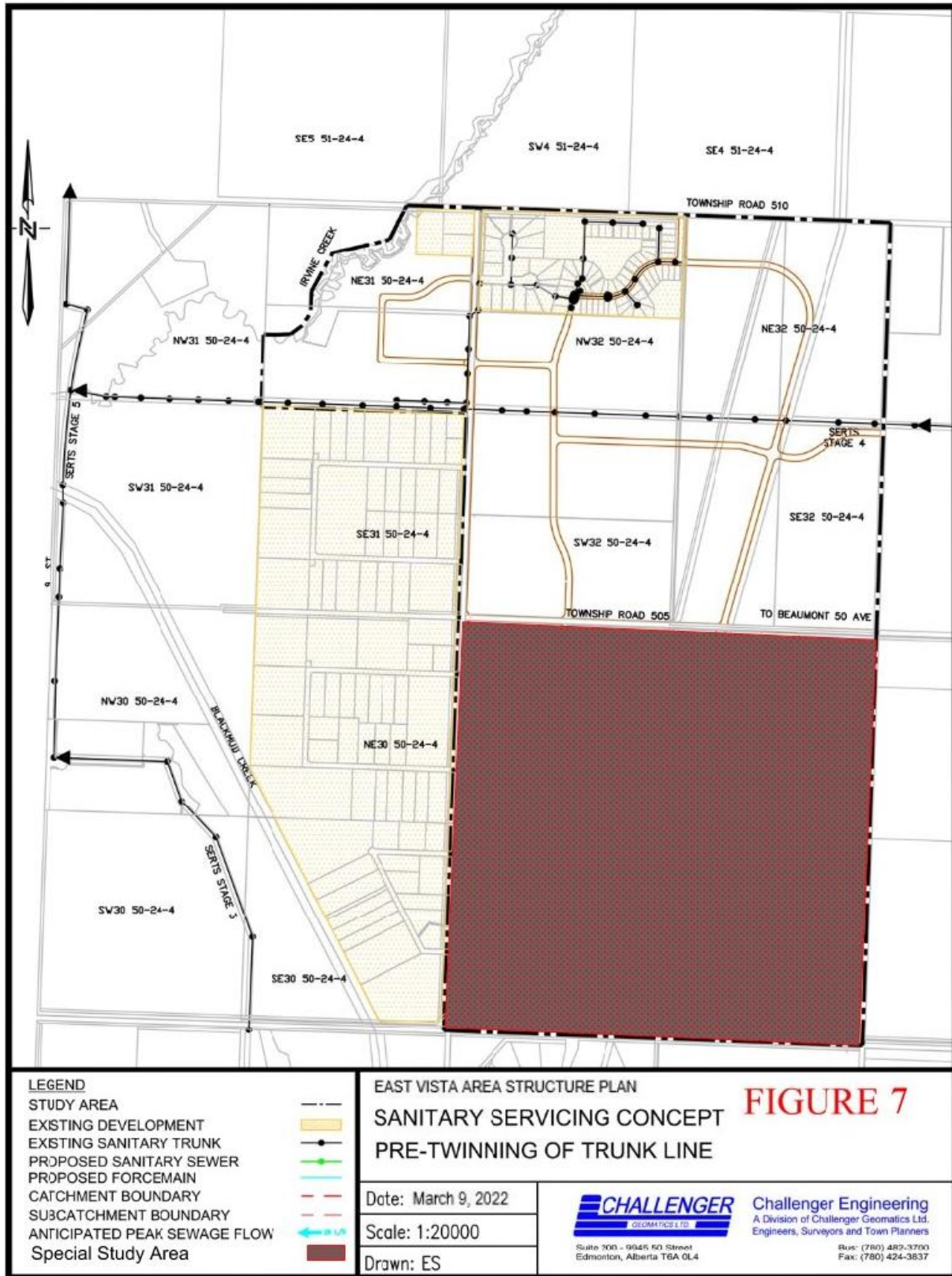
### 6.9.1 Sanitary

Two existing Southeast Regional Trunk Sewers (SERTS) will service the site. The northern portion of the site can presently be serviced by gravity by the existing 525mm SERTS Stage 4 Trunk main which transects the site in an east-west direction in the center of Section 32-50-24- W4. The extent of the service area of this northern catchment will be enlarged with the completion of the planned twinning and deepening of the SERTS Stage 4 Trunk main – a 900mm sewer scheduled for staged construction beginning in 2010 and anticipated to be completed in 2012. The twinned line would thus extend the south boundary of the northern catchment to approximately Township Road 505.

~~The southern portion of the site cannot be serviced by gravity from the SERTS Stage 4 Trunk main, but must be serviced by a newly constructed lift station which will be located in close proximity to the southwest corner of the SW quarter of Section 29 50 24 W4. This lift station will discharge into the north-south SERTS Stage 3 Trunk main via a force main to be located north of the Highway 625 road right of way.~~

Figures 7, 8, 9 and 10 indicate the sanitary servicing concepts, catchment areas, and possible service locations. The mandate of the Regional Sewer commission requires it to provide service to the area structure plan provided that it meets the level of service flow criteria. The East Vistas ASP recognizes that additional right-of-ways may be required to accommodate the SERTS line twinning. Right-of-way requirements will be identified at the Outline Plan stage and acquired at the subdivision stage of development.

Figure 7 - Sanitary servicing concept: pre-twinning of trunk line



Bylaw 12-22

Figure 8 - Sanitary servicing concept: post-twinning of trunk line

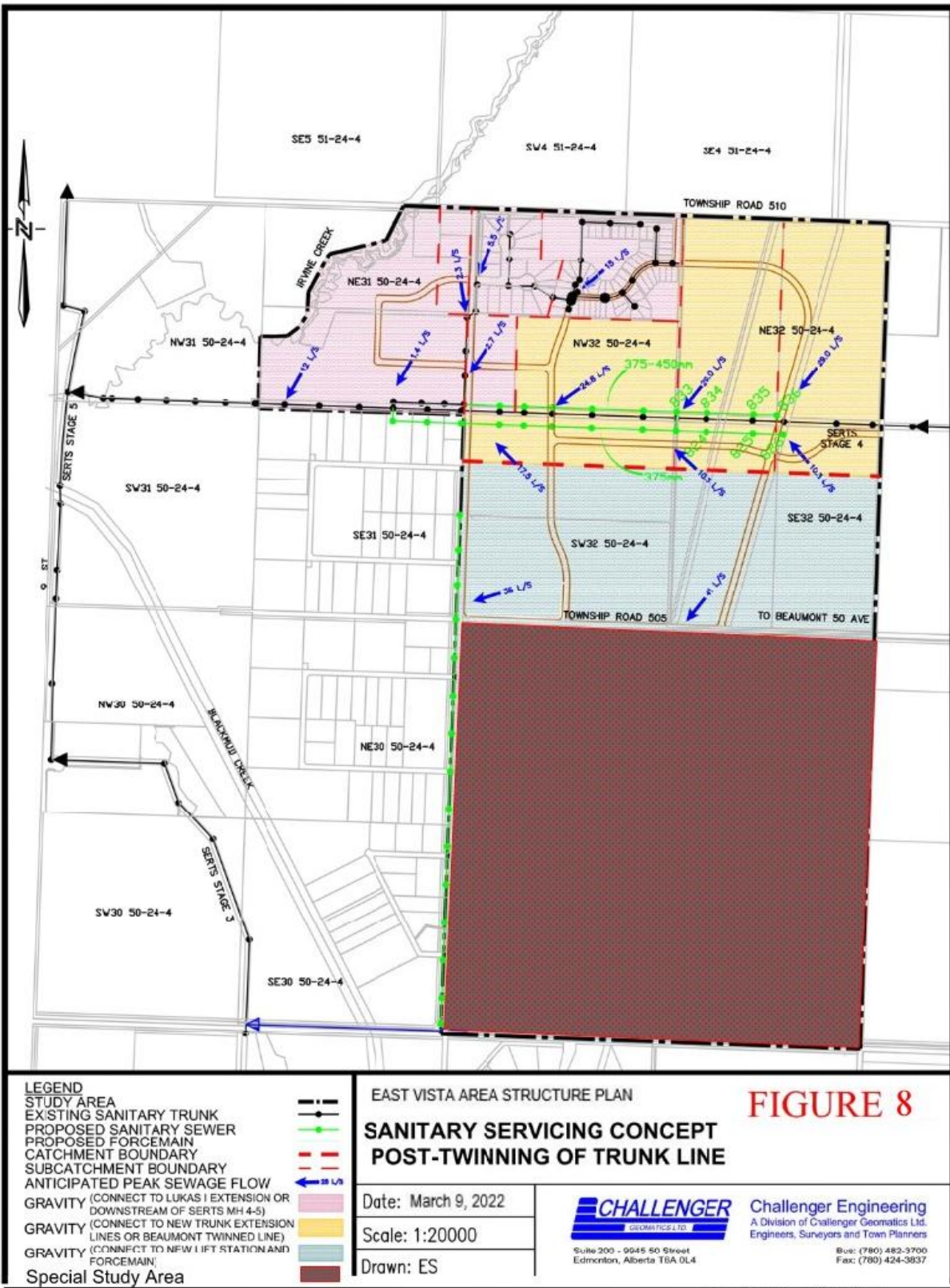
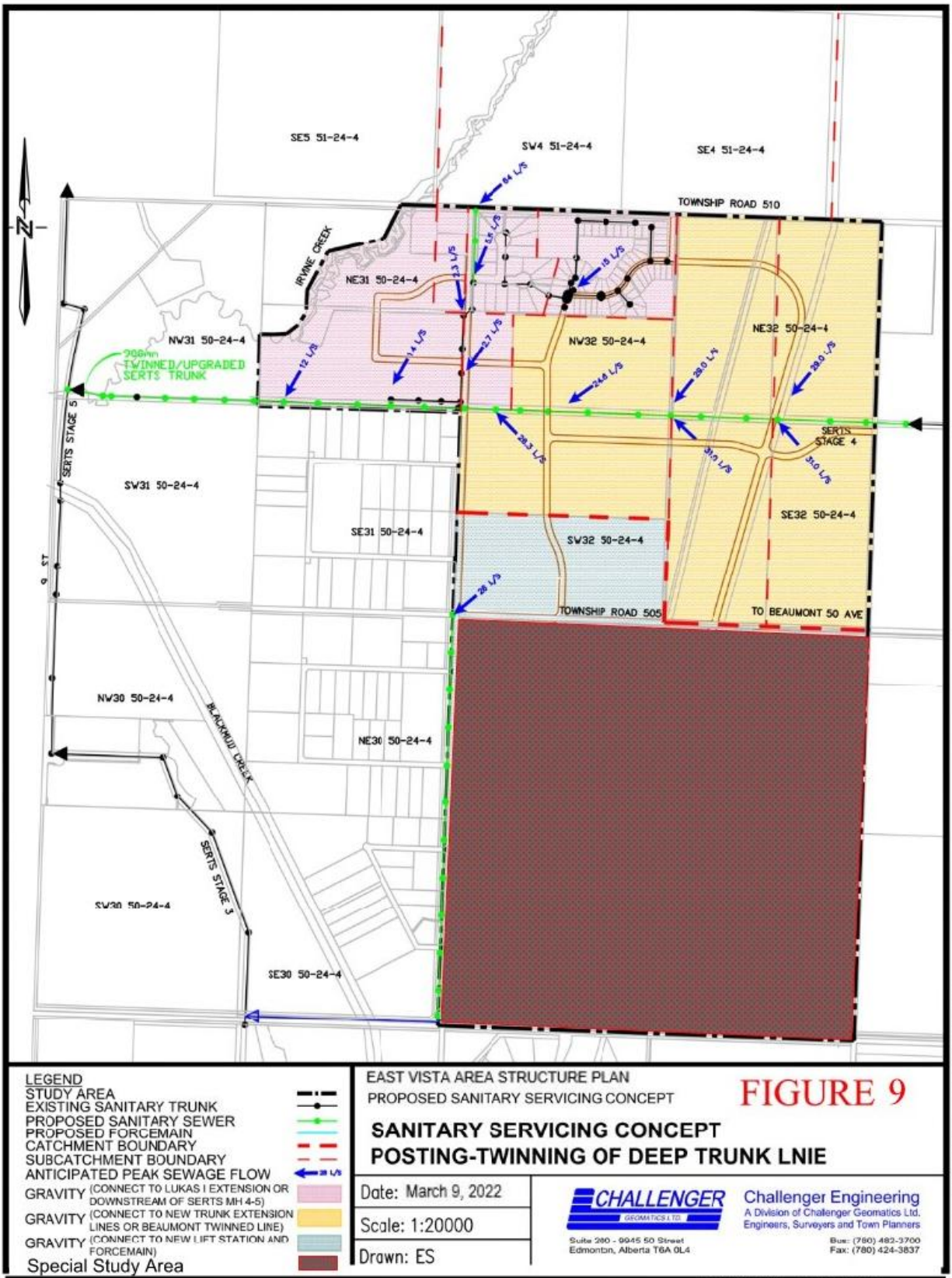
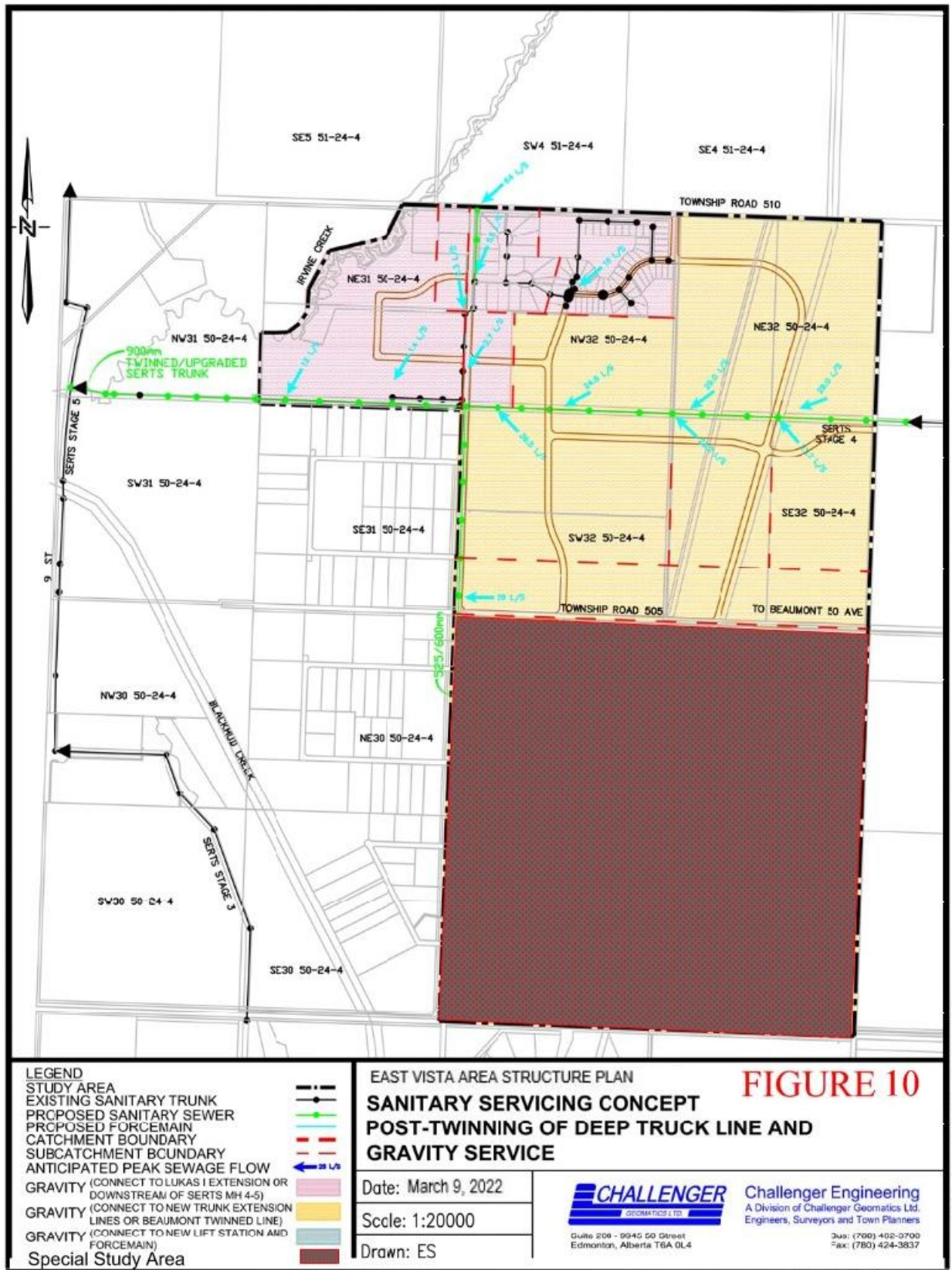


Figure 9 - Sanitary servicing concept: posting-twinning of deep trunk line



Bylaw 12-22

Figure 10 - Sanitary servicing concept: post-twinning of deep truck line and gravity service



Bylaw 12-22

## 6.8.2 Water

A 300 mm water main exists in Township Road 510 at the Lukas Estates II development in the East Vistas Plan area. Highway 625 currently has an existing 200mm water main that is to be upgraded to a 400 mm. Also, the CRSWSC regional water line will be twinned with a 600 mm pipe installed from the Nisku Eastern Pumphouse to the plan area. Water will be distributed throughout the site through water mains located in the plan area's collector road network. This water distribution network will consist of a 300 mm and 400 mm water main loop within the collector road and 200 mm, 250 mm, or 300 mm water mains to connect to the existing water mains along the plan area boundaries. Figure 11 depicts the water servicing concept. Additional right-of-ways may be required to accommodate the CRSWSC regional water line twinning. Until such time that the lands within the Special Study Area are appropriately planned, Right-of-way requirements and effective measures for water main looping will be identified through the Outline Plan stage and acquired at the subdivision stage of development.

## 6.8.3 Stormwater

Local stormwater management facilities will be located throughout the area structure plan in accordance to the topography and post development drainage. Each stormwater management pond should serve a minimum of eighty acres, and wherever possible, emulate existing drainage patterns.

These storm water facilities will provide storage of excess runoff from developments, and shall control discharge into the existing drainage channels to pre-development levels. These facilities will have the capability of providing sedimentation and hydrocarbon pollutant removal.

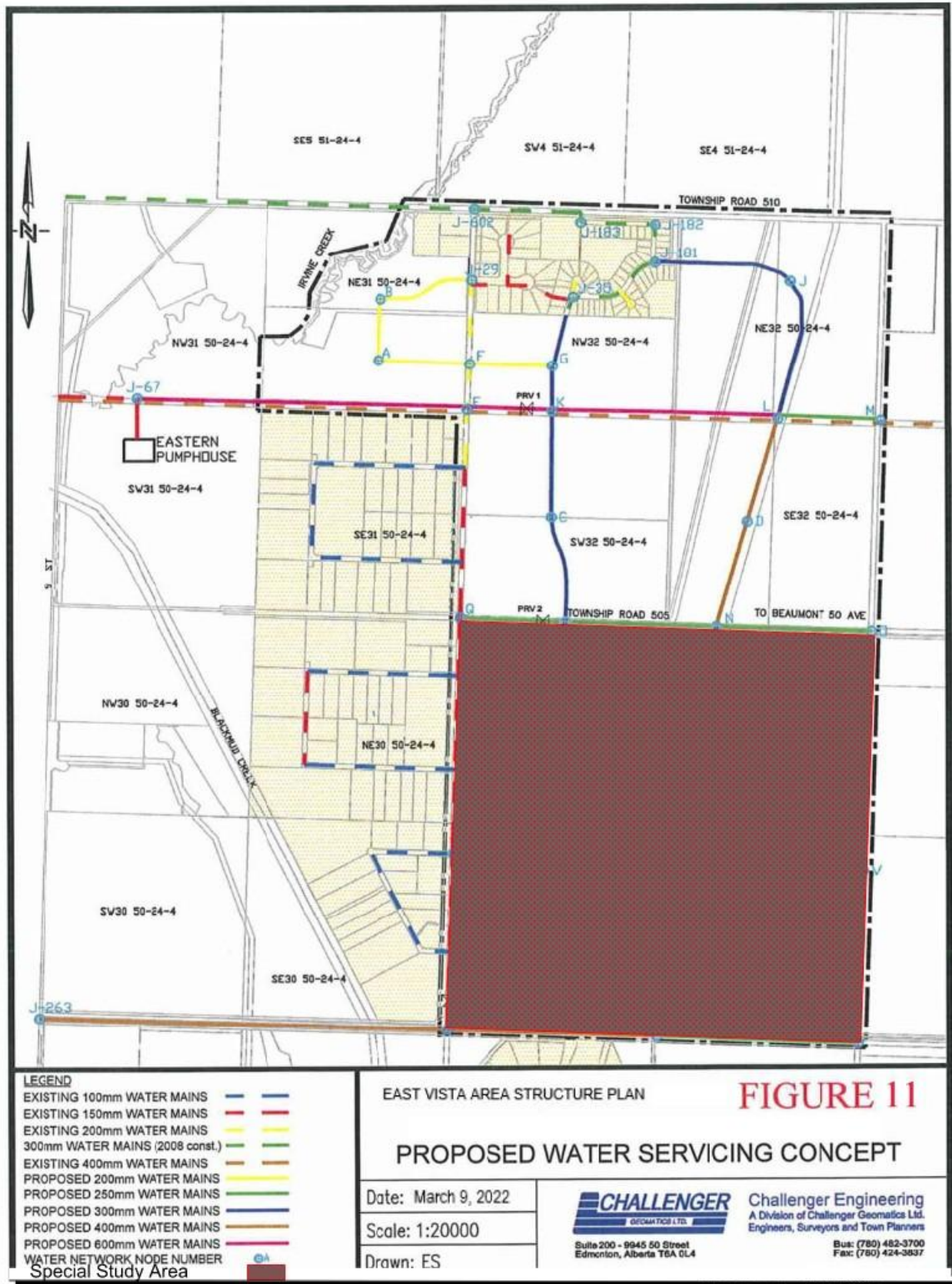
Figure 12 indicates where the storm water facilities may be sited. Stormwater facilities will be registered as Public Utility Lots, including all identified flood overflow areas. Municipal Reserves are encouraged around stormwater facilities in order to facilitate public access and enjoyment of these amenities. Trails, pathways and other park amenities in these reserve areas will be determined through consultation with Leduc County Parks and Recreation.

All developments shall be able to demonstrate that proposed stormwater management facilities have been designed using the principles of Low Impact Development (LID). The major categories of LID strategies are outlined as follows:

1. Bio-Retention Systems - include a high filtration rate, engineered soil and plants that process and filter pollutants. The systems can be designed as conveyance, detention, or retention systems.
2. Filtering Technologies – designs used to trap or treat pollution by controlling the flow of water.
3. Permeable Pavements – pavement systems that include a permeable surface and subsurface to infiltrate runoff and are capable, if required, of supporting cars and trucks.
4. Site Design Strategies – strategies that minimize the change in how water moves over the land through clustering of development, flow path disconnection, surface change, and lengthening.
5. Soil Amendments – addition of organic and other materials to soil and mechanical methods that help restore the infiltration capacity of the soil.
6. Vegetative Systems – planting of vegetation or creating vegetated buffers to filter or absorb rainfall and runoff.
7. Water Conservation/Reuse – the capture and storage of runoff for secondary uses such as irrigation, cooling, and other potable and non-potable uses.

Challenger Engineering prepared a Municipal Servicing Study dated January 2010 which has been submitted to Leduc County under separate cover to support this Area Structure Plan for water and sanitary servicing and stormwater management.

Figure 11 - Proposed water servicing concept

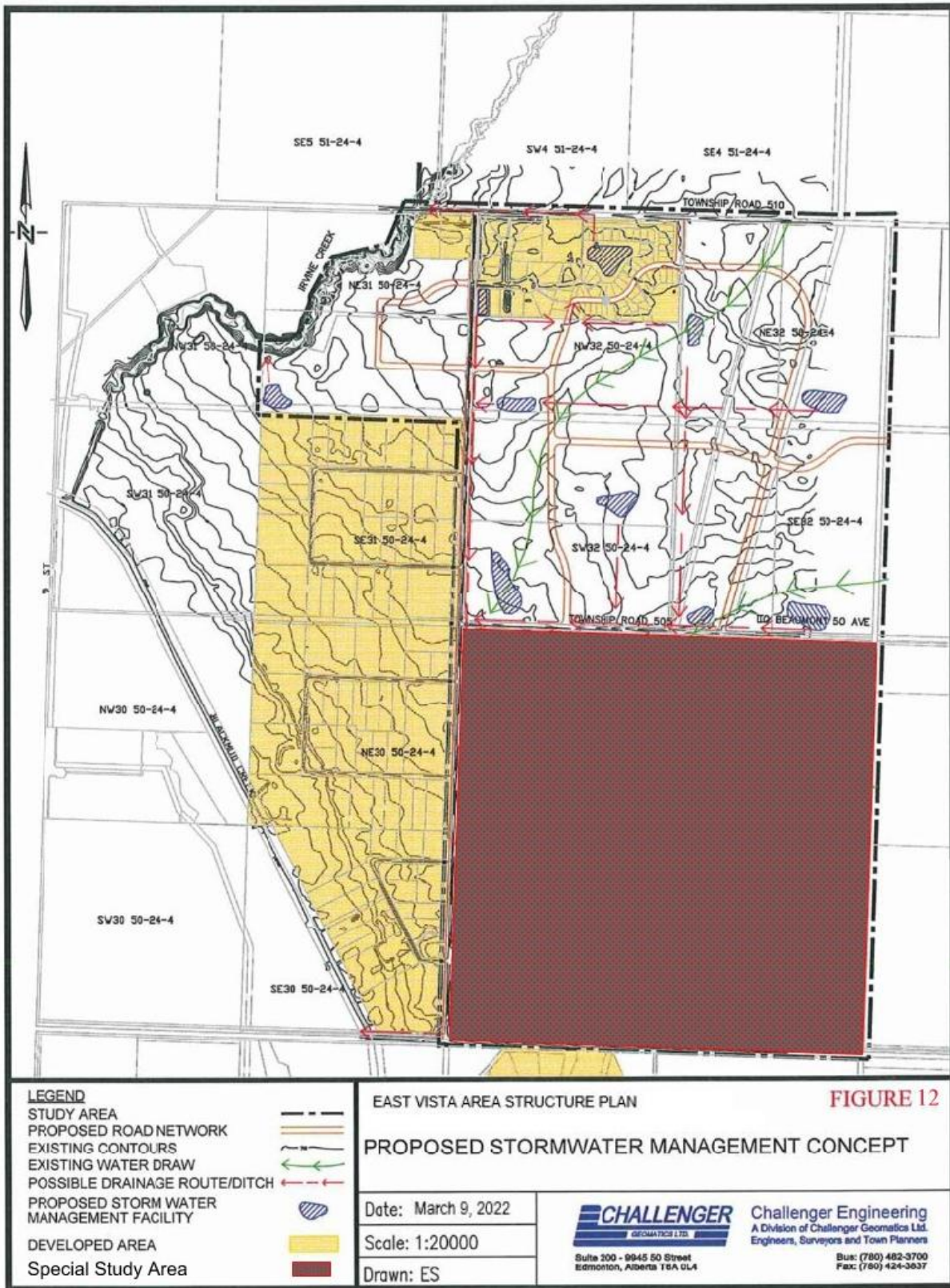


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DATE PLOTTED: March 9, 2022

Bylaw 12-22

Figure 12 - Proposed stormwater management concept



Bylaw 12-22

## **6.10 Franchise Utilities**

Franchise utilities such as natural gas, telephone, and electricity are readily available and will be extended as development occurs. Telus has indicated that they will be able to offer high speed internet service in the East Vistas, initially with copper cabling and ultimately through the latest fibre-based technology. Upgrades to the telephone, cable, and internet system will be dependent on the East Vistas' growth and corresponding increased consumer demand.

## **6.11 Community Services**

### **6.11.1 Emergency Medical Services**

Alberta Health Services has indicated that the additional calls generated will be within its current capacity. Leduc County Fire Services has added that a future East Vistas fire hall could also accommodate an ambulance dispatch facility if required.

### **6.11.2 Leduc County Fire Services**

Fire services are currently delivered to the East Vistas plan area by Leduc County Fire Services from the Nisku Fire Hall, located at 606 21st Avenue, Nisku; approximately 2.4 km from the nearest point in the plan area. Currently, the fire service is a volunteer force with a close partnership to the Edmonton International Airport fire force, which operates a small but expanding full time service. Leduc County Fire Services has indicated that a move to a different service delivery format would be predicated on the preparation of a County wide Risk Assessment. This exercise is expected to be conducted sometime in the next 2 – 5 years.

Presently, no part of Leduc County rests within a ten minute fire response time. The Alberta Building Code specifies standards of construction depending on building separations in areas outside of a ten minute fire response time. When a fire hall is constructed within the East Vistas and is manned with a full time staff, response times will be reduced to less than ten minutes.

In the future, Leduc County Fire Services has indicated that it wishes to construct a new fire hall in the East Vistas. The details of the development on the site of this facility will be arrived at through further study, ~~but the site's location and approximate size have been identified in consultation with the Fire Service. The conceptual location of the future East Vistas Fire Hall is shown on Figure 6 Development Concept.~~

### **6.11.3 Hospital Services**

The Grey Nuns Community Hospital does not have any concerns with the Area Structure Plan. The Leduc Community Hospital likewise has not indicated any concerns.

### **6.11.4 Policing Services**

The Leduc detachment of the RCMP has indicated that it will respond to future development in the plan area from its current base in the City of Leduc. Leduc County Protective Services indicated that it will eventually need to open an outlet for its services in the East Vistas. The timing of the new facility in the East Vistas will depend on the pace of growth in the plan area, the availability of leased space, and/or potential shared facilities with the RCMP.

The focus of activity at the East Vistas Protective Services outlet will be bylaw enforcement. As development activity increases in the plan area, additional bylaw enforcement officers will be hired. Currently, the department is operating at capacity. At the time of the writing of this plan, the department was undertaking a level of service review. The outcomes of the review will determine the needs of the department in the near, medium, and long term future with respect to staffing, equipment, and facilities. The review will also inform the timing and location of the new service outlet.

Currently, Leduc County Protective Services and RCMP jointly provide policing services in the County. The main function of the County's peace officers is to patrol roads, respond to ratepayer complaints, and carry out the County's bylaw enforcement role. In the future, it is expected that the RCMP will provide a full range of policing services in the East Vistas. The County's peace officers will continue to provide their current range of services in rural areas, but will focus their efforts in the East Vistas on bylaw enforcement.

### **6.115 Recreation Facilities**

Recreational facilities in the East Vistas will be developed in coordination with the City of Beaumont and possibly the City of Leduc Parks and Recreation Departments in order to avoid duplication or gaps in the regional inventory of facilities. This coordination may result in a partnership between two or three municipalities and the creation of regional parks and recreation networks.

Currently, recreation needs of County residents in a wide area that includes the East Vistas are accommodated by the City of Beaumont, with subsidy funding provided by Leduc County through an agreement with the City on a per capita basis. While many of the East Vistas' recreation space needs will be met by public use amenities on school sites in the plan area, it is recognized that a large recreation centre will ultimately be needed as the population of the community grows beyond 10,000 residents.

Both Leduc County and the City of Beaumont have identified an opportunity for the two municipalities to acquire lands for the joint development of a recreation facility and/or for future school dedication somewhere in the area between the City and the East Vistas (Sections 28 or 33 50-24-W4). It is estimated that a minimum of 14-16 hectares (35-40 acres) will be required for a recreation facility and its associated parking area that is capable of serving both the East Vistas and the City of Beaumont. Issues to resolve in this joint venture will include land acquisition, final location of the recreation facility, cost and revenue sharing for land purchase, construction and subsequent operation of facilities, and coordination with Black Gold Regional Schools and St. Thomas Aquinas Catholic Schools for any school site dedications.

As the East Vistas grows, Leduc County will periodically review its funding agreement with the City of Beaumont. At some point in the future, and depending on the rate of growth and schools development in the East Vistas, the County will begin to provide its own recreation services to area residents. This will trigger a full review of the funding agreement between the County and City, and may result in a cooperative approach to facilities provision and funding.

### **6.116 Libraries**

Currently, library services in the East Vistas plan area are supplied through the Beaumont Public Library, which operates a 4400 sq. ft. facility adjacent to the Beaumont Town Centre, constructed in 2004. Libraries in municipalities within Leduc County are a part of the Yellowhead Regional Library system. Leduc County provides a subsidy to its urban municipal neighbours in return for access to library services for its citizens. The East Vistas lies within the catchment area of the Beaumont library service.

While library services are increasingly accessible via the internet, a need for physical library branches nevertheless remains for the foreseeable future. In the East Vistas, a library branch may be provided as part of a school site, in a recreation centre, through commercial space leasing, or as a stand-alone service. Opportunities have also been identified through consultation with Black Gold Regional Schools as well as St. Thomas Aquinas Catholic (STAR) Schools for partnerships in library service provision in the East Vistas. As East Vistas grows, Leduc County will continue to work with the City of Beaumont and the two School Boards to ensure that efficient, effective, and sustainable library services remain available to all area residents.

Bylaw 12-22

### 6.117 Family and Community Support Services

Leduc County Family and Community Support Services (FCSS) have indicated that East Vistas will represent a major change to its programming. As development proceeds, urban residents will demand more comprehensive services. Many programs which are currently offered in-home will more efficiently be delivered in the East Vistas from a central location. A new Community Office in the Vistas Centre will be required, as well as a significant expansion of staff resources, including a youth worker. Leduc County FCSS will examine opportunities to partner with the City of Beaumont FCSS in order to harmonize program development and delivery across these two urban areas, and to realize efficiencies of scale.

### 6.118 Schools

The population in the East Vistas ASP will be 23,013,11,562 people at full build-out. The overall student population in the plan area would be 4,543,2,312 based on the below estimate of student generation estimates. It breaks down as follows:

Table 2 - Amended student populations

Student population	
Kindergarten - elementary students (K - Grade 6)	<u>1,611,809</u> (7% @ <u>23,013,11,562</u> population)
Junior high students (Grade 7 - 9)	<u>1,611,809</u> (7% @ <u>23,013,11,562</u> population)
Senior high students (Grade 10 - 12)	<u>1,381,694</u> (6% @ <u>23,013,11,562</u> population)
<b>Total number of students</b>	<b><u>4,543,2,312</u></b>

*Bylaw 12-17, Bylaw 23-17*

The municipal reserves in the East Vistas will be approximately 54.4 ha based on the gross developable land area. Black Gold Regional Schools and St. Thomas Aquinas Roman Catholic Schools (STAR) have expressed their needs for future school sites based on the above student generation rates and agreed to sizing of reserves as identified in a 2007 school reserves agreement between the respective School Boards and Leduc County. As per the agreement, minimum school sites shall be:

- 3.2 ha (8 acres) for an elementary school
- 3.2 ha (8 acres) for an elementary to junior high school
- 3.2 ha (8 acres) for a junior high school
- 4.9 ha (12 acres) for a junior to senior high school
- 6.1 ha (15 acres) for a senior high school with less than 500 students
- 8.1 ha (20 acres) for a senior high school with more than 500 students

Twenty five hectares of sites suitable for school reserves have been identified in Figure 6 Development Concept. Each of these sites may also serve in part or in whole as a municipal park reserve. However, priority will be given to use for schools. Additional school sites will be identified when the need arises and as development proceeds through the subdivision process.

STAR Schools has indicated through consultation that it sees an opportunity to develop a regional school to serve both the East Vistas and the City of Beaumont. This school may best be sited somewhere in between the City and the plan area, in Sections 28 or 33 50-24- W4. Should this opportunity be acted upon, the School Board may explore partnerships with the City and/or the County to jointly develop a recreation centre along with the school site.

*Bylaw 12-22*

## 7 Public Input

On July 31, 2007 Leduc County notified all the land owners in and adjacent to the plan area of its intention to proceed with the development of the “East Vistas” Area Structure Plan. Two phone calls were received by the Administration in response to the mail-out inquiring whether or not additional opportunities for public input would be available.

Advertising was placed in the local community newspaper and Leduc County notified all the land owners in and adjacent to the plan area of a public meeting that was held at the Nisku Recreation Center on January 16, 2008. The purpose of the meeting was to obtain the input from landowners and any other potentially affected parties regarding the concept plan and to identify any concerns with the proposed development concepts within the plan area. The meeting was conducted in an Open House format with display boards with representatives of the consultants and County available to provide one on one feedback for questions. In response to numerous inquiries, a verbal summary of the concept plan and “Smart Growth” planning principles was given to the attendees.

A brief Question & Answer session followed. Sixty two people signed the attendance sheet. An exit survey was filled out by twenty seven of the attendees. There was overwhelming support for the proposed concept plan, distribution and proportion of uses in the plan area. A copy of the survey results is attached for reference in the appendices.

Comments from the individual landowners for specific changes to the plan were reviewed by the Administration of Leduc County on February 6, 2008. Revisions were made where technically feasible and if consistent with the plan principles.

A second open house was held on September 22, 2009 at the Nisku Inn to provide the public another opportunity to comment on the proposed plan prior to the public hearing scheduled for October 6, 2009. Eighty two people signed the attendance sheet and fifteen exit surveys were completed. Again, there was strong support for the proposed concept plan, distribution and proportion of uses in the plan area based upon verbal comments and exit surveys. A copy of the survey results is attached for reference in the appendices.

On February 24, 2010 a third open house was held at the Nisku Inn. Registered attendance was 43 people. At this open house, there was a strong representation of elected officials and administration from adjacent communities. This open house was held to revised concept plan and district regulations which exceed the density target set by the Capital Regional Board target for this Priority Growth Area; released in mid October 2009. A copy of the survey results is attached for reference in the Appendices.

A public hearing was held at Leduc County Council Chambers on July 22, 2010 at the regular Council meeting. No concerns were brought forward by the public.

## 8 Implementation

### ***8.1 Growth Assumptions & Projections***

In June of 2009, the Minister of Municipal Affairs accepted the Capital Region Growth Plan which included projections of population for the Capital Region, including the East Vistas plan area, for the next 35 years. According to that plan, Leduc County will experience an annual average growth rate of between 1.6% and 4.4%. These figures reflect the trend and alternative scenarios of population projections, as determined by the Capital Region Board.

The trend scenario projects population into the future based on past growth trends. It assumes that future growth will occur in the Capital Region in the same way that past growth has occurred. The alterna-

tive scenario bases population figures on the assumption that future growth will not occur as it has in the past, and will rather follow smart growth principles, which focus on compact growth in serviced areas.

Because the East Vistas represents a land use not yet in evidence in Leduc County, it is difficult to accurately determine population growth in the plan area over the life of the plan. However, some potential general projections may yet be made, as follows.

According to the Capital Region Growth Plan, Leduc County's expected population in 2044 will be between 20,110 people (trend scenario) and 22,957 people (alternative scenario). This represents a growth of 5798 people (trend) or 8645 people (alternative) over the 2009 County population of 14,312. In terms of annual growth, it translates to 165 (trend) or 247 people (alternative) per year, for an annual growth rate of 1.4%, as stated in Table 2 of the December 2009 addendum to the Capital Region Growth Plan.

If we assume that the East Vistas absorbs 70% of Leduc County's growth over the next 30 years, we can project an annual growth of between 116 and 173 people in the plan area. Over ten years, this results in a population of 1160 – 1730 people. In twenty years, that population expands to 2320 – 3460 people. And in thirty years, there may be 3480 – 5190 people living in the East Vistas.

The December addendum to the Capital Region Growth Plan also makes growth projections for each Priority Growth Area (PGA) in Tables 3 & 4. The East Vistas, southeast Edmonton, and the City of Beaumont all fall within PGA CE. Growth for this PGA is expected to be 23,333 people over 35 years, for an average annual growth rate of 2.9%. Table 3 indicates a 2009 population of 13,430 in PGA CE, of which 11,794 reside in the City of Beaumont. This leaves a population of 1636 living in other parts of PGA CE. With a projected growth rate of 2.9%, the population in PGA CE outside of Beaumont is projected to be 2177 in ten years, 2898 in twenty years, and 3857 in thirty years.

Tables 1 & 3 of the December addendum project the population of each municipality in the Capital Region (Table 1) and each PGA (Table 3) over the 35 year life of the Growth Plan. If one subtracts the projected population of the City of Beaumont from that of PGA CE, a third set of projected populations is arrived at for the PGA, of which the East Vistas represents a small portion of land area. These are: 2729 people in ten years, 5176 in twenty years, and 15,186 in thirty-five years.

Of course, not all growth in PGA CE that lies outside of the City of Beaumont will occur in the East Vistas over the next thirty years. A significant part of the PGA rests within the City of Edmonton, where development is already well underway in the south portions of the Ellerslie Area Structure Plan. Given the established market for urban form development in the City which is currently absent in Leduc County, as well as the more advanced system of planning in Edmonton, it is reasonable to assume that in the first ten years 40% of the growth in PGA CE outside of the City of Beaumont will occur in the East Vistas plan area, and the remaining 60% will go to the City of Edmonton. This renders a population projection of some 1092 people in the East Vistas in ten years. If it is assumed that the above noted deficiencies in the County are redressed in the next ten years, then one can assume that growth in PGA CE will be shared equally between the City of Edmonton and Leduc County beyond the ten year horizon. This renders projections of 2588 people in the East Vistas in twenty years, and 7593 in thirty-five years.

From these analyses emerges a range of potential future populations in the East Vistas, as follows:

- 1,160 – 2,177 people in ten years
- 2,320 – 3,460 people in twenty years
- 3,480 – 7,593 people in thirty to thirty-five years

As is clear from these projections, the ultimate build-out population of the East Vistas will likely only be reached at some point well beyond 30 years from the adoption of the Area Structure Plan.

Bylaw 12-22

## **8.2 Development Sequence**

Development in the East Vistas is expected to begin in the north central part of the plan area and proceed south and east. This development will initially be entirely residential, as commercial development tends to follow the market rather than lead it. As well, it is anticipated that multi-family residential development will lag somewhat behind single family and duplex construction. This is evidenced in current development patterns found in the Edmonton area.

~~At some point in the future, a section of sewer main running from the plan area west along Highway 625 to the Nisku trunk will be constructed. This will be accompanied by the construction of a lift station at the southwest corner of the plan area. At that time, development of lands within the south drainage basin will become feasible. This second front of development will proceed from the southwest corner of the plan area toward the north and east.~~

It is undetermined at this time how the mixed use Vistas Centre will develop. Because mixed use building form is currently unfamiliar to the development community in Leduc County, this may function to delay construction. Other factors that may inhibit mixed use construction are building code requirements, developer perceptions of demand for mixed use construction, and the cost of construction of public amenities in the Vistas Centre. However, mixed use development is also one of the major trends in land use planning and urban development. It is strongly encouraged in much recent planning theory and practice. This push to build new mixed used developments may balance some of the inhibiting factors outlined above.

Ultimately, successive staging of subdivisions and development will be based upon market demand and extension of the land uses, roads, utilities, and services.

## **8.3 Infrastructure and Roads**

Leduc County policy is that development will proceed on the basis of the availability of adequate road access and, in Urban growth Areas, municipal water and sanitary sewer. This reflects the County's policy requiring proponents to take full financial responsibility for the extension of all municipal utilities and services required to support their development.

An approved Traffic Impact Assessment (TIA) specific to a subdivision application will be required by Alberta Transportation and Leduc County prior to going forward to the Subdivision Authority. An update to the East Vistas TIA may also be required as determined by Alberta Transportation. Since each stage would have its own schedule to reach its full development, the TIA update will need to pin point as best as possible the anticipated year when warrants for signals would be met at each of Range Road 244 and 245 intersections with Highway 625. Inclusion of the warrants for the current stage of development will be required, as will clarification of this stage of development relative to the overall East Vistas concept, when the TIA and TIA update is submitted.

For parcels adjacent to arterial or minor arterial roadways, a noise mitigation study will be required by Leduc County at the time of subdivision. This study will determine the degree of mitigation required, as well as the form mitigation measures will take. Construction of these mitigation measures shall be a condition of subdivision approval.

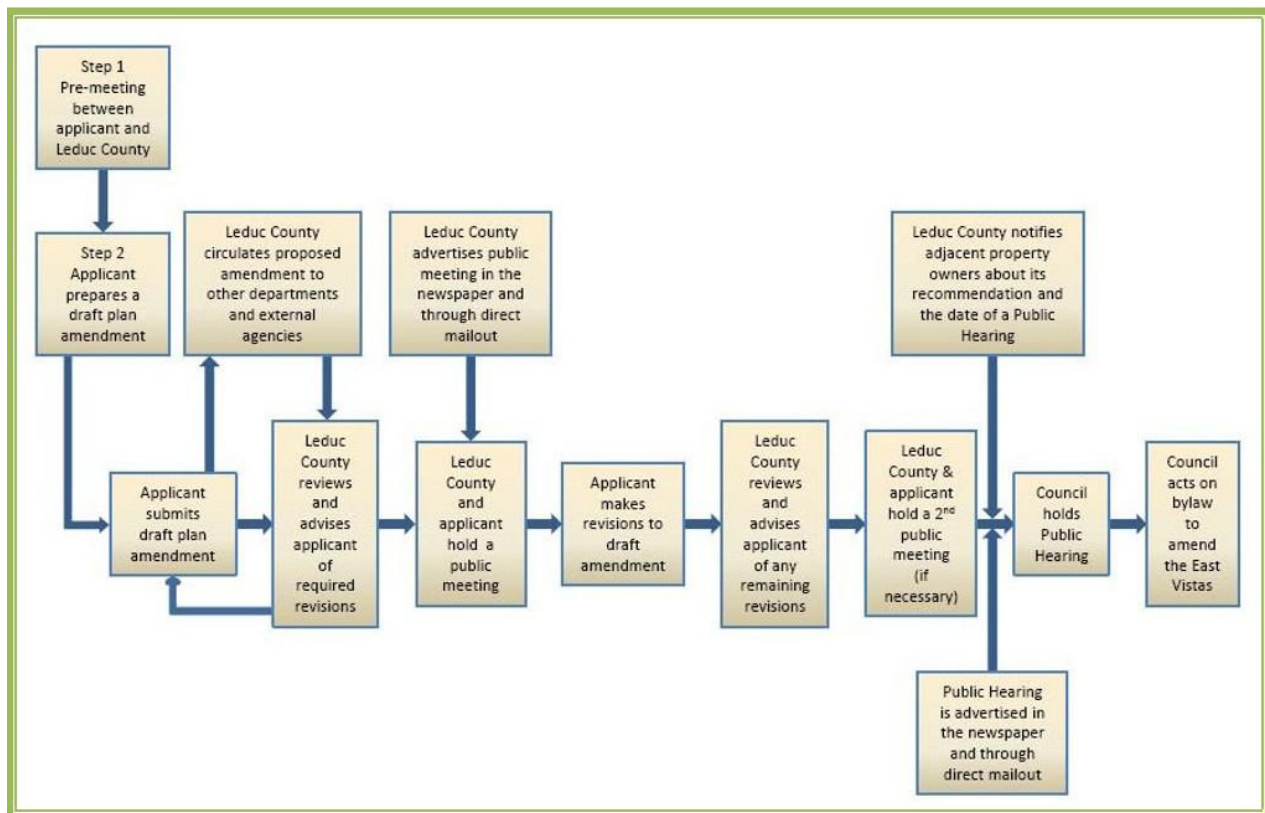
## 8.4 Plan Review

From time to time, the East Vistas Area Structure Plan will require a review and update. Alternatively, a proponent may request to make an amendment to the plan. In the former case, a number of triggers may be identified which may initiate a plan review. These include:

1. Significant changes to the Capital Region Growth Plan.
2. Significantly new, unexpected, or large developments in the Capital Region, either through private investment or public expenditure on infrastructure, such as major transportation infrastructure.
3. Dramatic changes to energy consumption patterns, such as those which may result from fossil fuel shortages and high pricing, or the mass marketing of alternative energy sources.
4. Technological advances that may affect land use patterns, employment, housing, or transportation.
5. Major changes in transportation behaviour as a result of any of the above.
6. Major changes in Provincial legislation governing municipalities or land use planning.
7. Major restructuring of Leduc County or municipal reorganization imposed upon or affecting Leduc County from the Provincial or regional level.
8. Potential future joint planning with the City of Beaumont. - Bylaw 12-22
9. At the discretion of Leduc County Council.

## 8.5 Plan Amendment

Amendments to the East Vistas ASP will be subject to the process outlined in the flow diagram below.



This begins with a pre-meeting between the applicant and Leduc County Planning & Development. At this meeting, the proposed amendment will be discussed. Following the meeting, Leduc County will notify the applicant in writing of the requirements of the amendment submission. Once the submission is tendered to the County, a review and revision process will begin which may involve several iterations of the submission before a public meeting is scheduled.

Following the public meeting, a further period of revision will take place, followed by a review by Leduc County administration and a possible second public meeting. Whether a second meeting is required will depend on the nature and extent of changes to the proposed amendment following the first public meeting.

Once all concerns have been addressed to the satisfaction of Leduc County administration and all supporting studies and material have been finalized, a public hearing date will be set and advertised. At the hearing, County administration will make a recommendation to County Council, who will also listen to final public comments, including any made by the applicant. Council will then vote on a bylaw to accept the amendment.

### ***8.6 Redistricting Applications***

When a redistricting application is tendered to the County, the applicant will, at a minimum, be required to provide the County with an Outline Plan. Requirements of such plans shall be as per Leduc County standards and are available from Leduc County Planning and Development.

### ***8.7 Subdivision and Development Permit Applications***

Applications for subdivisions and/or development permits must meet all Leduc County requirements as set out in the Leduc County Land Use Bylaw and other documents.

East Vistas Area Structure Plan

**Appendix A**

**Historical resources impact assessment  
response**

**a.stewart**

---

From: Margret Ingibergsson [Margret.Ingibergsson@gov.ab.ca]  
Sent: Friday, May 04, 2007 11:23 AM  
To: a.stewart@schefferandrew.com  
**Subject:** 7260100

Thank you for providing Alberta Tourism, Parks, Recreation and Culture with information regarding the Area Structure Plan within sections 29, 31 & 32-50-24-W4M. There are no significant previously recorded archaeological sites in these sections and as this area appears to be primarily disturbed through cultivation, it has low potential to contain intact archaeological sites. Areas of higher potential would include any areas with native vegetation. However, the Historic Resources Management branch recommends that Heritage Survey Site forms be completed for any other standing structures thought to be older than forty years.

Reporting the discovery of historical resources: Pursuant to Section 31 of the Historical Resources Act, should any historical resources be encountered during any activities associated with land disturbance operations, the Historic Resources Management Branch must be contacted immediately. It will then be necessary for to issue further instructions regarding the documentation of these resources. If you have any questions regarding the above, please do not hesitate to contact me.

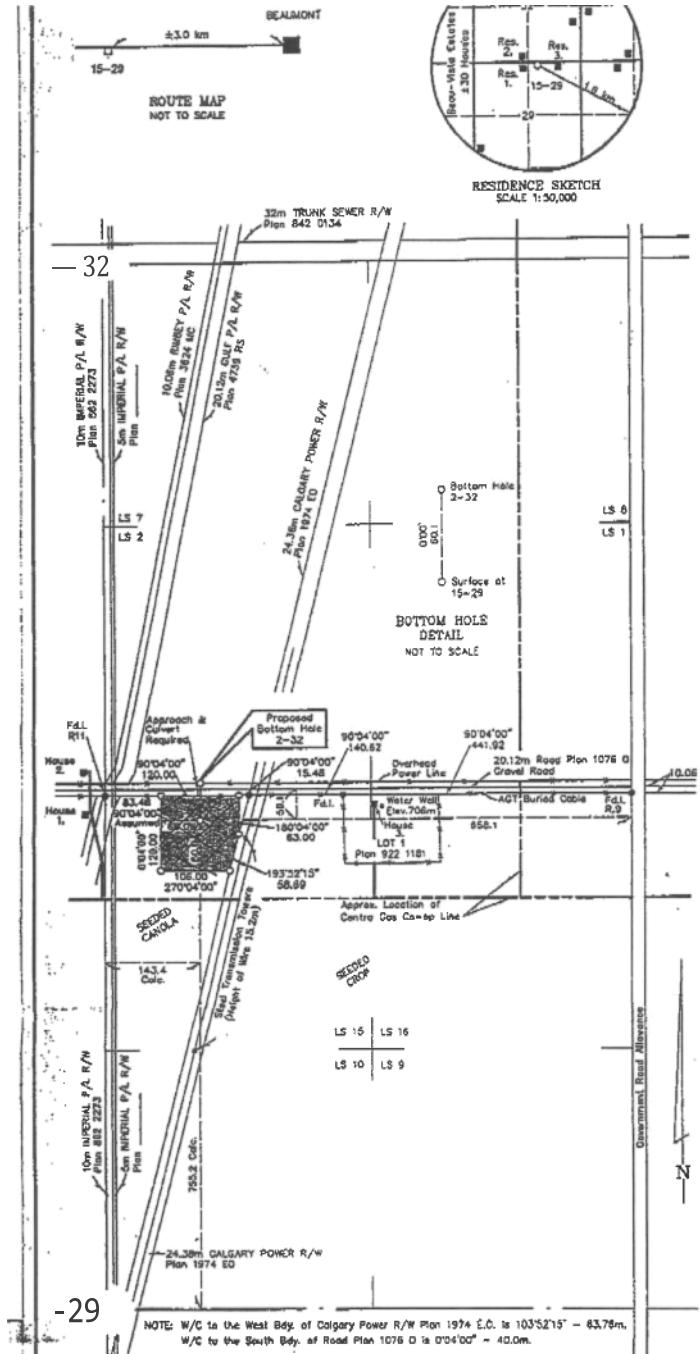
**Margret Ingibergsson**

Historic Resources Management Branch  
Alberta Tourism, Parks, Recreation and Culture  
Old St. Stephen's College, 8820 - 112 Street  
Edmonton, Alberta T6G 2P8  
Phone: (780) 431-2374 / Fax: (780) 422-3106  
Email: [margret.ingibergsson@gov.ab.ca](mailto:margret.ingibergsson@gov.ab.ca)

East Vistas Area Structure Plan

**Appendix B**

**Reclamation certificates for abandoned wells**



NOTE: W/C to the West Bdy. of Calgary Power R/W Plan 1974 E.C. is 103°52'15" - 83.78m.  
 W/C to the South Bdy. of Road Plan 1076 D is 0°04'00" - 40.0m.

NOTE: THIS WELL IS TO BE DIRECTIONALLY DRILLED

### RIFE NISKU 2-32-50-24

Well Site and Access Road

L.S. 15 Sec. 29 Twp. 50 Rge. 24 ¼. 4 M.

Scale 1:5000

**BOTTOM HOLE** 10.0 N. of S. } Bdy. Sec. 32  
 .1 W. of E. }

**SURFACE CO-ORDS** : 50.1 S. of N. } Bdy. Sec. 29  
 658.1 W. of E. }

**ELEVATIONS** : 703.5 Ground

**WELL SITE CORNERS**  
 N.W. 704.1 N.E. 704.1  
 S.W. 704.6 S.E. 705.4

**AREAS**  
 WELL SITE = 80 cc  
 ACCESS ROAD = 1.40 3.46  
 TOTAL = 1.40 3.46

RIFE REDOURCES LTD.

*[Signature]*

LEGEND:  
 Survey monuments found shown thus:   
 Portions referred to sketched thus:   
 Distances and elevations are in metres.

- WELL LICENCING INFORMATION :**
- THE PROPOSED WELL IS AT LEAST : YES NO
  - 1.5 km FROM THE CORPORATE LIMITS OF A CITY, TOWN OR VILLAGE
  - THE PROPOSED WELL IS OUTSIDE ANY POTENTIAL COAL DEVELOPMENT AREA
  - 100m FROM ANY SURFACE IMPROVEMENTS AND 40m FROM ANY SURVEYED ROAD
  - 5.0 km FROM A LIGHTED AERODROME
  - 1.5 km FROM AN UNLIGHTED AERODROME
  - NEAREST RESIDENCE IS 37322 - 174m FROM WELL CENTER.
  - NEAREST URBAN CENTRE IS BEAUMONT EAST 13.0 km.

**NORTHCAN SURVEYS LTD.**

*[Signature]*

ALBERTA LAND SURVEYORS ASSOCIATION

REVISIONS: 04/08/13-Original Survey  
 04/07/07-Added Bottom Hole

100 No. - 944100



Land Conservation end

ard rix» . auiaga eu<a.B8zo - ios st,aet, Ea,,onten, xibena. canaaa Tel zjs +oa/m-62oz rax \*ta/\*zz•azss

**County No. 25**

RECLAMATIØ CERTIFICATE NØ. 10483

Pursuant to Sectton 55 subsection (\) Of the Land surface Conservation and Reed zatt.ton Act this 1s to certify that consent hcs been gtven to the surrender of the surface **lecse** held by p1nxazle Rtsouzcet Ltd.

**u/th1n Sgl/4 Sec. 32 Tp. 50 Rge. 24 k. 4th ker.**

In connection with or Incidental to Pinnacle st M Ni sku 4-3z-50-24 well, as shown out1 ined in yell or on the plan attached hereto.

Pursuant to Sect1on 55 subsection (2) ef the Act tke tounc1l x11J be holding an Inquiry v1th respect to the condition of the land referred to in thi s **Certi**fi c4te.

I TIO  
AFID'RECL?I1AT'ION COUNC





4th Floor, Oxbridge Place  
9820 - 106 Street  
Edmonton, Alberta  
Canada T5K 2J6

Telephone (780) 427-5883  
Fax (780) 422-4192

RECLAMATION CERTIFICATE NO. 39806  
Wall License Number 168314

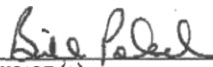
This reclamation certificate is issued pursuant to section 123 of the Environmental Protection and Enhancement Act, following an inquiry on

(Date)

This certifies that the surface of the land held by Rife Resources Ltd.  
within NE Sec. 29 Tp. 50 Rge. 24 W4M

in connection with or incidental to Rife Nisku 2-32-50-24 well, arilled from a surface point in Lsd 15 of Sec. 29 Tp. 50 Rge. 24 W4M, as ahown outlined in yellow on the attached plsn, complies with the conservation and reclamation requirements of Part 5 of the Act.

Issued this \_\_\_\_\_ day of \_\_\_\_\_, 19 2000

  
\_\_\_\_\_  
105)WCtoF (s)

\_\_\_\_\_

Operator/Agent:

Rife Resources Ltd.  
400 - 144 4TH AVE SW  
CALGARY, AB

Owners/Occupants:

Frank Johnsen  
Ann Johnson

Section 84 of the Environmental Protection and Enhancement Act may provide a right of appeal against this decision to the Chair, Environmental Appeal Board. There may be a strict time limit for filing such an appeal. For further information, contact the Board Secretary of the Environmental Appeal Board at \_\_\_\_\_

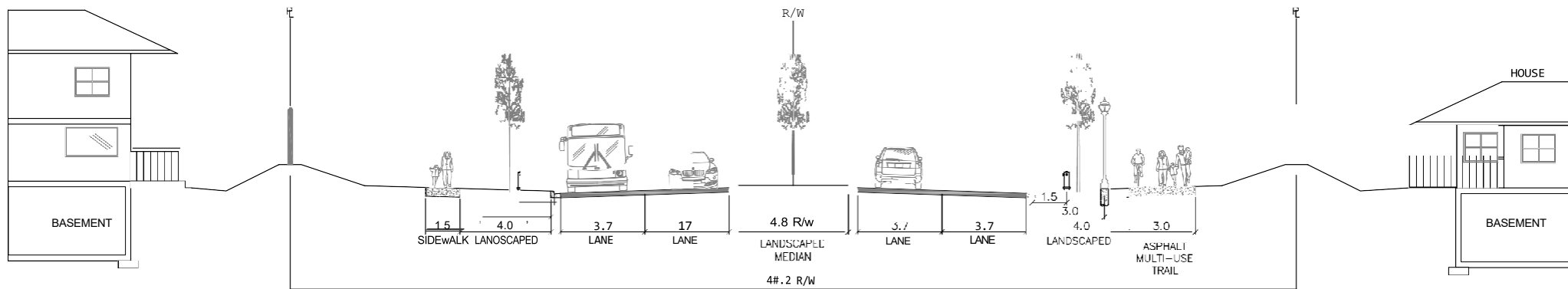
@ Printed on Recycled Paper

East Vistas Area Structure Plan

**Appendix C**

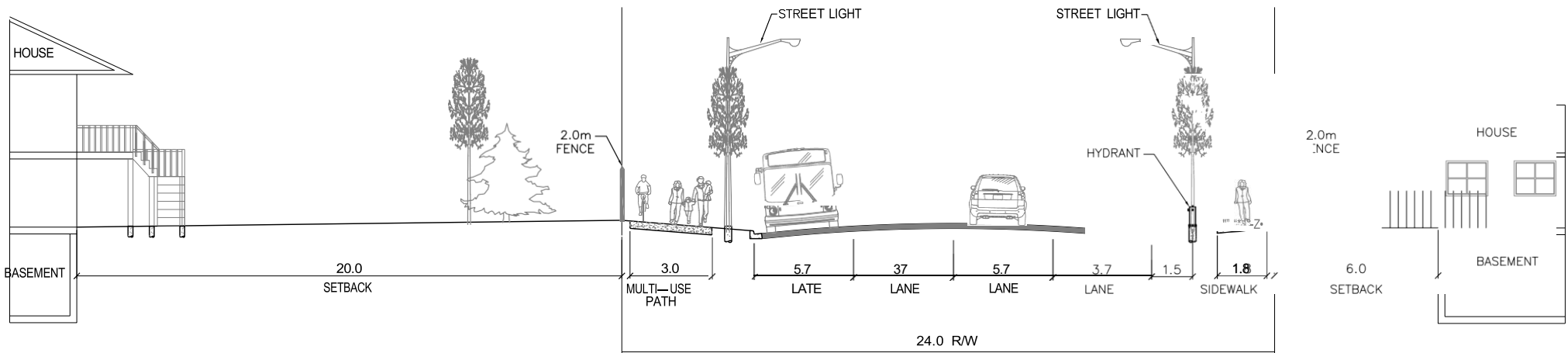
**Road cross-section examples**





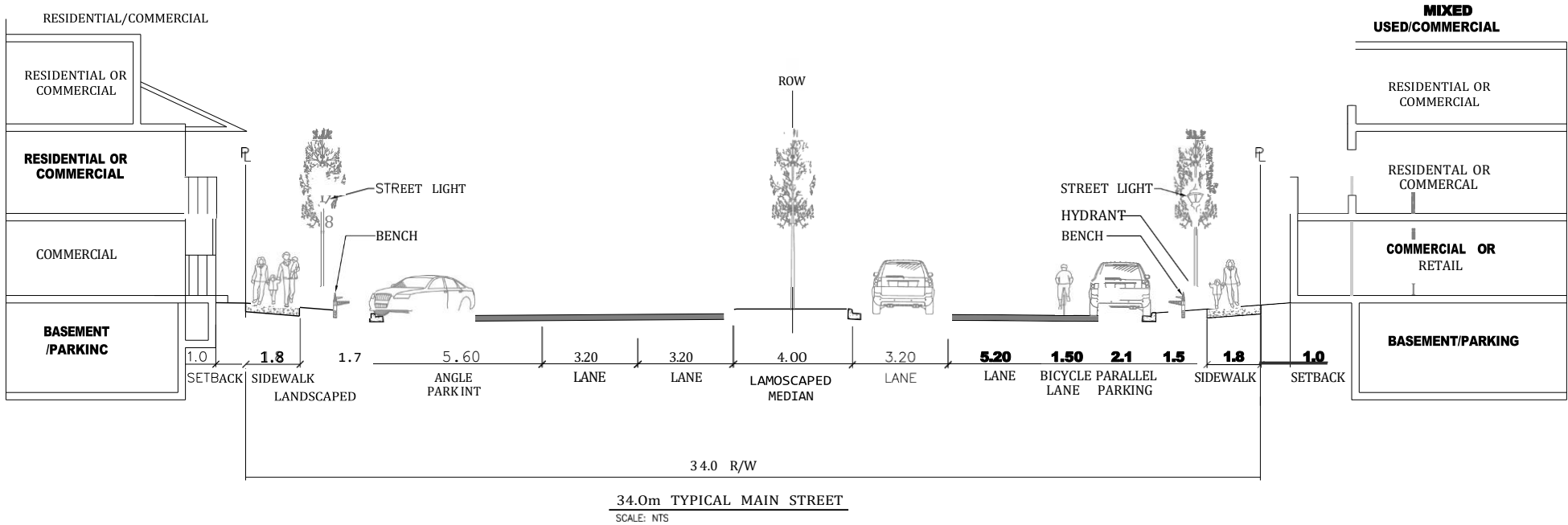
44.2m TYPICAL DIVIDED ARTERIAL

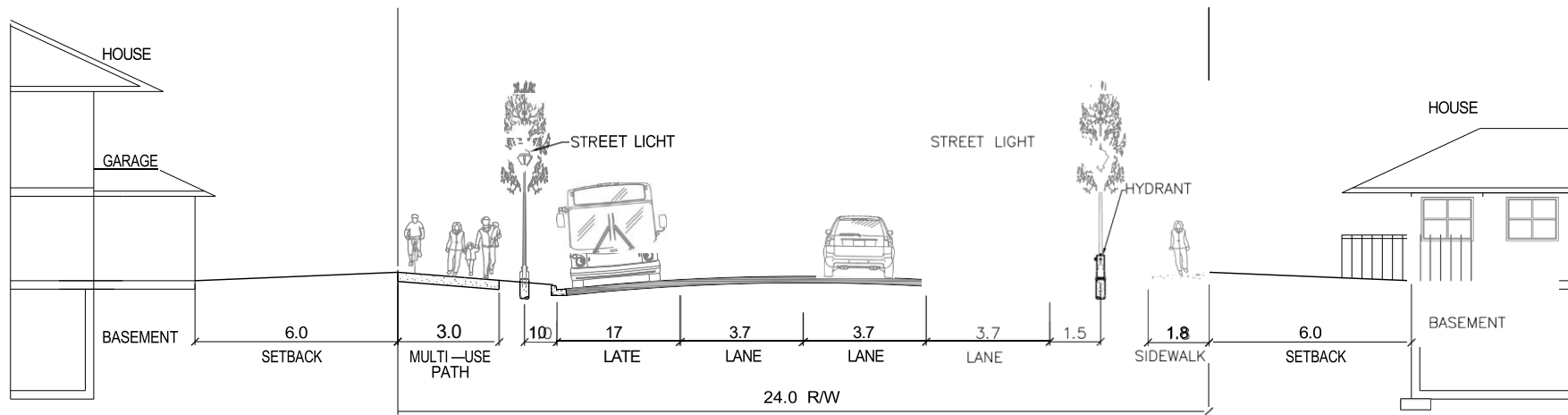
SCALE: NTS  
 NOTE: ALL DISTANCES ARE IN METERS



24.0m TYPICAL MINOR ARTERIAL

NOTE: ALL DISTANCES ARE IN METERS

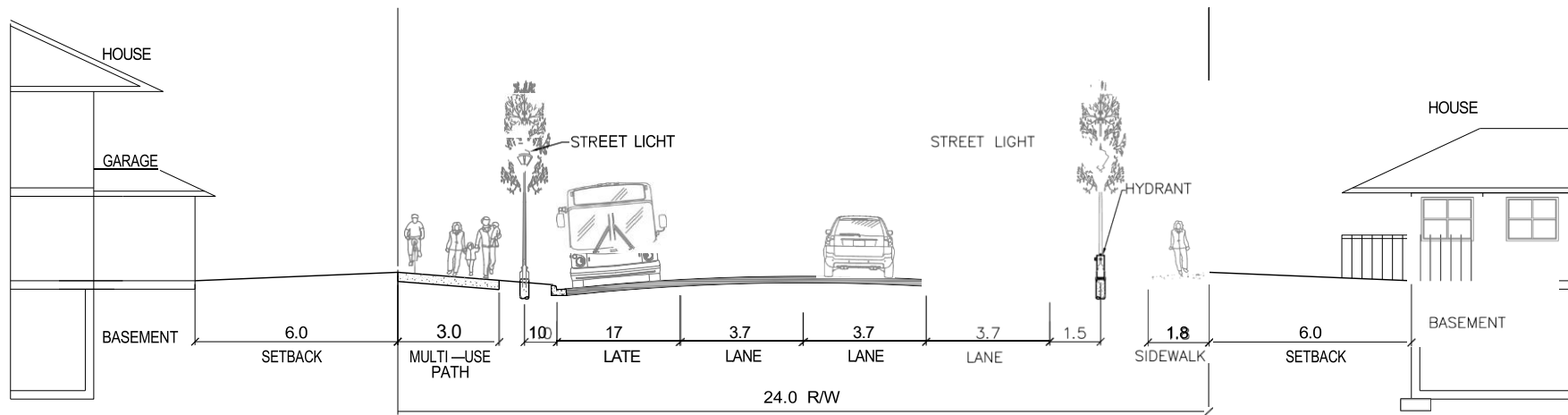




24.0m TYPICAL RESIDENTIAL COLLECTOR

SCALE: NTS

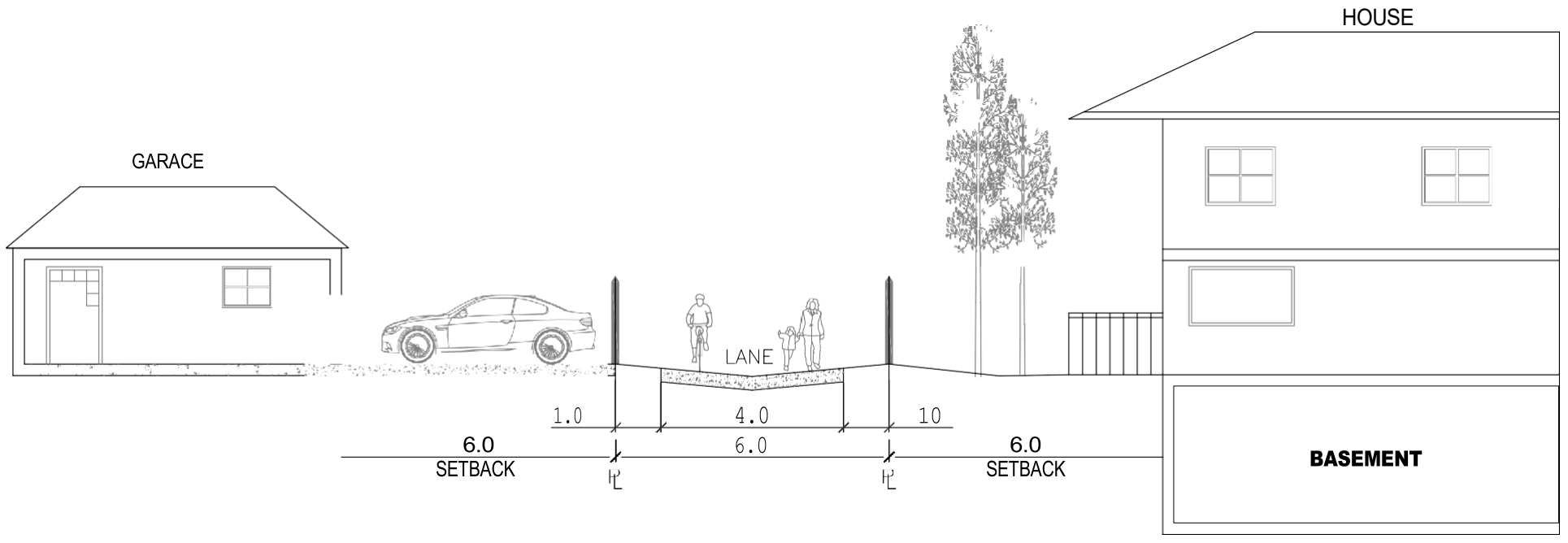
NOTE: ALL DISTANCES ARE IN METERS



24.0m TYPICAL RESIDENTIAL COLLECTOR

SCALE: NTS

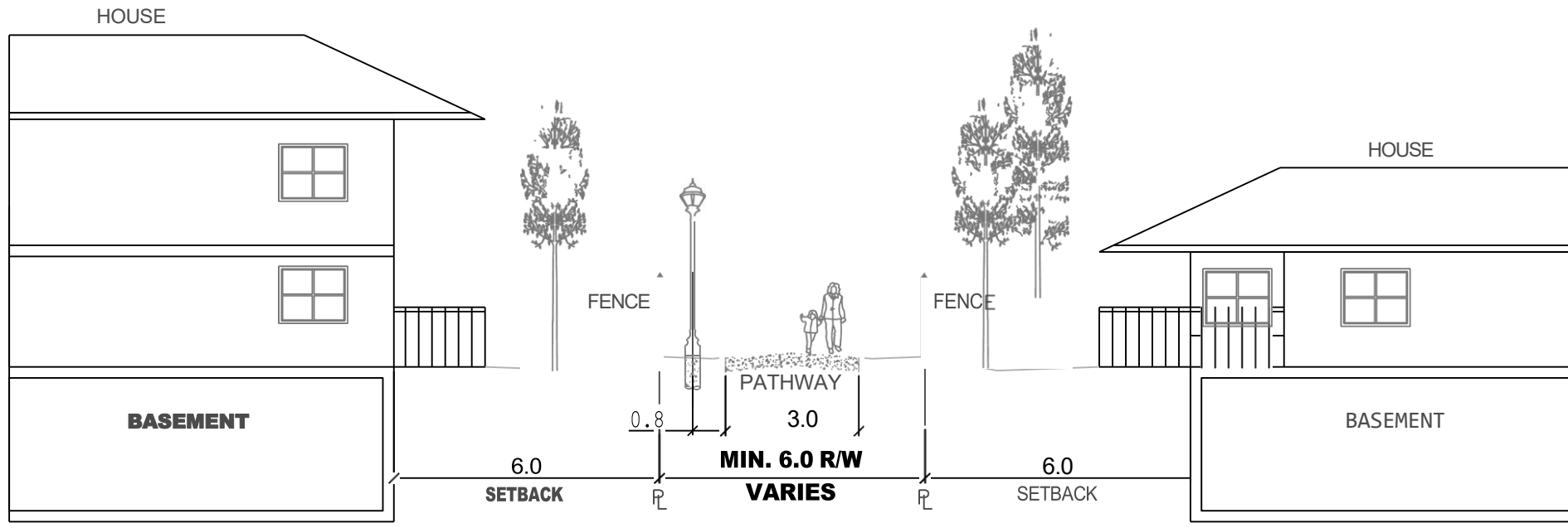
NOTE: ALL DISTANCES ARE IN METERS



**6.0m TYPICAL RESIDENTIAL LOCAL ALLEY PAVED**

SCALE: NTS

NOTE: ALL DISTANCES ARE IN METERS



**6.0m TYPICAL RESIDENTIAL MULTI USE PATH**

SCALE: NTS

NOTE: ALL DISTANCES ARE IN METERS

East Vistas Area Structure Plan

**Appendix D**

**Open house questionnaire summaries**



**EAST VISTAS AREA STRUCTURE PLAN**  
**JANUARY 16 2008 OPEN HOUSE**  
**SUMMARY OF COMMENTS AND RESPONSES**

Number of persons in attendance (**according to the sign-in sheet**): 62

**1: The development concept shows an appropriate future land use scenario:**

Agree	Neither Agree or Disagree	Disagree
20	2	5

Reasons for disagreeing:

- There is no mixed land use, should be a variety to accommodate affordability
- There is no provision for improved roadways — current roads are inadequate
- This will make the area a part of “the city”

**2: There is an appropriate distribution of residential uses: """"**

Agree	Neither Agree or Disagree	Disagree
22	1	4

Reasons for disagreeing:

- There is no mixed land use, should be a variety to accommodate affordability
- Doesn't like commercial area, townhouse development, etc.

**3: There is an appropriate mix of residential uses: """"**

Agree	Neither Agree or Disagree	Disagree
18	3	7

Reasons for disagreeing:

- Would like to see a greater ranging including high density
- More variety needed, rather than three types of residential land use
- There should be a townhouse site in the SW corner
- Not enough roads for the number of homes proposed



- Too dense — 1 or 2 acre lots more appropriate for the area

**4: This is an appropriate distribution of commercial sites:**

<b>Agree</b>	<b>Neither Agree or Disagree</b>	<b>Disagree</b>
16	3	<b>8</b>

Reasons for disagreeing:

- Too focused on the east, west needs more commercial for balance
- There should be a commercial site in the SW corner
- None needed — Nisku/Beaumont/Leduc are close by
- Main street commercial should begin at RR 245 and go to RR 244 (mentioned twice)
- Main street should be along TWP 505

**5: Development guidelines would be desirable in each neighbourhood:**

<b>Agree</b>	<b>Neither Agree or Disagree</b>	<b>Disagree</b>
24	1	2

Reasons for disagreeing:

- Too much uniformity in appearance
- Broad guidelines are okay, architectural guidelines should be up to the developer

**6: Trails and greenways, linking parks and recreational area are important:**

<b>Agree</b>	<b>Neither Agree or Disagree</b>	<b>Disagree</b>
25	2	0

Reasons for disagreeing:

- There should be more

7: Please indicate which one of the following most closely applies to you:

Resident landowner within the ASP area	13
Non-resident landowner within the ASP area	1
Developer/Consultant representing lands in the ASP area	3
Local resident outside of ASP area	7
Did not respond	2
<b>Other</b>	<b>3</b>

8: Additional comments regarding the concept

#### Residential

- Higher standard of building and structural plans is needed.
- Should consider including retirement or assisted living housing.
- Should be at least four lots per acre.

#### Recreational

- Horse trails are needed.
- Preference for no ATVs within the plan area.

#### Environmental

- Please consider the control on garbage during construction. Temporary fence will be needed around construction sites. Developers should be held accountable for wayward garbage blown onto other properties.
- Concern over Blackmud Creek and spring flooding west of the ASP (mentioned twice).
- Wildlife will disappear.

#### Transportation

- Assurance is needed that if TWP 510 is upgraded access to properties that use it is maintained.
- Need better access to main arteries (HWY 625 and TWP 510) before the ASP is approved.
- Lights are needed on RR 245 and HWY 625.
- Concern over increased traffic and roadway capacity (mentioned twice).
- Street detail should be provided.

- Development will help to improve road conditions.

### **Municipal Services**

- Sewage should be extended to the Vistas and Valley View estates.

### **General Concept**

- Concern over how Beaumont views this ASP.
- Land between ASP and Beaumont should have been included (mentioned twice).
- This is a very preliminary concept in need of more detail.
- 50 metre setback from HWY 625 is a concern for land owners (loss of developable land).
- Town centre is in a good location.
- Bringing “city life” to the country is a bad concept.
- Crime and noise will increase.
- Streetlights and sidewalks are not for the “country.”
- Mix of densities is a good idea.
- Should extend the main street concept to include RR 245 to RR 244.
- Very good use of land.



**EAST VISTAS AREA STRUCTURE PLAN  
SECOND OPEN HOUSE – SEPTEMBER 22, 2009  
SUMMARY OF COMMENTS AND RESPONSES**

**Number of persons in attendance (according to the sign-in sheet): 82**

**1: The development concept shows an appropriate future land use scenario:**

Agree	Neither Agree or Disagree	Disagree
7	2	3

Reasons for disagreeing:

- We moved to the North Vistas 19 years ago and have enjoyed establishing our quiet home in the country.

**2: There is an appropriate distribution of residential uses:**

Agree	Neither Agree or Disagree	Disagree
7	1	5

Reasons for disagreeing:

- Land is too high quality.
- Too much higher density residential & multi

**3: There is an appropriate proportion of residential densities:**

Agree	Neither Agree or Disagree	Disagree
7	3	2

Reasons for disagreeing:

- Could be more density.

**4: This is an appropriate distribution of commercial sites:**

Agree	Neither Agree or Disagree	Disagree
8	1	4

Reasons for disagreeing:

- Should be more commercial.

- Should be less commercial; use towns that are there.

**5: Development guidelines would be desirable in each neighbourhood:**

Agree	Neither Agree or Disagree	Disagree
8	1	2

Reasons for disagreeing:

- What guidelines for low density? – apartment looking houses like Lucas Estates.

**6: Trails and greenways, linking parks and recreational area are important:**

Agree	Neither Agree or Disagree	Disagree
13		

Reasons for disagreeing:

**7: Please indicate which one of the following most closely applies to you:**

Resident landowner within the ASP area	5
Non-resident landowner within the ASP area	
Developer/Consultant representing lands in the ASP area	1
Local resident outside of ASP area	8
Did not respond	
Other	1

- -Resident, but non-landowner.

**8: Additional comments regarding the concept**

**Residential**

- 

**Recreational**

- The inclusion of walking pathways is excellent for the health of Leduc residents. I do hope that connection of this pathway system to Beaumont will take place in the future. Additionally, the county has a wonderful opportunity to connect into the Waskahegan Trail System. I do hope they capitalize on this opportunity for future generations.

## **Environmental**

- 

## **Transportation**

- There are not enough roads to service the area. The 625 highway is already overloaded – new roads are needed to be developed and a berm built on the edge of highway 625.
- A decision of highway 625 future plans needs to be resolved sooner; as it affects our land directly. Please provide more information on this topic.
- Traffic assessment doesn't consider traffic flows to anticipate development east to Beaumont.
- That the roadways are upgraded in the following manner due to the increase in traffic:
  - a) Range Road 245 would need to be widened, with left/right turning lanes added.
  - b) At the intersection of Range Road 245 and Secondary Hwy 625, traffic lights would need to be installed. It is difficult enough now to turn left onto the highway from this range road during rush hour traffic from Nisku. Having higher traffic volume would only make this worse and dangerous. This might also be a factor for Range Road 244, as well as coming out of the South Vistas' onto the highway.
  - c) We constantly have problems with vehicles speeding down Range Road 245 as commuters use this road as a shortcut between Nisku and Edmonton, using 101 Street to go into the City. I trust the speed limit on the Range Road would not be increasing, and the posted speed of 60km would be enforced. Crosswalks would also be appreciated at the entrance of North Vistas loops crossing over to the East Vistas.  
Not only trying to ensure that traffic flows safely, but that my kids can continue to walk and bike safely in the area.
- The allowance of future LRT down Township 510 demonstrates true long term vision. It will spare our children from the insane costs incurred by Edmonton in its University south LRT expansion. To have to remove homes due to lack of long term planning is deplorable. I am most pleased that the county is thinking this far in advance. This is clearly evidence of the county's capabilities and will serve the county well in any future annexation dispute.
- We would like to recommend the ring road to be named 'Gobeil Drive' in recognition of pioneering farmers in this area to developed.

## **Municipal Services**

- ASP should have extended east to Beaumont to ensure orderly planning & adequate utilities.
- My concerns are that there is not a strain put on existing residents as far as utilities (water pressure, etc.)

## **General Concept**

- Good plan.
- We feel like our quality of life will be impacted negatively. There will be increase in noise, light, activity, and traffic. It's long time residents, our family feel very saddened and disappointed.

- I believe this ASP should be extended straight north to complete the logical block of land up to 41 Avenue SW; so that north & south roads to Edmonton can be planned in a rational progression.
- Hurry up!
- It is a great plan. I think Leduc County should move faster to get it done, because I am hearing all of this for the last 3 years. I think before we hit another boom, something should happen here so people can buy houses now, when it's a little affordable.
- I would like to express support for the East Vistas plan. As a neighbour I believe there is a need some sort of smart growth, which I am sure this is the one.
- This would bring the value of homes in North Vistas down as there won't be that open feeling. One reason we couldn't sub-divide was increase in traffic. My 2.5 acres is not good agricultural land – now just growing weeds.  
Why are wasting good agricultural land. Hasn't there been enough development around the Beaumont area with plenty of vacant lots. Go there and start a mini town.
- The 3 smaller parcels west of Lucas Phase I should be allowed to provide additional commercial space, I was under the impression that Tom Berube's parcel was already zoned commercial. This combined with the 2 adjoining small parcels could assist in transition area as well as provide opportunity for services for the early movers into the area.
- I guess this plan shows the smart growth – very impressed.
- More lots are important; more quality roads – not poor roads; more variety in size is important; the high density is concerning more schools proper road tax base to support this; I would disagree just lots lots with roads and good roads.



**EAST VISTAS AREA STRUCTURE PLAN THIRD**

**OPEN HOUSE – FEBRUARY 24, 2010**

**SUMMARY OF COMMENTS AND RESPONSES**

**Number of persons in attendance (according to the sign-in sheet): 43**

**Email letter submissions: 1**

**1: The development concept shows an appropriate future land use scenario:**

Agree	Neither Agree or Disagree	Disagree
6	2	5

Additional comments (paraphrased):

- Although the plan meets the guidelines of the Capital Region Plan, It is not an appropriate use of agricultural land.
- Definitely not.
- The land should be for agricultural use, not development because of the soil classification.
- Farmland and agriculture should take precedence.
- The larger regional plan is unknown at this time.
- 

**2: There is an appropriate distribution of residential uses:**

Agree	Neither Agree or Disagree	Disagree
6	5	1

Additional comments (paraphrased):

- It would follow the Capital Region Plan's guidelines for residential density.

**3: There is an appropriate proportion of residential densities:**

Agree	Neither Agree or Disagree	Disagree
6	3	2

No additional comments

**4: This is an appropriate distribution of commercial sites:**

Agree	Neither Agree or Disagree	Disagree
5	4	3

Additional comments (paraphrased):

- Too many commercial sites would increase traffic.
- Unsure of the larger Edmonton-Beaumont-Leduc-Airport regional plan.

**5: Development guidelines would be desirable in each neighbourhood:**

Agree	Neither Agree or Disagree	Disagree
9	2	1

No additional comments

**6: Trails and greenways, linking parks and recreational area are important:**

Agree	Neither Agree or Disagree	Disagree
11	1	1

No additional comments

**7: Please indicate which one of the following most closely applies to you:**

Resident landowner within the ASP area	5
Non-resident landowner within the ASP area	0
Developer/Consultant representing lands in the ASP area	1
Local resident outside of ASP area	6
Other	0

**8: Additional comments regarding the concept**

**Adjacent Municipalities and Lands**

- Should include the sections (33 and 28) between the plan area and Beaumont.
- Adjacent landowners between the plan area and Beaumont should be approached to participate.

- This plan goes along with the Capital Region plan, but it does not follow the North Saskatchewan Regional Plan.
- The plan states that development is not to be permitted west of 814 until 2/3 of the east side is developed.
- The plan states that development is not to occur between Highways 814 and 2.
- Concerned about effects on developing a high density residential community close to an expanding industrial area.
- The Vistas were developed originally before Nisku expanded to the east.
- The Beaumont and District Ag Society being close to this development will create conflict with truck traffic and smells.
- Meets the guidelines of the Capital Region plan but there should be a compatibility study to determine if this community belongs here.
- Unsure of government involvement and opinions in this process (provincial and municipal).
- Would like to see the findings of the Leduc County/Town of Beaumont sustainability study be incorporated into the plan when they are available.
- Quiet lifestyle of neighbouring residents will be threatened by this development.
- Feeling is that the County's mind is made up on this development application.
- This development should be done as a 'regional structure plan', taking into consideration Edmonton, Leduc County, Leduc, Beaumont and the airport.
- Potential conflicts regarding servicing for Beaumont and southeast Edmonton.

#### **Residential**

- Developing lower income housing under larger power liens is unethical and planning without a conscience.

#### **Residential**

- Developing lower income housing under larger power liens is unethical and planning without a conscience.
- Lot sizes are too small; these lots will not provide enough backyard plant-life to filter air and noise pollutions.

#### **Transportation**

- Uncertainly as to how much land will be taken within and around the plan area to meet transportation demands for new and expanding roads.

#### **Municipal Services**

- Community does not have the immediate infrastructure to sustain it, and it will negatively affect Beaumont and its services.
- Uncertainty if the waterline will be installed under the highway or within the plan area along highway 625.

#### **General Concept**

- Land should not be covered with solid concrete.

- This concept is too close to other developments in the City of Edmonton, City of Leduc and the Town of Beaumont
- Recommendations to rename streets, parks and other features in memory of the Gobeil (unsure of spelling) family who have lived on these lands for many decades.
- Good concept.
- This concept is not in the best interest of the area.
- This development should be on the west side of Highway 2 near Devon.

# EAST VISTAS AREA STRUCTURE PLAN

## Bylaw No. 06-26

### Leduc County

---

#### A BYLAW TO UPDATE AND ADOPT THE EAST VISTAS AREA STRUCTURE PLAN

#### WHEREAS

pursuant to sections 191 and 633 of the *Municipal Government Act*, being Chapter M-26, Revised Statutes of Alberta, 2000, and amendments thereto, the Council of Leduc County deems it to be in the public interest to repeal and replace the East Vistas Area Structure Plan Bylaw No. 12-22;

#### NOW THEREFORE

be it resolved that the Council of Leduc County, duly assembled, enacts as follows:

1. That East Vistas Area Structure Plan, being Schedule 'A' attached to and forming part of this bylaw be adopted.
2. That East Vistas Area Structure Plan Bylaw No. 12-22 be repealed upon this bylaw coming into force.
3. This bylaw shall take effect on the date of third reading.

Read a first time this 28<sup>th</sup> day of April, 2026.

Read a second time this \_\_\_\_ day of \_\_\_\_\_, 2026.

Read a third time and finally passed this \_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
County Manager



# East Vistas Area Structure Plan

Sections 29 and 32-50-24-4 and part of NE 31-50-24-4

Approved by Bylaw 15-09

*Consolidated with amending bylaws 28-15, 12-17, 23-17, 12-22, and x-26*

Version: April 28, 2026



**Note**

Anyone using this consolidation is advised that the amendments have been included for convenience only and that the original area structure plan and the original amending bylaw should be consulted for all purposes of interpreting and applying the bylaw.

DRAFT

# Amendments to the East Vistas Area Structure Plan

## Office consolidation

Bylaw number	Date	Amendment
Bylaw 28-15	July 7, 2015	Re: Municipal reserves (Section 6.5)
Bylaw 12-17	May 23, 2017	Figure 6 - Development concept, tables 1 and 2
Bylaw 23-17	August 22, 2017	Figure 6 - Development concept, tables 1 and 2
Bylaw 12-22	May 10, 2022	<ul style="list-style-type: none"> <li>- Title amended</li> <li>- Removed 'local' from every occurrence of plan title</li> <li>- Removed references to North Major ASP</li> <li>- Amended reference from 'Town of Beaumont' to 'City of Beaumont'</li> <li>- Formatting of document</li> </ul>

**Note**

Anyone using this consolidation is advised that the amendments have been included for convenience only and that the original area structure plan and the original amending bylaw should be consulted for all purposes of interpreting and applying the bylaw.

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# 1 Introduction

## 1.1 Preface

In response to demand for land to accommodate growth in the greater Capital Region, proponents of the East Vistas Area Structure Plan propose to develop a sustainable urban community in Leduc County. The area structure plan includes the lands adjacent to the existing country residential subdivisions known as The Vistas. It encompasses an area of approximately 562 ha (1,400 acres) that includes all of Sections 29 and 32 50-24-W4 and a portion of the NE 31 50-24-W4 southeast of Irvine Creek.

The plan area is serviced with municipal water and sanitary sewer. It will be developed to an urban standard, with paved roads, curbs, gutters, underground utilities and sidewalks.

The boundary of the City of Edmonton is approximately three kilometres to the north; the northern boundary of the City of Leduc is three kilometres to the south; and the City of Beaumont is just under two kilometres to the east. To the west lie The Vistas, Blackmud Creek, and beyond that Nisku Industrial Park. Township Road 510 is the north boundary of the plan area, Range Road 244 is the east boundary, and Highway 625 forms the south boundary and provides access to the Edmonton International Airport and Queen Elizabeth II Highway (both approximately five kilometres west). The location and plan area are shown in Figure 1.

- Bylaw 12-22

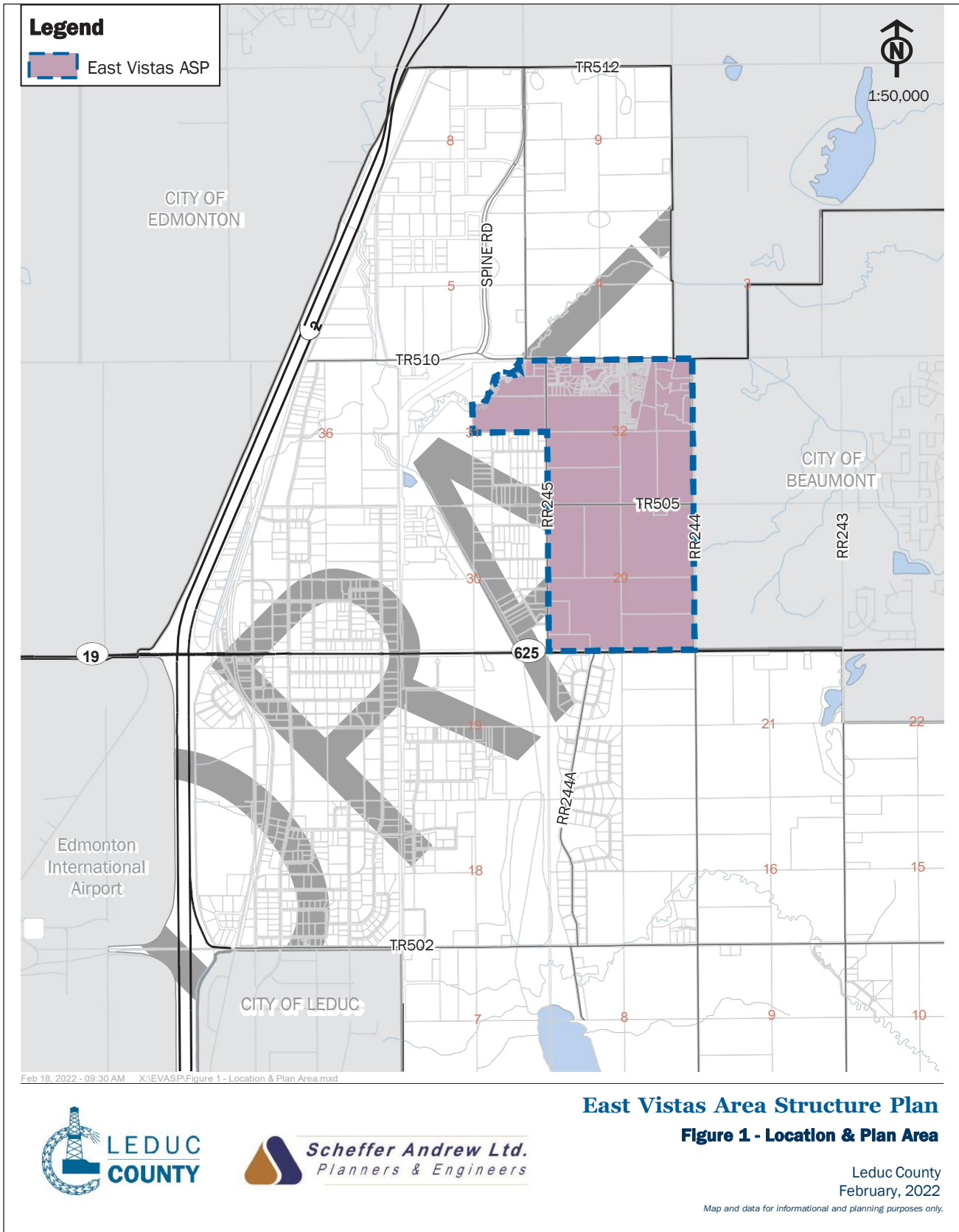
## 1.2 Purpose

The East Vistas Area Structure Plan provides an overview of the land use concept and describes the area, services, transportation, and servicing requirements needed to support the development. The plan shows how the development will integrate with the existing and future land uses in the vicinity. When adopted by Leduc County, it will provide guidance for the future redistricting and subdivision applications within the plan area, both in terms of organization and design.

## 1.3 Planning Context

The planning authority is Leduc County. The approval of this area structure plan is under the jurisdiction of Leduc County, applicable regulatory agencies and the Edmonton Metropolitan Region Board, formerly known as the Capital Region Board.

Figure 1 - Location and plan area



Bylaw 12-22

## 2 Vision and Goals

The Edmonton Capital Region includes the City of Edmonton, City of Leduc, City of Beaumont, and Leduc County, as well as twenty one other municipalities. This region has recently experienced one the most intense growth periods in its history. The unprecedented level of associated economic activity brought with it significant population increases, record construction activity, and major investments in the residential, commercial, industrial, transportation, and institutional sectors. Both the private and public sectors are now planning major investments in infrastructure to accommodate future growth. When coupled with the resultant demand for land to accommodate this growth, Leduc County will be faced with decisions on how to manage new growth within its boundaries, and particularly in the fringe areas adjacent to the Edmonton International Airport, Nisku Business Park, Leduc Business Park, City of Beaumont, City of Leduc, and the City of Edmonton. - Bylaw 12-22

In response to these anticipated growth pressures, Leduc County has determined that some changes in land use, servicing requirements, and infrastructure planning are needed to accommodate growth in all sectors. The County is addressing its long-term planning, infrastructure, and growth management options through a strategic plan, new area structure plans, off-site levies, Inter-municipal Development Plans, partnership agreements, and regional initiatives. Similarly, a cooperative approach is needed to facilitate the planning for the East Vistas Area Structure Plan. This plan was prepared by Scheffer Andrew, engaged by the proponents of the East Vistas Area Structure Plan and Leduc County administration, using the terms of reference prepared by Leduc County.

A key feature of this area structure plan is that it will create a complete and sustainable urban community. The mix of land uses includes higher density residential lots than presently exist in the County. The goal of this area structure plan is to apply Smart Growth principles to encourage sustainability by accommodating growth that makes efficient use of the land and existing municipal services. Smaller single-family residential lots and multi-family sites will address the need for a wider range of housing choices. As well, healthy lifestyles will be promoted by including infrastructure for walking and cycling, as well as by making streets a welcoming public amenity for those not driving.

A centrally located Vistas Centre with a Main Street is located in the heart of the community. The wide sidewalks and continuous streetwall of buildings will make Main Street an inviting place for a casual stroll, a place to meet friends, or to shop at the various stores. Multiuse pathways will be integrated with stormwater ponds to inter-connect subdivisions with the community and the community with the Vistas Centre. Local commercial service areas will be connected by a recreational pathway system with open spaces that are intended to create a defined community with a strong Sense of Place. The pathway system will form a complete secondary circulation system and will accommodate people using a variety of modes of transport, from walking to cycling, in-line skating, skateboarding, pushing strollers, or using mobility aids.

Conservation practices included in the plan preserve environmentally sensitive areas, watercourses, and large existing woodlots. Residential lots will have landscaping standards to retain a sense of open space and celebrate the rural character and lifestyle that is so important to County residents. In addition, developments will be governed by design guidelines, architectural design controls, and landscaping guidelines. This is intended to give a sense of land use certainty to the residents, as well as ensuring that proper attention is paid to the public realm.

Figure 6 shows the distribution of the land uses and location of the recreational pathways, environmentally sensitive areas, collector roads, future school sites, as well as the commercial, mixed use and multi-family sites.

### 3 Plan Area Context

Leduc County recognizes its role in helping to define the Leduc sub-region of the Edmonton Capital Region. The sub-region is centred on the Highway 2 corridor and includes the cities of Leduc and Beaumont, Nisku, Edmonton International Airport, and the Town of Devon. The County has undertaken a comprehensive planning program with the aim of coordinating land use in the sub-region in conjunction with its regional neighbours. The results of these planning efforts are the Leduc County / Town of Devon Intermunicipal Development Plan (IDP), the City of Leduc / Leduc County IDP, the Highway 19 Area Structure Plan (ASP), the Leduc County / Town of Beaumont Joint Growth Study (JGS), and the East Vistas ASP. As shown in Figure 2, these project areas radiate outward from the centre of the sub-region and build upon earlier County planning in the Saunders Lake and Blackmud Creek ASPs. Taken together, the regional planning of which the East Vistas is a part provides policy direction to an area approximately sixteen miles from east to west, and some thirteen miles from north to south, encompassing parts of four municipalities and a major international airport.

#### 3.1 Land Use

The current land use within the plan area is predominantly agriculture with some established farmsteads and smaller country residential parcels scattered throughout the site.

Agriculture is the predominant land use north and east of the plan area. One intensive livestock operation is operating on the NW 28-50-24-4, east of Township Road 510. The minimum setback requirement of 360 metres from the manure storage containment of this operation will not constrain development within the plan area.

The land use west and south of the plan area is country residential. The established subdivisions are collectively known as “The Vistas”. An estate residential subdivision (Lukas Estates I) and a large lot urban development (Lukas Estates II) exist in the north half of the NW of Section 32. The East Vistas is contiguous to these developments.

Although lands in the plan area are considered high capability agricultural lands, there are compelling reasons to convert the area to non-agricultural land uses. The East Vistas will concentrate a significant amount of Leduc County’s future growth into a relatively small land area.

Major benefits may accrue to the County from higher intensity land development, such as achieving locally sustainable infrastructure, the concentration of community service delivery, a higher standard of living for area residents, the opportunity to develop a sub-regional hub that includes the City of Beaumont and possibly the City of Leduc, and the conservation of other high capability agricultural lands in the County and in the Capital Region as a whole. Finally, as municipal servicing is already available in the plan area, transportation facilities also service the area, and a major regional employment centre (Nisku Business Park) is essentially adjacent to the plan area, a higher intensity use of the land is warranted. Adjacent and existing land uses are shown in Figure 3.

*Bylaw 12-22*



### 3.1.1 Capital Region Growth Plan

The Capital Region Board released the Capital Region Growth Plan (CRGP) at the end of March, 2009, with two subsequent addenda released in October and December of the same year. That plan, which was accepted by the Minister of Municipal Affairs in March 2010, includes policies identifying where and how growth should occur. Section 2.2 of the Land Use Plan component of the Capital Region Growth Plan articulates six planning principles. Under principle II: Minimize Regional Footprint, part B: Concentrate New Growth Within Priority Growth Areas, a set of criteria are identified as follows:

- ii. *Priority shall be given to accommodating growth in major employment areas and in locations that meet at least three of the following four criteria:*
  - a. *Existing and proposed multi-use movement corridors, including transit nodes;*
  - b. *Adjacent to existing and proposed major employment areas;*
  - c. *Redevelopment and intensification opportunities within existing urban areas; and*
  - d. *Locations that utilize existing infrastructure and servicing capacity or logically and efficiently extend that infrastructure.*

The Capital Region Growth Plan defines Major Employment Areas as:

“Areas that have, or are anticipated to have, a significant concentration of jobs, such as Port Alberta, Acheson, Nisku, and Alberta’s Industrial Heartland.”

Often, land uses in the above named areas are incompatible with residential land uses. As a result, the practical application of policy B(ii) of the CRGP is that growth occurs **in the vicinity** of a major employment area such as Nisku. In the case of the East Vistas, Leduc County is proposing growth adjacent to Irvine Creek, which forms the eastern edge of Nisku. The plan thus satisfies the first part of policy B(ii).

As outlined above, the Capital Region Growth Plan states that “in addition to growth in major employment areas, priority shall be given to locations that meet three of the following four criteria.” The East Vistas responds to these four criteria in the following ways:

- a. Existing and proposed multi-mode movement corridors, including transit nodes. These are defined in the Capital Region Growth Plan as corridors “that accommodate multiple modes for the movement of people and goods within and between member municipalities in the Capital Region.” The functional planning study of Township Road 510 accommodates future transit, and this road connects the East Vistas to the City of Beaumont, a member municipality in the Capital Region. Furthermore, this ASP includes much language in support of multi-modal transport, including the incorporation of bicycle lanes in street cross sections in Appendix C, requirements for bicycle friendly paved multi-use pathways, new bicycle parking regulations proposed for the Leduc County Land Use Bylaw, and a town centre designed using transit supportive development principles. Finally, the East Vistas reflects Figure 1 Regional Transportation Infrastructure in the December 2009 Addendum of the Capital Region Growth Plan by identifying Highway 625 as a future regional intermunicipal transit route by designating a site as a regional intermunicipal transit stop and orienting adjacent land uses to enhance this stop. - Bylaw 12-22
- b. Adjacent to existing and proposed major employment areas. As outlined above, the ASP meets this criterion.
- c. Redevelopment and intensification opportunities within existing urban areas. This criterion depends upon the definition of ‘urban’. If the definition requires the area to be municipally serviced and have access to high order transportation, then the East Vistas meets this criterion.

As well, the ASP is contiguous to an existing large lot municipally serviced urban residential subdivision (Lukas Estates II).

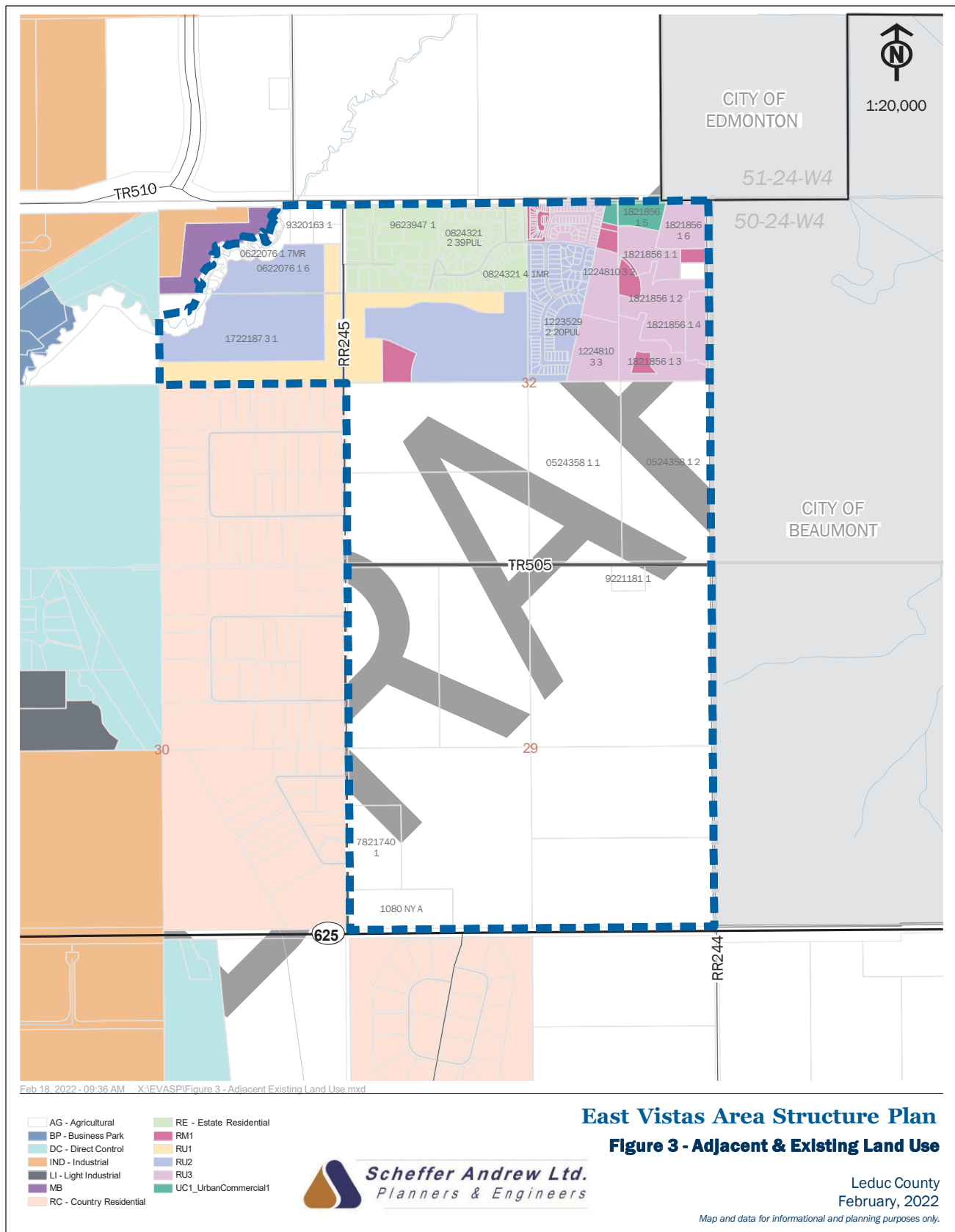
- d. Locations that utilize existing infrastructure and servicing capacity or logically and efficiently extend that infrastructure. As noted above, the East Vistas has existing infrastructure and thus meets this criterion.

In October of 2009, the Capital Region Land Use Committee released an addendum to the Capital Region Growth Plan which defined Priority Growth Areas and Cluster Country Residential Areas. Density targets were set for each of these areas. The East Vistas falls within Priority Growth Area CE, which has a density target of 25-35 units per net developable hectare of land. The East Vistas will achieve an overall density of 27.3 units per net developable hectare.

A second addendum to the Capital Region Growth Plan was released in December of 2009. This final piece of the plan revisited population and employment projections and identified new projections for Priority Growth Areas, Cluster Country Residential Areas, and municipalities over the next 35 years. An analysis of these projections as they relate to the East Vistas is presented in Section 8.1.

DRAFT

Figure 3 - Adjacent and existing land use



East Vistas Area Structure Plan

Figure 3 - Adjacent & Existing Land Use



Leduc County  
February, 2022

Map and data for informational and planning purposes only.

Bylaw 12-22

### 3.2 *Natural Features*

Within the plan area, the lands are predominantly cultivated farmland with flat to slightly rolling terrain. Natural areas within the plan area include wetlands, two large woodland areas, some shelterbelts around the farmsteads, and along property lines.

The drainage trend is from the northeast to the southwest with an elevation difference of approximately twenty metres across two sections. All drainage in this plan area flows into the Blackmud Creek to the west and ultimately into the North Saskatchewan River.

Irvine Creek transects the northeast quarter of Section 31 and trends from the northeast to the southwest. Alberta Sustainable Resource Development has indicated that they will be claiming the bed and shore of Irvine Creek when it is subdivided.

The natural features are shown in Figure 4 Aerial photograph.

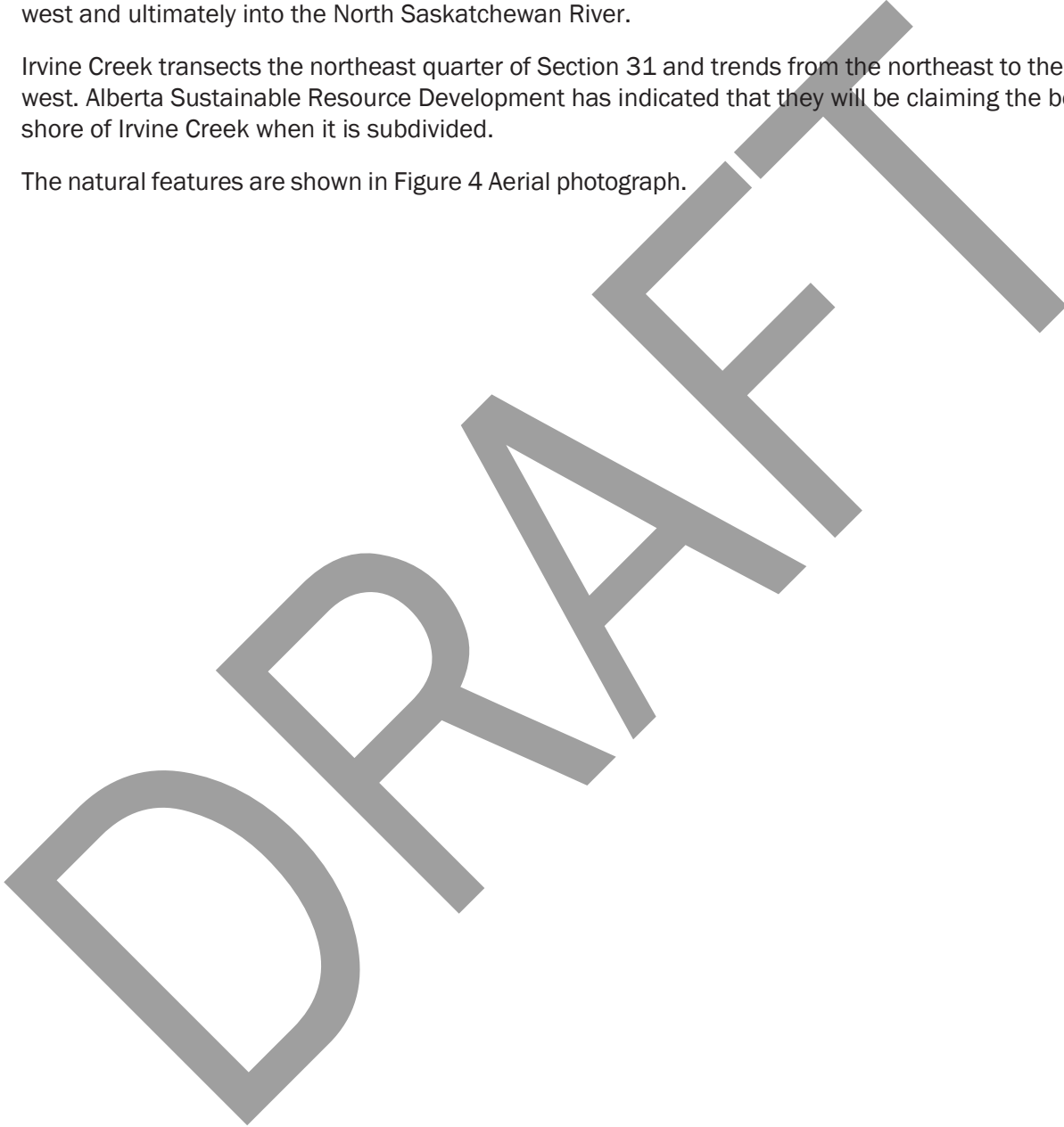
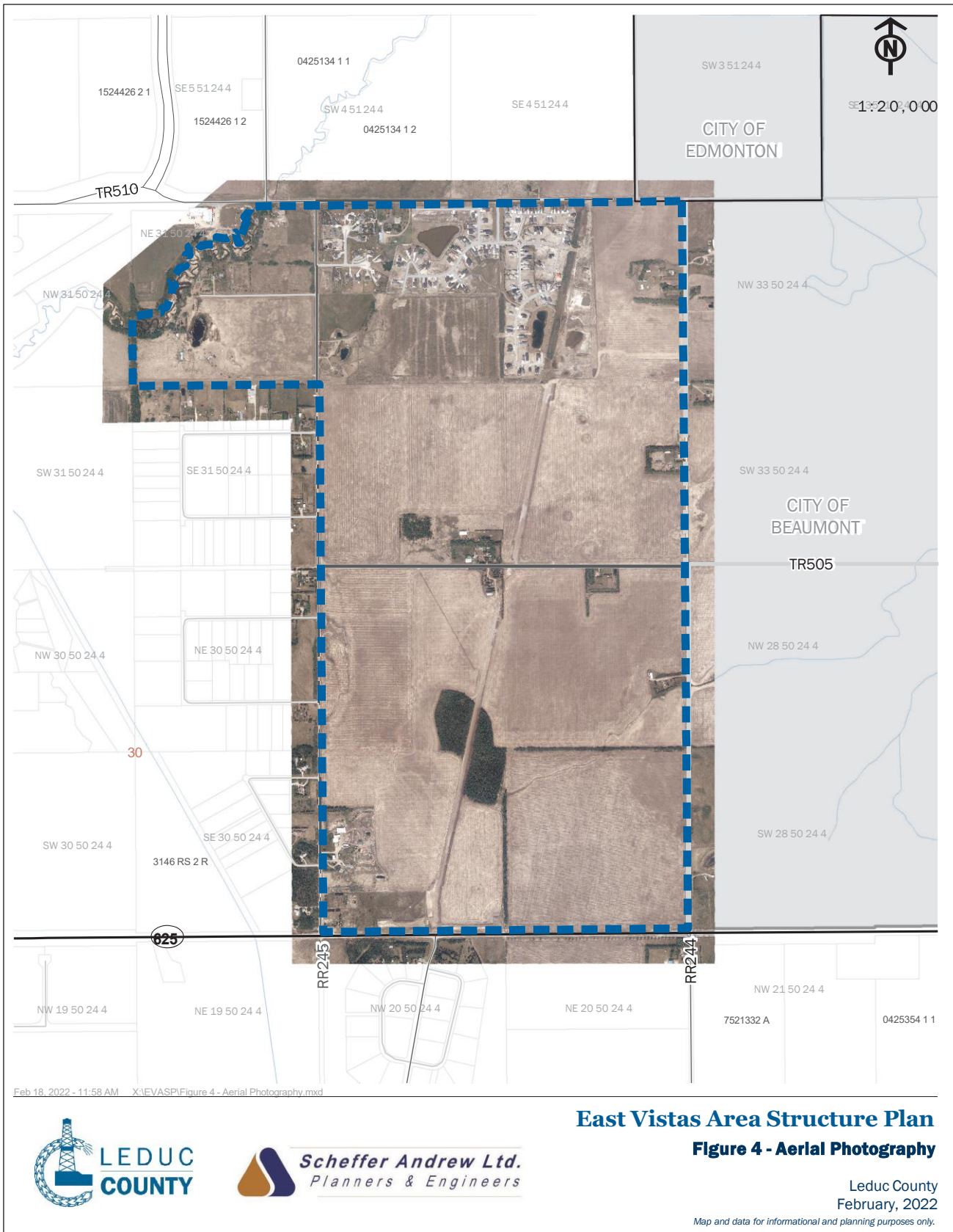


Figure 4 - Aerial photograph



Bylaw 12-22

### **3.3 Infrastructure**

#### **3.3.1 Municipal Water**

Municipal water is available from the County's regional water reservoir which is readily available by connection to a transmission line located approximately two kilometres west of the plan area. As well, a water line is available at Twp Rd 510. It was constructed by a private developer to service Lukas Estates II in the east portion of the North ½ of NW 32-50-24-4.

#### **3.3.2 Municipal Sewer**

The regional sewer line is located in the northern part of the plan area. Capacity will be available as stipulated by the policy of the Alberta Capital Region Wastewater Commission.

#### **3.3.3 Roads**

The plan area is bounded by municipal roads on the north, west, and east side which allows for ample access into the plan area. Highway 625 forms the southern boundary. Additional access to this highway will not be permitted by the Ministry of Transportation.

#### **3.3.4 Greater Nisku Off-site Levy Bylaw**

On April 2, 2008 Leduc County adopted the Greater Nisku Off-site Levy Bylaw. It provides a mechanism for the County to collect fees to front-end the development of eligible components of the infrastructure. This includes some arterial roads, water and sanitary sewer lines. The fees are collected by the County from a developer at the time a Development Agreement is completed. In turn, the County may use the fees collected to pay for approved infrastructure projects included in the County's Funded Capital Plan.

Alternatively, developers may front-end eligible infrastructure projects. A portion of the costs associated with eligible projects may subsequently be contributed to through fees collected under the Off-Site Levy Bylaw for which the County will endeavour to collect from future developers.

### **3.4 Plan Amendments**

The County will send a copy of this plan to adjacent municipalities, public and private approval agencies, and notify the adjacent and affected land owners. The East Vistas Area Structure Plan will also be advertised for a public hearing in accordance with the *Municipal Government Act*.

To implement the East Vistas Area Structure Plan, the County must amend the Municipal Development Plan, Land Use Bylaw, and obtain the prior approval of the Capital Region Board before any of the plan amendments can be adopted.

A brief comment follows on the purpose of each of the proposed plan amendments.

#### **3.4.1 Leduc County Municipal Development Plan**

The Municipal Development Plan designates the plan area within Agricultural Area A. The Municipal Development Plan includes policies for country residential and commercial land uses and protection of environmentally sensitive lands. Rural commercial uses are intended to provide daily goods and services needed by the local population.

Amendment of the Municipal Development Plan will be needed to enable growth at a higher density with smaller, single family residential lots, as well as multi-family developments, commercial sites, and mixed residential/commercial buildings. A new land use designation will be created, to be called Urban Growth Areas. The East Vistas will be the first such Urban Growth Area in the County.

Bylaw 12-22

### 3.4.2 Land Use Bylaw

The Leduc County Land Use Bylaw designates the plan area as AG - Agricultural District. To encourage higher density growth to proceed, new land use districts are needed in the Land Use Bylaw.

Amendment of the Land Use Bylaw will create seven new districts to regulate land use in the Urban Growth Area. Included in the regulations are design guidelines, development and landscaping standards, and servicing requirements.

A further suite of amendments to the Land Use Bylaw will address issues arising out of the establishment of full urban standard development in the County. These issues include, but are not limited to, parking, landscaping, screening, setbacks, noise, outdoor lighting, and projections.

Individual applications for redistricting, subdivision, and development are described in Section 8 of this document.

## 4 Development Opportunities

The East Vistas Plan area is located adjacent to municipal roads and a provincial highway which channels traffic to the Queen Elizabeth II Highway five kilometres to the west and to Highway 814 three kilometres to the east. It is in close proximity to existing employment centers within the Nisku and Leduc Industrial Parks, Edmonton International Airport, the City of Beaumont, the City of Leduc, and is a short distance from the City of Edmonton. The ground conditions of the site are conducive to development and municipal services are readily available.

- Bylaw 12-22

### 4.1 Historical/Cultural Resources

In correspondence dated May 4, 2007, Alberta Community Development indicated that a Historical Resources Impact Assessment is not required for the plan area. This correspondence is included in the Appendices.

### 4.2 Geotechnical Assessment

Hagstrom Geotechnical Services Ltd. prepared a general geotechnical assessment of the plan area. The report is based upon existing geotechnical reports of properties within the plan area. It concludes that there are no known geotechnical obstacles to development. The soil conditions throughout the plan area are generally suitable for the proposed range of developments. The report also recommends that some additional boreholes be drilled in Sections 29, 31, and 32 prior to the start of detailed design and construction.

The report prepared by Mr. Merle Hagstrom, P.Eng. of Hagstrom Geotechnical Services Ltd., dated September 25, 2007 has been submitted to Leduc County under separate cover.

## 5 Development Constraints

There are numerous development constraints within the plan area which are both man-made and natural. Figure 5 indicates natural areas and man-made constraints. Man-made constraints are the existing rights-of-way for utilities. The first natural development constraint is Irvine Creek, its valley, and required setback from the top of bank. A second natural development constraint is the existing woodlot in the south central part of the Plan area. Natural areas worthy of conservation protection are identified in an Environmental Impact Assessment report.

### 5.1 Man-made Constraints

Man-made constraints in the vicinity to a development are mainly related to rights-of-way. There are five rights-of-way for underground pipelines and one for an above ground electrical transmission line. The overhead line as well as two of the pipelines is orientated generally north to south. Three pipelines run east to west, with one meter station site also in the plan area. This infrastructure may present some development challenges. The north south oriented oil and gas pipelines are in two separate corridors and these lines, currently owned by ATCO Gas, Alberta Product Pipe Line Ltd., Keyera Energy Ltd. and Rangeland Pipeline Company require no additional setbacks from their respective rights-of-way. However, planting in the right-of-way and crossings are restricted and controlled.

Leduc County's Land Use Bylaw identifies that additional setback requirements dependent on the operating pressure of the pipeline may be required. The three east to west pipelines are aligned with property lines and are not considered major obstacles to development. The line adjacent to Township Road 505 is currently owned by Altagas Utilities. The line adjacent to the south boundary of the south half of Section 29 is a municipal water line and the South Edmonton Regional Trunk Sewer (SERTS) Line parallels and runs adjacent to the south boundary of the north half of section 32. As well, the Capital Region South-west Water Services Commission (CRSWSC) regional water line also runs parallel to the south boundary of the north half of Section 32.

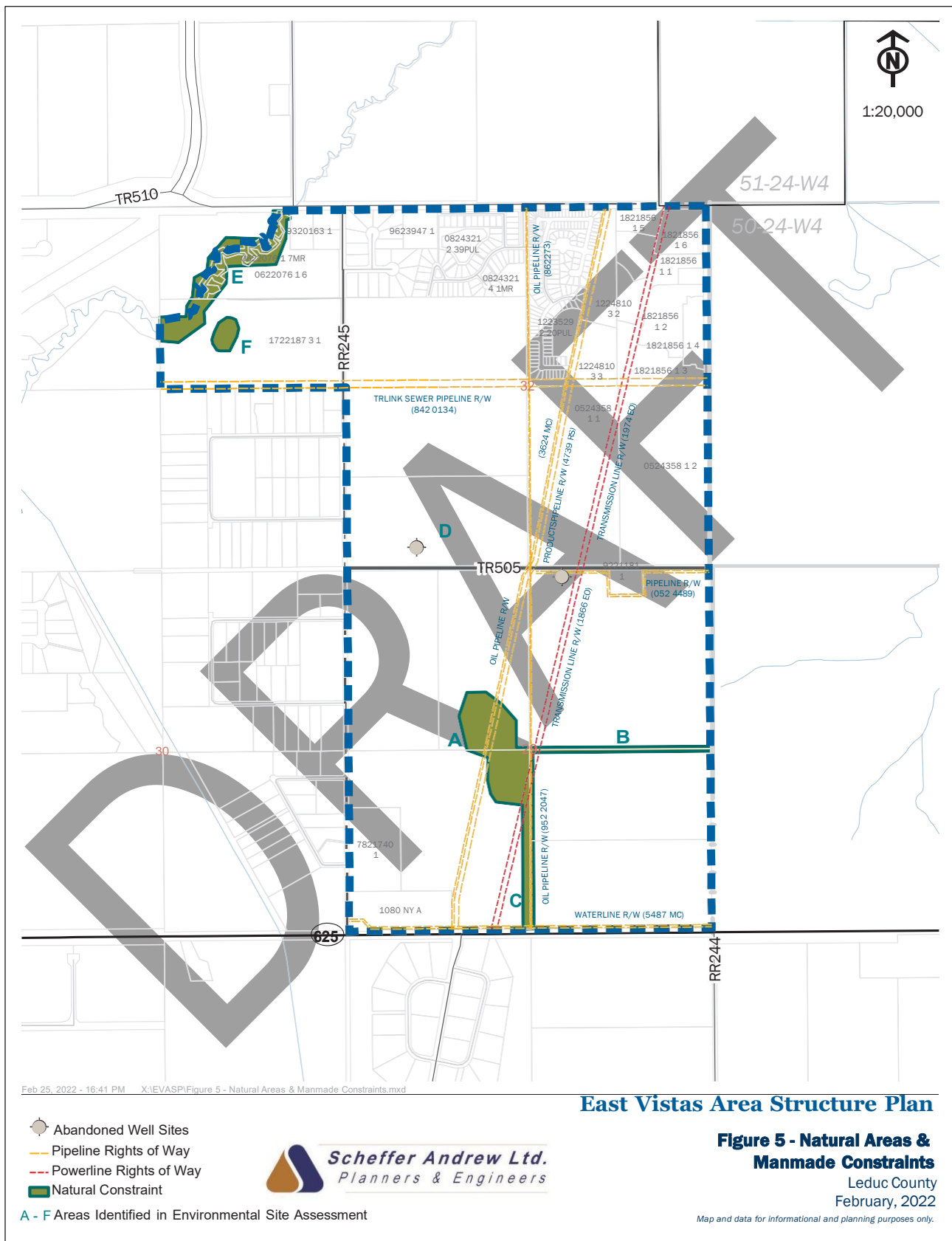
The AltaLink power transmission line is, however, a significant constraint for development both physically and for aesthetic reasons. Roads crossing this line must be designed around the transmission towers, locations, and wire heights. Altalink has indicated that it may have additional comments at the time of subdivision, depending on details of proposed new development.

With respect to sour gas well setbacks, the Alberta Energy and Utilities Board indicated in their correspondence dated March 15, 2007 that there are no sour gas facilities within or immediately adjacent to the plan boundary. There are two abandoned and reclaimed wells which will require long term access to the borehole location. Setbacks have to be consistent with the recommendations of the Alberta Resources Conservation Board. Reclamation certificates for these wells are included in the Appendices.

## **5.2 Phase 1 Environmental Site Assessment**

A minimum of a Phase 1 Environmental Site Assessment report will be required to be completed on parcels of land to support the redistricting application for the subject parcels. The primary objective of this assessment is to identify any potential environmental contamination issues associated with the property and to determine whether a detailed site investigation is required. If a remediation plan is required, it must be completed prior to granting of the planning approvals.

Figure 5 - Natural areas and man-made constraints



Bylaw 12-22

### 5.3 Environmental Impact Assessment

An Environmental Impact Assessment report was prepared by Bruce Thompson and Associates Inc. The report identifies important natural features, environmental elements in the Plan area, the site's natural sustainability, and features such as tree stands, riparian areas, or wetlands that are worthy of conservation. It also:

- identifies and assesses the potential effects of the proposed development and related activities on natural systems;
- provides recommendations for measures to avoid or reduce significant impacts to important natural elements; and,
- provides recommendations regarding the incorporation of natural features as part of the development plan.

Most of the Plan area consists of cultivated agricultural lands, residential areas, and existing farmsteads. The assessment focused on six ecosystems that remain more or less in their natural state. Six areas are identified in Figure 5 Natural areas and man-made constraints, and include:

1. a large deciduous, oval-shaped wood lot near the centre of the area, but in the south half is bisected by a pipeline labelled Area A;
2. a shelterbelt running eastward from Area A labelled Area B;
3. a shelterbelt running southward from Area A labelled Area C;
4. a small tree stand half mile north of Area A labelled Area D;
5. Irvine Creek and its ravine that traverses the northwest quarter-section of the study area labelled Area E; and
6. a small wet land area east of Irvine Creek located in the NE 31-50-24-4 labelled Area F.

The report recommends that:

- The effect of leaving Areas A, B, C, E as natural tree stands would be beneficial for the rural character, preserve some open space, add to the long-term aesthetics, maintain wildlife habitat, and preserve ecological connectivity.
- The tree stand in Area D is deteriorating severely. There is little chance it will recover. As a consequence, removing the trees will not be detrimental to the area's natural sustainability.
- Retention of Area F as a natural wetland would be beneficial. It would have long-term benefits in terms of groundwater re-charge, infiltration of water, and improvement of water quality. If the wetland is to be incorporated as a storm water management pond, then a Wetland Management Plan will be needed. Such a plan would provide any enhancement and mitigation requirements as part of the engineering design.
- The potential impacts of development on Irvine Creek could be long-term and high in magnitude. In order to minimize these effects, a storm water management plan must be designed such that the post-development drainage regime is similar to the pre-development flows. This will respond to the changes in flow rates based on the frequency, duration, and extent of flooding.
- A storm water management plan would be prepared as part of the detailed engineering design. Irvine Creek, its ravine, and adjacent riparian areas should be retained and managed as an Environmental Reserve.

The report prepared by Mr. Bruce Thompson, of Bruce Thompson and Associates Inc., dated September 2007 has been submitted to Leduc County under separate cover.

#### **5.4 Flood Plain Analysis**

River Engineering Consulting Ltd. prepared a plan to delineate the 1:100 year flood plain and determine the floodway / flood fringe limits for Irvine Creek. The report states that the floodway and flood fringe limits are totally contained within the valley surrounding Irvine Creek. The 100-Year floodplain presents no limitations to development from a flood proofing perspective.

The report prepared by Mr. Bob Quazi, P.Eng., of River Engineering Consulting Ltd., dated August 2007 has been submitted to Leduc County under separate cover.

## **6 Development Concept**

The approach used for the preparation of this plan is based on the following general planning principles:

1. Appropriate land use assignment where each land use has distinct location and activity characteristics.
2. Integration of activities with the various land uses through vehicular travel, non- motorized travel, and pedestrian linkages.
3. Clearly defined and unique neighbourhoods within easy walking distance of parks, schools, shops, amenities, and each other.
4. Respect for existing significant environmental features with a commitment to preserving and minimizing impacts to these natural amenities.
5. Provision for all of the daily needs of a complete, diverse, and vibrant community.
6. Flexibility in land uses with an emphasis on outcomes of urban form and design.

This plan will promote the development of a sustainable urban community. It includes higher density, single family residential, multi-family and mixed uses along with efficient and effective designs for the land uses, preservation of open space and environmentally sensitive areas, safety, walkability, and a strong sense of a defined neighbourhood and community.

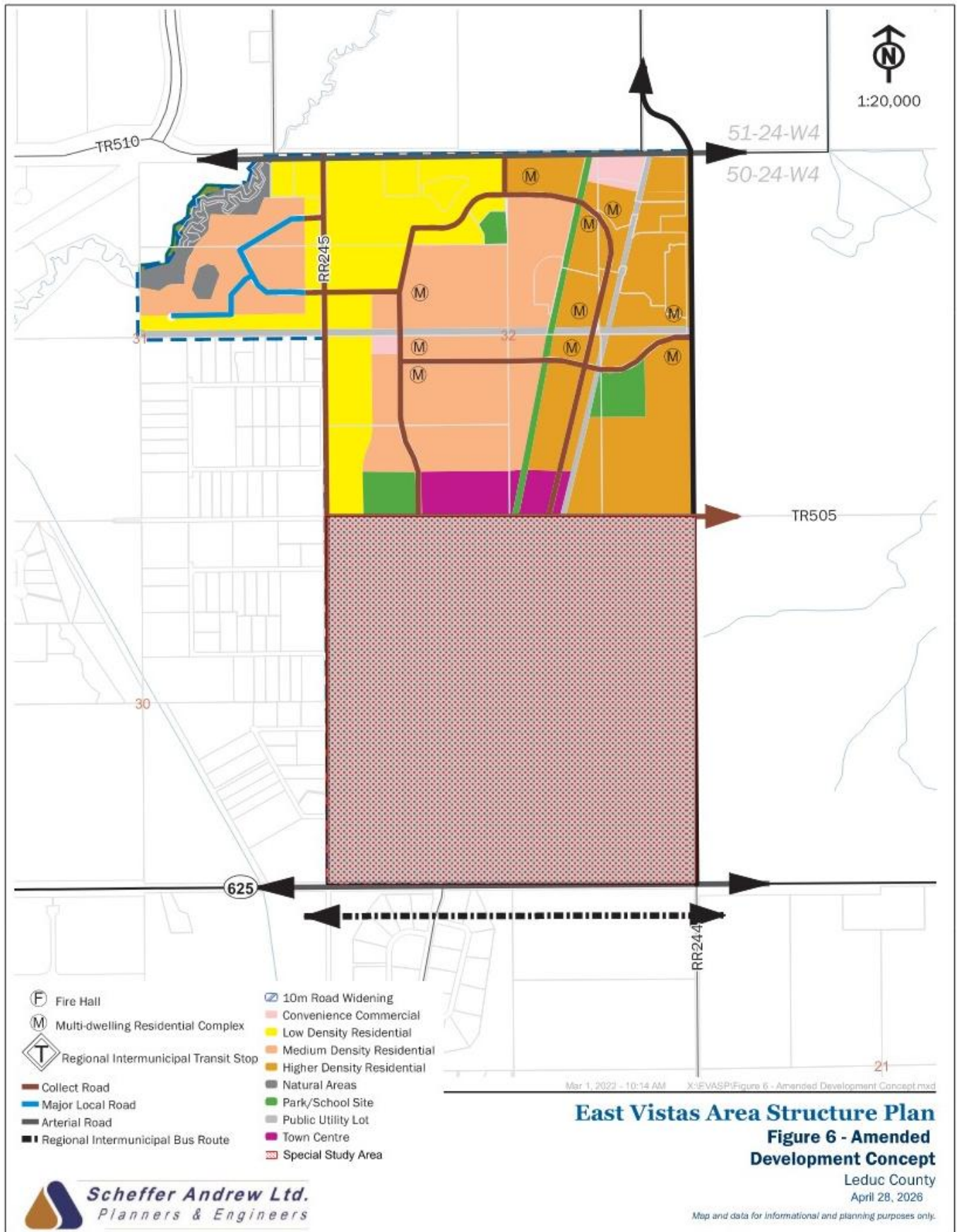
Figure 6 shows the development concept within the plan area.

### **6.1 Special Study Area**

The Special Study Area, depicted in Figure 6 – Amended Development Concept, is intended to be a temporary designation until such time as the future land uses in the area are determined. The future land uses will be incorporated through a comprehensive amendment including revised servicing, transportation and road design, off-site servicing, development types and policies. The Special Study Area shall be removed once the preferred development concept is determined, at which time this plan will be amended.

The current land use designations under the Leduc County Land Use Bylaw apply within the Special Study Area. Amendments to the Special Study Area will occur following a comprehensive planning process and thorough public engagement with internal, external and intermunicipal stakeholders.

Figure 6 - Development Concept



The Area Structure Plan statistics for capacity projections for the land use concept are as follows:

Table 1 - Amended area structure plan statistics

<b>Land Use Distribution</b>						
		<b>Area (ha)</b>				
<b>Total Plan Area</b>		<b>562</b>				
<b>Environmental Reserve/Natural Area</b>		<b>9</b>				
<b>Special Study Area</b>		<b>230</b>				
<b>Gross Developable Area</b>		<b>323</b>				
		<b>Net Area (ha)</b>	<b>%GDA</b>			
Park and School Sites		32	10.0%			
Stormwater Lakes		18	5.6%			
Public Utility Lots		11	3.4%			
Circulation		68.5	23.2%			
<b>Infrastructure and Parks Area</b>		<b>129.5</b>				
Vistas Centre Commercial		1.1	0.3%			
Urban Commercial		4.6	0.1%			
<b>Commercial Developable Area</b>		<b>5.7</b>				
Low Density Residential		45	13.9%			
Medium Density Residential		66	20.4%			
Higher Density Residential		55	17.0%			
Multi Dwelling Residential		14	4.3%			
Vistas Centre Residential		7.8	2.4%			
<b>Residential Developable Area</b>		<b>187.8</b>				
<b>Total</b>		<b>323</b>	<b>100%</b>			
<b>Population</b>						
<b>Land Use</b>	<b>Area (ha)</b>	<b>%</b>	<b>DU/ha</b>	<b>DU</b>	<b>PPDU</b>	<b>Population</b>
Low Density Residential	45	25%	5	225	2.6	585
Medium Density Residential	66	35%	12	792	2.6	2,059
Higher Density Residential	55	29%	24	1,320	2.6	3,432
Multi Dwelling Residential	14	7%	95	1,330	2.6	3,458
Vistas Centre Residential	7.8	4%	100	780	2.6	2,028
<b>Total</b>	<b>187.8</b>	<b>100%</b>		<b>4,447</b>		<b>11,562</b>
<b>Density</b>			35	people / gross developable ha		
			62	people / net residential ha		
			13.7	units / gross developable ha		
			24	units / net residential ha		
<b>Sustainability Measures</b>						
Population % within 500 m of Parkland						100%
Population % within 600 m of Commercial Service						89%

## 6.2 Residential

New residential developments will be subject to architectural controls and design guidelines that will function to create themes unique to their development. This will reinforce a sense of identifiable neighbourhoods within the Plan area. Landscaping will be included in the regulations, as will provisions to reduce night time light pollution. All lots will be serviced by municipal water and sanitary sewer.

Figure 6 shows the distribution of residential land uses within the development concept.

### 6.2.1 Low Density Residential

The westernmost parts of the Plan area will be developed as single family residential. A new RU1 – Residential Urban 1 District is proposed to be added to the Leduc County Land Use Bylaw. The area will ultimately be served by a minor arterial roadway along Range Road 245, and no part of the low density housing is adjacent to Highway 625. Minimum parcel size will be 1,350 square metres (0.3 acres) with a maximum of 6,000 square metres (1.5 acres). This is shown as the single family “Low Density” designation in Figure 6. - Bylaw 12-22

### 6.2.2 Medium Density Residential

A medium density single family residential area is located in the centre of the Plan area. This medium density development will flank the Vistas Centre on both its north and south sides, and will occupy most of the space delineated by the inner ring collector road, as well as a buffer area to the west of that road. A new RU2 - Residential Urban 2 District is proposed to be added to the Leduc County Land Use Bylaw. It has an overall density of 777 units per quarter section. The minimum parcel size will be 360 square metres (0.09 acres) with a maximum of 1500 square metres (0.37 acres). This area is shown as the single family “Medium Density” designation in Figure 6.

### 6.2.3 Higher Density Residential

A higher density residential area is located towards the eastern perimeter of the Plan area. As well, the higher density area forms a buffer on the west side of the inner collector road. This higher density development will be in closer proximity to arterial roads and Highway 625 than the lower and medium density residential areas. A new RU3 - Residential Urban 3 District is proposed to be added to the Leduc County Land Use Bylaw. It has an overall density of 1554 units per quarter section. The minimum parcel size will be 180 square metres (0.04 acres) with a maximum of 660 square metres (0.09 acres). This area is shown as the single family “Higher Density” designation in Figure 6.

### 6.2.4 Multi-Dwelling Residential

The inclusion of multi-unit dwelling sites within this plan area will allow for a more diverse range of housing types. This will accommodate seniors, young families, single parent families, childless couples, and singles; allowing residents to stay within the community when their housing needs change over time.

Multi-family dwelling sites will be located adjacent to collector and arterial roads and close to local amenities such as schools, parks, trails, commercial sites, and the Vistas Centre. The sites will connect to adjacent multi-use pathways and be situated in close proximity to single-family sites. Multi-family developments shall be directly connected to adjacent commercial and service nodes and other community amenities. Double fronted developments shall be encouraged where a multi-family lot is created adjacent to a public open space. Multi-family dwelling sites will include a range of housing forms, from duplexes to up to six connected townhouses as well as apartment structures, stacked townhouses, condominiums, and communal structures intended for homes for the aged. Affordable housing projects will be encouraged in multi-dwelling sites.

A new RM1 – Residential Multi Family District is proposed to be added to the Leduc County Land Use Bylaw. It will have a maximum site area of 1.4 ha (3.5 acres) with a maximum density of 95 units per hectare (38.4 units per acre). This is shown as the “Multi-dwelling Residential” symbol in Figure 6 -

Amended development concept.

### 6.2.5 Residential Design

Residential developments in the East Vistas will take on a variety of forms. However, in order to create a cohesive community, a number of design principles will apply to all developments. These are as follows:

1. The notion of 'eyes on the street', or orienting interior spaces such that people have the ability to casually observe the street, increases community safety.
2. To promote safety and community cohesiveness, residential development should address all fronting streets, parks, and open spaces.
3. A clear sense of entry and design interest to a home is provided through the inclusion of porches, verandas, and other architectural elements that contribute to a sense of place and activity.
4. A complete community should be able to house people of all ages, family arrangements, incomes, and cultures.
5. Successful communities create a balance between private and public space.
6. Variation in residences, structures and buildings is achieved through the use of quality materials and detail in design, which lends visual interest, distinctive character and identity to a community.
7. Minimizing the impact of the garage as viewed by the public realm creates a visual relationship between the front entrance of each home and the street.
8. Neighbourhood environments are established by the variety of architecture and landscape defined by varied lot widths and setbacks, which also allow variations in density throughout the community.
9. Consistent quality and design of landscape elements and sidewalks softens the aesthetics of structures and ties neighbourhoods together, while the addition of shade trees also increases the energy efficiency as well as the sustainability of the community.
10. Perimeter wall and entry elements provide a sense of arrival and identity for neighbourhoods. These should be creatively designed with quality materials.
11. Residential projects should be designed to maximize opportunities for creating usable, attractive, and integrated open spaces.
12. There need only be as much outdoor lighting as necessary, directed where it is needed, when it is needed and in the amount needed. All other outdoor light is wasteful.
13. Multi-family project lighting should respect the scale and character of adjacent single family neighbourhoods. It should not intrude or create a nuisance to these areas, but must maintain safety and visibility on its site.
14. Trash enclosures, loading dock, mechanical equipment and other service elements of multi-family dwelling projects should be located away from street views. Amenities should be centrally located.
15. Residential design should be consistent with respect to scale and character, but not to the point of being identical or repetitious. Variety and distinctiveness is the goal. New developments should respect the characteristics of existing developments in the area.
16. Residential development in the East Vistas should incorporate where possible site planning and building elements that promote energy efficiency and conservation of water.

**6.3 Vistas Centre**

A new Vistas Centre will be created as the heart of the community; shown in Figure 6 Development Concept. It will be centrally located in the plan area and will be designed according to a “Main Street” concept. The Vistas Centre and convenience commercial areas in the East Vistas are intended to satisfy the needs of the local residential community. This concept envisions a central built-up area which is dominated by a road with shops and restaurants at street level, wide sidewalks, parallel or angle parking, and attached buildings of a consistent height, bulk, and massing.

Located along Township Road 505, the Vistas Centre is intended to be a walkable destination both through its pedestrian friendly design and its accessibility via the multi-use pathway system. As well, Township Road 505 will be designed to accommodate a future transit system. Adjoining the Vistas Centre immediately to the west are two sites dedicated for a community recreation area and future school sites. Together with this recreation site, the Vistas Centre will provide residents and visitors with a multi-use, community-oriented destination. Multi unit residential dwellings will be incorporated into the Vistas Center at a higher density than in the rest of the plan area, and affordable housing projects will be encouraged in the district.

The convergence of two pipeline right of ways in the Vistas Centre provides an opportunity for other public uses of land. These two north-south running lines do not run parallel to one another, but rather converge at a steep angle, creating two triangular shaped areas, one on either side of Main Street in the Vistas Centre. As development is restricted on the right of ways, the pipelines will be used as elements of the multi-use pathway system in the East Vistas. At the point of convergence, however, two triangular open spaces will be created suitable for piazzas or some other public open space feature. Immediately behind these open spaces will be two trapezoidal lots that may best be dedicated as municipal reserve and developed with public service uses, such as a library, RCMP detachment, or district heating facility.

The proposed land use district under the Leduc County Land Use Bylaw will be TC – Town Centre District. Permitted uses include convenience and commercial retail service, business office, financial services, and townhouse and apartment dwellings. Discretionary uses in the District include local community facilities, restaurants, child care facilities, religious assemblies, and personal or health care services. Multi-dwelling sites will be located in single use buildings off of Main Street and on upper floors of mixed use buildings along Main Street and its major cross roads. The multi-family dwelling sites will include a range of housing forms, from semi-detached to connected townhouses, duplexes, triplexes, and apartment structures either stand-alone or on upper floors of commercial buildings. The maximum density of residential development is 100 units per hectare (40.5 units per acre) and a Floor Area Ratio (FAR) of 1.5 restricts the commercial development site coverage. A single large format commercial site will be included in the Vistas Centre and is intended to accommodate a supermarket. Mixed use buildings will front public open spaces in and adjacent to the Vistas Centre.

Table 1 identifies two components of Vistas Centre development; a commercial and a residential element. It is anticipated that a majority of gross floor space in the Vistas Centre will develop as residential use rather than commercial. This reflects the fact that there will often be residential uses located on multiple stories above a commercial main floor, as well as many developments which will be entirely residential in nature. As a result, while the Vistas Centre encompasses 8.9 hectares of developable land, it is estimated that 87 per cent of this area will develop into residential uses.

### 6.3.1 *Vistas Centre Design*

The Vistas Centre will be the centrepiece of the East Vistas. As a result, comprehensive design standards will be applied to developments in the Vistas Centre. In order to ensure that a vibrant public realm and a consistent and attractive built environment take shape, the following principles will inform development in the Vistas Centre:

1. The Vistas Centre will be a highly accessible area in the East Vistas, whether visitors are arriving by car, transit, bicycle, skateboard, rollerblade, on foot or otherwise.
2. The Vistas Centre is the focal point of the East Vistas.
3. The public realm is the most important element of the Vistas Centre.
4. The public realm is made up of the streets, sidewalks, parks, squares or piazzas, patios, parking lots, open spaces, landscaping, and the exterior walls and roofs of all of the buildings.
5. A successful Main Street is defined by a consistent street wall close to the street, wide and friendly sidewalks, street furniture and plantings, recognizable landmarks, gateway features, public transit, and the people who live, shop, work, play, and relax there throughout the day and into the evening.
6. Living, shopping, working, playing, and relaxing are fully integrated activities in a town centre.
7. Living spaces should accommodate a wide range of lifestyles, ages, family arrangements, and incomes. Tenures will include fee simple, condominium, and rental units.
8. Buildings will generally be three to four stories on Main Street, with commercial uses at grade on major streets and commercial or residential uses above.
9. Building frontages, window openings, and architectural detailing will maintain a consistent rhythm along the front walls of buildings on Main Street and on buildings fronting onto park, civic, or open spaces.
10. Buildings fronting Main Street and park, civic, or open spaces should be attached to one another to maintain a consistent street wall.
11. The Vistas Centre is an appropriate place to showcase environmentally friendly building technologies, green roofs, energy efficient design, water conservation measures, dark sky friendly outdoor lighting, solar power, and a district heating facility.

## 6.4 **Commercial**

### 6.4.1 *Convenience Commercial*

One local commercial site has been located in the plan area as shown in Figure 6 Development Concept. The commercial site is located at or near high visibility intersections and to provide convenient access opportunities. The site is also in close proximity to multi dwelling sites and future public transit stops.

The inclusion of local commercial in the plan area is intended to minimize reliance on automobiles and encourage walking to local businesses and amenities for basic and daily needs. Local employment with a minimum commute distance will also be an advantage of these local nodes.

The proposed district designation under the Leduc County Land Use Bylaw will be CU1 – Commercial Urban 1 District. Permitted uses include convenience and commercial retail, financial services, restau-

rants, personal and health care services. The maximum allowable lot site is 2.0 hectares (5 acres) with restrictions on site coverage and individual business floor areas so as to keep the development pedestrian friendly and locally orientated.

#### **6.4.2 Large Format Commercial**

Space for a commercial plaza has been located in the northeast corner of the plan area as shown in Figure 6. This area is intended to accommodate larger format commercial uses which will serve the entire East Vistas community, as well as other County residents. Vehicular access to this development will only be provided from Township Road 510 and Range Road 244, these being the adjacent arterial roadways. Future transit routes will also stop at this commercial node. It is anticipated that this site will also provide local employment opportunities.

The proposed district designation under the Leduc County Land Use Bylaw will be CU2 – Commercial Urban 2 District. Permitted uses include convenience and commercial retail, financial services, restaurants, a gas bar, personal and health care services. The minimum allowable lot site is 2.0 hectares (5 acres). There is a restriction on site coverage but not on individual business maximum floor area.

#### **6.4.3 Commercial Design**

Commercial developments in the East Vistas are important to building a sustainable community. They need to be accessible by people arriving by a variety of modes of transportation. Once there, people outside of vehicles should feel safe and comfortable walking through parking lots and other outdoor spaces. The commercial areas should integrate well with surrounding residential activities, and will be designed in accordance with the following principles:

1. Commercial areas are for people as well as cars.
2. Commercial buildings, parking lots, and open spaces can be pedestrian, bicycle, transit, as well as automobile friendly.
3. Building orientation, façade treatment, siting, and landscaping can be used to make large buildings more human scaled.
4. People are drawn to attractive and accessible commercial areas; not by excessive, or excessively large, signage.
5. Commercial areas are spaces for informal social interaction and gatherings in addition to shopping. They should include places to facilitate these activities.
6. Ancillary, accessory, loading, and storage facilities are necessary to commercial activity, but they should not be intrusive or unattractive.
7. There need only be as much outdoor lighting as necessary, directed where it is needed, when it is needed and in the amount needed. All other outdoor light is wasteful.

#### **6.5 Institutional**

Institutional uses are encouraged in the plan area. These may include, but are not limited to, educational facilities (such as a library), recreational facilities (such as an arena), daycare operations, assisted living centres, homes for the aged, churches, and County, provincial or federal agency outlets including a Leduc County Family and Community Support Services community office. To provide a focus for community services and enhance community sustainability these uses will predominantly be situated in the Vistas Centre. The Leduc County Land Use Bylaw provides for the development of institutional uses in the new TC – Town Centre District.

## **6.6 Municipal Reserve / Natural Areas**

Leduc County considers municipal reserves important in Urban growth Areas. In these urban environments, parks and open spaces assume a greater importance as community gathering spaces and places to play, run, wander, relax, and decompress. Full dedication of Municipal Reserve will be required through any or all of: dedication; deferral; and/or cash in lieu to best achieve the vision of the plan, at the discretion of Leduc County. - Bylaw 28-15

The Irvine Creek valley and its environs will be protected as an environmental reserve. At the time of subdivision, a detailed geotechnical report specific to the parcel being applied for subdivision will be required by the municipality. The geotechnical report will recommend the minimum setback distance for development from the top of bank. The sustainable treed areas identified by in the environmental impact assessment will be retained as municipal reserve land.

A manmade dugout identified in the NE 31-50-24-W4 may be utilized as a storm water management facility. A storm water management plan will be prepared to reduce the impact on the ecosystem of developing this site for this use.

Other opportunities for municipal reserves include the creation of a network of smaller neighbourhood park spaces. Each community as it is developed will have residential subdivision parks. Distances from a given residence to a park space will be planned such that access is maximized for all residents. Parks will be constructed by the developer and will include such amenities as are required in a Residential Subdivision Park as outlined in the Leduc County Parks Design Standards. Two large municipal reserves identified in Figure 6 Development Concept are sized to accommodate future elementary, middle or high schools. Opportunities exist to program parts of these spaces to support sports fields or arenas.

## **6.7 Parks and Trails**

Pedestrian linkages to and from the Vistas Centre, commercial nodes, park spaces, , future school sites and the balance of the developed area are important in order to facilitate a healthy community and to promote walking and cycling. Until the school sites are developed they may be utilized as local community parks. Linear pathways also provide linkages across the plan area between natural areas to facilitate people and wildlife movement. Pathways should be configured to provide connections between all natural areas, including connections to Irvine Creek.

The Leduc County Parks and Open Spaces Master Plan provides that municipal reserve credit may be given for existing utility rights-of-way if pathways are developed within them. Conversion of linear manmade constraints to pathways and green spaces results in these lands becoming assets to the community which enhance and encourage walking, cycling, and other non-motorized modes of travel. This credit will not be applied to linear right-of-ways for overhead transmission lines. Such rights-of-way will be dedicated as a Public Utility Lot (PUL). The regional sewer right of way will be dedicated as a PUL.

Stormwater management facilities and other public utility lots will be dispersed at various locations around the Plan area. Stormwater facilities are encouraged to be built to mimic natural drainage courses and wetlands, thereby increasing the aesthetic appeal of these features and the ecological integrity of the whole community. Pathways and picnic areas will also be sited to take advantage of stormwater facilities and public utility lots.

Pathways in the East Vistas will meet the Leduc County Parks Standards for a paved trail in order to be usable by pedestrians, cyclists, rollerbladers, skateboarders, people pushing strollers or wheelchairs, power chairs, and other non-motorized modes of travel. Pathways will be landscaped and vegetated and shall respect the principles of Crime Prevention Through Environmental Design (CPTED).

Opportunities for future linkages to other existing or future pathway and trail systems outside of the Plan

area present themselves to the west, north and south. Blackmud Creek lies to the west of the Plan area and may in the future feature walking paths and other park amenities. Linkages should be planned to access this natural feature using road allowances and municipal reserves.

As well, the AltaLink overhead transmission line which runs north-south through the Plan area passes close to and west of Saunders Lake, then on past Telford Lake and the City of Leduc. An opportunity exists to use this transmission right of way to create a new segment of the Waskahegan Trail, which remains incomplete through Leduc County north of Saunders Lake.

## **6.8 Transportation**

No additional access to the plan area will be available from Highway 625. Notwithstanding this, Leduc County will continue to work with Alberta Transportation and the Capital Region Board to establish the future regional intermunicipal transit route as identified in Figure 1 Regional Transportation Infrastructure in the December 2009 Addendum of the provincially approved Capital Region Growth Plan. A functional planning study has been completed for Township Road 510 by Leduc County. This study outlines the future road expansion of Township Road 510. The Traffic Impact Assessment for the East Vistas Area Structure Plan recommends that Range Road 245 be upgraded in the future to a minor arterial standard. Traffic from the internal collector road network shown in the plan will flow to these arterial roadways at the connection points shown in Figure 6 Development Concept.

Noise and light attenuation measures will be required for residential development adjacent to arterial roads. These measures will take the form of berms, fences, and a combination thereof. Noise attenuation measures will be centred on the property line, such that half of any berm rests within the municipal road right of way and the other half forms part of final grading on adjacent private properties. Setbacks from arterial roads may vary depending on the nature and extent of noise and light attenuation measures proposed, possible future road widening, and future inclusion of multi-use pathways. Such considerations will be addressed through the subdivision stage of development.

The existing Range Road 245 will function as a minor arterial and provide access to the North Vistas. Township Road 505, which connects Range Road 245 through the Vistas Centre to Range Road 244 and beyond to the City of Beaumont, will have a variable collector road cross-section; depending on the land uses surrounding it. The existing residential development in Lukas Estates II has been integrated with the collector road network.

Scheffer Andrew Ltd. was retained to provide a traffic impact assessment for the area structure plan. The traffic impact confirms the suitability of the generalized locations of the proposed collector roads and intersection with the arterial road system. Timing of intersection improvements and timing of signalization of the intersections is analyzed. An appropriate collector cross section will be utilized according to traffic generation, on-street parking, multimodal travel, and accommodating a future transit system.

Roadways in the East Vistas will be required to include traffic calming measures. Such measures will be dependent upon the roadway function and will differ between arterial, collector, and local roads. Traffic calming measures may include, but are not limited to, textured or raised cross walks or intersections, traffic circles, roundabouts, on street parking, medians, and speed humps. Traffic circles and roundabouts are preferred at collector to collector and above intersections in the East Vistas. An examination of their feasibility will be required wherever these intersections are developed.

In the future, the East Vistas is expected to support a public transit service. This service will run in an approximate figure-eight along the interior collector road and through the Vistas Centre. Stops will occur at schools, parks, collector to collector intersections, and at commercial areas.

Bylaw 12-22

In addition to local transit service, several opportunities have been identified for future intermunicipal transit service. The Capital Region Growth Plan identifies in Figure 1 of its December 2009 Addendum an intermunicipal transit route running along Highway 625 from the City of Beaumont west along the southern periphery of the East Vistas and linking through Nisku with a north-south route along Highway 2 between the City of Edmonton and the City of Leduc. This route could be extended westward to link with a potential future south extension of the City of Edmonton's LRT through Leduc County's Highway 19 Area Structure Plan lands to Edmonton International Airport. As well, the functional planning study completed by the County in 2009 for Township Road 510 included provisions for transit infrastructure, such that the northern peripheral road to the East Vistas could accommodate a transit route between Nisku and the City of Beaumont. Finally, since Main Street in the East Vistas lines up with 50 Ave. in Beaumont, a further opportunity exists for intermunicipal transit. Leduc County will explore opportunities with the City of Beaumont to jointly provide transit services between the East Vistas, the City, Nisku Industrial Park, Edmonton International Airport, and the Highway 19 ASP area. - Bylaw 12-22

Any future regional intermunicipal transit stop serving the East Vistas will be configured to accommodate a 'kiss and ride' passenger drop-off facility, as well as bicycle locking facilities and sheltered passenger waiting areas. The regional intermunicipal transit stop will be serviced by both local and regional intermunicipal transit systems to ensure seamless service provision between local and regional levels of service. Direct pedestrian linkages from residential areas to all transit stops, whether local or intermunicipal, will be provided via sidewalks and bicycle lanes on adjacent roadways, and/or by pedestrian pathways.

A Traffic Impact Assessment report was prepared by Ms. Iris Ye of Scheffer Andrew Ltd dated January 2010. It has been submitted to the County under separate cover. It forms part of the technical review required by the County under the terms of reference for the preparation of this area structure plan.

### 6.8.1 Roadway Design

The main collector roads are identified in Figure 6. They are designed to accommodate a future transit service and improve accessibility and connectivity in the plan area, as well as dispersing the primary access routes. Bicycle paths or lanes will be incorporated into the inner ring collector roadway cross sections, on Main Street, and where possible on other collector order roads in the East Vistas. The local road network is intended to be a mix of collector roads, local roads, and rear service lanes. Cul-de-sacs will be strongly discouraged in favour of a fused grid pattern. However, where they are unavoidable, cul-de-sacs will connect to the multi-use pathway system of the East Vistas.

Each development or subdivision will address the mobility needs of residents. A plan will be provided to show local roads, pathways, and streetscape treatments. It will be designed in accordance with the following principles:

1. Integrate land uses with adjacent developments to improve connectivity and accessibility of residential areas to local parks, open space, commercial or mixed use areas, and community services.
2. Transportation infrastructure will support multiple modes of transport including public transit, bicycles and people traveling on foot.
3. Create and enhance the accessibility of and connectivity to parks, pathways, and natural areas.
4. Improve accessibility to community services and commercial or mixed use areas by providing sidewalks as well as multiuse paths which can accommodate cyclists, rollerbladers, skateboarders, people pushing strollers, powered chairs, and others.

5. Locate community services within proximity to future transit, where possible.
6. Design streets to accommodate bicyclists, motorists, transit vehicles, and pedestrians.
7. Incorporate traffic calming measures to keep streets friendly for system users who are not driving as well as improving safety for those who are driving.
8. Ensure the identified function and capacity of local transportation facilities is consistent with the Capital Region land use principles.
9. Streets and pathways should be attractive, friendly, and approachable, and not just functional.
10. Street trees, lighting, furniture, pavement treatments, landscaping, and building orientation are as important to a well designed street as the paved area and roadway cross section.
11. All street lighting and other outdoor lighting shall utilize full cut-off fixtures in order to improve efficiency and reduce light pollution.
12. Walkable streets connect to each other, have blocks that are not too long, provide a variety of points of interest, and are defined by buildings that are close, address the street, and are easily accessible.
13. Local roads, collectors, and pathways should be walkable.
14. Accessibility to all sites, neighbourhoods, and areas by emergency vehicles and emergency equipment must be ensured in every development design.
15. Roads should not negatively impact adjacent lands with respect to excessive noise, light, vibration, or airborne contaminants. They should be designed to mitigate these concerns.

The roadway network of the East Vistas will be functional, attractive, and able to support multiple forms of transportation safely and comfortably. Volumes and modes of movement will vary by time of day, day of the week, seasonally, by the relationship of the East Vistas with its neighbours, and by larger economic factors. With innovative design, attention to detail, and recognition that an automobile dependent lifestyle is neither healthy nor sustainable, the transportation elements of this Plan will contribute significantly to the creation of a vibrant and successful community in the East Vistas.

#### 68.11 Arterial Roads

Arterial roads link the East Vistas with adjacent communities at the regional scale, strengthening the relationship between places to live, work, shop, and play. Arterial roads will be of sufficient capacity and designed to facilitate the fluid movements of persons via either private vehicles, public transit, or by a variety of alternative modes of travel. Vehicular and non-vehicular modes of travel will be physically separated. Noise mitigation measures will be required along arterial roads to shield adjacent residential areas. A typical cross section of an arterial roadway is included in Appendix C.

#### 68.12 Minor Arterial Roads

Range Road 245 between Highway 625 and Township Road 510 will become a minor arterial roadway. As densities on the west side of this road are not expected to significantly increase over the life of the East Vistas Area Structure Plan, traffic on this roadway will be somewhat lighter than that expected on full scale arterial roads. As a result, Range Road 245 will be configured to a four lane undivided standard. As with full arterial roads, non-motorized traffic will be physically separated from vehicular traffic, with adequate spacing to provide potential future transit bus bays. A noise impact and mitigation study will be required for applicants developing along this roadway. A recommended cross section for a minor arterial roadway is included in Appendix C.

### 68.13 Main Street

In the East Vistas Vistas Centre, a unique collector road will act as the main street. Called Main Street, this roadway will accommodate a high volume of all modes of transport including pedestrian activity, automobiles, and a variety of motorized and non-motorized vehicles. In addition, Main Street will be designed to facilitate lingering and chance encounters. Elements such as angled or parallel on-street parking, pedestrian crossings, wide and/or sheltered sidewalks, boulevards, seating, street furniture, and human scale lighting will be present. Front patios and terraces are strongly encouraged. Roadway design will accommodate necessary elements of a future public transit system. A cross-section which is an example of an acceptable combination of elements for this collector road is shown in Appendix C.

### 68.14 Collector Roads

Collector roads not within the Town Center enable fluidity of movement throughout the entire Plan area. These roads will provide higher order linkages between the neighbourhoods of the East Vistas, and will facilitate access to the arterial roadways. Collector roads will feature on-street parking, pedestrian crossings, bicycle lanes and/or multiuse pathways, sidewalks, boulevards, street trees, transit infrastructure, and human scale lighting. While the functionality and safety of the roads are paramount, collector roads must also be attractive so that they remain walkable. Lots will thus front onto collector roads. In Appendix C, a cross-section of an example collector road with an acceptable combination of elements is depicted.

### 68.15 Local Roads

Local roads serve a number of functions in addition to providing access to individual lots. They are children's play areas, informal meeting spaces, work areas, and canvases for artistic expression. Local streets will be designed not only to accommodate the interaction of neighbours, but to celebrate neighbourhood spirit. Elements such as on-street parking, pedestrian crossings, bicycle lanes and/or pathways, sidewalks, boulevards, traffic calming mechanisms, and lighting will be carefully planned to ensure both a very high level of safety for all users and a high degree of connectivity within the neighbourhood.

As local roads provide the fine grain of the transportation system, their network configuration must be addressed. To be walkable, blocks should be less than 150 m, streets should connect to one another, users should be able to maintain their sense of direction, and travellers should have more than one route option to get to their final destination.

The precise layout of local roadways will vary from neighbourhood to neighbourhood and from residential areas to mixed use areas, with progressively more elements included along streets closer to Main Street. In Appendix C, an example of a local residential road with an acceptable combination of elements is depicted.

### 68.16 Lanes

In the East Vistas, rear lanes will be provided in the Vistas Centre, as well as in residential neighbourhoods. Whenever possible, lanes will also be provided along collector roads and in multi-family districts. This transportation network element will be designed to facilitate access to the rear of lots, parking facilities, and loading areas, and to enable buildings to front onto collector roadways. They will also provide access to municipal service vehicles for policing, fire protection, and solid waste pick-up. Lanes may also accommodate utility rights-of-way. A typical cross section of a laneway in a residential area is included in Appendix C.

### 68.17 Multi-use Pathways

Multi-use pathways and sidewalks will ensure that residents and visitors are able to use alternative modes of transportation such as rollerblading, cycling, skateboarding or walking to travel through their community. Connectivity, practicality, comfort, and safety will be the prime considerations in the design of pathways. There must be both origins and destinations for a pathway system to be successful. Maintaining consistency of surface treatments between segments of pathway and sidewalk is important to illustrate the intended use of each. Elements such as surface material, accessory furniture, lighting, and access management will be closely scrutinized in order to ensure that the East Vistas pathway system is a valued asset of the community. Pathway lighting will utilize full cut-off fixtures and may also include motion sensor activation. Pathways will be designed and constructed in accordance with Leduc County Parks Design Standards. A typical pathway is included in Appendix C.

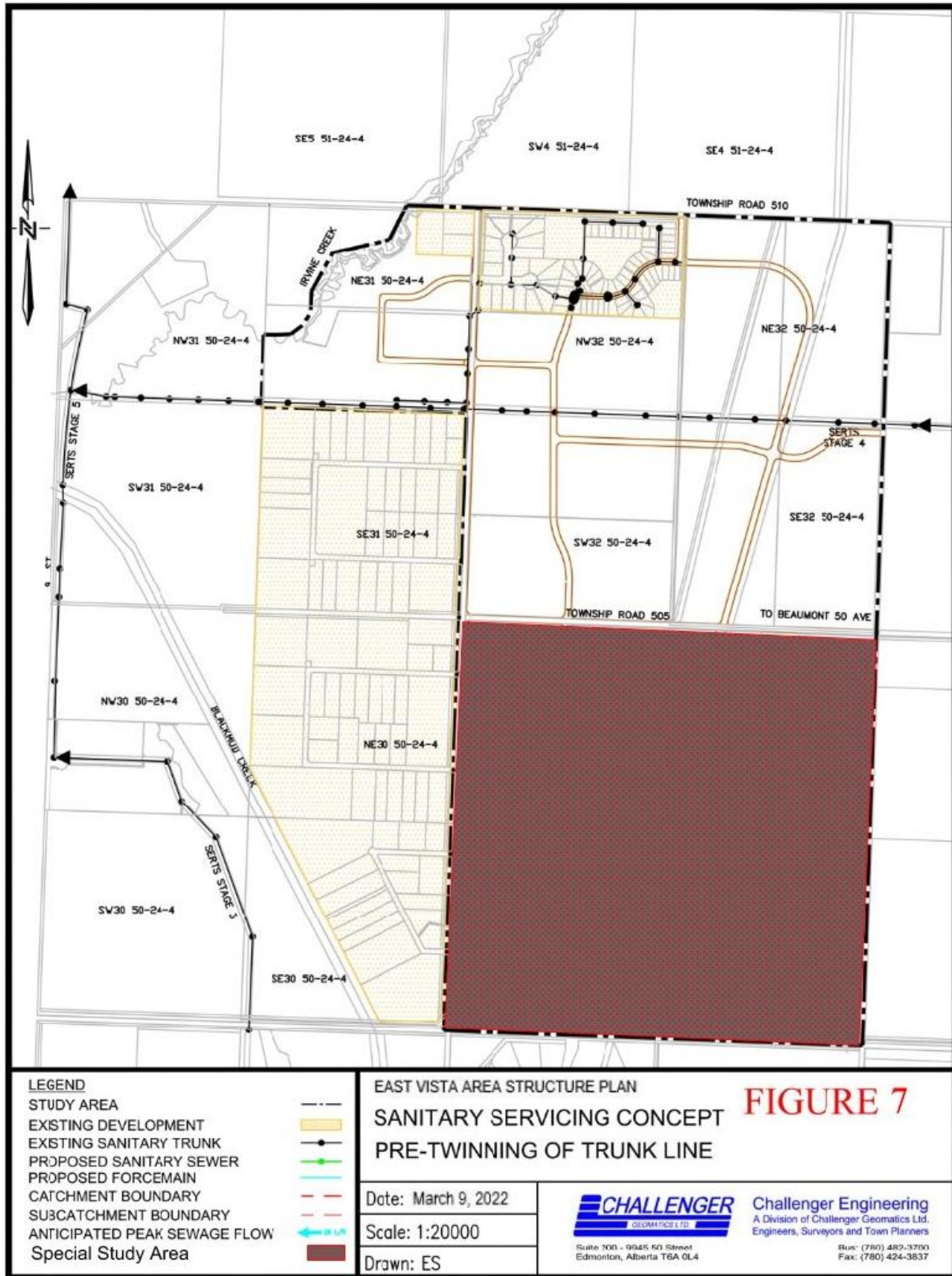
## 6.9 *Municipal Services*

### 6.9.1 *Sanitary*

Two existing Southeast Regional Trunk Sewers (SERTS) will service the site. The northern portion of the site can presently be serviced by gravity by the existing 525mm SERTS Stage 4 Trunk main which transects the site in an east-west direction in the center of Section 32-50-24- W4. The extent of the service area of this northern catchment will be enlarged with the completion of the planned twinning and deepening of the SERTS Stage 4 Trunk main – a 900mm sewer scheduled for staged construction beginning in 2010 and anticipated to be completed in 2012. The twinned line would thus extend the south boundary of the northern catchment to approximately Township Road 505.

Figures 7, 8, 9 and 10 indicate the sanitary servicing concepts, catchment areas, and possible service locations. The mandate of the Regional Sewer commission requires it to provide service to the area structure plan provided that it meets the level of service flow criteria. The East Vistas ASP recognizes that additional right-of-ways may be required to accommodate the SERTS line twinning. Right-of-way requirements will be identified at the Outline Plan stage and acquired at the subdivision stage of development.

Figure 7 - Sanitary servicing concept: pre-twinning of trunk line



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Figure 8 - Sanitary servicing concept: post-twinning of trunk line

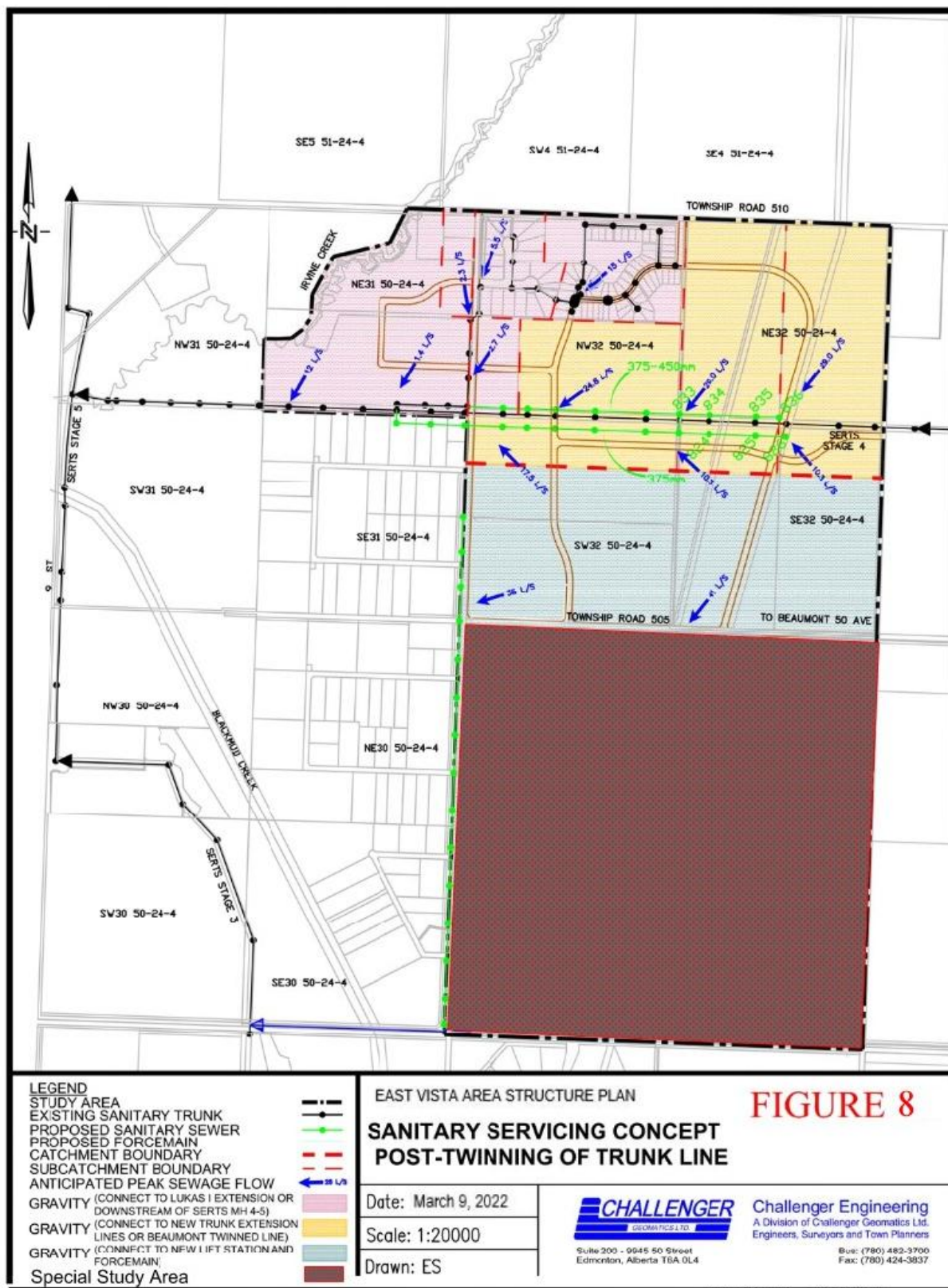
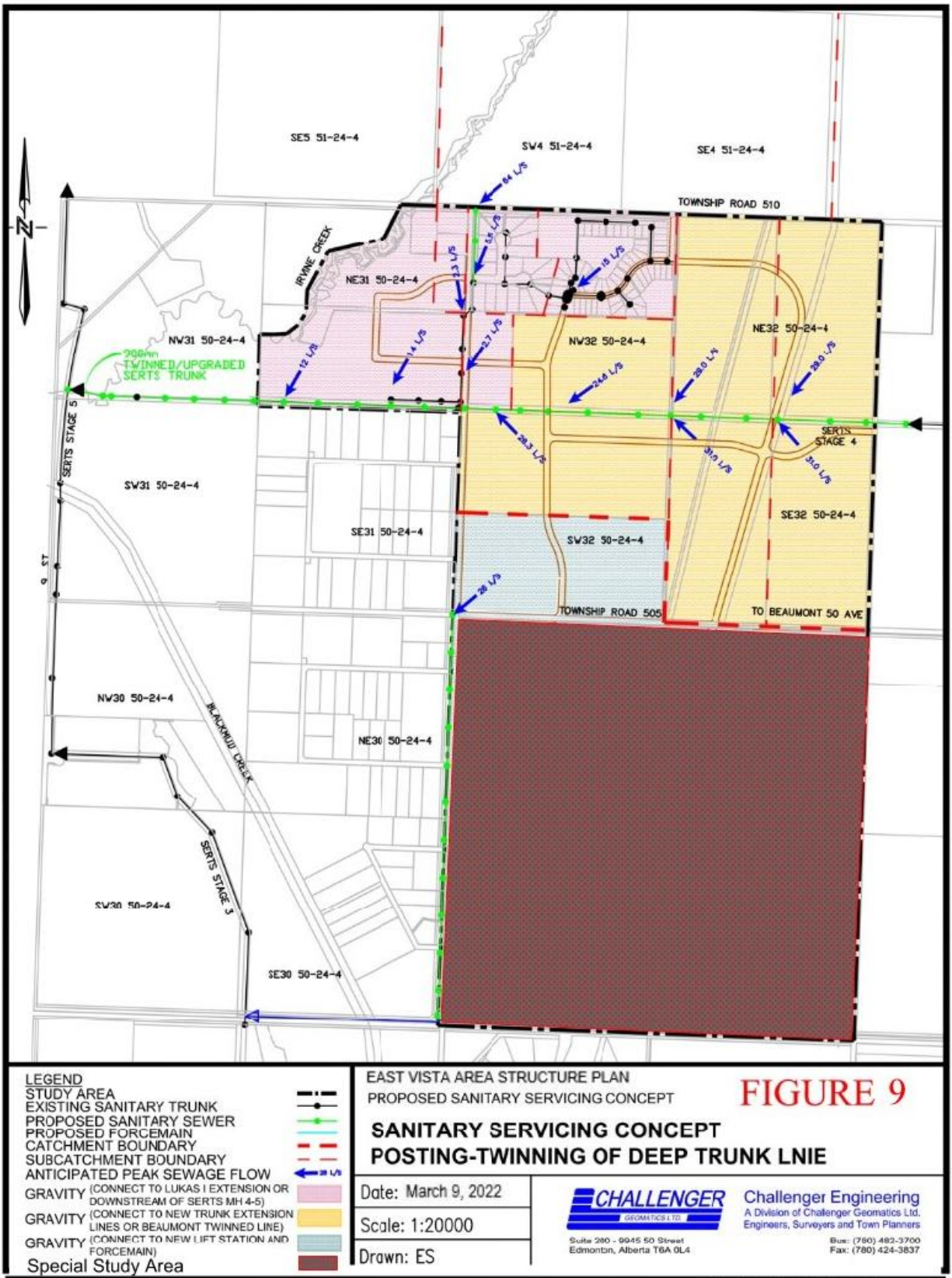
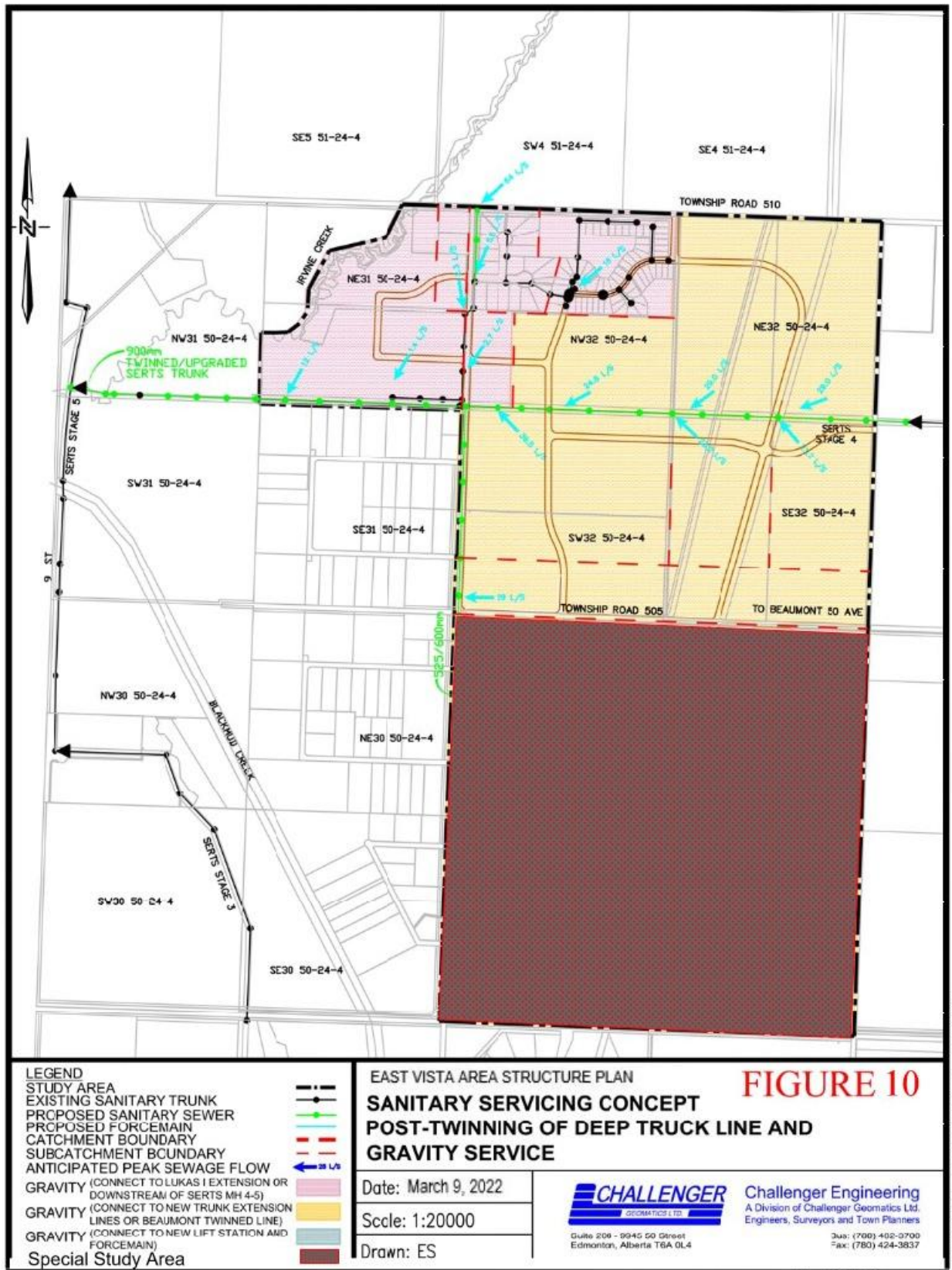


Figure 9 - Sanitary servicing concept: posting-twinning of deep trunk line



Bylaw 12-22

Figure 10 - Sanitary servicing concept: post-twinning of deep truck line and gravity service



Bylaw 12-22

## 6.8.2 Water

A 300 mm water main exists in Township Road 510 at the Lukas Estates II development in the East Vistas Plan area. Highway 625 currently has an existing 200mm water main that is to be upgraded to a 400 mm. Also, the CRSWSC regional water line will be twinned with a 600 mm pipe installed from the Nisku Eastern Pumphouse to the plan area. Water will be distributed throughout the site through water mains located in the plan area's collector road network. This water distribution network will consist of a 300 mm and 400 mm water main loop within the collector road and 200 mm, 250 mm, or 300 mm water mains to connect to the existing water mains along the plan area boundaries. Figure 11 depicts the water servicing concept. Additional right-of-ways may be required to accommodate the CRSWSC regional water line twinning. Until such time that the lands within the Special Study Area are appropriately planned, right-of-way requirements and effective measures for water main looping will be identified through the Outline Plan stage and acquired at the subdivision stage of development.

## 6.8.3 Stormwater

Local stormwater management facilities will be located throughout the area structure plan in accordance to the topography and post development drainage. Each stormwater management pond should serve a minimum of eighty acres, and wherever possible, emulate existing drainage patterns.

These storm water facilities will provide storage of excess runoff from developments, and shall control discharge into the existing drainage channels to pre-development levels. These facilities will have the capability of providing sedimentation and hydrocarbon pollutant removal.

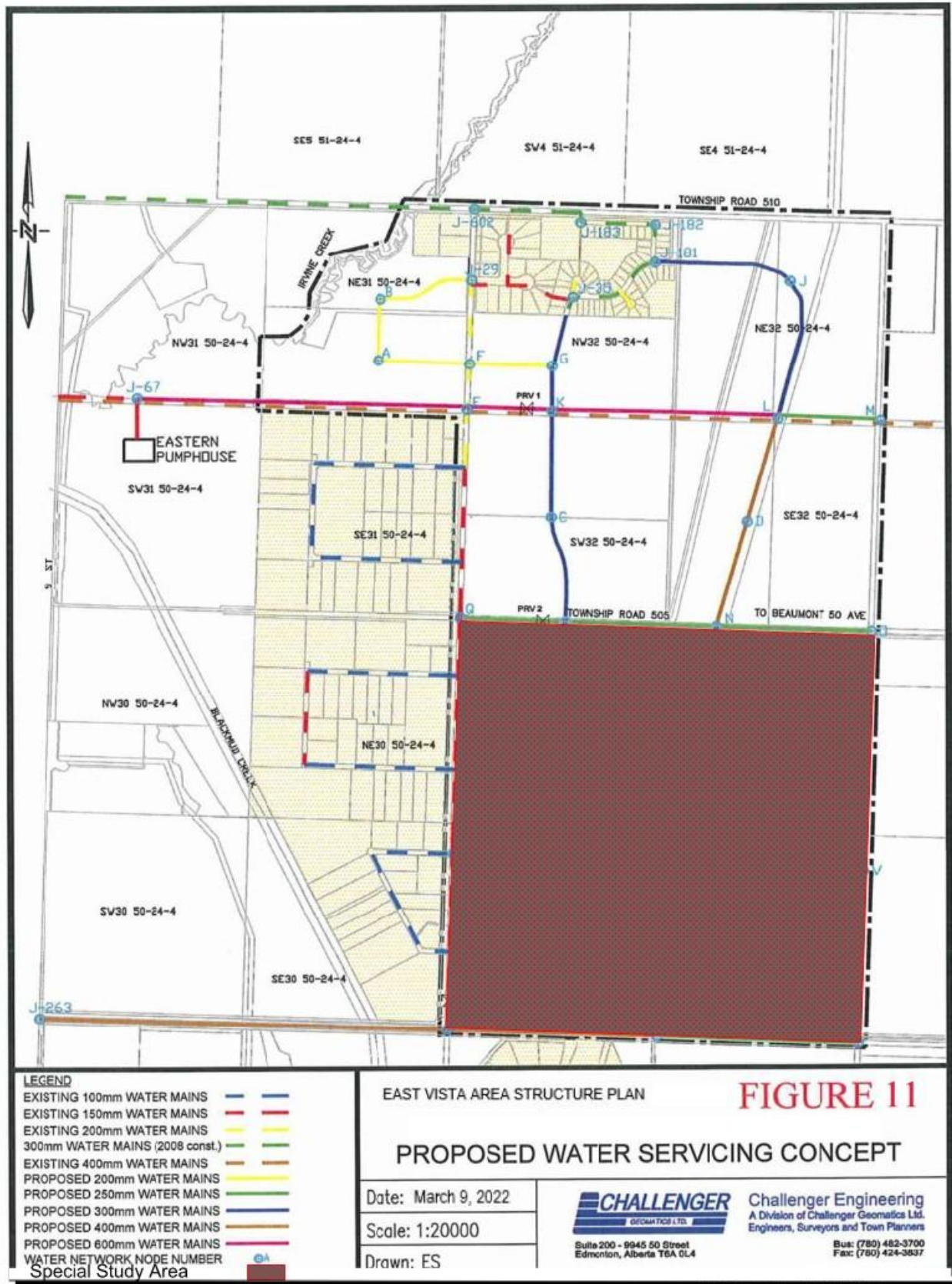
Figure 12 indicates where the storm water facilities may be sited. Stormwater facilities will be registered as Public Utility Lots, including all identified flood overflow areas. Municipal Reserves are encouraged around stormwater facilities in order to facilitate public access and enjoyment of these amenities. Trails, pathways and other park amenities in these reserve areas will be determined through consultation with Leduc County Parks and Recreation.

All developments shall be able to demonstrate that proposed stormwater management facilities have been designed using the principles of Low Impact Development (LID). The major categories of LID strategies are outlined as follows:

1. Bio-Retention Systems - include a high filtration rate, engineered soil and plants that process and filter pollutants. The systems can be designed as conveyance, detention, or retention systems.
2. Filtering Technologies - designs used to trap or treat pollution by controlling the flow of water.
3. Permeable Pavements - pavement systems that include a permeable surface and subsurface to infiltrate runoff and are capable, if required, of supporting cars and trucks.
4. Site Design Strategies - strategies that minimize the change in how water moves over the land through clustering of development, flow path disconnection, surface change, and lengthening.
5. Soil Amendments - addition of organic and other materials to soil and mechanical methods that help restore the infiltration capacity of the soil.
6. Vegetative Systems - planting of vegetation or creating vegetated buffers to filter or absorb rainfall and runoff.
7. Water Conservation/Reuse - the capture and storage of runoff for secondary uses such as irrigation, cooling, and other potable and non-potable uses.

Challenger Engineering prepared a Municipal Servicing Study dated January 2010 which has been submitted to Leduc County under separate cover to support this Area Structure Plan for water and sanitary servicing and stormwater management.

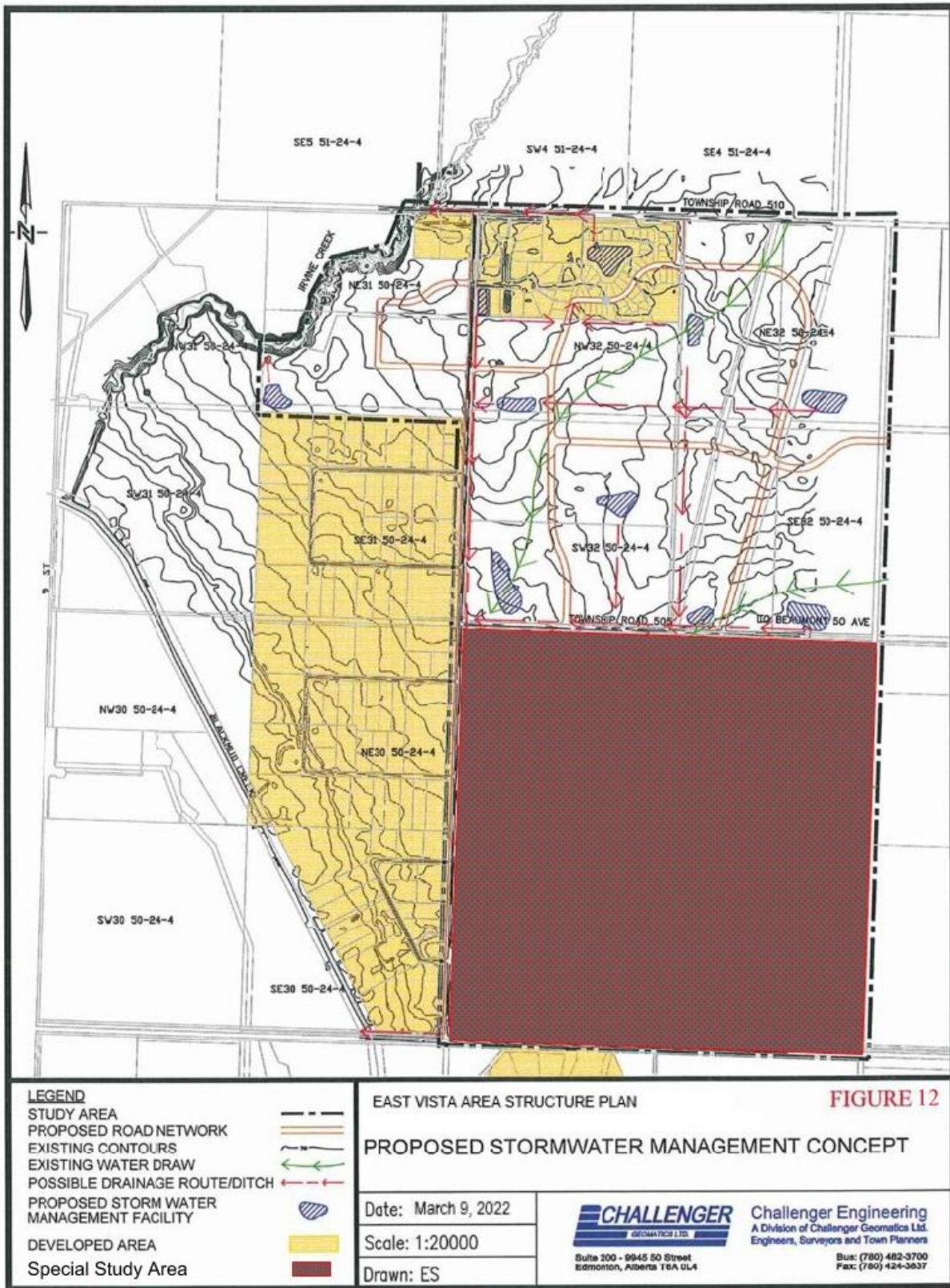
Figure 11 - Proposed water servicing concept



DATE PLOTTED: March 9, 2022

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Figure 12 - Proposed stormwater management concept



Bylaw 12-22

## **6.10 Franchise Utilities**

Franchise utilities such as natural gas, telephone, and electricity are readily available and will be extended as development occurs. Telus has indicated that they will be able to offer high speed internet service in the East Vistas, initially with copper cabling and ultimately through the latest fibre-based technology. Upgrades to the telephone, cable, and internet system will be dependent on the East Vistas' growth and corresponding increased consumer demand.

## **6.11 Community Services**

### **6.11.1 Emergency Medical Services**

Alberta Health Services has indicated that the additional calls generated will be within its current capacity. Leduc County Fire Services has added that a future East Vistas fire hall could also accommodate an ambulance dispatch facility if required.

### **6.11.2 Leduc County Fire Services**

Fire services are currently delivered to the East Vistas plan area by Leduc County Fire Services from the Nisku Fire Hall, located at 606 21st Avenue, Nisku; approximately 2.4 km from the nearest point in the plan area. Currently, the fire service is a volunteer force with a close partnership to the Edmonton International Airport fire force, which operates a small but expanding full time service. Leduc County Fire Services has indicated that a move to a different service delivery format would be predicated on the preparation of a County wide Risk Assessment. This exercise is expected to be conducted sometime in the next 2 – 5 years.

Presently, no part of Leduc County rests within a ten minute fire response time. The Alberta Building Code specifies standards of construction depending on building separations in areas outside of a ten minute fire response time. When a fire hall is constructed within the East Vistas and is manned with a full time staff, response times will be reduced to less than ten minutes.

In the future, Leduc County Fire Services has indicated that it wishes to construct a new fire hall in the East Vistas. The details of the development on the site of this facility will be arrived at through further study.

### **6.11.3 Hospital Services**

The Grey Nuns Community Hospital does not have any concerns with the Area Structure Plan. The Leduc Community Hospital likewise has not indicated any concerns.

### **6.11.4 Policing Services**

The Leduc detachment of the RCMP has indicated that it will respond to future development in the plan area from its current base in the City of Leduc. Leduc County Protective Services indicated that it will eventually need to open an outlet for its services in the East Vistas. The timing of the new facility in the East Vistas will depend on the pace of growth in the plan area, the availability of leased space, and/or potential shared facilities with the RCMP.

The focus of activity at the East Vistas Protective Services outlet will be bylaw enforcement. As development activity increases in the plan area, additional bylaw enforcement officers will be hired. Currently, the department is operating at capacity. At the time of the writing of this plan, the department was undertaking a level of service review. The outcomes of the review will determine the needs of the department in the near, medium, and long term future with respect to staffing, equipment, and facilities. The review will also inform the timing and location of the new service outlet.

Currently, Leduc County Protective Services and RCMP jointly provide policing services in the County. The main function of the County's peace officers is to patrol roads, respond to ratepayer complaints, and carry out the County's bylaw enforcement role. In the future, it is expected that the RCMP will provide a full range of policing services in the East Vistas. The County's peace officers will continue to provide their current range of services in rural areas, but will focus their efforts in the East Vistas on bylaw enforcement.

### **6.115 Recreation Facilities**

Recreational facilities in the East Vistas will be developed in coordination with the City of Beaumont and possibly the City of Leduc Parks and Recreation Departments in order to avoid duplication or gaps in the regional inventory of facilities. This coordination may result in a partnership between two or three municipalities and the creation of regional parks and recreation networks.

Currently, recreation needs of County residents in a wide area that includes the East Vistas are accommodated by the City of Beaumont, with subsidy funding provided by Leduc County through an agreement with the City on a per capita basis. While many of the East Vistas' recreation space needs will be met by public use amenities on school sites in the plan area, it is recognized that a large recreation centre will ultimately be needed as the population of the community grows beyond 10,000 residents.

Both Leduc County and the City of Beaumont have identified an opportunity for the two municipalities to acquire lands for the joint development of a recreation facility and/or for future school dedication somewhere in the area between the City and the East Vistas (Sections 28 or 33 50-24-W4). It is estimated that a minimum of 14-16 hectares (35-40 acres) will be required for a recreation facility and its associated parking area that is capable of serving both the East Vistas and the City of Beaumont. Issues to resolve in this joint venture will include land acquisition, final location of the recreation facility, cost and revenue sharing for land purchase, construction and subsequent operation of facilities, and coordination with Black Gold Regional Schools and St. Thomas Aquinas Catholic Schools for any school site dedications.

As the East Vistas grows, Leduc County will periodically review its funding agreement with the City of Beaumont. At some point in the future, and depending on the rate of growth and schools development in the East Vistas, the County will begin to provide its own recreation services to area residents. This will trigger a full review of the funding agreement between the County and City, and may result in a cooperative approach to facilities provision and funding.

### **6.116 Libraries**

Currently, library services in the East Vistas plan area are supplied through the Beaumont Public Library, which operates a 4400 sq. ft. facility adjacent to the Beaumont Town Centre, constructed in 2004. Libraries in municipalities within Leduc County are a part of the Yellowhead Regional Library system. Leduc County provides a subsidy to its urban municipal neighbours in return for access to library services for its citizens. The East Vistas lies within the catchment area of the Beaumont library service.

While library services are increasingly accessible via the internet, a need for physical library branches nevertheless remains for the foreseeable future. In the East Vistas, a library branch may be provided as part of a school site, in a recreation centre, through commercial space leasing, or as a stand-alone service. Opportunities have also been identified through consultation with Black Gold Regional Schools as well as St. Thomas Aquinas Catholic (STAR) Schools for partnerships in library service provision in the East Vistas. As East Vistas grows, Leduc County will continue to work with the City of Beaumont and the two School Boards to ensure that efficient, effective, and sustainable library services remain available to all area residents.

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### 6.117 Family and Community Support Services

Leduc County Family and Community Support Services (FCSS) have indicated that East Vistas will represent a major change to its programming. As development proceeds, urban residents will demand more comprehensive services. Many programs which are currently offered in-home will more efficiently be delivered in the East Vistas from a central location. A new Community Office in the Vistas Centre will be required, as well as a significant expansion of staff resources, including a youth worker. Leduc County FCSS will examine opportunities to partner with the City of Beaumont FCSS in order to harmonize program development and delivery across these two urban areas, and to realize efficiencies of scale.

### 6.118 Schools

The population in the East Vistas ASP will be 11,562 people at full build-out. The overall student population in the plan area would be 2,312 based on the below estimate of student generation estimates. It breaks down as follows:

Table 2 - Amended student populations

Student population	
Kindergarten - elementary students (K - Grade 6)	809 (7% @ 11,562 population)
Junior high students (Grade 7 - 9)	809 (7% @ 11,562 population)
Senior high students (Grade 10 - 12)	694 (6% @ 11,562 population)
<b>Total number of students</b>	<b>2,312</b>

*Bylaw 12-17, Bylaw 23-17*

The municipal reserves in the East Vistas will be approximately 54.4 ha based on the gross developable land area. Black Gold Regional Schools and St. Thomas Aquinas Roman Catholic Schools (STAR) have expressed their needs for future school sites based on the above student generation rates and agreed to sizing of reserves as identified in a 2007 school reserves agreement between the respective School Boards and Leduc County. As per the agreement, minimum school sites shall be:

- 3.2 ha (8 acres) for an elementary school
- 3.2 ha (8 acres) for an elementary to junior high school
- 3.2 ha (8 acres) for a junior high school
- 4.9 ha (12 acres) for a junior to senior high school
- 6.1 ha (15 acres) for a senior high school with less than 500 students
- 8.1 ha (20 acres) for a senior high school with more than 500 students

Twenty five hectares of sites suitable for school reserves have been identified in Figure 6 Development Concept. Each of these sites may also serve in part or in whole as a municipal park reserve. However, priority will be given to use for schools. Additional school sites will be identified when the need arises and as development proceeds through the subdivision process.

STAR Schools has indicated through consultation that it sees an opportunity to develop a regional school to serve both the East Vistas and the City of Beaumont. This school may best be sited somewhere in between the City and the plan area, in Sections 28 or 33 50-24- W4. Should this opportunity be acted upon, the School Board may explore partnerships with the City and/or the County to jointly develop a recreation centre along with the school site.

*Bylaw 12-22*

## 7 Public Input

On July 31, 2007 Leduc County notified all the land owners in and adjacent to the plan area of its intention to proceed with the development of the “East Vistas” Area Structure Plan. Two phone calls were received by the Administration in response to the mail-out inquiring whether or not additional opportunities for public input would be available.

Advertising was placed in the local community newspaper and Leduc County notified all the land owners in and adjacent to the plan area of a public meeting that was held at the Nisku Recreation Center on January 16, 2008. The purpose of the meeting was to obtain the input from landowners and any other potentially affected parties regarding the concept plan and to identify any concerns with the proposed development concepts within the plan area. The meeting was conducted in an Open House format with display boards with representatives of the consultants and County available to provide one on one feedback for questions. In response to numerous inquiries, a verbal summary of the concept plan and “Smart Growth” planning principles was given to the attendees.

A brief Question & Answer session followed. Sixty two people signed the attendance sheet. An exit survey was filled out by twenty seven of the attendees. There was overwhelming support for the proposed concept plan, distribution and proportion of uses in the plan area. A copy of the survey results is attached for reference in the appendices.

Comments from the individual landowners for specific changes to the plan were reviewed by the Administration of Leduc County on February 6, 2008. Revisions were made where technically feasible and if consistent with the plan principles.

A second open house was held on September 22, 2009 at the Nisku Inn to provide the public another opportunity to comment on the proposed plan prior to the public hearing scheduled for October 6, 2009. Eighty two people signed the attendance sheet and fifteen exit surveys were completed. Again, there was strong support for the proposed concept plan, distribution and proportion of uses in the plan area based upon verbal comments and exit surveys. A copy of the survey results is attached for reference in the appendices.

On February 24, 2010 a third open house was held at the Nisku Inn. Registered attendance was 43 people. At this open house, there was a strong representation of elected officials and administration from adjacent communities. This open house was held to revised concept plan and district regulations which exceed the density target set by the Capital Regional Board target for this Priority Growth Area; released in mid October 2009. A copy of the survey results is attached for reference in the Appendices.

A public hearing was held at Leduc County Council Chambers on July 22, 2010 at the regular Council meeting. No concerns were brought forward by the public.

## 8 Implementation

### ***8.1 Growth Assumptions & Projections***

In June of 2009, the Minister of Municipal Affairs accepted the Capital Region Growth Plan which included projections of population for the Capital Region, including the East Vistas plan area, for the next 35 years. According to that plan, Leduc County will experience an annual average growth rate of between 1.6% and 4.4%. These figures reflect the trend and alternative scenarios of population projections, as determined by the Capital Region Board.

The trend scenario projects population into the future based on past growth trends. It assumes that future growth will occur in the Capital Region in the same way that past growth has occurred. The alterna-

tive scenario bases population figures on the assumption that future growth will not occur as it has in the past, and will rather follow smart growth principles, which focus on compact growth in serviced areas.

Because the East Vistas represents a land use not yet in evidence in Leduc County, it is difficult to accurately determine population growth in the plan area over the life of the plan. However, some potential general projections may yet be made, as follows.

According to the Capital Region Growth Plan, Leduc County's expected population in 2044 will be between 20,110 people (trend scenario) and 22,957 people (alternative scenario). This represents a growth of 5798 people (trend) or 8645 people (alternative) over the 2009 County population of 14,312. In terms of annual growth, it translates to 165 (trend) or 247 people (alternative) per year, for an annual growth rate of 1.4%, as stated in Table 2 of the December 2009 addendum to the Capital Region Growth Plan.

If we assume that the East Vistas absorbs 70% of Leduc County's growth over the next 30 years, we can project an annual growth of between 116 and 173 people in the plan area. Over ten years, this results in a population of 1160 – 1730 people. In twenty years, that population expands to 2320 – 3460 people. And in thirty years, there may be 3480 – 5190 people living in the East Vistas.

The December addendum to the Capital Region Growth Plan also makes growth projections for each Priority Growth Area (PGA) in Tables 3 & 4. The East Vistas, southeast Edmonton, and the City of Beaumont all fall within PGA CE. Growth for this PGA is expected to be 23,333 people over 35 years, for an average annual growth rate of 2.9%. Table 3 indicates a 2009 population of 13,430 in PGA CE, of which 11,794 reside in the City of Beaumont. This leaves a population of 1636 living in other parts of PGA CE. With a projected growth rate of 2.9%, the population in PGA CE outside of Beaumont is projected to be 2177 in ten years, 2898 in twenty years, and 3857 in thirty years.

Tables 1 & 3 of the December addendum project the population of each municipality in the Capital Region (Table 1) and each PGA (Table 3) over the 35 year life of the Growth Plan. If one subtracts the projected population of the City of Beaumont from that of PGA CE, a third set of projected populations is arrived at for the PGA, of which the East Vistas represents a small portion of land area. These are: 2729 people in ten years, 5176 in twenty years, and 15,186 in thirty-five years.

Of course, not all growth in PGA CE that lies outside of the City of Beaumont will occur in the East Vistas over the next thirty years. A significant part of the PGA rests within the City of Edmonton, where development is already well underway in the south portions of the Ellerslie Area Structure Plan. Given the established market for urban form development in the City which is currently absent in Leduc County, as well as the more advanced system of planning in Edmonton, it is reasonable to assume that in the first ten years 40% of the growth in PGA CE outside of the City of Beaumont will occur in the East Vistas plan area, and the remaining 60% will go to the City of Edmonton. This renders a population projection of some 1092 people in the East Vistas in ten years. If it is assumed that the above noted deficiencies in the County are redressed in the next ten years, then one can assume that growth in PGA CE will be shared equally between the City of Edmonton and Leduc County beyond the ten year horizon. This renders projections of 2588 people in the East Vistas in twenty years, and 7593 in thirty-five years.

From these analyses emerges a range of potential future populations in the East Vistas, as follows:

- 1,160 – 2,177 people in ten years
- 2,320 – 3,460 people in twenty years
- 3,480 – 7,593 people in thirty to thirty-five years

As is clear from these projections, the ultimate build-out population of the East Vistas will likely only be reached at some point well beyond 30 years from the adoption of the Area Structure Plan.

Bylaw 12-22

## **8.2 Development Sequence**

Development in the East Vistas is expected to begin in the north central part of the plan area and proceed south and east. This development will initially be entirely residential, as commercial development tends to follow the market rather than lead it. As well, it is anticipated that multi-family residential development will lag somewhat behind single family and duplex construction. This is evidenced in current development patterns found in the Edmonton area.

It is undetermined at this time how the mixed use Vistas Centre will develop. Because mixed use building form is currently unfamiliar to the development community in Leduc County, this may function to delay construction. Other factors that may inhibit mixed use construction are building code requirements, developer perceptions of demand for mixed use construction, and the cost of construction of public amenities in the Vistas Centre. However, mixed use development is also one of the major trends in land use planning and urban development. It is strongly encouraged in much recent planning theory and practice. This push to build new mixed used developments may balance some of the inhibiting factors outlined above.

Ultimately, successive staging of subdivisions and development will be based upon market demand and extension of the land uses, roads, utilities, and services.

## **8.3 Infrastructure and Roads**

Leduc County policy is that development will proceed on the basis of the availability of adequate road access and, in Urban growth Areas, municipal water and sanitary sewer. This reflects the County's policy requiring proponents to take full financial responsibility for the extension of all municipal utilities and services required to support their development.

An approved Traffic Impact Assessment (TIA) specific to a subdivision application will be required by Alberta Transportation and Leduc County prior to going forward to the Subdivision Authority. An update to the East Vistas TIA may also be required as determined by Alberta Transportation. Since each stage would have its own schedule to reach its full development, the TIA update will need to pin point as best as possible the anticipated year when warrants for signals would be met at each of Range Road 244 and 245 intersections with Highway 625. Inclusion of the warrants for the current stage of development will be required, as will clarification of this stage of development relative to the overall East Vistas concept, when the TIA and TIA update is submitted.

For parcels adjacent to arterial or minor arterial roadways, a noise mitigation study will be required by Leduc County at the time of subdivision. This study will determine the degree of mitigation required, as well as the form mitigation measures will take. Construction of these mitigation measures shall be a condition of subdivision approval.

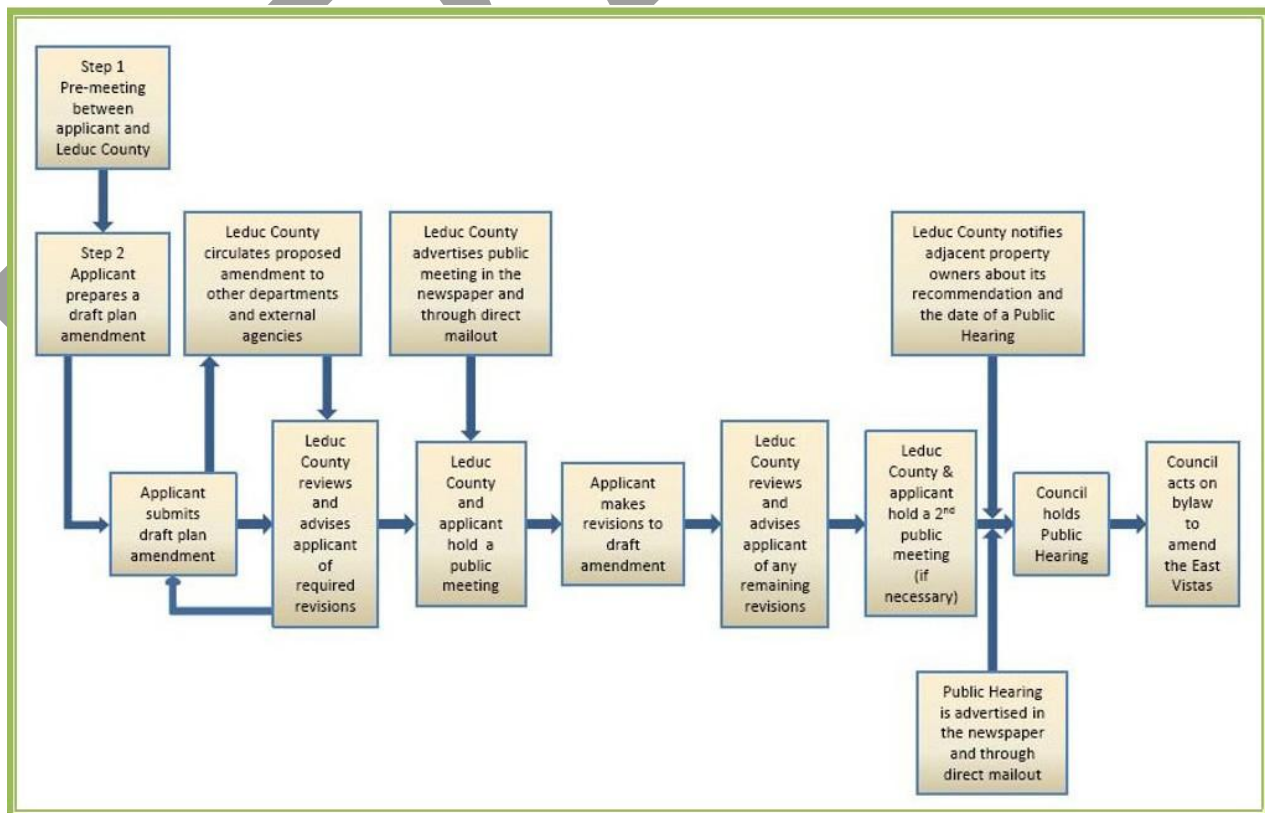
## 8.4 Plan Review

From time to time, the East Vistas Area Structure Plan will require a review and update. Alternatively, a proponent may request to make an amendment to the plan. In the former case, a number of triggers may be identified which may initiate a plan review. These include:

1. Significant changes to the Capital Region Growth Plan.
2. Significantly new, unexpected, or large developments in the Capital Region, either through private investment or public expenditure on infrastructure, such as major transportation infrastructure.
3. Dramatic changes to energy consumption patterns, such as those which may result from fossil fuel shortages and high pricing, or the mass marketing of alternative energy sources.
4. Technological advances that may affect land use patterns, employment, housing, or transportation.
5. Major changes in transportation behaviour as a result of any of the above.
6. Major changes in Provincial legislation governing municipalities or land use planning.
7. Major restructuring of Leduc County or municipal reorganization imposed upon or affecting Leduc County from the Provincial or regional level.
8. Potential future joint planning with the City of Beaumont. - Bylaw 12-22
9. At the discretion of Leduc County Council.

## 8.5 Plan Amendment

Amendments to the East Vistas ASP will be subject to the process outlined in the flow diagram below.



This begins with a pre-meeting between the applicant and Leduc County Planning & Development. At this meeting, the proposed amendment will be discussed. Following the meeting, Leduc County will notify the applicant in writing of the requirements of the amendment submission. Once the submission is tendered to the County, a review and revision process will begin which may involve several iterations of the submission before a public meeting is scheduled.

Following the public meeting, a further period of revision will take place, followed by a review by Leduc County administration and a possible second public meeting. Whether a second meeting is required will depend on the nature and extent of changes to the proposed amendment following the first public meeting.

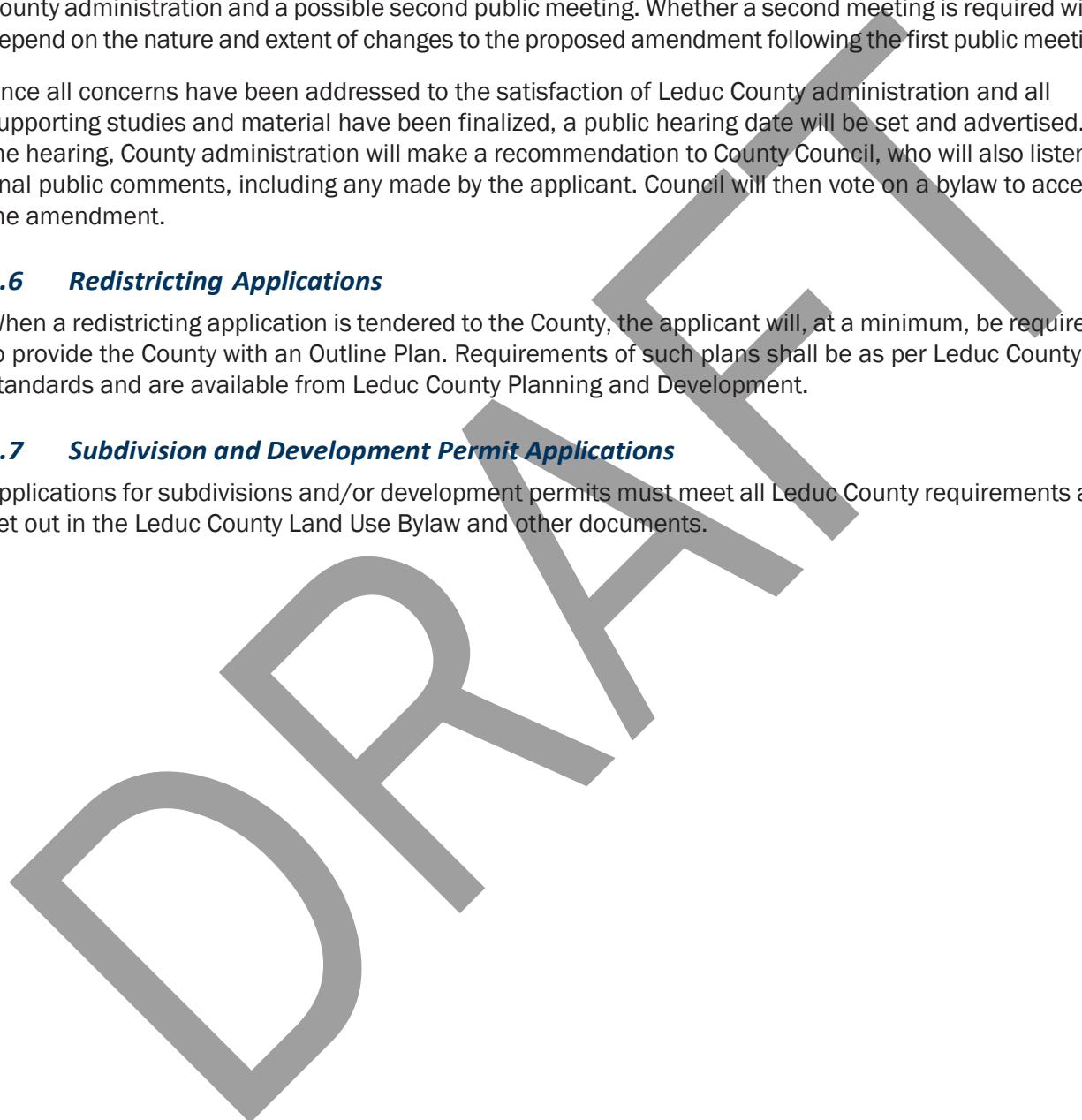
Once all concerns have been addressed to the satisfaction of Leduc County administration and all supporting studies and material have been finalized, a public hearing date will be set and advertised. At the hearing, County administration will make a recommendation to County Council, who will also listen to final public comments, including any made by the applicant. Council will then vote on a bylaw to accept the amendment.

### **8.6 Redistricting Applications**

When a redistricting application is tendered to the County, the applicant will, at a minimum, be required to provide the County with an Outline Plan. Requirements of such plans shall be as per Leduc County standards and are available from Leduc County Planning and Development.

### **8.7 Subdivision and Development Permit Applications**

Applications for subdivisions and/or development permits must meet all Leduc County requirements as set out in the Leduc County Land Use Bylaw and other documents.



East Vistas Area Structure Plan

**Appendix A**

**Historical resources impact assessment  
response**

**a.stewart**

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**From:** Margret Ingibergsson [Margret.Ingibergsson@gov.ab.ca]  
**Sent:** Friday, May 04, 2007 11:23 AM  
**To:** a.stewart@schefferandrew.com  
**Subject:** 7260100

Thank you for providing Alberta Tourism, Parks, Recreation and Culture with information regarding the Area Structure Plan within sections 29, 31 & 32-50-24-W4M. There are no significant previously recorded archaeological sites in these sections and as this area appears to be primarily disturbed through cultivation, it has low potential to contain intact archaeological sites. Areas of higher potential would include any areas with native vegetation. However, the Historic Resources Management branch recommends that Heritage Survey Site forms be completed for any other standing structures thought to be older than forty years.

Reporting the discovery of historical resources: Pursuant to Section 31 of the Historical Resources Act, should any historical resources be encountered during any activities associated with land disturbance operations, the Historic Resources Management Branch must be contacted immediately. It will then be necessary for to issue further instructions regarding the documentation of these resources. If you have any questions regarding the above, please do not hesitate to contact me.

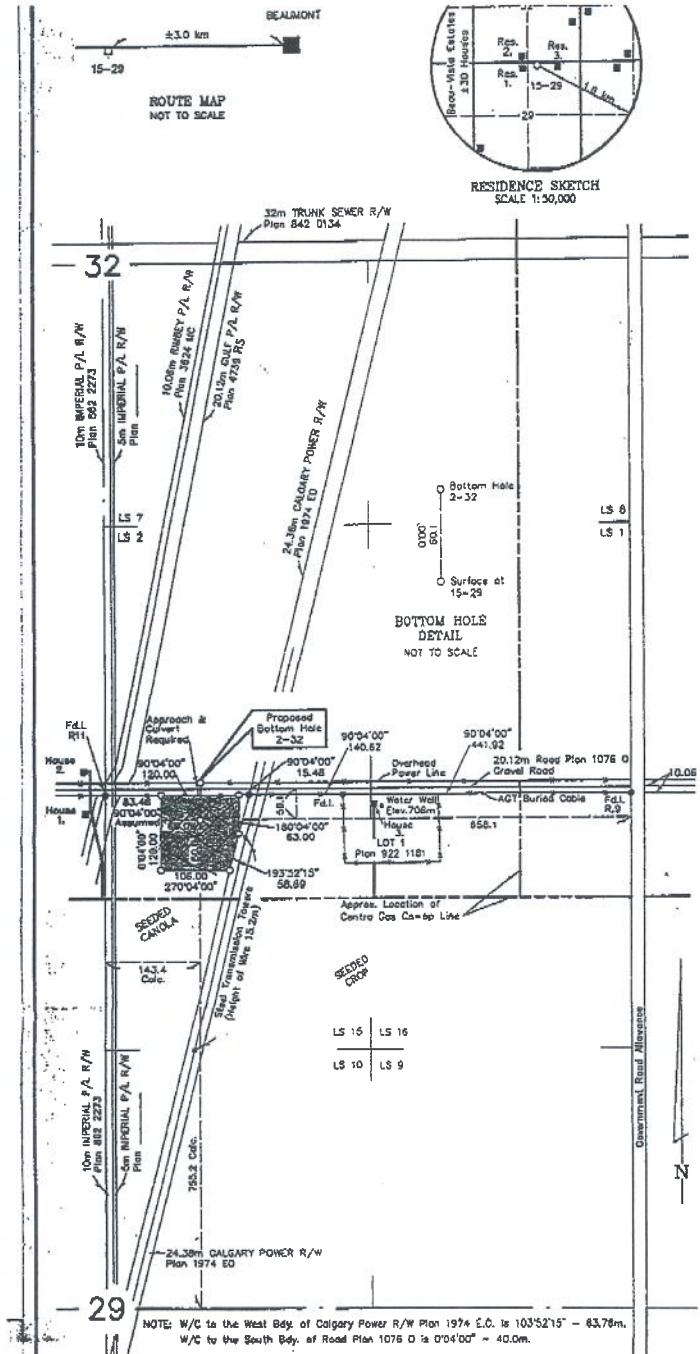
**Margret Ingibergsson**

Historic Resources Management Branch  
Alberta Tourism, Parks, Recreation and Culture  
Old St. Stephen's College, 8820 - 112 Street  
Edmonton, Alberta T6G 2P8  
Phone: (780) 431-2374 / Fax: (780) 422-3106  
Email: [margret.ingibergsson@gov.ab.ca](mailto:margret.ingibergsson@gov.ab.ca)

East Vistas Area Structure Plan

**Appendix B**

**Reclamation certificates for abandoned wells**



NOTE: W/C to the West Bdy. of Calgary Power R/W Plan 1974 E.C. is 103°52'15" - 83.76m.  
W/C to the South Bdy. of Road Plan 1076 D is 0°04'00" - 40.0m.

NOTE: THIS WELL IS TO BE DIRECTIONALLY DRILLED

**RIFE NISKU 2-32-50-24**

Well Site and Access Road

L.S. 15 Sec. 29 Twp. 50 Rge. 24 W. 4 M.

Scale 1:5000

<b>BOTTOM HOLE</b>	10.0 N. of S.	} Bdy. Sec. 32
<b>CO-ORDS :</b>	658.1 W. of E.	
<b>SURFACE</b>	50.1 S. of N.	} Bdy. Sec. 29
<b>CO-ORDS :</b>	658.1 W. of E.	
<b>ELEVATIONS :</b>	703.5	Grounds
<b>WELL SITE CORNERS:</b>	N.W. 704.1	N.E. 704.1
	S.W. 704.6	S.E. 705.4
<b>AREAS:</b>	ha	ac
	WELL SITE = 1.40	3.46
	ACCESS ROAD = -	-
	<b>TOTAL = 1.40</b>	<b>3.46</b>

RIFE RESOURCES LTD.  
*[Signature]*

LEGEND:  
Survey monuments found shown thus:   
Survey monuments placed shown thus:   
Perimeters referred to shaped thus:   
Distances and elevations are in metres.

I certify that the survey represented by this plan is correct and true to the best of my knowledge and was completed on the 5th day of July, 1994.

**NORTHCAN SURVEYS LTD.**



ALBERTA LAND SURVEYORS ASSOCIATION  
ALBERTA LAND SURVEYORS ASSOCIATION  
REVISIONS: 04/06/13-Original Survey  
31/07/07-Added Bottom Hole  
No. 944100



ENVIRONMENT  
Finance, Administration and  
Land Reclamation Services  
Land Conservation and  
Reclamation Council

Office of J.M. King, Chairman

3rd Floor, Oxbridge Place, 9820 - 106 Street, Edmonton, Alberta, Canada T6K 2J6 403/427-6202 Fax: 403/422-8233

November 7, 1991

County No. 25


RECLAMATION CERTIFICATE NO. 10483

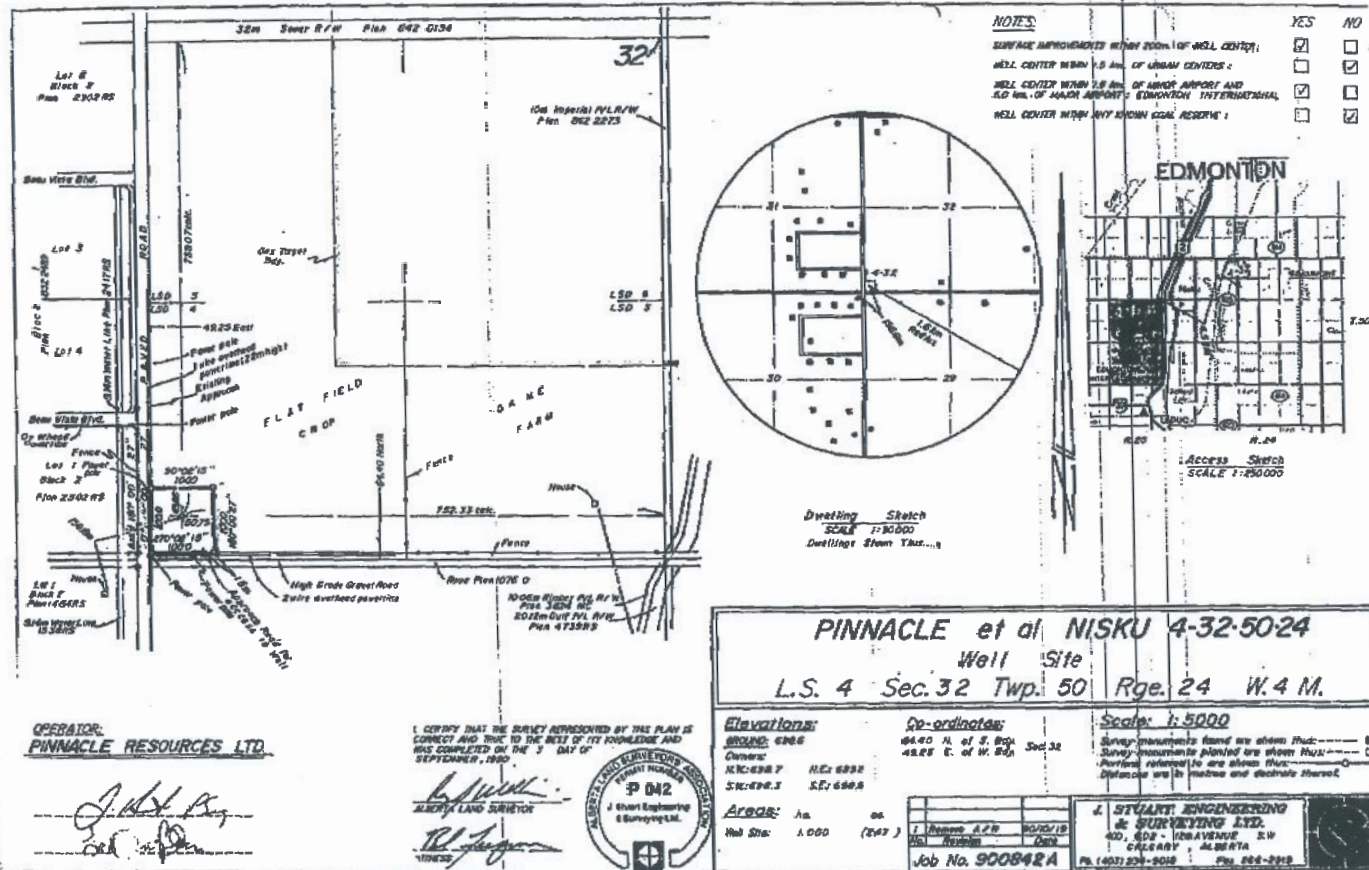
Pursuant to Section 55 subsection (1) of the Land Surface Conservation and Reclamation Act this is to certify that consent has been given to the surrender of the surface lease held by Pinnacle Resources Ltd.

within SW1/4 Sec. 32 Tp. 50 Rge. 24 W. 4th Mer.

in connection with or incidental to Pinnacle et al Nisku 4-32-50-24 well, as shown outlined in yellow on the plan attached hereto.

Pursuant to Section 55 subsection (2) of the Act the Council will be holding an inquiry with respect to the condition of the land referred to in this certificate.

  
Acting CHAIRMAN, LAND CONSERVATION  
AND RECLAMATION COUNCIL





4th Floor, Oxbridge Place  
9820 - 106 Street  
Edmonton, Alberta  
Canada T5K 2J6

Telephone (780) 427-5883  
Fax (780) 422-4192

**RECLAMATION CERTIFICATE NO. 39806**  
**Well License Number 168314**

This reclamation certificate is issued pursuant to section 123 of the Environmental Protection and Enhancement Act, following an inquiry on

May 30, 2000 (Date)

This certifies that the surface of the land held by Rife Resources Ltd.  
within NE Sec. 29 Tp. 50 Rge. 24 W4M

in connection with or incidental to Rife Nisku 2-32-50-24 well, drilled from a surface point in Lsd 15 of Sec. 29 Tp. 50 Rge. 24 W4M, as shown outlined in yellow on the attached plan, complies with the conservation and reclamation requirements of Part 5 of the Act.

Issued this 30<sup>th</sup> day of May, 19 2000

Bio Padeel  
Inspector (s)

Operator/Agent:

Rife Resources Ltd.  
400 - 144 4TH AVE SW  
CALGARY, AB  
T2P 3N4

Owners/Occupants:

Frank Johnsen  
Ann Johnsen

Section 84 of the Environmental Protection and Enhancement Act may provide a right of appeal against this decision to the Chair, Environmental Appeal Board. There may be a strict time limit for filing such an appeal. For further information, contact the Board Secretary of the Environmental Appeal Board at #400, Alberta Treasury Branches Plaza, 9925 103 Street, Edmonton, Alberta T5K 2J8; telephone (780)427-6207; fax (780)427-4693

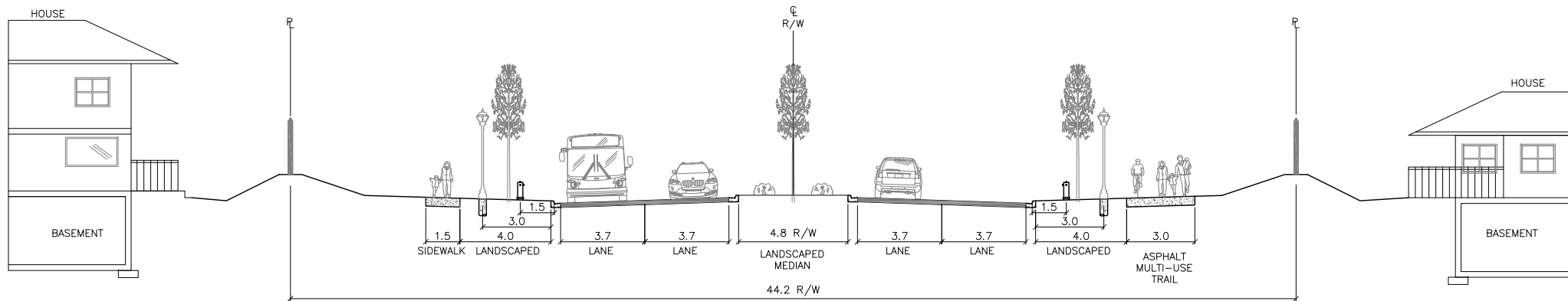
TERM OR CONDITION ATTACHED  YES  NO

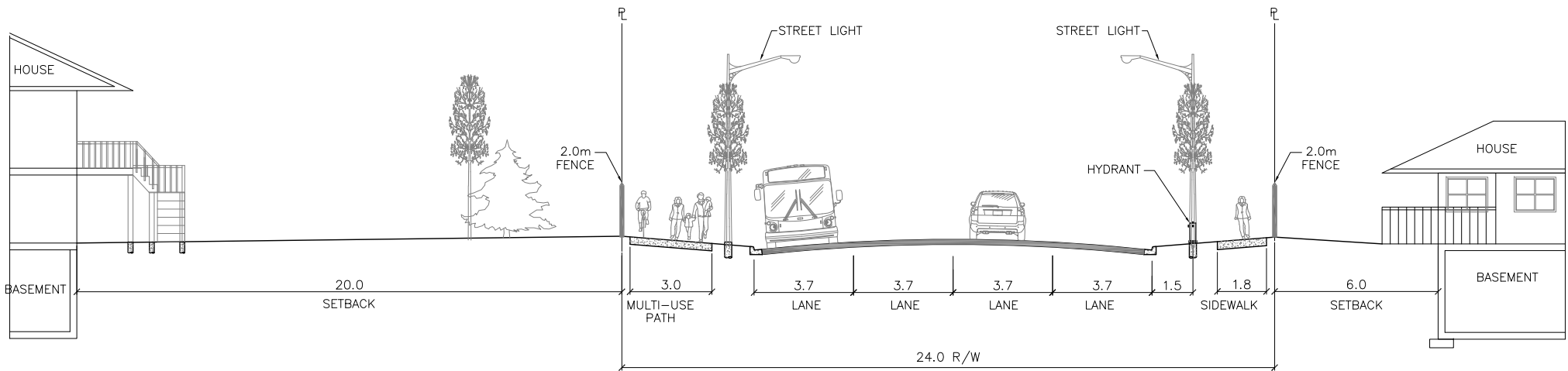
Printed on Recycled Paper

East Vistas Area Structure Plan

**Appendix C**

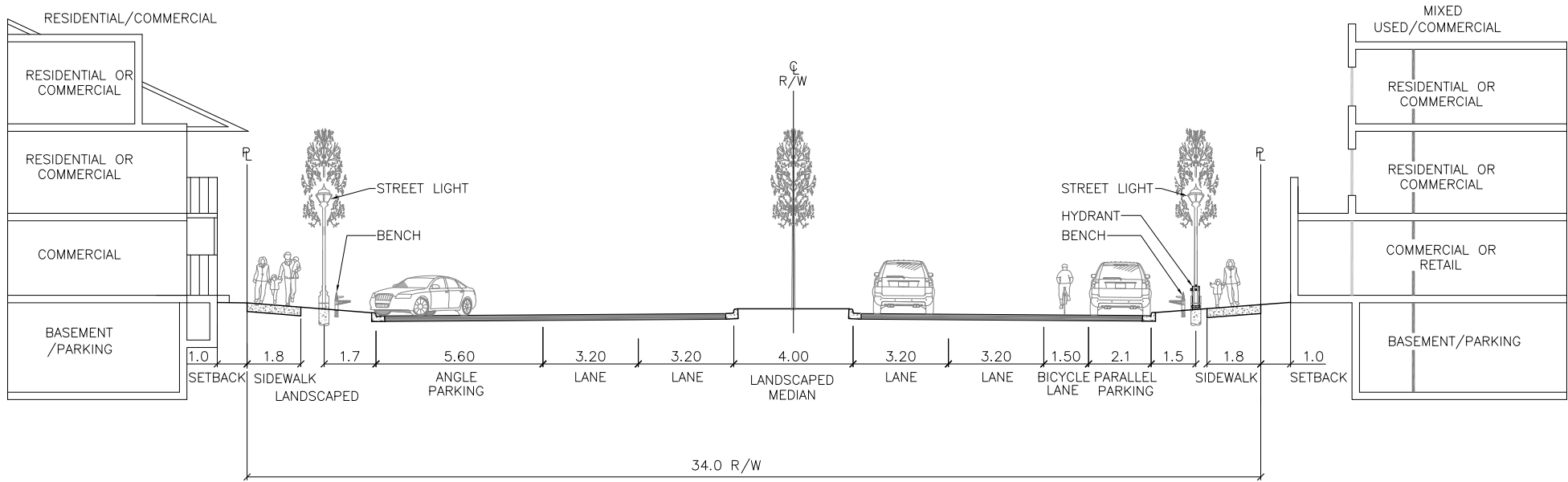
**Road cross-section examples**



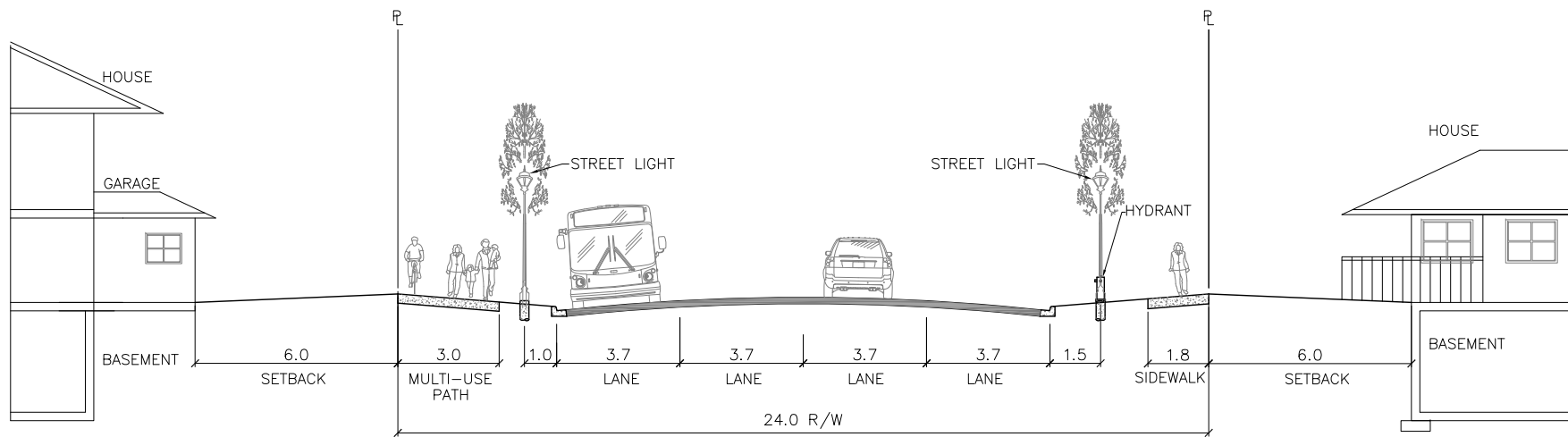


**24.0m TYPICAL MINOR ARTERIAL**

SCALE: NTS  
 NOTE: ALL DISTANCES ARE IN METERS



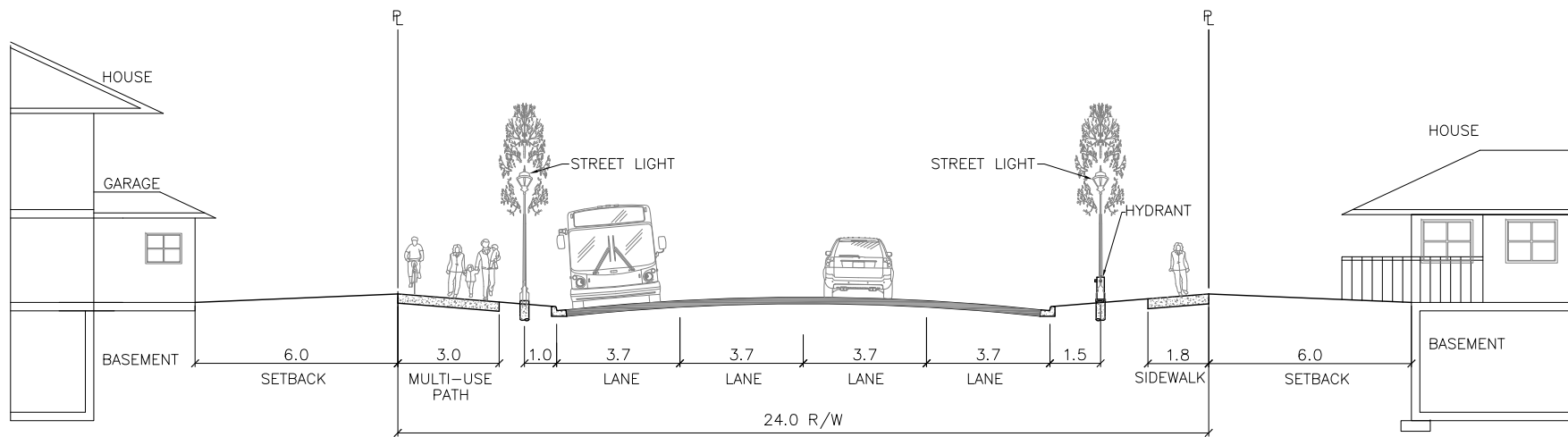
**34.0m TYPICAL MAIN STREET**  
 SCALE: NTS  
 NOTE: ALL DISTANCES ARE IN METERS



**24.0m TYPICAL RESIDENTIAL COLLECTOR**

SCALE: NTS

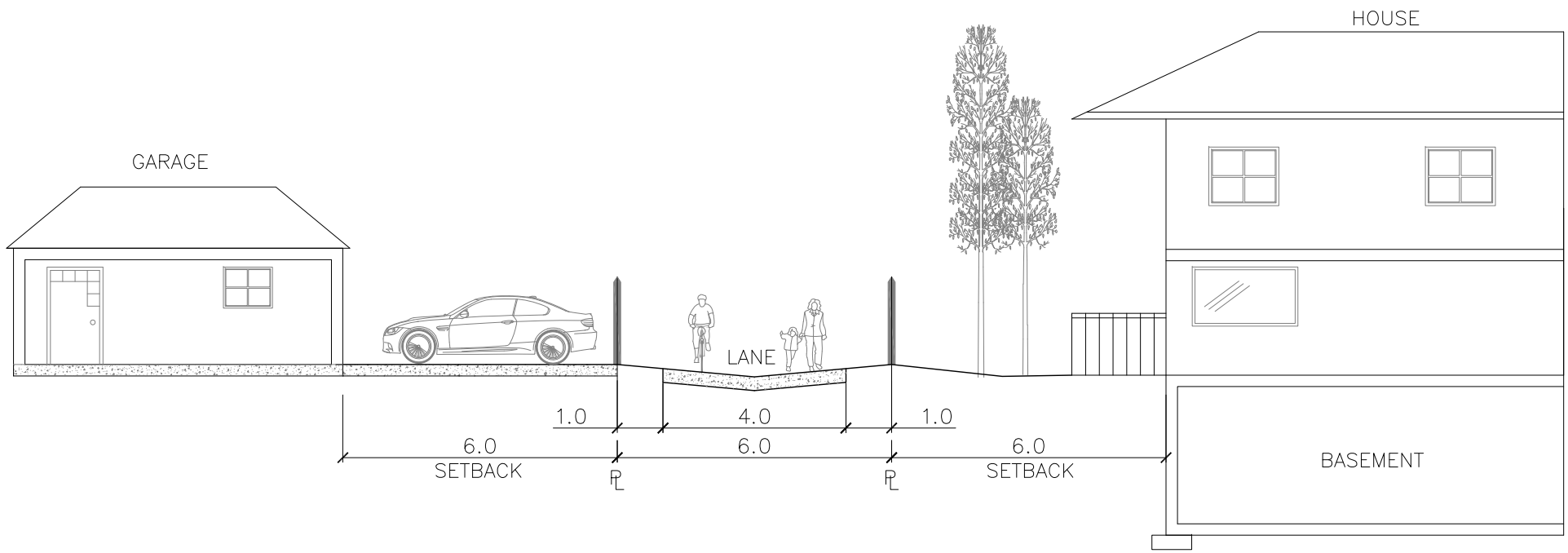
NOTE: ALL DISTANCES ARE IN METERS



**24.0m TYPICAL RESIDENTIAL COLLECTOR**

SCALE: NTS

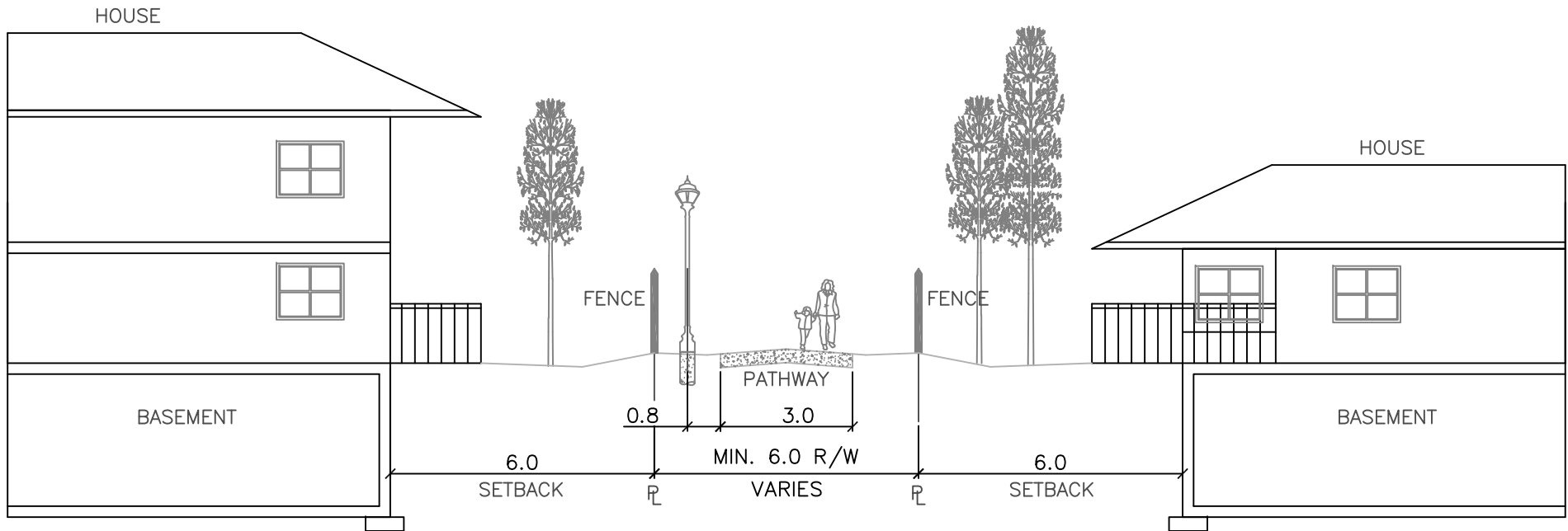
NOTE: ALL DISTANCES ARE IN METERS



**6.0m TYPICAL RESIDENTIAL LOCAL ALLEY PAVED**

SCALE: NTS

NOTE: ALL DISTANCES ARE IN METERS



6.0m TYPICAL RESIDENTIAL MULTI USE PATH

SCALE: NTS

NOTE: ALL DISTANCES ARE IN METERS

East Vistas Area Structure Plan

**Appendix D**

**Open house questionnaire summaries**



**EAST VISTAS AREA STRUCTURE PLAN**

**JANUARY 16 2008 OPEN HOUSE**

**SUMMARY OF COMMENTS AND RESPONSES**

Number of persons in attendance (according to the sign-in sheet): 62

**1: The development concept shows an appropriate future land use scenario:**

Agree	Neither Agree or Disagree	Disagree
20	2	5

Reasons for disagreeing:

- There is no mixed land use, should be a variety to accommodate affordability
- There is no provision for improved roadways – current roads are inadequate
- This will make the area a part of “the city”

**2: There is an appropriate distribution of residential uses:**

Agree	Neither Agree or Disagree	Disagree
22	1	4

Reasons for disagreeing:

- There is no mixed land use, should be a variety to accommodate affordability
- Doesn't like commercial area, townhouse development, etc.

**3: There is an appropriate proportion of residential densities:**

Agree	Neither Agree or Disagree	Disagree
18	3	7

Reasons for disagreeing:

- Would like to see a greater ranging including high density
- More variety needed, rather than three types of residential land use
- There should be a townhouse site in the SW corner
- Not enough roads for the number of homes proposed

- Too dense – 1 or 2 acre lots more appropriate for the area

**4: This is an appropriate distribution of commercial sites:**

Agree	Neither Agree or Disagree	Disagree
16	3	8

Reasons for disagreeing:

- Too focused on the east, west needs more commercial for balance
- There should be a commercial site in the SW corner
- None needed – Nisku/Beaumont/Leduc are close by
- Main street commercial should begin at RR 245 and go to RR 244 (mentioned twice)
- Main street should be along TWP 505

**5: Development guidelines would be desirable in each neighbourhood:**

Agree	Neither Agree or Disagree	Disagree
24	1	2

Reasons for disagreeing:

- Too much uniformity in appearance
- Broad guidelines are okay, architectural guidelines should be up to the developer

**6: Trails and greenways, linking parks and recreational area are important:**

Agree	Neither Agree or Disagree	Disagree
25	2	0

Reasons for disagreeing:

- There should be more

**7: Please indicate which one of the following most closely applies to you:**

<b>Resident landowner within the ASP area</b>	<b>13</b>
<b>Non-resident landowner within the ASP area</b>	<b>1</b>
<b>Developer/Consultant representing lands in the ASP area</b>	<b>3</b>
<b>Local resident outside of ASP area</b>	<b>7</b>
<b>Did not respond</b>	<b>2</b>
<b>Other</b>	<b>3</b>

**8: Additional comments regarding the concept**

**Residential**

- Higher standard of building and structural plans is needed.
- Should consider including retirement or assisted living housing.
- Should be at least four lots per acre.

**Recreational**

- Horse trails are needed.
- Preference for no ATVs within the plan area.

**Environmental**

- Please consider the control on garbage during construction. Temporary fence will be needed around construction sites. Developers should be held accountable for wayward garbage blown onto other properties.
- Concern over Blackmud Creek and spring flooding west of the ASP (mentioned twice).
- Wildlife will disappear.

**Transportation**

- Assurance is needed that if TWP 510 is upgraded access to properties that use it is maintained.
- Need better access to main arteries (HWY 625 and TWP 510) before the ASP is approved.
- Lights are needed on RR 245 and HWY 625.
- Concern over increased traffic and roadway capacity (mentioned twice).
- Street detail should be provided.

- Development will help to improve road conditions.

### **Municipal Services**

- Sewage should be extended to the Vistas and Valley View estates.

### **General Concept**

- Concern over how Beaumont views this ASP.
- Land between ASP and Beaumont should have been included (mentioned twice).
- This is a very preliminary concept in need of more detail.
- 50 metre setback from HWY 625 is a concern for land owners (loss of developable land).
- Town centre is in a good location.
- Bringing “city life” to the country is a bad concept.
- Crime and noise will increase.
- Streetlights and sidewalks are not for the “country.”
- Mix of densities is a good idea.
- Should extend the main street concept to include RR 245 to RR 244.
- Very good use of land.



**EAST VISTAS AREA STRUCTURE PLAN  
SECOND OPEN HOUSE – SEPTEMBER 22, 2009  
SUMMARY OF COMMENTS AND RESPONSES**

Number of persons in attendance (according to the sign-in sheet): 82

**1: The development concept shows an appropriate future land use scenario:**

Agree	Neither Agree or Disagree	Disagree
7	2	3

Reasons for disagreeing:

- We moved to the North Vistas 19 years ago and have enjoyed establishing our quiet home in the country.

**2: There is an appropriate distribution of residential uses:**

Agree	Neither Agree or Disagree	Disagree
7	1	5

Reasons for disagreeing:

- Land is too high quality.
- Too much higher density residential & multi

**3: There is an appropriate proportion of residential densities:**

Agree	Neither Agree or Disagree	Disagree
7	3	2

Reasons for disagreeing:

- Could be more density.

**4: This is an appropriate distribution of commercial sites:**

Agree	Neither Agree or Disagree	Disagree
8	1	4

Reasons for disagreeing:

- Should be more commercial.

- Should be less commercial; use towns that are there.

**5: Development guidelines would be desirable in each neighbourhood:**

Agree	Neither Agree or Disagree	Disagree
8	1	2

Reasons for disagreeing:

- What guidelines for low density? – apartment looking houses like Lucas Estates.

**6: Trails and greenways, linking parks and recreational area are important:**

Agree	Neither Agree or Disagree	Disagree
13		

Reasons for disagreeing:

**7: Please indicate which one of the following most closely applies to you:**

Resident landowner within the ASP area	5
Non-resident landowner within the ASP area	
Developer/Consultant representing lands in the ASP area	1
Local resident outside of ASP area	8
Did not respond	
Other	1

- -Resident, but non-landowner.

**8: Additional comments regarding the concept**

**Residential**

- 

**Recreational**

- The inclusion of walking pathways is excellent for the health of Leduc residents. I do hope that connection of this pathway system to Beaumont will take place in the future. Additionally, the county has a wonderful opportunity to connect into the Waskahegan Trail System. I do hope they capitalize on this opportunity for future generations.

## **Environmental**

- 

## **Transportation**

- There are not enough roads to service the area. The 625 highway is already overloaded – new roads are needed to be developed and a berm built on the edge of highway 625.
- A decision of highway 625 future plans needs to be resolved sooner; as it affects our land directly. Please provide more information on this topic.
- Traffic assessment doesn't consider traffic flows to anticipate development east to Beaumont.
- That the roadways are upgraded in the following manner due to the increase in traffic:
  - a) Range Road 245 would need to be widened, with left/right turning lanes added.
  - b) At the intersection of Range Road 245 and Secondary Hwy 625, traffic lights would need to be installed. It is difficult enough now to turn left onto the highway from this range road during rush hour traffic from Nisku. Having higher traffic volume would only make this worse and dangerous. This might also be a factor for Range Road 244, as well as coming out of the South Vistas' onto the highway.
  - c) We constantly have problems with vehicles speeding down Range Road 245 as commuters use this road as a shortcut between Nisku and Edmonton, using 101 Street to go into the City. I trust the speed limit on the Range Road would not be increasing, and the posted speed of 60km would be enforced. Crosswalks would also be appreciated at the entrance of North Vistas loops crossing over to the East Vistas.  
Not only trying to ensure that traffic flows safely, but that my kids can continue to walk and bike safely in the area.
- The allowance of future LRT down Township 510 demonstrates true long term vision. It will spare our children from the insane costs incurred by Edmonton in its University south LRT expansion. To have to remove homes due to lack of long term planning is deplorable. I am most pleased that the county is thinking this far in advance. This is clearly evidence of the county's capabilities and will serve the county well in any future annexation dispute.
- We would like to recommend the ring road to be named 'Gobeil Drive' in recognition of pioneering farmers in this area to developed.

## **Municipal Services**

- ASP should have extended east to Beaumont to ensure orderly planning & adequate utilities.
- My concerns are that there is not a strain put on existing residents as far as utilities (water pressure, etc.)

## **General Concept**

- Good plan.
- We feel like our quality of life will be impacted negatively. There will be increase in noise, light, activity, and traffic. It's long time residents, our family feel very saddened and disappointed.

- I believe this ASP should be extended straight north to complete the logical block of land up to 41 Avenue SW; so that north & south roads to Edmonton can be planned in a rational progression.
- Hurry up!
- It is a great plan. I think Leduc County should move faster to get it done, because I am hearing all of this for the last 3 years. I think before we hit another boom, something should happen here so people can buy houses now, when it's a little affordable.
- I would like to express support for the East Vistas plan. As a neighbour I believe there is a need some sort of smart growth, which I am sure this is the one.
- This would bring the value of homes in North Vistas down as there won't be that open feeling. One reason we couldn't sub-divide was increase in traffic. My 2.5 acres is not good agricultural land – now just growing weeds.  
Why are wasting good agricultural land. Hasn't there been enough development around the Beaumont area with plenty of vacant lots. Go there and start a mini town.
- The 3 smaller parcels west of Lucas Phase I should be allowed to provide additional commercial space, I was under the impression that Tom Berube's parcel was already zoned commercial. This combined with the 2 adjoining small parcels could assist in transition area as well as provide opportunity for services for the early movers into the area.
- I guess this plan shows the smart growth – very impressed.
- More lots are important; more quality roads – not poor roads; more variety in size is important; the high density is concerning more schools proper road tax base to support this; I would disagree just lots lots with roads and good roads.



**EAST VISTAS AREA STRUCTURE PLAN THIRD**

**OPEN HOUSE – FEBRUARY 24, 2010**

**SUMMARY OF COMMENTS AND RESPONSES**

**Number of persons in attendance (according to the sign-in sheet): 43**

**Email letter submissions: 1**

**1: The development concept shows an appropriate future land use scenario:**

Agree	Neither Agree or Disagree	Disagree
6	2	5

Additional comments (paraphrased):

- Although the plan meets the guidelines of the Capital Region Plan, It is not an appropriate use of agricultural land.
- Definitely not.
- The land should be for agricultural use, not development because of the soil classification.
- Farmland and agriculture should take precedence.
- The larger regional plan is unknown at this time.
- 

**2: There is an appropriate distribution of residential uses:**

Agree	Neither Agree or Disagree	Disagree
6	5	1

Additional comments (paraphrased):

- It would follow the Capital Region Plan’s guidelines for residential density.

**3: There is an appropriate proportion of residential densities:**

Agree	Neither Agree or Disagree	Disagree
6	3	2

No additional comments

**4: This is an appropriate distribution of commercial sites:**

Agree	Neither Agree or Disagree	Disagree
5	4	3

Additional comments (paraphrased):

- Too many commercial sites would increase traffic.
- Unsure of the larger Edmonton-Beaumont-Leduc-Airport regional plan.

**5: Development guidelines would be desirable in each neighbourhood:**

Agree	Neither Agree or Disagree	Disagree
9	2	1

No additional comments

**6: Trails and greenways, linking parks and recreational area are important:**

Agree	Neither Agree or Disagree	Disagree
11	1	1

No additional comments

**7: Please indicate which one of the following most closely applies to you:**

Resident landowner within the ASP area	5
Non-resident landowner within the ASP area	0
Developer/Consultant representing lands in the ASP area	1
Local resident outside of ASP area	6
Other	0

**8: Additional comments regarding the concept**

**Adjacent Municipalities and Lands**

- Should include the sections (33 and 28) between the plan area and Beaumont.
- Adjacent landowners between the plan area and Beaumont should be approached to participate.

- This plan goes along with the Capital Region plan, but it does not follow the North Saskatchewan Regional Plan.
- The plan states that development is not to be permitted west of 814 until 2/3 of the east side is developed.
- The plan states that development is not to occur between Highways 814 and 2.
- Concerned about effects on developing a high density residential community close to an expanding industrial area.
- The Vistas were developed originally before Nisku expanded to the east.
- The Beaumont and District Ag Society being close to this development will create conflict with truck traffic and smells.
- Meets the guidelines of the Capital Region plan but there should be a compatibility study to determine if this community belongs here.
- Unsure of government involvement and opinions in this process (provincial and municipal).
- Would like to see the findings of the Leduc County/Town of Beaumont sustainability study be incorporated into the plan when they are available.
- Quiet lifestyle of neighbouring residents will be threatened by this development.
- Feeling is that the County's mind is made up on this development application.
- This development should be done as a 'regional structure plan', taking into consideration Edmonton, Leduc County, Leduc, Beaumont and the airport.
- Potential conflicts regarding servicing for Beaumont and southeast Edmonton.

### **Residential**

- Developing lower income housing under larger power liens is unethical and planning without a conscience.

### **Residential**

- Developing lower income housing under larger power liens is unethical and planning without a conscience.
- Lot sizes are too small; these lots will not provide enough backyard plant-life to filter air and noise pollutions.

### **Transportation**

- Uncertainty as to how much land will be taken within and around the plan area to meet transportation demands for new and expanding roads.

### **Municipal Services**

- Community does not have the immediate infrastructure to sustain it, and it will negatively affect Beaumont and its services.
- Uncertainty if the waterline will be installed under the highway or within the plan area along highway 625.

### **General Concept**

- Land should not be covered with solid concrete.

- This concept is too close to other developments in the City of Edmonton, City of Leduc and the Town of Beaumont
- Recommendations to rename streets, parks and other features in memory of the Gobeil (unsure of spelling) family who have lived on these lands for many decades.
- Good concept.
- This concept is not in the best interest of the area.
- This development should be on the west side of Highway 2 near Devon.

**Dave Desimone**

---

**From:** Your Say Leduc County <support@engagementhq.com>  
**Sent:** April/15/2026 8:38 PM  
**To:** Dave Desimone  
**Subject:** Anonymous User completed Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22 with the responses below for the April 28, 2026 public hearing on the proposed amendment to East Vistas Area Structure Plan 12-22.

**Please indicate below if you are in favour or oppose the subject matter of this public hearing:**

Opposed

---

**First name:**

Darlene

---

**Last name:**

Gartner

---

**Phone number:**

ATIA, s. 20 - Personal information

---

**Email:**

ATIA, s. 20 - Personal information

---

**Physical address:**

ATIA, s. 20 - Personal information

, Leduc County, AB ATIA, s. 20 - Personal information

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**Comments you'd like Leduc County Council to consider in its decision:**

The amendment proposed departs greatly from a carefully designed complete residential community, including low to high density housing, natural areas, neighborhood, commercial spaces, parks, and school sites based on that we do not support this industrial development suggested by the County of Leduc. Moving towards industrial use in this area raises multiple concerns, including: lowering value and desirability of existing country residential because of its proximity to more industrial; moving away from the original vision of a balanced residential community; Leduc County already relies heavily on industrial development for its tax base and the East Vista residential area supports industrial growth by providing workers a place to live; significant industrial development is already planned nearby, including land north of Township Road 510 along the Spine Road and the Beaumont Innovation Park. Again, we have grave concerns about this suggested plan and do not support it.

---

## Dave Desimone

---

**From:** Your Say Leduc County <support@engagementhq.com>  
**Sent:** April/15/2026 8:42 PM  
**To:** Dave Desimone  
**Subject:** Anonymous User completed Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22 with the responses below for the April 28, 2026 public hearing on the proposed amendment to East Vistas Area Structure Plan 12-22.

**Please indicate below if you are in favour or oppose the subject matter of this public hearing:**

Opposed

---

**First name:**

Albert and Erika

---

**Last name:**

Simon

---

**Phone number:**

ATIA, s. 20 - Personal information

---

**Email:**

ATIA, s. 20 - Personal information

---

**Physical address:**

ATIA, s. 20 - Personal information Leduc County, Alberta ATIA, s. 20 - Personal information  
Leduc County Regular Council meeting - April 28, 2026 information

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**Comments you'd like Leduc County Council to consider in its decision:**

We feel the East Vistas should remain as planned. Once again, the County seems to feel they can do whatever they want when tax dollars will benefit them. Just how many people in Development and Planning live in this area? Would they like to live here, see their land values lowered or fear being forced to move because once again the County seems to favour what developers may want. It certainly doesn't feel like the County places any value on existing residents. Why would anyone think that surrounding our area with industrial development would be beneficial or attractive to the existing residents. From what we have heard in the past, there is plenty of land to adjacent industrial along the Spine Road for industrial. This was, once again, left to last minute timing as for advising people that would be affected to get a response in. That tells us the County is not too interested in public input - more like sorry but you missed the deadline. Seems the County would rather hide potential changes in future development than truly care about their long time tax payers!

---

17 April 2026

Mayor and Council  
Leduc County

**Re: Submission Respecting Proposed Amendment to the East Vistas Area Structure Plan for the Designation of Section 29-50-24-W4 as a Special Study Area Designation**

Mayor and Council,

Scheffer Andrew Ltd. provides this submission on behalf of AMRIK Land Development Corp. in **opposition** to the proposed amendments to the *East Vistas Area Structure Plan Bylaw 15-09*, as amended (East Vistas ASP), as they affect Section 29-50-24-W4. AMRIK represents multiple landowners within Section 29 and development interests in East Vistas.

In our opinion, the proposed amendment to designate Section 29 a Special Study Area is premature and should not proceed as there is no relevant planning matter to resolve. The County may ultimately conclude that a different land use mix for Section 29 is appropriate. However, before adopting a Special Study Area and deferring new proposals indefinitely, the County should first:

- define the planning issue(s) requiring resolution;
- identify why Section 29 is being singled out;
- complete the relevant planning, servicing, fiscal and market analysis;
- compare residential and non-residential options against objective criteria; and
- publicly disclose completed studies supporting the County's revised direction to enable affected parties to respond in a meaningful way.

**Existing County Planning Framework for East Vistas**

In our opinion, the County's planning documents and website continue to treat East Vistas as the County's principal urban growth area, not as an area whose urban growth role has been abandoned or fundamentally reconsidered. This understanding is demonstrated specifically in the documents described and referenced below.

The East Vistas ASP provides a framework for the development of approximately 562 ha (1,400 ac.) of land in Leduc County, including all of Sections 29 and 32-50-24-W4 and a portion of NE 31-50-24-W4 southeast of Irvine Creek. The land use concept was designed to transition from country residential development within the Vistas to urban residential development moving east to the City of Beaumont.

The East Vistas ASP plan area is within the Urban Growth Area identified in Leduc County's *Municipal Development Plan Bylaw 17-25*, adopted in August 2025 (the MDP). The MDP is the County's primary long-term policy framework for land use and growth over the next 30 years and beyond. The MDP states that the Urban Centre will provide a sustainable community with a diversity of land uses that meet the everyday needs of County residents. It is clear from the County's public materials that Leduc County supports growth within its urban areas and that East Vistas is one of the County's primary growth nodes.

The County's website expressly identifies East Vistas as an urban growth area. A February 2026 East Vistas Home Builders Information Bulletin published by Leduc County provides feedback to developers within East Vistas and addresses ongoing residential construction, grading, site access, inspection readiness, and utility connection matters. The County's updated growth forecasts state that East Vistas is expected to receive the majority of Leduc County's population growth through 2050.

These documents identify East Vistas as an active urban growth area and do not provide information justifying a shift from urban residential development in this area.

### **Proposed Special Study Area Is a Major Policy Shift**

In our opinion, the work required to justify a broader shift away from residential development has not yet been completed. The proposed temporary designation of Section 29 as a Special Study Area is a substantive policy shift and indefinitely freezes development.

Accepted planning practice would typically require, at minimum, publicly available information related to the establishment of the study area boundary, and identification of the planning purpose prior to undertaking a Special Study. This would include background studies addressing infrastructure and servicing implications, fiscal implications, land supply and market need, transportation network and access considerations, and the comparative suitability of alternative land use scenarios. None of this information has been provided or made public.

The publicly available information implies that the County continues to support residential development in East Vistas. However, a 24 February 2026 Council resolution directed administration to prepare amendments to designate Section 29 as a Special Study Area, defer new development proposals until future land uses are resolved, and investigate options for non-residential land use. In planning terms, that is a substantial policy reversal for a defined area within an active urban growth framework. Based on the accompanying Administration report, the primary concern appears to be that East Vistas may become the County's population centre and thereby increase demand for municipal servicing and community services. Those are valid municipal considerations. However, the publicly available materials identify those as broad level concerns. They do not provide a basis or rationale demonstrating why development within Section 29 specifically should be redirected away from residential use, why non-residential use is the preferable alternative, or why a development freeze should occur before supporting work is completed.

As recently as March 24, 2026, County Administration briefed Council on the proposed Aurora Meadows Outline Plan and associated amendments to the East Vistas ASP immediately adjacent to Section 29. The related Administration report confirms that the primary land use within Aurora Meadows remains residential. Nichols Applied Management's Fiscal Commentary similarly states that the lands are currently approved for residential development, compares residential density scenarios, and notes that additional density increases assessment revenues to the County. It also concludes that a comprehensive analysis is still required to understand infrastructure and service impacts within the Aurora Meadows plan area. These submissions to Council support the conclusion that nearby lands in East Vistas continue to be processed within a residential development framework and that the work needed to justify a broader shift away from residential development has not yet been completed.

Because the proposed amendment for a Special Study significantly alters the planning direction for a defined area within the County's principal urban growth area it should be supported by a clear planning rationale. In our opinion, the public record does not yet establish why Section 29 should be singled out for different treatment.

### **Public Hearing and Decision-Making Process**

We acknowledge that Council has the statutory authority to amend any planning bylaw, including an area structure plan, subject to the requirements of the *Municipal Government Act*.

Where Council is considering a bylaw of this nature, the *Municipal Government Act* requires public notice and a public hearing, and Council must hear those who claim to be affected and who comply with Council's procedures. After considering those representations, Council may pass, amend, or defeat the bylaw. For residential or mixed residential matters, only one public hearing is permitted. As a result, this hearing is the principal opportunity for affected landowners to be heard by Council on this matter. This includes residents living near East Vistas and residents looking to further develop their property.

This hearing must function as a real and useful part of the decision-making process and must not be a check-box exercise. Where Council is being asked to make a significant shift in planning direction for Section 29, affected landowners are entitled to a process that is consistent with the *Municipal Government Act*, the County's *Public Participation Policy CO-01* and remains genuinely receptive to evidence and submissions supporting the continuation of the existing residential framework.

That expectation is consistent with sound planning practice regarding site-specific plan and bylaw amendments. Although Council members are political actors and some degree of lobbying is a natural part of the bylaw adoption process, decisions of this nature should be based on evidence presented at an open and fair public hearing, not on undisclosed material or private communications that are not provided to all interested parties to address.

### **Conclusion**

For the reasons above, we respectfully recommend that Council:

- reject the proposed amendment affecting Section 29-50-24-W4; or
- alternatively, defer the amendment until administration has publicly released a complete report setting out the planning purpose, study criteria, comparative land use analysis, and proposed timing for any special study process.

Respectfully submitted,  
***Scheffer Andrew Ltd., Edmonton***

Kyle Miller, B.A.  
Project Planner  
Cell: (780) 984-6628  
Email: [k.miller@schefferandrew.com](mailto:k.miller@schefferandrew.com)

**Dave Desimone**

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**From:** Your Say Leduc County <support@engagementhq.com>  
**Sent:** April/16/2026 10:38 PM  
**To:** Dave Desimone  
**Subject:** Anonymous User completed Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22 with the responses below for the April 28, 2026 public hearing on the proposed amendment to East Vistas Area Structure Plan 12-22.

**Please indicate below if you are in favour or oppose the subject matter of this public hearing:**

Opposed

---

**First name:**

Ron and Alena

---

**Last name:**

Miller

---

**Phone number:**

ATIA, s. 20 - Personal information

---

**Email:**

ATIA, s. 20 - Personal information

---

**Physical address:**

ATIA, s. 20 - Personal information Leduc County ATIA, s. 20 - Personal information  
Leduc County Regular Council meeting - April 28, 2026

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**Comments you'd like Leduc County Council to consider in its decision:**

We strongly believe the East Vistas should remain planned for residential development only as originally intended. It's very shocking to hear and raises much concern about Industrial Development being considered in our country residential community as industrial development should reside with other industrial industries not in residential as it will have long term affects on homeowners in multiple ways.

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## Dave Desimone

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**From:** MANNERS, Jim [ATIA, s. 20 - Personal information](#)  
**Sent:** April/17/2026 12:24 PM  
**To:** Dave Desimone  
**Subject:** Proposed change to East Vistas

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good morning,

I am writing to ask the county to keep the current East Vistas Area Structure Plan and not redesignate the area as a Special Study Area. In short, my preference as a landowner and resident of the North Vistas is to see the East Vistas area remain as residential and not be used for future industrial/commercial use. I feel redesignating the land as a Special Study Area is a move to open it up to industrial usage.

Currently I enjoy living in the area and have no concerns with the planned expansion of the East Vistas to turn what is currently farmland into residential neighbourhoods. Many people in Edmonton, when I tell them where I reside, express that they like the area and wish they could live there as well. Expanding residential housing will give more opportunity and allow the neighbourhoods to support the commercial areas of Nisku, Beaumont, and Leduc. It would be nice if our community, as it expands, could support the existing industrial areas instead of having them right next door. We currently enjoy the company of our current neighbours, and more wouldn't hurt. We just want them to be residents.

Commercial areas change the feeling of a neighborhood and invite noise pollution, smoke, smell, waste, and other environmental elements that could have a negative impact on the surrounding environment. I much prefer the initial Area Structure Plan which supports a mix of housing, parks, and schools as necessary.

Please consider my written feedback for inclusion into the official report.

Thanks

Jim Manners, [ATIA, s. 20 - Personal information](#)  
[ATIA, s. 20 - Personal information](#)

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[ATIA, s. 20 - Personal information](#)

**Dave Desimone**

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**From:** Your Say Leduc County <support@engagementhq.com>  
**Sent:** April/16/2026 10:39 AM  
**To:** Dave Desimone  
**Subject:** Anonymous User completed Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22 with the responses below for the April 28, 2026 public hearing on the proposed amendment to East Vistas Area Structure Plan 12-22.

**Please indicate below if you are in favour or oppose the subject matter of this public hearing:**

Opposed

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**First name:**

Susan

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**Last name:**

Ludwig

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**Phone number:**

ATIA, s. 20 - Personal information

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**Email:**

ATIA, s. 20 - Personal information

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**Physical address:**

ATIA, s. 20 - Personal information

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**Comments you'd like Leduc County Council to consider in its decision:**

Strongly opposed to industrial site south of twp505 to hwy625. There is plenty of room for that still in Nisku!!!

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**Dave Desimone**

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**From:** Your Say Leduc County <support@engagementhq.com>  
**Sent:** April/16/2026 9:58 PM  
**To:** Dave Desimone  
**Subject:** Anonymous User completed Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22 with the responses below for the April 28, 2026 public hearing on the proposed amendment to East Vistas Area Structure Plan 12-22.

**Please indicate below if you are in favour or oppose the subject matter of this public hearing:**

Opposed

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**First name:**

Nicole

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**Last name:**

Ludwig

---

**Phone number:**

ATIA, s. 20 - Personal information

---

**Email:**

ATIA, s. 20 - Personal information

---

**Physical address:**

ATIA, s. 20 - Personal information Leduc County, AB ATIA, s. 20 - Personal information  
Leduc County Regular Council meeting - April 28, 2026

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**Comments you'd like Leduc County Council to consider in its decision:**

We have a booming residential area. Surrounded already to the west and North in open industrial areas within Nisku and extending up to Edmonton city limits that are vacant. There is no need to ruin the residential area, land, habitats and roads with industrial buildings.

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## Dave Desimone

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**From:** Your Say Leduc County <support@engagementhq.com>  
**Sent:** April/17/2026 11:54 AM  
**To:** Dave Desimone  
**Subject:** Anonymous User completed Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22 with the responses below for the April 28, 2026 public hearing on the proposed amendment to East Vistas Area Structure Plan 12-22.

**Please indicate below if you are in favour or oppose the subject matter of this public hearing:**

Opposed

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**First name:**

Lucille

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**Last name:**

Low

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**Phone number:**

ATIA, s. 20 - Personal information

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**Email:**

ATIA, s. 20 - Personal information

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**Physical address:**

ATIA, s. 20 - Personal information Leduc County, Ab. ATIA, s. 20 - Personal information

Leduc County Regular Council meeting - April 28, 2026

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**Comments you'd like Leduc County Council to consider in its decision:**

First thing, the question (statement) #1 is Opposed, In Favor, Neutral. If we had a better idea as to what the phrase "Special Area" means, we could give a more definite answer. After communication with a number of County employees, I still have no answer. Ones again, the longtime residents of the acreages of the North Vista are seeing their community "invaded" by more houses, more traffic and additional interference of what their community was and is perceived to encompass. A quiet, Country Residential area. In my communication I heard that the owners of the area in question, those who purchased the property would be presenting their idea as what they see. These investors are not interested in making people of the North Vistas happy, rather they are only thinking as to the investment and how much money (\$\$) they can make. This East Vista ASP has been in the books for 15 or so years. A portion of the area has already seen a great deal of build. Many houses. Why has the county waited so long to take the time to look at this now? A note from one person from the County indicated, administration wanted to review now the area (South of 505) "after facing a lot of development pressure from large scale development companies who would like to start immediately." Seems the county is in tough; they have to consider being cautious. In the past the county has asked for input into various projects. A number of residents in the Vistas have spent a good deal of time writing and speaking to the Council. One of the last speakers mentioned in their talk, we as a group hope that members of Council and now Senior Planner and their staff will read all that is presented. It was also suggested to me that, if I was worried about population influx etc., that is definitely a federal (and somewhat provincial) mandate and I could talk with the MP or MLA, both very nice people to talk to! A number of people have suggested we are more urban than rural, and we are closer to, Edmonton, Beaumont and Leduc. As I see it, we have industrial to the north of the Vistas, not Edmonton, industrial to the west, Nisku, industrial to the south Leduc Industrial Park. The only town is Beaumont, and this is a scenario that is scary. When I see the houses being built in Beaumont and the proximity to each other, could be serious if we have a very windy day and a fire started. The residents of the North Vistas move here to get away from the "city". As it is right now there are not enough schools to accommodate families, no recreation facilities, not even a simple playground. If the Investors what to build something like a large park, Arena, Indoor soccer park, that would be nice. (not very profitable). I see the beautiful ball park east of Beaumont, not a very good use of land as it is not use to its capacity. The area (East Vista ASP) was expected to have a full build-out population of around 23,000 people? I see this as an unsustainable situation. Not in this area. On Facebook this morning it states: East Vista Structure Plan12-22 plays a crucial role in shaping the future growth and development of the area, balancing, residential, commercial and community needs. This needs to be looked at Long and hard by the County! We also would like more "transparency" from the county. More communication, we often wonder if our comments are read by all, if there is any discussion about what is presented. The residences spend a good amount of time, thought, and investigation into what they present to the County. Regards, Jim and Lucille Low

**Dave Desimone**

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**From:** Your Say Leduc County <support@engagementhq.com>  
**Sent:** April/16/2026 9:19 PM  
**To:** Dave Desimone  
**Subject:** Anonymous User completed Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22 with the responses below for the April 28, 2026 public hearing on the proposed amendment to East Vistas Area Structure Plan 12-22.

**Please indicate below if you are in favour or oppose the subject matter of this public hearing:**

Opposed

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**First name:**

Karen

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**Last name:**

Leach

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**Phone number:**

ATIA, s. 20 - Personal information

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**Email:**

ATIA, s. 20 - Personal information

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**Physical address:**

ATIA, s. 20 - Personal information

Leduc County AB

ATIA, s. 20 - Personal information

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**Comments you'd like Leduc County Council to consider in its decision:**

KEEP THE CURRENT APPROVED PLAN. Don't change a carefully designed ASP! There's enough industrial development nearby. Workers need a place to live. Our property values will drop if 'Industrial' is introduced. We would like to see a balanced residential community next to our existing 'country residential' zone. Natural areas need to be preserved, neighborhood commercial spaces, parks, schools are what this area needs. I am so very opposed to the proposed amendment; a major shift from the original plan!

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**Dave Desimone**

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**From:** Your Say Leduc County <support@engagementhq.com>  
**Sent:** April/17/2026 9:15 AM  
**To:** Dave Desimone  
**Subject:** Anonymous User completed Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22 with the responses below for the April 28, 2026 public hearing on the proposed amendment to East Vistas Area Structure Plan 12-22.

**Please indicate below if you are in favour or oppose the subject matter of this public hearing:**

Opposed

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**First name:**

Hardeep

---

**Last name:**

Lall

---

**Phone number:**

ATIA, s. 20 - Personal information

---

**Email:**

ATIA, s. 20 - Personal information

---

**Physical address:**

ATIA, s. 20 - Personal information Edmonton, AB, ATIA, s. 20 - Personal information

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**Comments you'd like Leduc County Council to consider in its decision:**

Greatly opposed to this. We made investments based on this ASP, and this would be detrimental.

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**Please include any relevant documents (up to 5 updates, no larger than 10 MB combined).**

[https://s3.ca-central-1.amazonaws.com/ehq-production-canada/60d493824f3e6e4d4838636b58e51fefb2621240/original/1776438882/668299b1bd4b777a5e026120f98da77e\\_Letter%20to%20the%20County%20of%20Leduc%20-%20East%20Vistas%20-%20High%20Lands%20Development%20Ltd.pdf?1776438882](https://s3.ca-central-1.amazonaws.com/ehq-production-canada/60d493824f3e6e4d4838636b58e51fefb2621240/original/1776438882/668299b1bd4b777a5e026120f98da77e_Letter%20to%20the%20County%20of%20Leduc%20-%20East%20Vistas%20-%20High%20Lands%20Development%20Ltd.pdf?1776438882)

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## Dave Desimone

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**From:** Tammy Buck [ATIA, s. 20 - Personal information](#)  
**Sent:** April/17/2026 1:28 PM  
**To:** Dave Desimone  
**Subject:** East vistas

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi there

I recently became aware of the new potential zoning plan for the east vistas. I am a resident of the north vistas and would just like it know I do not agree with the new plan. I believe it should be kept as residential only, not planned as a special study area. It's been studied and set for residential. We already have industrial on the other side. We don't need it there also.

If there's any other way I can protest this please let me know.

Thanks Tammy

## Dave Desimone

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**From:** Your Say Leduc County <support@engagementhq.com>  
**Sent:** April/16/2026 9:23 AM  
**To:** Dave Desimone  
**Subject:** Anonymous User completed Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22 with the responses below for the April 28, 2026 public hearing on the proposed amendment to East Vistas Area Structure Plan 12-22.

**Please indicate below if you are in favour or oppose the subject matter of this public hearing:**

Opposed

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**First name:**

marisa

---

**Last name:**

bretthauer

---

**Phone number:**

ATIA, s. 20 - Personal information

---

**Email:**

ATIA, s. 20 - Personal information

---

**Physical address:**

ATIA, s. 20 - Personal information Leduc County, AB, ATIA, s. 20 - Personal information  
information

Leduc County Regular Council meeting - April 28, 2026

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**Comments you'd like Leduc County Council to consider in its decision:**

I have reviewed the amendment plan in full, and aside from the introduction of the newly designated “Special Study Area,” the document appears largely consistent with what has been presented over the past several years. However, there is no clear explanation within the amendment as to what this “Special Study Area” designation entails. I have since been informed by neighboring residents that this area is being considered for industrial use. If this is accurate, I have significant concerns. There is already substantial industrial development to the west in Nisku, as well as additional industrial lands to the north along the spine road corridor—many of which remain undeveloped or underutilized. Expanding industrial zoning directly adjacent to established residential areas is not appropriate land use planning and will have negative impacts on residents, including increased noise, traffic, light pollution, and overall loss of rural residential character. If industrial development is being contemplated within this “Special Study Area,” it is concerning that this intent is not clearly disclosed within the amendment documentation. The absence of this information creates a lack of transparency and does not allow residents to provide informed feedback. I respectfully request clarification on the intended purpose and potential zoning outcomes of the “Special Study Area.” If industrial use is being considered, I strongly oppose this direction and ask that the County reconsider in light of existing industrial capacity in surrounding areas and the impact on nearby residents.

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**GERALD C. BOLTON  
PROFESSIONAL CORPORATION  
Barrister and Solicitor**

**200A, 6650-177 Street NW  
Edmonton, Alberta  
T5T 4J5**

**Telephone (780) 462-0070  
Fax (780) 462-0022  
email [geraldcbolton@angeleslaw.ca](mailto:geraldcbolton@angeleslaw.ca)**

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April 16, 2026

Leduc County

Via email [DaveD@leduc-county.com](mailto:DaveD@leduc-county.com)

Dear Sirs,

**RE: 58981 Alberta Ltd and 1579599 Alberta Ltd.  
4-24-50-29: SW  
4-24-50-29: NW**

I am the lawyer for 58981 Alberta Ltd and 1579599 Alberta Ltd. who are long time land owners of the property above noted.

That property is within the area that Leduc County is considering reallocating for future industrial use. The current approved plan contemplates development of primarily residential uses and my clients fully support the continuation of that designation.

This designation is consistent with the current area development and the need for housing generally. My clients believe that the current designation will allow for the best use of the land in the future.

The development horizon for this land will be extended if it is slated for industrial use. My clients fear that the value of the land will be adversely affected by such a change.

We urge you to retain the current approved plan and not support the proposed amendment.

Yours Truly,

Gerald C Bolton

**Dave Desimone**

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**From:** Your Say Leduc County <support@engagementhq.com>  
**Sent:** April/15/2026 8:40 PM  
**To:** Dave Desimone  
**Subject:** Anonymous User completed Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Anonymous User just submitted the survey Submit comments: Proposed amendment to East Vistas Area Structure Plan 12-22 with the responses below for the April 28, 2026 public hearing on the proposed amendment to East Vistas Area Structure Plan 12-22.

**Please indicate below if you are in favour or oppose the subject matter of this public hearing:**

Opposed

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**First name:**

Wayne

---

**Last name:**

Anderson

---

**Phone number:**

ATIA, s. 20 - Personal information

---

**Email:**

ATIA, s. 20 - Personal information

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**Physical address:**

ATIA, s. 20 - Personal information

Leduc County

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**Comments you'd like Leduc County Council to consider in its decision:**

If this amendments take place, and it is zoned industrial, that will leave the North Vistas stuck in the middle of 2 industrial areas. Doing this will bring our property values down and make our area less desirable to live in. The original vision was supposed to be residential and community not industrial .please leave that area East Vistas as originally planned.

---

**From:** [ATIA, s. 20 - Personal information](#)  
**To:** [Dave Desimone; Legislative Services](#)  
**Subject:** Repeal and replace the East Vistas Area Structure Plan No. 12-22  
**Date:** April 17, 2026 8:32:52 PM

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I see that the county is proposing a change in the East Vista's designating a special study area with potential for future industrial use. I don't think anyone living on any of the communities on Range Road 245 would be for a future industrial area. It makes no sense whatsoever to plop industrial in an area that seems to be expanding in terms of residential, especially when there is plenty of undeveloped space in the Nisku and Leduc business parks. For the record, I am against said changes and I truly have to wonder if the planners have ever actually been in the area. Leave the East Vista's alone!!!!

Sincerely,

Slav Heyduk &  
Andrea Mitchell  
[ATIA, s. 20 - Personal information](#)

[ATIA, s. 20 - Personal information](#)

## Dave Desimone

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**From:** Matthew Gratton <Matthew.Gratton@beaumont.ab.ca>  
**Sent:** April/17/2026 3:35 PM  
**To:** Dave Desimone  
**Cc:** Jordan Evans; Joannes Wong  
**Subject:** Re: East Vistas Area Structure Plan Amendment

Hi Dave,

Thanks for the opportunity to comment. At this time, City of Beaumont does not have any concerns with the proposed special study area amendment, and supports deferring development proposals until future land uses within the study area are resolved. City of Beaumont can provide more feedback on future amendments once the County determines if land use changes and amendments (residential to non-residential) will be pursued.

Another amendment to the East Vistas ASP (Aurora Meadows) was provided to the City for comment recently. While the revised amendment has not yet been received by Beaumont, both amendments may need to be reviewed together to consider any impacts to the IPFA or cross-boundary matters, if any.

In future, we would request that any referrals meet the review timelines set out in the IPFA.

Thanks, and have a nice weekend.

Matthew

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**REPORT NAME**

Appointment of 2026 seasonal pest and weed inspectors

**RECOMMENDATION**

That Council appoints the following seasonal employees as Leduc County Inspectors for the duration of their employment:

1. Daytona Ference, Inspector, in accordance with the Province of Alberta Weed Control Act
2. Janette Willisko, Inspector, in accordance with the Province of Alberta Weed Control Act
3. Leah Churchill, Inspector, in accordance with the Province of Alberta Weed Control Act
4. Brennon Kirk, Inspector, in accordance with the Province of Alberta Agricultural Pests Act
5. Austin McConnell, Inspector, in accordance with the Province of Alberta Agricultural Pests Act

**IMPLICATIONS**

**Reason:** Legislative requirement

**Authority:** (MGA section/bylaw/policy number): *Weed Control Act and Agricultural Pests Act*

**Amount of funding required:** N/A

**Funding source:** N/A

**BACKGROUND**

**Appointments under the *Weed Control Act***

- Section 7 (1) of the Province of Alberta *Weed Control Act* states: *A local authority shall appoint inspectors to enforce and monitor compliance with this Act within the municipality.*

Definition of *local authority* Section 1 (g)

- (i) *in respect of an improvement district or special area, the Minister responsible for the Municipal Government Act, or*
- (ii) *in respect of all other municipalities, the council of the municipality;*

- Daytona Ference, Janette Willisko, and Leah Churchill have been hired as Weed Inspectors for the 2026 season. All three were inspectors for Leduc County during the 2025 season. To perform their duties in this role, an appointment for each as inspector under the *Weed Control Act* is required.

**Appointment under the *Agricultural Pests Act***

- Section 9 (1) of the Province of Alberta *Agricultural Pests Act* states: *Inspectors may be appointed by a local authority or by the Minister to carry out this Act and the regulations.*

Definition of *local authority* Section 1 (g)

- (i) *The council of a city, town, village, summer village or municipal district*

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**Submitted by:** Aaron Van Beers, Manager – Agricultural Services

**Reviewed by:** Garrett Broadbent, Director – Road Operations, Fleet and Agricultural Services  
Leduc County Regular Council Meeting – April 28, 2026

**Date:** 04/28/26

- 
- Brennon Kirk has been hired as the Clubroot Inspector for the 2026 season. Brennon was the Clubroot Inspector during the 2025 season. To perform his duties in this role, his appointment as an inspector under the *Agricultural Pest Act* is necessary.
  - Austin McConnell, a returning seasonal employee, has been hired as a Pesticide Applicator for the 2026 season. In previous seasons with Leduc County, Austin was able to provide pest surveying to support the program. In the event that additional support is required within the clubroot inspection program, administration is requesting that Austin also be appointed an inspector under the *Agricultural Pests Act*.

### **ATTACHMENTS**

1. None

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## REPORT NAME

Request to waive property tax penalties for tax roll 844010.

## RECOMMENDATION

That Council denies the request to cancel the \$288.22 tax penalty on roll 844010.

### Options (if available):

That Council approves the request to cancel the \$288.22 tax penalty on roll 844010.

## IMPLICATIONS

**Reason:** Adhere to the Penalties on Current and Arrears of Property Tax bylaw 01-21 which outlines penalties to be applied on outstanding property tax balances.

**Authority:** (MGA section/bylaw/policy number): Division 8, sections 344 to 347, and 418(4) of the *Municipal Government Act (MGA)*; Bylaw 01-21; Bylaw 22-21.

**Amount of funding required:** N/A

**Funding source:** N/A

## BACKGROUND

On March 23, 2026, administration received a request (attachment 1) from the property owner to waive a tax penalty of \$288.22 on tax roll 844010.

The property owner acknowledged that the payment was remitted after the due date. However, it was explained that payments had always been made on time in the past, and that a reminder regarding the penalty was issued by the County in February 2026.

Pursuant to the *Municipal Government Act (MGA)*, section 311(1) and Leduc County bylaw 22-21, Leduc County published a notice on the website on April 29, 2025 (attachment 2) as well as posted a notification on Facebook and Twitter on April 29, 2025 (attachment 3) that the tax notice would be mailed on May 9, 2025. In the May and June editions of the County Chronicle, there were articles informing readers that tax notices had been mailed on May 9 and included information regarding tax payment options and deadlines. Under the *MGA*, section 311(2), all assessed persons are deemed as a result of the publication to have received their assessment notices.

According to section 347 of the *MGA*, Council can consider cancelling or reducing tax arrears when it feels it is equitable to do so.

## ATTACHMENTS

1. Penalty request email
2. Notice on Leduc County website
3. Notification on social media
4. Leduc County Chronicle article 2025

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**Submitted by:** Christina Kwok, CPA, CGA; Manager of Accounting Services

**Reviewed by:** Ryan Arnold, CPA, CGA; Director, Finance, Assessment and Land Management

**Date:** 04/28/26

**From:** [REDACTED]  
**To:** [Christina Kwok](#)  
**Subject:** Appeal tax penalty  
**Date:** Monday, March 23, 2026 8:07:49 PM

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Hi Christina

I would please like to appeal my county tax penalty for [REDACTED]. I paid the full amount of \$ 4531.84 on July 2 . Late yes, I was so busy with farmed slipped my mind.I heard nothing from the Leduc for eight months then get \$288.22 outstanding balance. Wondering why the county doesn't send a notice or a quick phone call to remind in July? I have always paid on time in the last 38 years living in the county. Wondering if the county can show some grace here? Thank you for your consideration.

Regards

[REDACTED]

Sent from my iPad

# Notice

April 29, 2025



## Assessment and tax notices to be mailed May 9, 2025

Leduc County shares official notification the assessment and tax notices will be mailed as of May 9, 2025, following the full preparation of the County's assessment role.

This acts as public notice, in accordance with:

- Leduc County's Alternate Advertising Bylaw 22-21 <[https://www.leduc-county.com/uploads/11005/Doc\\_637825185685585616.pdf?ts=637825186645794901](https://www.leduc-county.com/uploads/11005/Doc_637825185685585616.pdf?ts=637825186645794901)>; and
- provisions of Section 311(1) of the Municipal Government Act (MGA), and amendments. Per Section 337 of the MGA, tax notices are deemed to have been received seven days after they are sent (May 16, 2025).

If you do not receive the assessment and tax notices by May 21, 2025, please email [assessment@leduc-county.com](mailto:assessment@leduc-county.com) or call 780-955-6412.

For more information, email [info@leduc-county.com](mailto:info@leduc-county.com) or call 780-955-3555.

*Official notice date: April 29, 2025 [time]*



Leduc County

Published by Hootsuite · 29 April ·

We've posted official notification of the mailing date for assessment and tax notices to all County landowners. Visit our website at: <https://ow.ly/6tUE50VjIER>



**PUBLIC NOTICE:**

Leduc County assessment and tax notices to be mailed May 9, 2025.

The notification on Facebook on April 29, 2025



Leduc County

@LeducCounty

We've posted official notification of the mailing date for assessment and tax notices to all County landowners. Visit our website at: <ow.ly/jpPT50VjIEQ>



**PUBLIC NOTICE:**

Leduc County assessment and tax notices to be mailed May 9, 2025.

The notification on Twitter on April 29, 2025

12:30 PM · Apr 29, 2025 · 60 Views

# Leduc County Chronicle articles – Special Budget 2025 edition – May 2025

## Updating our mailing list

We use direct mail as a main source of reaching every Leduc County household, landowner and business.



This spring, we're looking for your assistance to share updated mailing information so that County residents don't miss essential municipal information. If you received this County Chronicle Special Edition newsletter, that means we have your accurate mailing information. If any neighbours or family and friends (who live in Leduc County) haven't received this newsletter, that means we do not have their up-to-date mailing address.

Here's where we could use your help! Please direct them to one of the following:

- ▶ Email [assessment@leduc-county.com](mailto:assessment@leduc-county.com)
- ▶ Call **780-955-6412**
- ▶ Visit our website for 'Change of address' online form [leduc-county.com/change-address](http://leduc-county.com/change-address)



## Tax payment options and deadlines

- ▶ **Mailed** payments must be postmarked by Canada Post before **June 30, 2025**.
- ▶ **In-person** payments must be made at the County Centre on or before **June 30, 2025**.
- ▶ **Online** payments must be made on or before **June 25, 2025** (NOTE: online payments are not processed on weekends).
- ▶ **Drop-off payments** (cheque only; no cash) in the County Centre mailbox, north side of the building on or before **June 30, 2025**.

## Tax notices in the mail



Leduc County property assessments and tax notices will be in mailboxes early next week.

If you haven't received this information by May 21, please contact:

- ▶ Email [assessment@leduc-county.com](mailto:assessment@leduc-county.com)
- ▶ Call **780-955-6412**

## Leduc County Chronicle article – June edition

### Tax payment deadline

Property tax notices were mailed on May 9, 2025. Please refer to the following payment options as the deadline for payment is **June 30, 2025**:

- ▶ Mailed payments must be postmarked by Canada Post before **June 30, 2025**.
- ▶ In-person payments must be made at County Centre on or before **June 30, 2025**.
- ▶ Online payments must be made on or before **June 25, 2025** (NOTE: online payments are not processed on weekends).
- ▶ Drop-off payments (cheque only; no cash) in the County Centre mailbox, located on the north side of the building, on or before **June 30, 2025**.

#### More information:

- ▶ [leduc-county.com/taxes](http://leduc-county.com/taxes)

**REPORT NAME**

2026 Final Budget

**RECOMMENDATION**

1. That Council approves the 2026 final budget of \$152,298,526, which is comprised of:
  - Operating revenues of \$129,560,730 and expenditures of \$120,358,969, and
  - Capital revenues of \$22,737,796 and expenditures of \$31,939,557.
  
2. That Council approves funding for the following multi-year projects:
  - 2026-MP-023 East Vistas Special Study Area total project \$241,000 (2026 \$87,000 and 2027 \$154,000)

**BACKGROUND**

The 2026 final budget is provided for Council’s consideration.

Highlights from the 2026 Final Budget include:

- Total revenues and expenditures \$152,298,526
- Total tax dollar budget of \$64,620,986
- Enhanced level of service for gravel road maintenance
- Support ice slab replacement projects in Thorsby and Warburg arenas
- Increased funding for the Police Funding Model
- Increased safety codes revenue
- Contribution to capital asset replacement:
  - Transfer to capital reserve to address State of Infrastructure funding gap. The diagram below demonstrates a funding gap for 2026. The contribution begins to address this issue.

Asset Management Capital Funding Commitment (council workshop Feb. 27, 2024)					
(excluding Utilities)					
Asset Class	Annual financial commitment needed as per SOI (2023 – 2027)	Annual financial commitment needed as per SOI (2023 – 2052)	2026 Interim Budget	Funding gap Based on (2023 - 2027) estimates for funding commitment	Funding gap Based on (2023 - 2052) estimates for funding commitment
Fleet	3,370,000	2,470,000	2,470,000	900,000	-
Bridge	9,180,000	5,420,000	2,151,240	7,028,760	3,268,760
Buildings	390,000	1,650,000		390,000	1,650,000
Paved Roads	8,630,000	9,810,000	5,450,000	3,180,000	4,360,000
<b>Totals</b>	<b>21,570,000</b>	<b>19,350,000</b>	<b>10,071,240</b>	<b>11,498,760</b>	<b>9,278,760</b>

The final budget presentation will review the attachments to the report (see below).

**Submitted by:** Ryan Arndt, CPA, CGA; Director of Finance

**Reviewed by:** Renee Klimosko, CPA, CGA; Deputy County Manager

**Date:** 04/28/26

**ATTACHMENTS**

1. 2026 consolidated budget
2. 2026 operating fund
3. 2026 capital fund
4. 2026 tax dollar requirement
5. 2026 adjustment summary from 2026 interim approved to final budget
6. Project Profile documents (major and capital projects)
7. New initiatives document
8. 2026 operating reserve schedule
9. 2026 capital reserve schedule
10. 2026 offsite levy schedule
11. 2026 major plan
12. 2026 capital project plan



## 2026 Consolidated Budget Final

<b>Revenues</b>	
Operating fund revenues	\$129,560,730
Capital fund revenues	\$22,737,796
<b>Total revenues</b>	<b>\$152,298,526</b>
<b>Expenses</b>	
Operating fund expenses	\$120,358,969
Capital fund expenses (excluding non-cash transactions)*	\$31,939,557
<b>Total expenses</b>	<b>\$152,298,526</b>
<b>Budget Surplus (Deficit)</b>	<b>\$ -</b>

\* Non-cash transactions include gain/loss on sale of fixed assets and amortization





## 2026 Capital Fund Budget - Final

	Long term debenture	Revenues from own source	Unconditional grants	Conditional grants	Other transactions	Total revenue	Engineered structures	Buildings	Equipment	Land	Vehicles	Land Improvements	Amortization	Contribution to operating fund	Addition to capital reserve	Other Transfers	Total expenses	Budget Surplus (-Deficit)
Fiscal Services and General Non-Departmental					2,000,000	2,000,000	-	-	-	-	-	-	-	-	2,000,000	-	2,000,000	-
Administration	-	-	-	-	815,000	815,000	-	-	-	-	-	-	251,634	815,000	-	-	1,066,634	(251,634)
Agricultural Services	-	-	-	-	211,000	211,000	-	-	211,000	-	-	-	33,094	-	-	-	244,094	(33,094)
Enforcement Services	-	-	-	-	-	-	-	-	-	-	-	-	16,943	-	-	-	16,943	(16,943)
Engineering	-	-	-	5,867,039	5,357,580	11,224,619	10,357,222	-	-	-	-	417,000	12,947,348	190,397	260,000	-	24,171,967	(12,947,348)
Fire Services	-	-	-	-	195,500	195,500	-	-	108,000	-	-	-	1,209,086	-	87,500	-	1,404,586	(1,209,086)
Fleet Services	-	-	-	650,000	4,485,000	5,135,000	-	-	4,335,000	-	800,000	-	-	-	-	-	5,135,000	-
Parks and Recreation	-	-	-	-	2,026,066	2,026,066	-	-	140,000	-	-	85,000	269,873	1,784,586	16,480	-	2,295,939	(269,873)
Planning and Development	-	-	-	-	-	-	-	-	-	-	-	-	217	-	-	-	217	(217)
Road Operations	-	-	-	-	210,000	210,000	-	-	210,000	-	-	-	632,189	-	-	-	842,189	(632,189)
Transit	-	-	-	2,400,000	788,000	3,188,000	-	-	-	-	3,024,000	-	59,684	-	164,000	-	3,247,684	(59,684)
Utilities																		
Wastewater Collection	-	-	-	-	567,412	567,412	-	-	-	-	-	-	678,329	-	567,412	-	1,245,741	(678,329)
Waste Management	-	-	-	-	-	-	-	-	-	-	-	-	26,453	-	-	-	26,453	(26,453)
Water Distribution	-	-	-	116,250	9,040,693	9,156,943	7,410,000	155,000	93,500	-	-	-	754,967	-	1,498,443	-	9,911,910	(754,967)
<b>Total capital budget</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 9,033,289</b>	<b>\$ 25,696,251</b>	<b>\$ 34,729,540</b>	<b>\$ 17,767,222</b>	<b>\$ 155,000</b>	<b>\$ 5,097,500</b>	<b>\$ -</b>	<b>\$ 3,824,000</b>	<b>\$ 502,000</b>	<b>\$ 16,879,817</b>	<b>\$ 2,789,983</b>	<b>\$ 4,593,835</b>	<b>\$ -</b>	<b>\$ 51,609,357</b>	<b>(\$ 16,879,817)</b>

Less:	
Transfers from operating	(11,991,744)
<b>Total capital fund revenues</b>	<b><u>\$ 22,737,796</u></b>

Less:	
Transfers to operating fund	(2,789,983)
Amortization	(16,879,817)
<b>Total capital fund expenses</b>	<b><u>\$ 31,939,557</u></b>



## 2026 Final Municipal Tax Dollars Required

2026 proposed total dollars required		\$103,477,914
Less:		
Requisitions:		
Alberta School Foundation Fund	(36,237,390)	
Designated Industrial Properties	(185,032)	
Leduc Regional Housing Foundation	(1,276,805)	
Over requisition - prior years	<u>28,712</u>	
		(37,670,515)
Local improvement tax		<u>(1,186,413)</u>
<b>Proposed municipal tax dollars required</b>		<b>\$64,620,986</b>



# Tax Dollar Requirement

## Summary of 2025 final approved budget to 2026 final budget

	2025 Tax Levy	2026 Interim	2025 Final to 2026 Interim Approved	2026 Tax Levy	2025 Final to 2026 Final	
	Final Approved Consolidated	Interim Consolidated	Change Consolidated	Final Consolidated	Change Consolidated	
<b>GENERAL GOVERNMENT SERVICES</b>						
Administration	15,168,802	12,837,429	(2,331,373)	12,986,429	(2,182,373)	
Legislative	964,345	975,928	11,583	975,928	11,583	
<b>TOTAL GENERAL GOVERNMENT SERVICES</b>	<b>16,133,147</b>	<b>13,813,357</b>	<b>(2,319,790)</b>	<b>13,962,357</b>	<b>(2,170,790)</b>	
<b>PROTECTIVE SERVICES</b>						
Enforcement Services	2,601,560	2,530,119	(71,441)	2,890,119	288,559	
Fire Services	7,158,141	6,576,729	(581,412)	6,576,729	(581,412)	
<b>TOTAL PROTECTIVE SERVICES</b>	<b>9,759,701</b>	<b>9,106,848</b>	<b>(652,853)</b>	<b>9,466,848</b>	<b>(292,853)</b>	
<b>TRANSPORTATION SERVICES</b>						
Engineering	7,041,570	7,700,075	658,505	7,691,735	650,165	
Transit	1,292,267	1,340,243	47,976	1,340,243	47,976	
Fleet Services	-	4,610,237	4,610,237	6,800,237	6,800,237	
Road Operations	12,422,454	10,837,002	(1,585,452)	10,929,002	(1,493,452)	
<b>TOTAL TRANSPORTATION SERVICES</b>	<b>20,756,291</b>	<b>24,487,557</b>	<b>3,731,266</b>	<b>26,761,217</b>	<b>6,004,926</b>	
<b>ENVIRONMENTAL TREATMENT SERVICES</b>						
Other Environmental	-	-	-	-	-	
Waste Management	1,205,988	965,934	(240,054)	965,934	(240,054)	
Water Distribution - regular	-	-	-	-	-	
Water Distribution - reservoir debenture	286,792	286,792	-	286,792	-	
Water Distribution - waterline twp 500	9,349	9,349	-	9,349	-	
Water Distribution - Camrose County/Armena waterline	12,455	12,455	-	12,455	-	
<b>TOTAL ENVIRONMENTAL TREATMENT SERVICES</b>	<b>1,514,584</b>	<b>1,274,530</b>	<b>(240,054)</b>	<b>1,274,530</b>	<b>(240,054)</b>	
<b>FAMILY COMMUNITY SUPPORT SERVICES</b>						
Family and Community Support Services	607,832	498,966	(108,866)	498,966	(108,866)	
<b>TOTAL FAMILY COMMUNITY SUPPORT SERVICES</b>	<b>607,832</b>	<b>498,966</b>	<b>(108,866)</b>	<b>498,966</b>	<b>(108,866)</b>	
<b>ENVIRONMENTAL DEVELOPMENT SERVICES</b>						
Agricultural Services	1,819,650	1,503,887	(315,763)	1,512,987	(306,663)	
Economic Development	-	1,195,740	1,195,740	1,195,740	1,195,740	
Planning and Development	2,787,087	2,560,653	(226,434)	2,037,653	(749,434)	
<b>TOTAL ENVIRONMENTAL DEVELOPMENT SERVICES</b>	<b>4,606,737</b>	<b>5,260,280</b>	<b>653,543</b>	<b>4,746,380</b>	<b>139,643</b>	
<b>PARKS AND RECREATION</b>						
Parks and Recreation	4,241,645	4,353,440	111,795	4,965,940	724,295	
<b>TOTAL PARKS AND RECREATION</b>	<b>4,241,645</b>	<b>4,353,440</b>	<b>111,795</b>	<b>4,965,940</b>	<b>724,295</b>	
<b>NON-DEPARTMENTAL - EXPENDITURES</b>						
City of Leduc - tax share agreement	3,312,100	3,312,100	-	3,312,100	-	
Contribution to reserves	889,635	-	(889,635)	2,000,000	1,110,365	
Other transactions (Leduc Foundation - borrowing)	264,836	264,836	-	264,836	-	
<b>TOTAL NON-DEPARTMENTAL - EXPENDITURES</b>	<b>4,466,571</b>	<b>3,576,936</b>	<b>(889,635)</b>	<b>5,576,936</b>	<b>1,110,365</b>	
<b>NON-DEPARTMENTAL - REVENUES</b>						
Other revenue from own sources	(2,530,574)	(1,946,128)	584,446	(1,946,128)	584,446	
Fed/Prov government - unconditional grants	(70,000)	(70,000)	-	(70,000)	-	
Other local government - unconditional grants	(42,000)	(35,000)	7,000	(35,000)	7,000	
Draw from reserves	-	-	-	(316,224)	(316,224)	
Other transactions (Leduc Foundation - borrowing)	(264,836)	(264,836)	-	(264,836)	-	
<b>TOTAL NON-DEPARTMENTAL - REVENUES</b>	<b>(2,907,410)</b>	<b>(2,315,964)</b>	<b>591,446</b>	<b>(2,632,188)</b>	<b>275,222</b>	
<b>SUB-TOTAL EXPENDITURES REQUIRED FROM TAXES - MUNICIPAL ONLY</b>	<b>59,179,098</b>	<b>60,055,950</b>	<b>876,852</b>	<b>64,620,986</b>	<b>5,441,888</b>	<b>9.20%</b>



# Tax Dollar Requirement

## Summary of 2025 final approved budget to 2026 final budget

	2025 Tax Levy	2026 Interim	2025 Final to 2026 Interim Approved	2026 Tax Levy	2025 Final to 2026 Final
	Final Approved Consolidated	Interim Consolidated	Change Consolidated	Final Consolidated	Change Consolidated
<b>LOCAL IMPROVEMENT LEVIES EXPENDITURES (Note 1)</b>	<b>52,573</b>	<b>35,105</b>	<b>(17,468)</b>	<b>35,105</b>	<b>(17,468)</b>
<b>REQUISITIONS BY OTHERS</b>					
Alberta School Foundation Fund	30,354,990	30,354,990	-	33,665,599	3,310,609
Designated Industrial Properties	149,618	149,618	-	185,032	35,414
(Over)/under requisition collection - prior years	155,337	-	(155,337)	(28,712)	(184,049)
Separate boards - school requisition	2,533,089	2,533,089	-	2,571,791	38,702
Leduc Regional Housing Foundation	1,253,295	1,253,295	-	1,276,805	23,510
<b>TOTAL REQUISITIONS</b>	<b>34,446,329</b>	<b>34,290,992</b>	<b>(155,337)</b>	<b>37,670,515</b>	<b>3,224,186</b>
<b>TOTAL EXPENDITURES REQUIRED FROM TAXES - INCLUDING REQUISITIONS EXCLUDING LOCAL IMPROVEMENT LEVIES ACCOUNTS RECEIVABLE</b>	<b>93,678,000</b>	<b>94,382,047</b>	<b>704,047</b>	<b>102,326,606</b>	<b>8,648,606</b>
<b>LOCAL IMPROVEMENT LEVIES ACCOUNTS RECEIVABLE (Note 1)</b>	<b>1,063,024</b>	<b>1,067,242</b>	<b>4,218</b>	<b>1,067,242</b>	<b>4,218</b>
<b>LOCAL IMPROVEMENT LEVIES ACCOUNTS RECEIVABLE (Note 2)</b>	<b>84,066</b>	<b>84,066</b>	<b>-</b>	<b>84,066</b>	<b>-</b>
<b>TOTAL EXPENDITURES REQUIRED FROM TAXES - INCLUDING REQUISITIONS AND LOCAL IMPROVEMENT LEVIES ACCOUNTS RECEIVABLE</b>	<b>94,825,090</b>	<b>95,533,355</b>	<b>708,265</b>	<b>103,477,914</b>	<b>8,652,824</b>

Note 1: Debenture 40.00174 Nisku Industrial Park Major Sewer Refinancing (2006). Annual principal and interest payment of \$1,102,347, final payment will be made in 2026.

Note 2: Debenture 40.04209 Wildland Meadow Wastewater Treatment System (2023). Annual principal and interest payment of \$84,066, final payment will be made in 2043.



**Adjustment Summary from 2026 Interim Approved to 2026 Final**

		Opening Balances	
2025 budgeted tax dollars	59,179,098		
2026 interim approved budget as at November 25, 2025	60,055,950	1.48%	0

Department	Tax Impact	% Impact	Total Tax Impact w/Changes	Non-Tax Impact	Net Tax Impact from Changes	Tax Dollars Available if < 0%	Additional Information
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**Changes to Major Projects and Capital Projects**

Warburg arena ice slab replacement funding - new major project	237,500	0.401%	1.88%	712,500	237,500	(237,500)	2026-MP-021, Municipal Reserve Trust 75%, council motion 03-26, total project \$950,000
Thorsby arena ice slab replacement funding - new major project	175,000	0.296%	2.18%	525,000	412,500	0	2026-MP-022, Municipal Reserve Trust 75%, council motion 41-26, total project \$700,000
Increase for parking lot paving - Building Lifecycle Maintenance - Black Gold Cost Share project	85,000	0.144%	2.32%	0	497,500	0	2026-MP-014, council motion 23-26, total project \$221,000
Genessee aggregate site development project	0	0.000%	2.32%	103,000	497,500	0	2026-CP-014, reserve funded, change due to tender results, new project total \$417,000
East Vistas Special Study Area - new major project	87,000	0.147%	2.47%	0	584,500	0	2026-MP-023, total project \$241,000, multi-year commitment
Cancellation of project - Wastewater servicing to Vantage Point, and Highlands	0	0.000%	2.47%	1,153,000	584,500	0	2026-CP-011, no provincial funding received, project cannot proceed
Genessee tree moving - new major project	100,000	0.169%	2.64%	0	684,500	0	2026-MP-024, mature tree removal from Genessee aggregate site
Column repair - Nisku Road Operations Shop - new major project	15,000	0.025%	2.66%	0	699,500	0	2026-MP-025, emergent repair identified in early 2026
Emergency pump replacement - new capital project	0	0.000%	2.66%	93,500	699,500	0	2026-CP-017, Water Utility, utility rate funded
Fleet replacements	50,000	0.084%	2.75%	0	749,500	0	2026-CP-003, council motion 14-26, total project \$2,520,000
Bridge Program	(8,340)	-0.014%	2.73%	0	741,160	0	Changes to program based on tender results

**Changes to Operating Budgets**

Police Funding Model	360,000	0.608%	3.34%	0	1,101,160	0	Total annual cost for Police Funding Model \$1,980,051
Wetaskiwin Seed & Grain Cooperative - financial ask	9,100	0.015%	3.36%		1,110,260	0	Agricultural Service Board motion 049-2025, one-time ask for the upgrade cost for seed treatment system
Workers' Compensation Board (WCB) premium increase due to industry experience	64,000	0.108%	3.47%	0	1,174,260	0	Industry municipal districts
Fuel adjustment	160,000	0.270%	3.74%	0	1,334,260	0	Adjustment of fuel prices of 15%
Safety codes revenues based on 2026 YTD	(610,000)	-1.031%	2.71%	0	724,260	0	Given 2026 YTD, increasing anticipated revenues

**New Initiatives**

Gravel road maintenance level of service enhancement	2,057,000	3.476%	6.18%	0	2,781,260	0	2026-NI-003, addition of three new graders (added as capital project 2026-CP-016 \$1,965,000), and three heavy equipment operators (with removal of contract grader)
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Department	Tax Impact	% Impact	Total Tax Impact w/Changes	Non-Tax Impact	Net Tax Impact from Changes	Tax Dollars Available if < 0%	Additional Information
<b>Reserve impacts</b>							
State of infrastructure contribution	2,000,000	3.380%	9.56%	0	4,781,260	0	Additional investment for capital infrastructure replacement given State of Infrastructure report. Contribution to capital reserve Asset Lifecycle Management Engineered Structures
Recreation capital cost share contribution	100,000	0.169%	9.73%	0	4,881,260	0	0.17% infrastructure contribution for recreation costs external partners (based on 2025 tax levy)
Draw from reserves	(316,224)	-0.534%	9.20%	0	4,565,036	0	Draw from mill rate stabilization
<b>Requisitions</b>							
Over and under levied requisitions	0	0.000%	9.20%	(39,130)	4,565,036	0	2024 over-collected Alberta School Foundation Fund requisition
Over and under levied requisitions	0	0.000%	0.00%	10,418	4,565,036	0	2024 under-collected Leduc Regional Housing Foundation requisition
Designated Industrial Properties	0	0.000%	9.20%	35,414	4,565,036	0	Designated Industrial Properties (2026: \$185,032; \$ 2025: \$149,618)
Alberta School Foundation Fund	0	0.000%	9.20%	1,109,020	4,565,036	0	Residential & farmland (2026: \$10,175,499; 2025: \$9,066,478)
Alberta School Foundation Fund	0	0.000%	9.20%	2,201,588	4,565,036	0	Non-residential (2026: \$23,490,100; 2025: \$21,288,512)
Elk Island Catholic Separate Regional Division #41	0	0.000%	9.20%	8,549	4,565,036	0	Residential & farmland (2026: \$61,842; 2025: \$53,293)
Elk Island Catholic Separate Regional Division #41	0	0.000%	9.20%	8	4,565,036	0	Non-residential (2026: \$87; 2025: \$79)
Health, Seniors, Requisition	0	0.000%	9.20%	23,510	4,565,036	0	Leduc Regional Housing Foundation (2026: \$1,276,805; 2025: \$1,253,295)
St. Thomas Aquinas Roman Catholic Separate Regional Division #38	0	0.000%	9.20%	32,694	4,565,036	0	Residential & farmland (2026: \$343,848; 2025: \$311,154)
St. Thomas Aquinas Roman Catholic Separate Regional Division #38	0	0.000%	9.20%	(2,549)	4,565,036	0	Non-residential (2026: \$2,166,014; 2025: \$2,168,563)
<i>Final budget impacts</i>	<b>4,565,036</b>		<b>9.20%</b>	<b>5,966,523</b>	<b>4,565,036</b>	<b>0</b>	

<b>Total municipal tax dollars required</b>	<b>64,620,986</b>
<b>Total tax dollars required for local improvement levies</b>	<b>1,186,413</b>
<b>Total tax dollars required for requisitions</b>	<b>37,670,515</b>
<b>Total tax dollars required for 2026</b>	<b>103,477,914</b>

**Project ID:2026-MP-021**



Warburg Ice Rink



Warburg Arena

**Project Name**

**Warburg Arena Ice Slab Replacement**

**\$950,000**

## Project Information

### Project Summary:

On January 13, 2026, Council approved funding in support of the Warburg arena ice slab replacement. An agreement is signed and administration is working with the Village to complete this replacement for the 2026 fall ice season.

### Business Case:

For over 35 years, Leduc County has maintained a cost-share agreement with the Town of Thorsby for the provision of cost sharing recreation programs and facilities. This long-standing agreement has enhanced recreation opportunities for residents of both municipalities.

Over the past 10 years, efforts have also been made to improve the Warburg arena, which is ageing and in need for refurbishment. A phase one project included the construction of new dressing rooms, while phase two involved replacement of the existing Zamboni room and ice plant.

In the fall of 2025, Village administration identified a failure of their existing ice slab. Further investigation determined that the slab had multiple failures and required full replacement. Quotes were obtained, and a vendor was selected to complete the replacement project. Construction is scheduled to begin in spring and be completed by the fall.

Both the County and the Village are actively exploring external grant opportunities to help reduce the overall cost from each Municipality; however, funding has not been secured to date. The ice slab is a critical component of the operations and, once replaced, is expected to have a lifespan of over 50 years. The arena remains a vital community asset, supporting local programs and activities while also attracting users from across the region for games and practices.

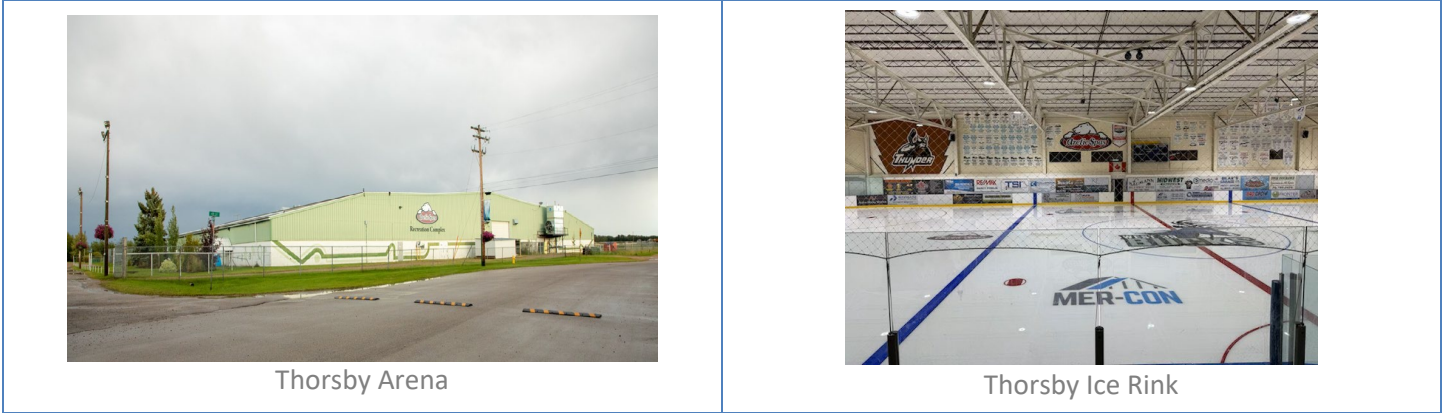
## Project Costs

Project Phase	Estimated Expenditure Per Year (\$)				
	2026	2027	2028	2029	2030
Ice slab replacement	950,000	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
<b>Total Estimated Project Costs</b>	950,000	-	-	-	-

General Information	
Priority Category	3A - Prior Council Commitment
Project Need	Council Directive
Anticipated Start Date	2026 Q1
Anticipated Completion Date	2026 Q4

Department	Recreation
Project Manager	Dean Ohnysty

**Project ID: 2026-MP-022**



Thorsby Arena

Thorsby Ice Rink

<b>Project Name</b>	<b>Thorsby Arena Ice Slab Replacement</b>	<b>\$700,000</b>
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## Project Information

### Project Summary:

On March 24, 2026, Council approved funding in support of the Thorsby arena ice slab replacement. An agreement is signed and Administration is working with the Town to complete the project in advance of the 2026 fall ice season.

### Business Case:

For over 35 years, Leduc County has maintained a cost-share agreement with the Town of Thorsby for the provision of cost sharing recreation programs and facilities. This long-standing agreement has enhanced recreation opportunities for residents of both municipalities.

In January, the Town identified a failure in the existing ice slab. Further investigation confirmed that full replacement was required. Quotes were obtained, and a vendor was selected to complete the replacement project. Construction began in the spring and is anticipated to be completed by the fall.

The ice slab is a critical component of arena operations, and once replaced, is expected to have a lifespan of over 50 years. The arena continues to serve as a vital community asset, supporting local programs and activities, while also attracting users from across the region for games and practices.

The funding agreement aligns with the existing recreation cost-share agreement, under which Leduc County will contribute 62.59% of the municipal share of the project costs. The County will receive formal recognition for its contribution, and Administration will remain engaged throughout the project until completion.

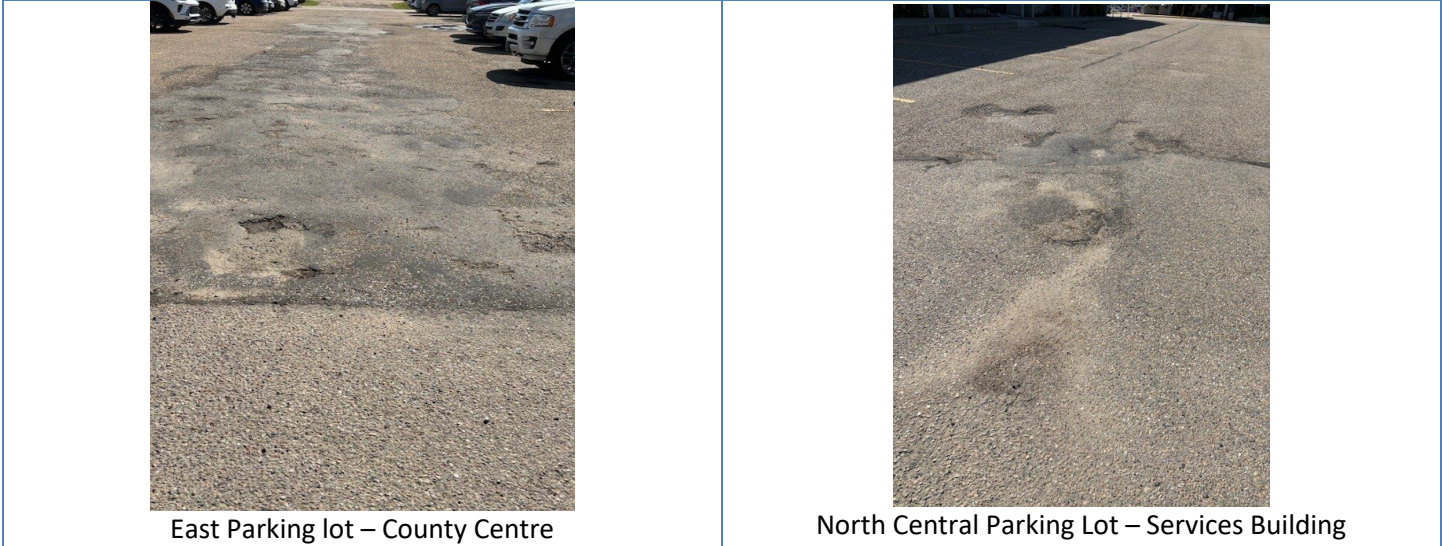
## Project Costs

Project Phase	Estimated Expenditure Per Year (\$)				
	2026	2027	2028	2029	2030
Ice slab replacement	700,000	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
<b>Total Estimated Project Costs</b>	<b>700,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

General Information	
Priority Category	3A - Prior Council Commitment
Project Need	Council Directive
Anticipated Start Date	2026 Q1
Anticipated Completion Date	2026 Q4

Department	Recreation
Project Manager	Dean Ohnysty

**Project ID: 2026-MP-014**



<b>Project Name</b>	<b>Building Lifecycle Maintenance – Black Gold Cost Share</b>	<b>\$221,000</b>
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## Project Information

### Project Summary:

Completion of the following projects:

1. County Centre and Services Buildings – asphalt surfacing replacement and repair – east and north parking lots
2. County Centre and Services Buildings – vent and duct cleaning
3. County Centre and Services Buildings – upgrade to HVAC controls

### Business Case:

Corporate Services and Black Gold Regional School Divisions (BGRSD) continue to work together to review and prioritize the recommended lifecycle maintenance and repair as identified in the 2018 condition assessment reports. Replacement of the existing asphalt has been prioritized due to significant deterioration, safety concerns and operational inefficiencies. Project focus is to enhance customer and employee experience, reduce liability risks and preserve property value.

1. **County Centre and Services Buildings** – asphalt surfacing replacement and repair – east and north parking lots. Due to tender results coming in higher than anticipated, a recommendation was taken to Council on February 24 to increase the budget by \$85,000 and was approved as per Council resolution number 23-26. This results in our budget for asphalt resurfacing being \$185,000 in total.

- Many areas are deteriorating and have extensive cracking, potholes, uneven surfaces and poor drainage leading to pooling and accelerated wear.
- Multiple low spots have created pooling and safety concerns regarding slips and trips, particularly in winter and times of freeze/thaw.
- Additional engineering and base stabilization is required in center areas to allow effective overlay.
- Our partner has identified this as a health and safety concern and have had several safety incidents.
- Our partner has a different budget cycle than the County. They are required to have the asphalt replacement split into two operational budget cycles and have the east parking lot already approved in their current budget (which ends in August 2026). The County wants to budget the full parking lot in 2026 to accommodate our partner's budget cycles.
- More favorable pricing is anticipated by completing both areas of the parking lot in one year to minimize mobilization costs. The County will include this paving project as part of the Road Program paving request for tender process to secure favorable pricing.

**2. County Centre and Services Buildings – vent cleaning.**

- Regular scheduling of vent cleaning eliminates the accumulation of dust, allergens and contaminates.
- Particle build up in duct work restricts air flow and causes the HVAC system to work harder and use more energy. Cleaning duct work allows for more efficient operation, increase life of equipment and reduced fire hazard.

**3. County Centre and Services Buildings – upgrades to HVAC controls.**

- The existing control system is outdated and lacks the functionality required to maintain consistent temperature levels in both facilities.
- Frequent temperature fluctuations and inadequate zoning control have led to occupant discomfort.
- Upgrading the controls will significantly improve control, particularly with the VAV boxes, enabling more precise airflow regulation.

**Note:** Listed project expenditures are Leduc County's share and not the full cost of the project

## Project Costs

Project Phase	Estimated Expenditure Per Year (\$)				
	2026	2027	2028	2029	2030
1) County Centre and Services Buildings – east and north parking lots – asphalt surfacing replacement and repair	185,000	-	-	-	-
2) County Centre and Services Buildings – vent and duct cleaning	20,000	-	-	-	-
3) County Centre and Services Buildings – upgrades to HVAC controls	16,000	-	-	-	-
<b>Total Estimated Project Costs</b>	<b>221,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

### General Information

Priority Category	4G - Maintain Infrastructure
Project Need	Cost Share Initiative/Agreement
Anticipated Start Date	2026 Q2
Anticipated Completion Date	2026 Q4

Department	Corporate Services
Project Manager	Black Gold/Craig Campbell

**Project ID: 2026-CP-014**



Property location



Aggregate sample from the site

**Project Name**

**Genesee Aggregate Site Development**

**\$417,000**

## Project Information

### Project Summary:

To advance the development of the County aggregate site (Part of the NW¼ 33-50-3-W5M) in the Genesee area, some preparatory work will occur in advance to expedite its future development. This preparatory work will consist of:

- Site survey & boundary delineation – this is delineation of the property boundary and the undisturbed buffer zones and the marking of the zones.
- Fence installation – this is the installation of fencing (4 wire barbed) around the property to secure the site.
- Clearing and mulching of the site – this is the removal of all the trees on the property.
- Internal access road and storm water management facility construction – this is the construction of the access road to provide access to the gravel deposit and the construction of a stormwater management facility to control the storm water before it leaves the site.

The total project cost is \$417,000.

### Business Case:

There will be several stages to develop the Genesee aggregate site. The first will be the annual analysis of aggregate development costs to determine the optimal timing when to commence the mining operations. Once the cost/benefit analysis has determined it is more advantageous to mine aggregate from the site versus purchasing aggregate on the open market, we will release a tender for mining of the site.

To make the site ready for development, some preparatory work can occur in advance. The preparatory work will consist of:

- **Site survey and Buffer Zone Delineation** - delineate the pit boundary and the undisturbed buffer zones.
- **Fence Installation** - property boundary defined by existing legal pins.

- **Clearing and Mulching** - mulching of all the existing trees. We are making an allowance for as many of the planted trees as possible to be transported and re-planted.
- **Internal Access Road and Storm Water Management Facility Construction** – including stripping as required and the excavation and placement/compaction of overburden for construction of internal access road and stormwater management facility.

Once these tasks are complete, the site will be fully ready for development when conditions are appropriate.

During 2026 interim budget deliberations, this project was approved as a two-year project of \$520,000 (2026 \$314,000 and 2027 \$206,000), however the project will now be completed in one-year for a total cost of \$417,000.

## Capital Costs

Project Phase	Estimated Expenditure Per Year (\$)				
	2026	2027	2028	2029	2030
Cost for all preparatory work	\$417,000	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
<b>Total Estimated Project Costs</b>	<b>\$417,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## Ongoing Annual Costs

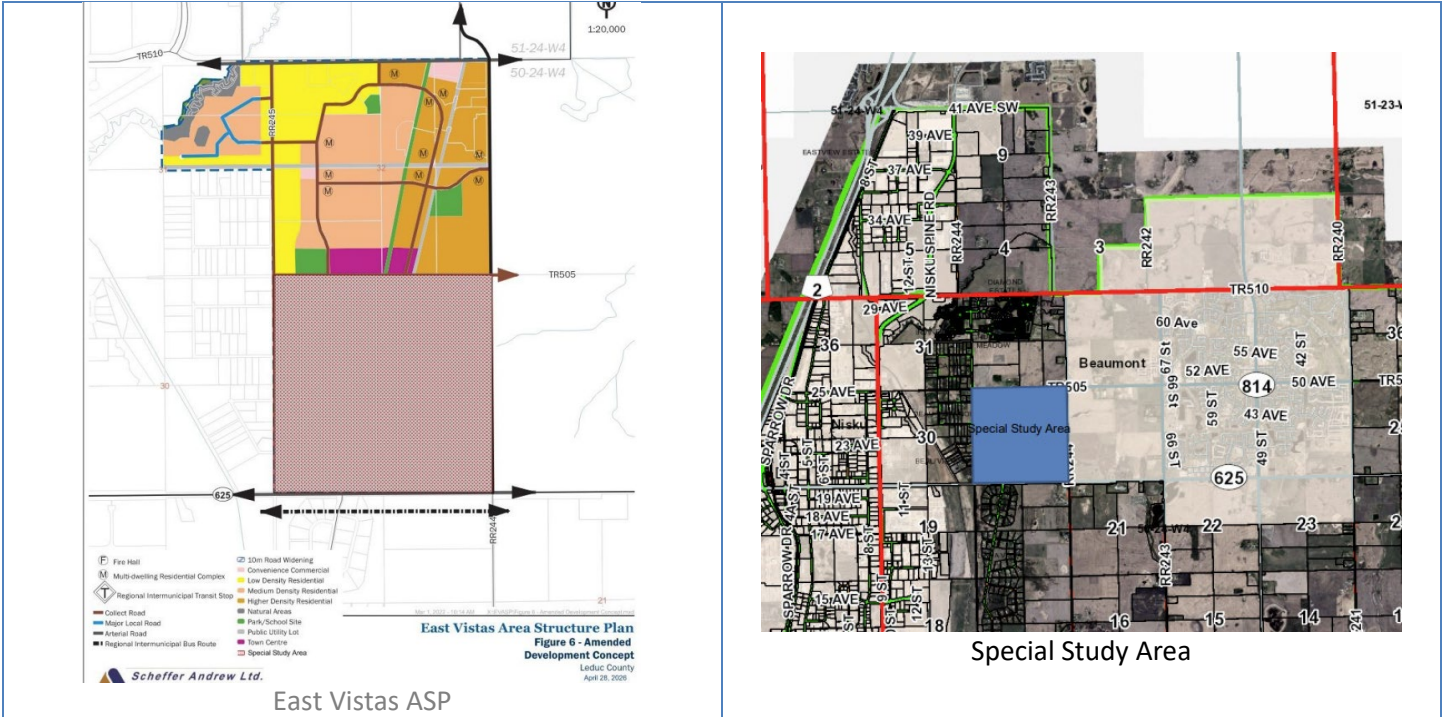
	Increase (Decrease)		
	2026	2027	2028
----	-	-	-
----	-	-	-
----	-	-	-
<b>Total Ongoing Annual Costs</b>	<b>-</b>	<b>-</b>	<b>-</b>

General Information		Condition Assessment Rating (if applicable)
Priority Category	5 - Expanded Service	
Asset Need	Growth/Expansion	
Asset Category	Land Improvement	
Anticipated Start Date	2026 Q2	
Anticipated Completion Date	2026 Q4	

Choose an item.

Department	Engineering
Project Manager	Khushnud Yousafzai

**Project ID:2026-MP-023**



**Project Name**      **East Vistas Special Study Area**      **\$87,000**

**Project Information**

**Project Summary:**

This project will be comprised of a comprehensive review of the designated “Special Study Area” within the East Vistas Area Structure Plan, and a comprehensive amendment to the plan to describe a new future land use for the area currently designated as a special study area.

The scope of the work will include all technical studies and investigations to support the ultimate amendments and the updating of the remainder of the document as necessary to accommodate these new land uses.

**Business Case:**

On April 28, 2026, Leduc County Council will consider an amendment to the East Vistas Area Structure Plan to designate Section 29-50-24-W4M as a Special Study Area and that new development proposals in the Special Study Area be deferred until such time as the future land uses within this area have been resolved through further amendments to Leduc County’s statutory plans as necessary. The Special Study Area is a temporary designation until such time as the future land uses in the area are determined and incorporated through a comprehensive amendment to this plan including revised servicing, transportation and road design, off-site servicing, development types and

policies. An amendment to remove the Special Study Area and replace it with a new development concept will occur following a comprehensive planning process and thorough public engagement with internal, external and intermunicipal stakeholders.

This project will be comprised of the work necessary to resolve the future land uses in the area.

## Project Costs

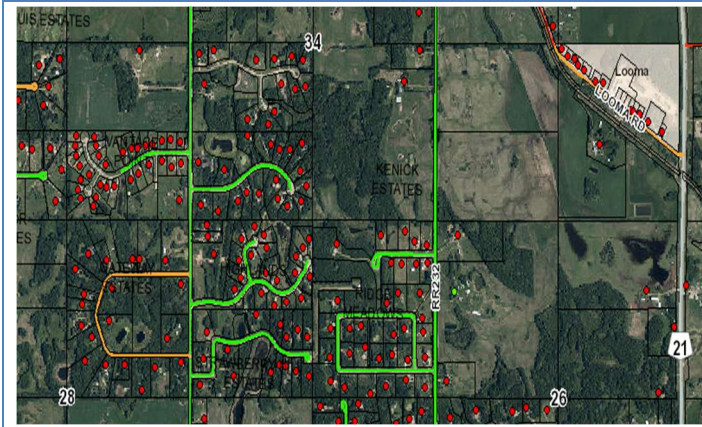
Project Phase	Estimated Expenditure Per Year (\$)				
	2026	2027	2028	2029	2030
Stakeholder Engagement	5,000	-	-	-	-
Market Analysis	40,000	-	-	-	-
Biophysical Assessment	-	-	-	-	-
Public Engagement Event #1	5,000	-	-	-	-
Land Use Concept Plan	-	-	-	-	-
Servicing Design Brief	30,000	70,000-	-	-	-
Transportation Impact Assessment	7,000	43,000-	-	-	-
Financial Impact Assessment	-	25,000	-	-	-
Agricultural Impact Assessment	-	10,000	-	-	-
Public Engagement Event #2	-	5,000	-	-	-
Adoption	-	1,000	-	-	-
<b>Total Estimated Project Costs</b>	<b>87,000</b>	<b>154,000</b>	-	-	-

### General Information

Priority Category	3A - Prior Council Commitment
Project Need	Department Operational Plan
Anticipated Start Date	2026 Q2
Anticipated Completion Date	2027 Q4

Department	Planning and Development
Project Manager	TBD

**Project ID: 2026-CP-011**



Vantage Pointe and Highlands subdivisions

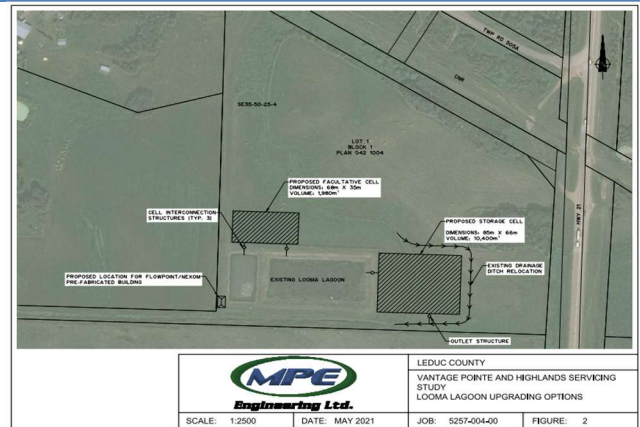


Diagram of the Looma lagoon upgrades

<b>Project Name</b>	<b>Wastewater Servicing to Vantage Pointe and Highlands</b>	<b>\$1,153,000</b>
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**Project Information**

**Project Summary:**

Leduc County conducted a feasibility study on providing sewage treatment services, via the Looma Lagoon to Vantage Pointe, Highlands and Ridge Meadows subdivisions located within the County. Unfortunately, providing wastewater collection to Ridge Meadows was deemed unfeasible at this time, and was excluded from the project.

The proposed project includes connecting the Vantage Pointe and Highlands subdivisions' wastewater systems to the Looma Lagoon via a force main. Looma Lagoon, located in the Hamlet of Looma, is approximately 3.2 kilometres east of Vantage Pointe and 2.5 kilometres east of Highlands.

The County is requesting a grant for this project and will only proceed if grant dollars are received.

**Business Case:**

Vantage Pointe and Highlands subdivisions currently have no wastewater treatment services, relying on collection systems that send wastewater to a central holding tank, which then needs to be trucked away for disposal. This system is environmentally unsustainable and cost inefficient for residents. Connecting these subdivisions to the Looma Lagoon will enhance public health, support environmental sustainability, and increase property values.

Arranging to have wastewater trucked away from the subdivisions central holding tank is becoming very expensive for these subdivisions, currently costing the residents approximately \$130,000 annually for the two subdivisions, and the costs are becoming untenable.

It is proposed that a combination of grants and a local improvement tax be secured to fund this project. This would provide a more sustainable arrangement for the residents of these subdivisions for the disposal of their wastewater.

The project will include:

- Installation of one lift station at each of the existing sewage holding tanks for Vantage Pointe and Highlands.

- The lift stations will consist of 1,800-millimetre diameter, 3-metre-tall fibre-reinforced plastic (FRP) tanks.
- Construction of a force main
  - This alignment is approximately 4,580 metres in length and runs through County right of ways and private properties. The alignment starts at Vantage Pointe and travels south on Range Road 233 to the section line, where it continues east to connect to the Looma lagoon. From Highlands, the alignment goes north on Range Road 233 to the line from Vantage Pointe that then goes to the Looma lagoon.
- Lagoon Expansion
  - Involves adding a facultative cell (68 metres x 35 metres x 1.5 metres) and a storage cell (85 metres x 66 metres x 3.3 metres) to increase capacity. The expansion includes additional interconnection structures, outlet structures, monitoring wells, and repairs to the existing lagoon if deficiencies are found.

## Capital Costs

Project Phase	Estimated Expenditure Per Year (\$)				
	2026	2027	2028	2029	2030
Design and Engineering support	\$653,000	-	-	-	-
Construction	\$500,000	\$3,900,000	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
<b>Total Estimated Project Costs</b>	<b>\$1,153,000</b>	<b>\$3,900,000</b>	<b>-</b>	<b>-</b>	<b>-</b>

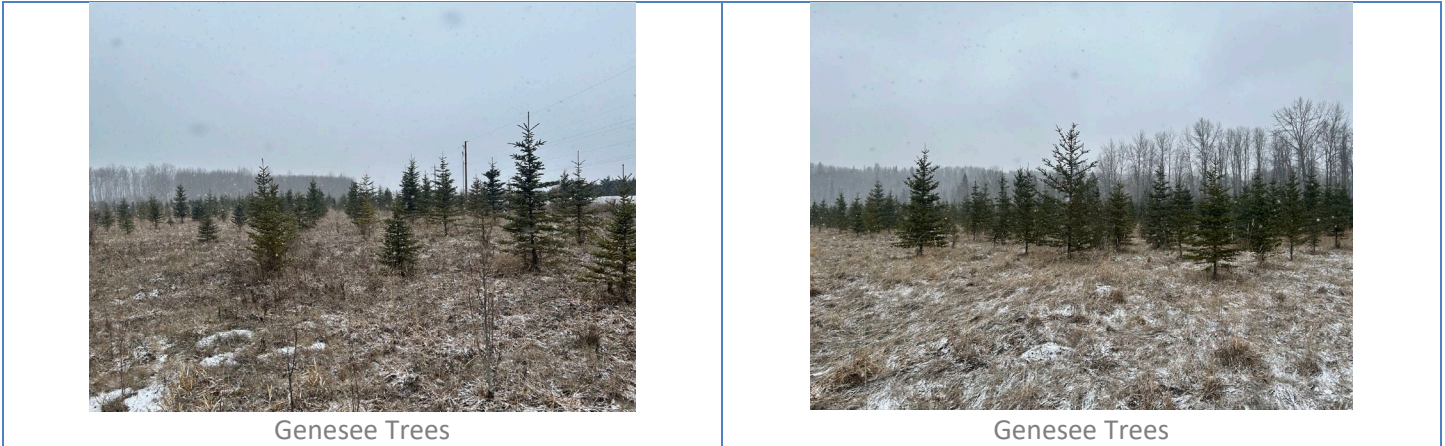
## Ongoing Annual Costs

	Increase (Decrease)		
	2026	2027	2028
----	-	-	-
----	-	-	-
----	-	-	-
<b>Total Ongoing Annual Costs</b>	<b>-</b>	<b>-</b>	<b>-</b>

General Information		Condition Assessment Rating (if applicable)
Priority Category	4G - Maintain Infrastructure	
Asset Need	Level of Service Increase	
Asset Category	Engineered Structures	
Anticipated Start Date	2026 Q1	
Anticipated Completion Date	2027+	
		Choose an item.

Department	Wastewater Collection
Project Manager	Khushnud Yousafzai, Shailesh Modak

**Project ID: 2026-MP-024**



<b>Project Name</b>	<b>Genesee Tree Moving</b>	<b>\$100,000</b>
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## Project Information

### Project Summary:

The Genesee Tree Moving initiative will maximize the preservation of small trees currently located on a Leduc County property planned for future gravel extraction. Funding will support the relocation and maintenance of as many trees as possible prior to site clearing.

### Business Case:

Preparation for future gravel extraction is planned for the fall of 2026 on a parcel of land owned by Leduc County. This land includes more than 2,500 plantings that were previously established as part of a naturalization project by Capital Power. The dedication of funding will allow administration to transplant some trees to prevent loss from site clearing. A review is currently underway to identify locations where transplanting could occur. Discussion has also started with Capital Power and other potential partners to explore opportunities to salvage trees at no cost to Leduc County.

Consideration for tree removal and planting currently include:

- Relocation to existing County parks.
- Partnership with community associations to enhance their facilities.
- Relocation and naturalization of municipal reserve lands where appropriate and feasible.

A detailed plan is in development. We will continue to explore opportunities to maximize the use of the funds. Considerations will include the cost of ongoing maintenance and anticipated survival rates.

## Project Costs

Project Phase	Estimated Expenditure Per Year (\$)				
	2026	2027	2028	2029	2030
Genesee Tree Moving	100,000	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
<b>Total Estimated Project Costs</b>	100,000	-	-	-	-

General Information	
Priority Category	3A - Prior Council Commitment
Project Need	Council Directive
Anticipated Start Date	2026 Q2
Anticipated Completion Date	2026 Q4

Department	Parks
Project Manager	Dean Ohnysty

**Project ID:2026-MP-025**



Corroded steel column



Side view

**Project Name**

**Column repair – Nisku Road Operations Shop**

**\$15,000**

## Project Information

### Project Summary:

This project involves the structural repair and reinforcement of a severely corroded steel column located in the wash bay area of the Nisku Road Operations Shop located at 1202 7 Street, Nisku.

In March 2026, Road Operations staff identified significant corrosion and deterioration at the base of a structural steel column supporting the wash bay structure. The deterioration included corrosion of the column base plate, anchor bolts, and loss of structural steel section.

A structural engineering consultant was procured to inspect the column and complete a repair design. The engineering review and repair design will occur in 2026, followed by construction repairs later in 2026.

### Business Case:

In March 2026, Road Operations identified a severely corroded steel column within the Nisku Public Works Shop wash bay area. The column base plate and anchor bolts showed significant deterioration caused by long-term exposure to moisture, salt, and wash bay operations.

Due to potential structural risks, the area was temporarily restricted, and a structural engineering consultant was engaged to assess the condition of the column and surrounding structural framing.

### Scope of work

The project includes the following work:

- Structural engineering inspection of the damaged column
- Removal of corrosion and detailed structural assessment
- Engineering design for column repair and reinforcement
- Preparation of stamped repair drawings
- Procurement of a contractor to complete the repair work
- Site inspection during construction to confirm compliance with design

## Project objectives

The objective of the project is to:

- Restore the structural integrity of the wash bay column
- Maintain safe working conditions for staff operating within the facility
- Protect municipal infrastructure assets
- Prevent further deterioration or structural failure

## Benefits of the project

- Maintains safe operation of the Nisku Road Operations facility
- Prevents structural failure and more extensive building damage
- Protects an essential operations facility supporting Road Operations
- Allows continued use of the wash bay for equipment cleaning and maintenance

## Risks of not completing the project

If the repair is not completed, the County could face:

- Structural failure of the column
- Closure of the wash bay facility due to safety concerns
- Increased repair costs if corrosion progresses
- Operational disruptions to Road Operations equipment maintenance

Early repair significantly reduces risk to staff and prevents more costly structural repairs in the future.

## Project timeline

- Structural engineering inspection and review (March 2026)
- Completion of repair design (April 2026)
- Procurement of contractor (April 2026)
- Construction and repair of the damaged column (May/June 2026)

## Summary Information

Facility Name	Nisku Road Operations shop	Year of Construction	1969
Legal Location	1202 7 Street, Nisku		
Existing Structure	Nisku Road Operations shop – Wash bay		

## Select all the components impacted:

### Building Envelope Components

- |                                  |   |   |
|----------------------------------|---|---|
| <input type="checkbox"/> Roof    | <input type="checkbox"/> Exterior Wall Cladding | <input type="checkbox"/> Gutters & Downpipe |
| <input type="checkbox"/> Windows | <input type="checkbox"/> Doors                  |   |

### Exterior Site Components

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Underground Services  | <input type="checkbox"/> Walkways         | <input type="checkbox"/> Curbs                 |
| <input type="checkbox"/> Air Conditioning Unit | <input type="checkbox"/> Boiler System    | <input type="checkbox"/> Domestic Water System |
| <input type="checkbox"/> Asphalt Surface       | <input type="checkbox"/> Landscaping      | <input type="checkbox"/> Light Standards       |
| <input type="checkbox"/> Power Pedestals       | <input type="checkbox"/> Property Signage | <input type="checkbox"/> Retaining Wall        |

### Mechanical & Electrical Components

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> HVAC                 | <input type="checkbox"/> Boiler System | <input type="checkbox"/> Domestic Water System |
| <input type="checkbox"/> Electrical System    | <input type="checkbox"/> Elevator      | <input type="checkbox"/> Fire Alarm System     |
| <input type="checkbox"/> Sprinkler Irrigation | <input type="checkbox"/> Lighting      | <input type="checkbox"/> Security System       |

### Interior Components

- |                                |   |   |
|--------------------------------|---|---|
| <input type="checkbox"/> Floor | <input type="checkbox"/> Furniture & Fixtures | <input type="checkbox"/> Interior Paint |
|--------------------------------|---|---|

## Capital Costs

Project Phase	Estimated Expenditure Per Year (\$)				
	2026	2027	2028	2029	2030
Inspection and design	\$5,600	-	-	-	-
Cleaning of the columns	\$1,000	-	-	-	-
Repair of columns	\$8,400	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
<b>Total Estimated Project Costs</b>	<b>\$15,000.00</b>	-	-	-	-

## Ongoing Annual Costs

	Increase (Decrease)		
	2026	2027	2028
----	-	-	-
----	-	-	-
----	-	-	-
<b>Total Ongoing Annual Costs</b>	-	-	-

### General Information

Priority Category	4G - Maintain Infrastructure
Asset Need	Rehabilitation
Asset Category	Building
Anticipated Start Date	2026 Q2
Anticipated Completion Date	2026 Q2

Department	Road Operations
Project Manager	Raf Tenderenda

**Project ID:2026-CP-017**



Pump 103



East Reservoir

**Project Name**

**Repair and restoration of pump at East Reservoir**

**\$93,500**

## Project Information

### Project Summary:

Pump 103 requires repair to ensure the continued operation and reliability of the water distribution system.

### Business Case:

Earlier this year, the variable frequency drive (VFD) for Pump P-103 started causing an operational issue. The VFD for Pump P-103 (100HP) was originally installed in 2006 and was replaced in 2026.

During the testing and commissioning of the new VFD, the pump exhibited operational issues and failed to run as expected.

As a result, the technician removed the pump to further investigate the cause of the failure. Upon inspection, it was determined that the pump required restoration. The pump was originally installed in 2001 and has reached the end of its operational service life.

Upon assessment it was found that the pump requires a new bushing, coupling, stainless steel shaft and rebuilding of the mechanical seal along with rebalancing of the pump impeller.

The east reservoir is currently operating normally using two high lift pumps and a fire pump. Based on the contractor's assessment, the repairs are expected to extend the pump's service life by an additional 10–20 years.

The west reservoir will remain in standby mode to provide redundancy if needed.

## Capital Costs

Project Phase	Estimated Expenditure Per Year (\$)				
	2026	2027	2028	2029	2030
Repair and replacement of Pump P-103	\$93,500	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
<b>Total Estimated Project Costs</b>	<b>\$93,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## Ongoing Annual Costs

	Increase (Decrease)		
	2026	2027	2028
----	-	-	-
----	-	-	-
----	-	-	-
<b>Total Ongoing Annual Costs</b>	<b>-</b>	<b>-</b>	<b>-</b>

General Information		Condition Assessment Rating (if applicable)
Priority Category	4G - Maintain Infrastructure	
Asset Need	Rehabilitation	
Asset Category	Machinery & Equipment	
Anticipated Start Date	2026 Q2	
Anticipated Completion Date	2026 Q3	

Choose an item.

Department	Water Distribution
Project Manager	Shailesh Modak

**Project ID: 2026-CP-003**



Motor Grader



Tender

**Project Name**      **Fleet Asset Replacements**

**\$2,520,000**

## Project Information

### Project Summary:

This project will replace 2 graders, one tender and two light duty vehicles as well as fund a rebuild of one grader.

### Business Case:

Every year, condition assessments are completed for all County fleet assets (approx. 120 units, estimated replacement value of \$32M). Fleet assets include all rolling stock for transportation purposes and on-road use, as well as graders. Further detail on fleet categories<sup>1</sup> is outlined below.

The Asset Management Committee has established processes to determine which fleet assets require replacement every year. Replacement decisions are based on risk assessments for each asset. Risk assessments examine the assets' condition (likelihood of failure) combined with its consequence of failure (service impact of failure). Assets with a risk assessment of high or highest risk will be replaced first.

Based on the Asset Management Committee's analysis of condition and risk, the following units are proposed to be replaced in 2026:

- Three graders \$1,720,000 (two units to be replaced for \$1,320,000 and one unit to be rebuilt for \$400,000)
  - Units 2360 for replacement 2015 Caterpillar 140M – fair condition
  - Units 2380 for replacement 2015 Caterpillar 140M – fair condition
  - Unit 2420 for rebuild 2020 Caterpillar 150 – good condition
- Tender for Fire Services \$650,000:
  - Unit 23-204 for replacement 2005 GMC– fair condition

- Light duty vehicles \$150,000:
  - Unit 1430 2009 Dodge Dakota – very poor condition
  - Unit 1750 2014 GMC Sierra – poor condition

At interim budget, Council approved \$2,470,000 be put into reserve to fund fleet replacement for 2026. Subsequently, a report was brought to Council on Feb. 10, 2026 that proposed the replacement list (as noted above). Council approved the replacement plan through motion 14-26.

<sup>1</sup> *Light duty* - a sub-classification/type of vehicle that weighs less than 5,000 kg (11,000 lbs.). Examples include cars, vans, sport utility vehicles and pickup trucks.

*Medium duty* - a sub-classification/type of vehicle that weighs between 5,000 – 8,500 kg (11,000 – 18,700 lbs.). Examples include a two ton- or three-ton truck.

*Heavy duty* – a sub-classification/type of vehicle that weighs over 8,500 kg (18,700 lbs.). Examples include graders, winch tractor, gravel trucks and fire trucks.

Asset condition for unit being disposed	
Unit number	Various
Age	Various
Mileage (KM)/Hours	Various
Diesel or Gas	Various
Sale/Trade – In Value	-----
Anticipated repairs cost for next 12 months	-----

## Capital Costs

Project Phase	Estimated Expenditure Per Year (\$)				
	2026	2027	2028	2029	2030
Fleet replacement	\$2,520,000	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
----	-	-	-	-	-
<b>Total Estimated Project Costs</b>	<b>\$2,520,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## Ongoing Annual Costs

	Increase (decrease)		
	2026	2027	2028
----	-	-	-
----	-	-	-
----	-	-	-
<b>Total Ongoing Annual Costs</b>	<b>-</b>	<b>-</b>	<b>-</b>

General Information	
Priority Category	4D - Maintain Other Veh/Heavy Equip
Asset Need	Replacement
Asset Category	Vehicles
Anticipated Start Date	2026 Q1
Anticipated Completion Date	2027+

Department	General Administration
Project Manager	Renee Klimosko



## 2026 Bridge Program Final Budget

Project #	Traffic (AADT*)	Legal Location	Existing Surface	Asset Need	Length of the project	Interim Budget	2026 Carry Forward Project	2026 Final Adjustment	2026 Final Budget
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Funding Sources	
Tax	Reserve

In order of priority

### Major Project Plan

BF 00587 Airport Road between Range Road 240 and 241	2026-BF-001	5,000	NW 12-50-24-W4	Bridge Structure	Maintenance	40m	\$ 310,000	\$ 173,410	\$ 483,410
BF 00822 Airport Road between Range Road 244 and 245	2026-BF-002	5,000	NE 8-50-24-W4	Bridge Structure	Maintenance	35m	\$ 170,000	\$ (45,300)	\$ 124,700
BF 08150 Township Road 492 between Range Road 271 and Highway 795	2026-BF-003	50	NE 12-49-27-W4	Bridge Structure	Maintenance	20m	\$ 85,000	\$ (25,950)	\$ 59,050
BF 79314 Township Road 493 west of intersection with Range Road 25	2026-BF-004	25	NE 18-49-2-W5	Culvert	Maintenance	18m	\$ 95,000	\$ (62,200)	\$ 32,800
BF 79497 Range Road 21 between Township Road 504 and 502	2026-BF-005	74	SE 23-50-2-W5	Bridge Structure	Maintenance	20m	\$ 60,000	\$ 21,000	\$ 81,000
BF 01727 Airport Road between Range Road 233 and 234	2026-BF-006	2,800	NW 9-50-23-W4	Culvert	Maintenance	18m	\$ 20,000	\$ 2,300	\$ 22,300
BF 09649 Township Road 492 between Range Road 281 and 280	2026-BF-007	93	NE 12-49-28-W4	Culvert	Maintenance	15m	\$ 85,000	\$ (52,700)	\$ 32,300
BF 13393 Range Road 15 between Township Road 482 and 484	2026-BF-008	42	SW 20-48-1-W5	Bridge Structure	Maintenance	22m	\$ 55,000	\$ (24,800)	\$ 30,200
BF 73211 Range Road 244A south of the intersection with Township Road 502 (Airport Road)	2026-BF-009	12	NW 8-50-24-W4	Bridge Structure	Maintenance	28m	\$ 50,000	\$ 5,900	\$ 55,900

**Total interim major bridge program = \$ 930,000 \$ - \$ (8,340) \$ 921,660**

\$ 483,410	
\$ 124,700	
\$ 59,050	
\$ 32,800	
\$ 81,000	
\$ 22,300	
\$ 32,300	
\$ 30,200	
\$ 55,900	
<b>\$ 921,660</b>	<b>\$ -</b>

### Major carry-forward projects

BF 01248 Telfordville (Range Road 21) West of Hwy 622	2025-BF-002	30 (est. 2023)	NW 36-49-2-W5M	3 Span Bridge	Rehabilitation	60m		\$ 37,235	\$ 37,235
BF 00748 Range Road 251 between Township Road 492 and 490	2025-BF-003	70 (est. 2023)	NW 12-49-25-W4M	Bridge Culvert	Rehabilitation	18m		\$ 88,415	\$ 88,415
BF 73862 Sparrow Drive between Airport Road and Hwy 625	2025-BF-004	3600 (est. 2023)	SE 14-50-25-W4M	Timber Box Culvert	Rehabilitation	30m		\$ 52,923	\$ 52,923
BF 08880 Township Road 484 between Range Road 35 and 34	2025-BF-005	121 (est. 2023)	NW 20-48-3-W5M	3 Span Bridge	Rehabilitation	65m		\$ 11,824	\$ 11,824

**Total major carry forward program = \$ - \$ 190,397 \$ - \$ 190,397**

**Total final major bridge program = \$ 930,000 \$ 190,397 \$ (8,340) \$ 1,112,057**

	\$ 37,235
	\$ 88,415
	\$ 52,923
	\$ 11,824
<b>\$ 921,660</b>	<b>\$ 190,397</b>



# 2026 New Initiative Operating

**Project ID 2026-NI-003**

<b>Initiative Name</b>	<b>Gravel road maintenance level of service enhancement</b>		
<b>Department</b>	<b>Road Operations</b>	<b>Total Budget Impact</b>	<b>\$2,057,000</b>

## Initiative Summary

Leduc County currently operates 11 grader routes, with each route responsible for maintaining approximately 100 miles (161 kilometers) of gravel roads. Ten of these routes are managed by county-owned graders and operators, while one is contracted to a third party. The County presently has 13 motor graders to support all our operations.

The proposed initiative recommends expanding to 13 grader routes, all operated by Leduc County employees using county-owned motor graders. This expansion would increase the grader fleet to 16 units, with each route covering about 80 miles (128 kilometers). The budget impact reflects the anticipated 2026 cost of this service level enhancement and does not include future operating or capital replacement expenses related to this service enhancement.

## Business Case

In November 2019, responding to Council and public concerns regarding the condition of Leduc County’s gravel road network, Council supported an independent Rural Road Study that was completed by WSP (formerly EXH Inc.). The study assessed the County’s gravel road system (approximately 1,732 km at the time) and identified opportunities for improvement related to road structure, geometrics, drainage and brushing.

### Investments and key programs in the last seven years:

Since 2019, Council has supported sustained investment in gravel roads through the Rural Road Initiative (RRI), with annual funding of \$1–\$2 million. The program focuses on shoulder pulling, base repairs, drainage improvements, and brushing, delivered by a combination of County forces and contractors. A \$2 million draft RRI program was presented to Council on March 3, 2026.

Council also supports the annual gravelling program which is a \$2.5–\$3 million investment annually, and over the years there has been a transition to a needs-based approach that reduced re-gravelling from 365 miles (2018) to 199 miles (2025). A 220-mile program is currently being administered in 2026.

### Operational improvements and investments:

- Grader Operator Training: Approximately \$120,000 invested between 2019–2024 to train 16 operators, improving road crown consistency and surface quality. Measurable improvements were observed in 8 of 11 grader beats up to 2024. We have significantly improved all 11 beats now into 2026 and staff continue to be trained in the 4-pass system.

- Organizational Restructuring (2022): Road Operations was restructured to provide consistent supervision over the grader operators recognizing that gravel roads are a \$1+ billion municipal asset for Leduc County and a critical piece of Leduc County's infrastructure.
- Gravel Road Strategy (2020): Developed to guide responses to extreme weather, prioritize repairs and improve communication with residents.

**Network condition and Engineering support:**

To support Road Operations, the Engineering department evaluates approximately 25% of the gravel road network annually, benchmarking against the 2019 WSP study. The 2025 evaluation indicates:

- 83.5% of the network is rated above 90%
- Very few roads rate below 60%
- Overall network condition is very good and stable

The full 2025 Engineering report was presented to Council on March 3, 2026.

**Equipment and Asset Management:**

Motor grader replacement costs have risen significantly over the last five years, increasing from \$355,000 (2011) to \$616,000 (2024), with future costs projected near \$850,000 for a Finning 150m in the next 5-7 years. In 2020, a 20-year fleet strategy confirmed purchasing graders outright and extending service life through preventative maintenance is the recommended approach for Leduc County. A grader rebuild pilot was completed in 2025 (\$400,000) and continues to be evaluated for long-term cost effectiveness. We are rebuilding a second grader after its "first life" in 2026 to continue to evaluate the total cost of ownership for these assets. Once rebuilt, these motor graders have 5 years and 6,000 hours of warranty added to them.

**Level of Service (LOS):**

Currently, Leduc County operates 11 grader beats (10 County, 1 contract). Grading frequency varies from 2 to 6 weeks, depending on conditions and road usage. Service standards should target:

- Roughly a 7 to 7.5m road surface
- Safe travel at 60 to 80kms/hour in a passenger vehicle between grid roads
- 2-4% crown on Leduc County's gravel roads following spring break-up/summer/fall (2%)
- Water readily sheds off the road after major rain events
- No potholes in the middle of the road or in the tire tracks of the travelling vehicles
- It is expected that intersections and hills may have slight washboard from acceleration and deceleration, especially after extended lengths of dry weather.

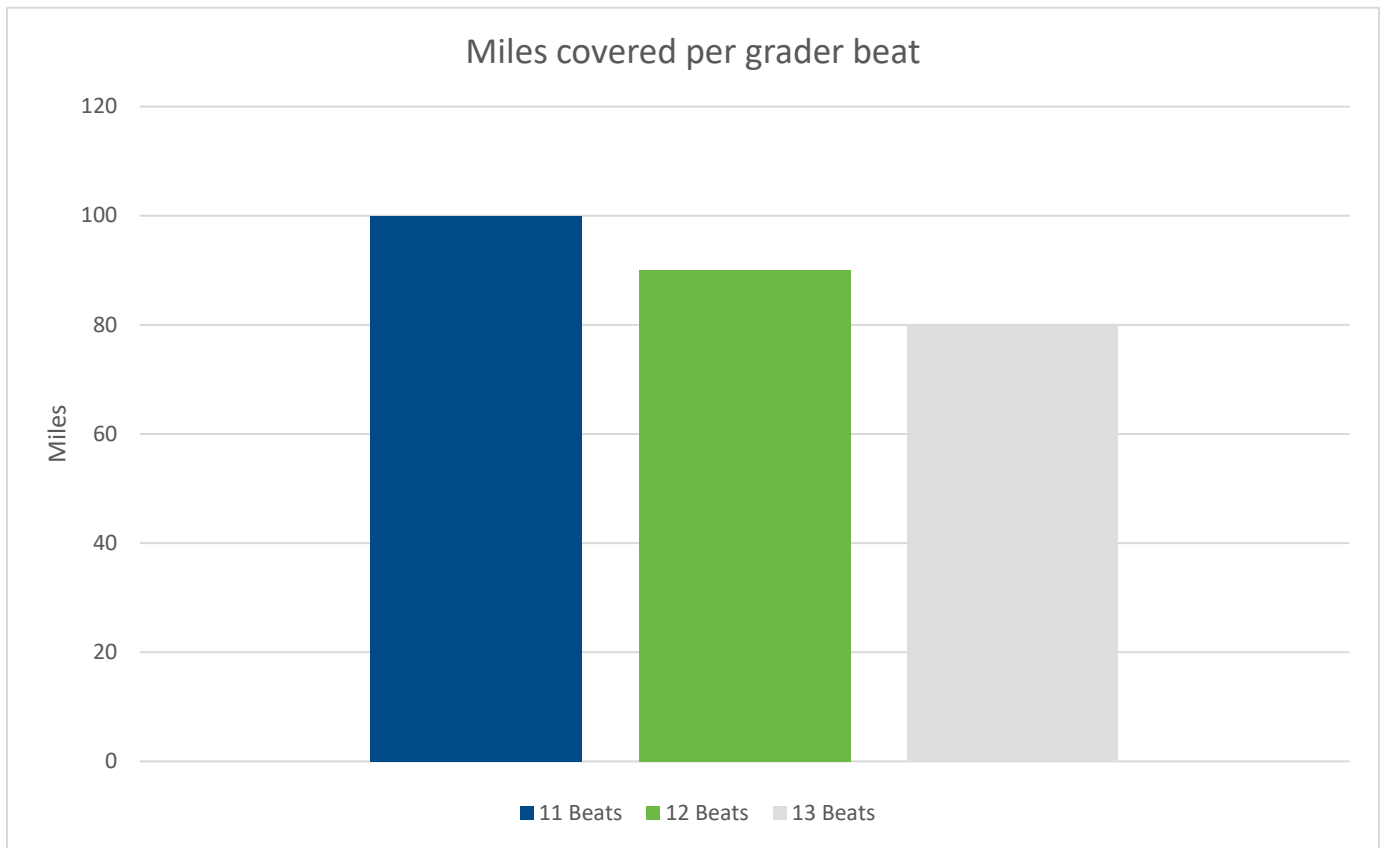
**2026, 2027 and 2028 investment discussion to increase LOS (level of service) and grading frequency:**

The below does not consider the need to regularly replace our existing fleet of motor graders and does not consider using the \$2,520,000 that was approved in 2026 by Council for fleet replacements. Council recently approved the replacement of 2 graders and the second rebuild for Leduc County in 2026. Leduc County's 2023 state of infrastructure report recommended that a \$3,722,548 annual investment should be committed to all existing fleet replacements for a period of 5 years from 2023 to 2027.

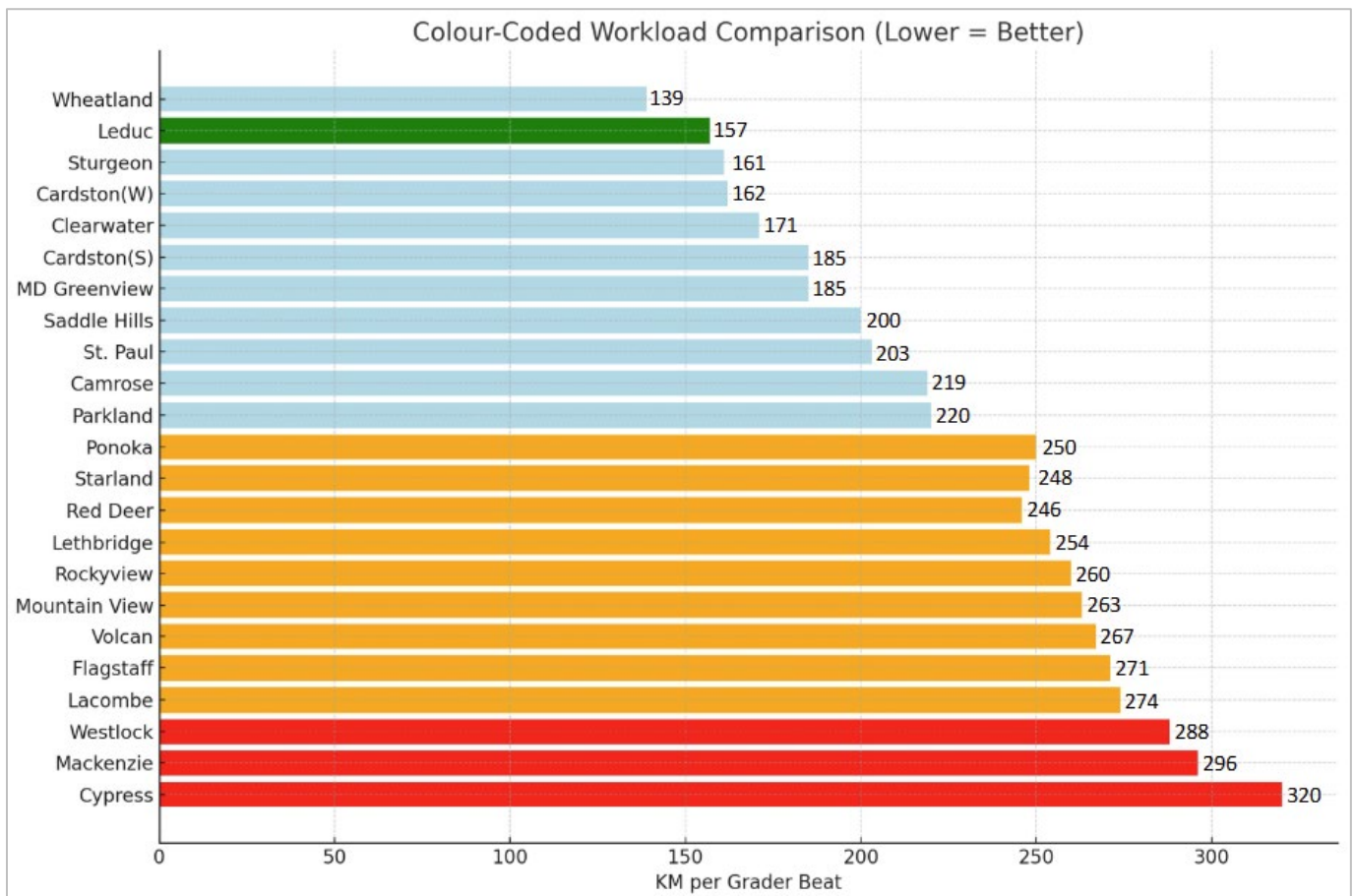
Our current state for gravel road maintenance, and if divided evenly, is roughly 100 miles for each grader route. To increase our service and to have a greater presence on Leduc County's gravel roads, we can increase from 11 grader routes (~100miles) to 13 grader routes (~80 miles) in late 2026 or early 2027 and in future years.

To better visualise how an investment into motor graders, operating dollars, and operators would increase our service levels, administration provides the following:

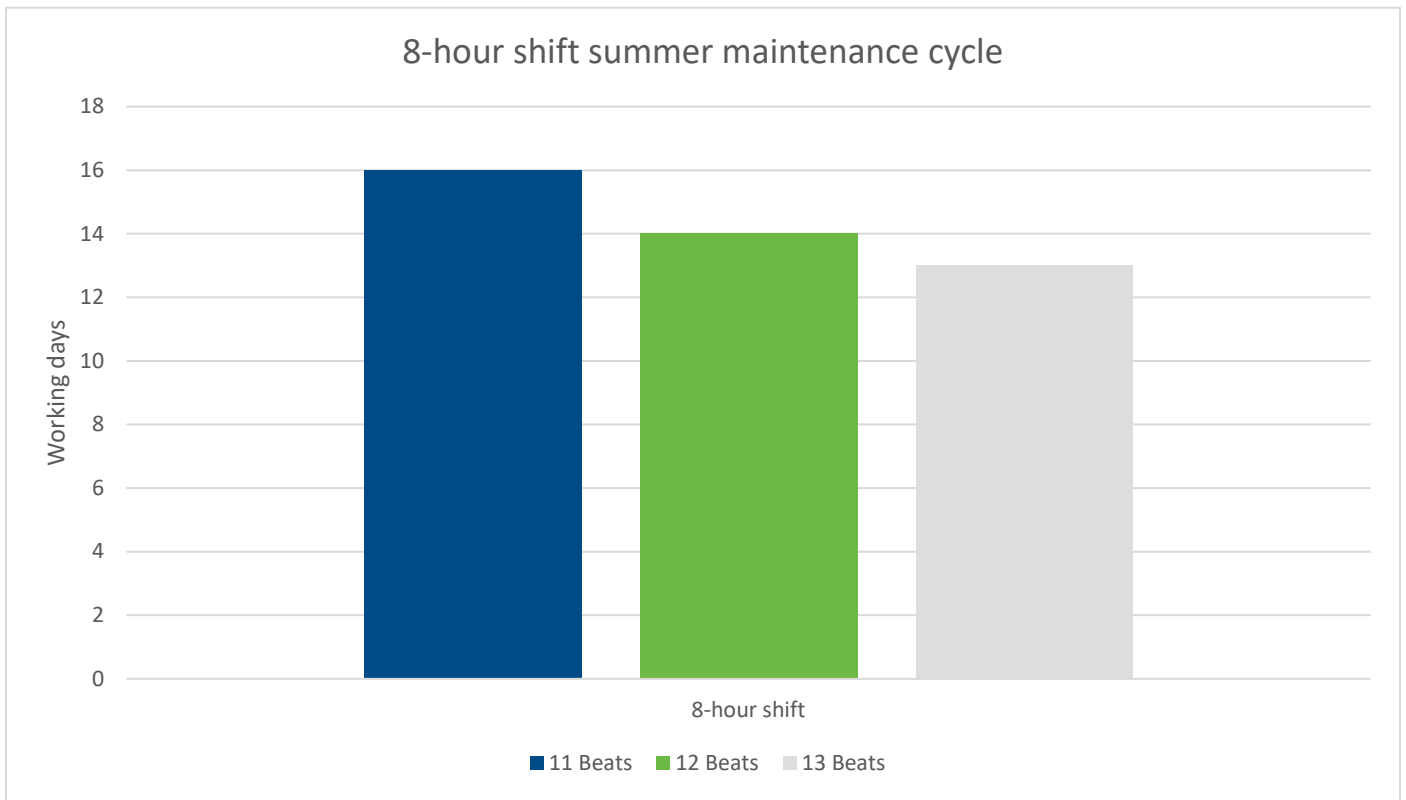
**Miles covered per grader beat**



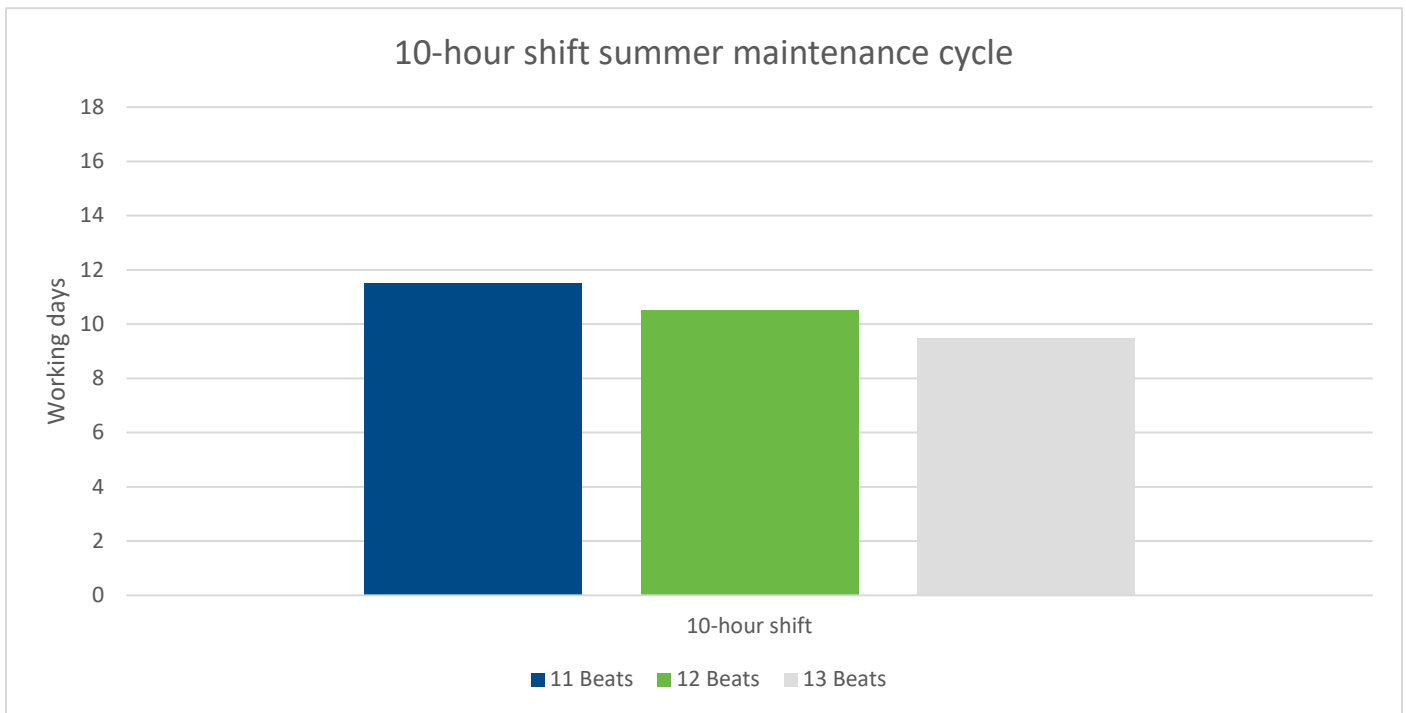
**Grader beat workloads – Municipal comparison** (Alberta Municipal Supervisors Association <https://amsapw.ca>)



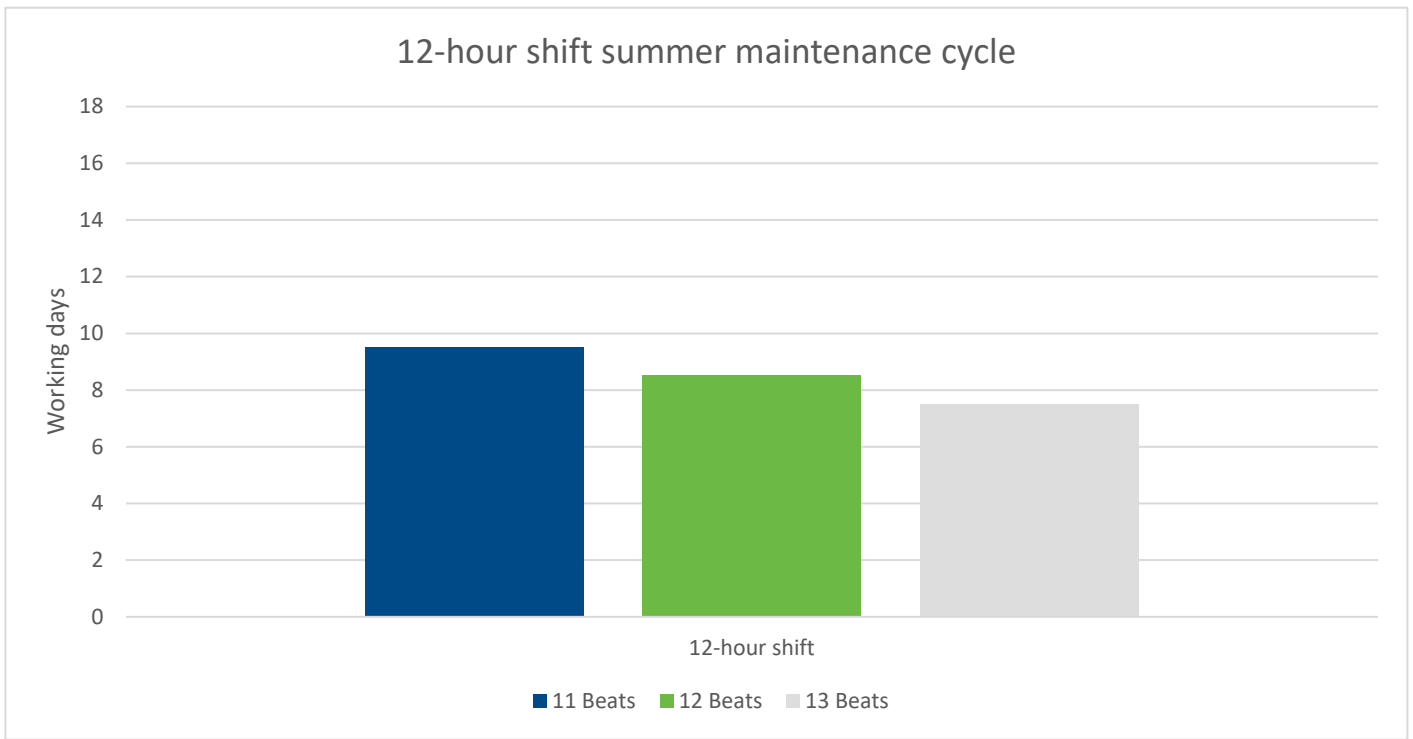
**Grading frequency 8-hour shift (summer)**



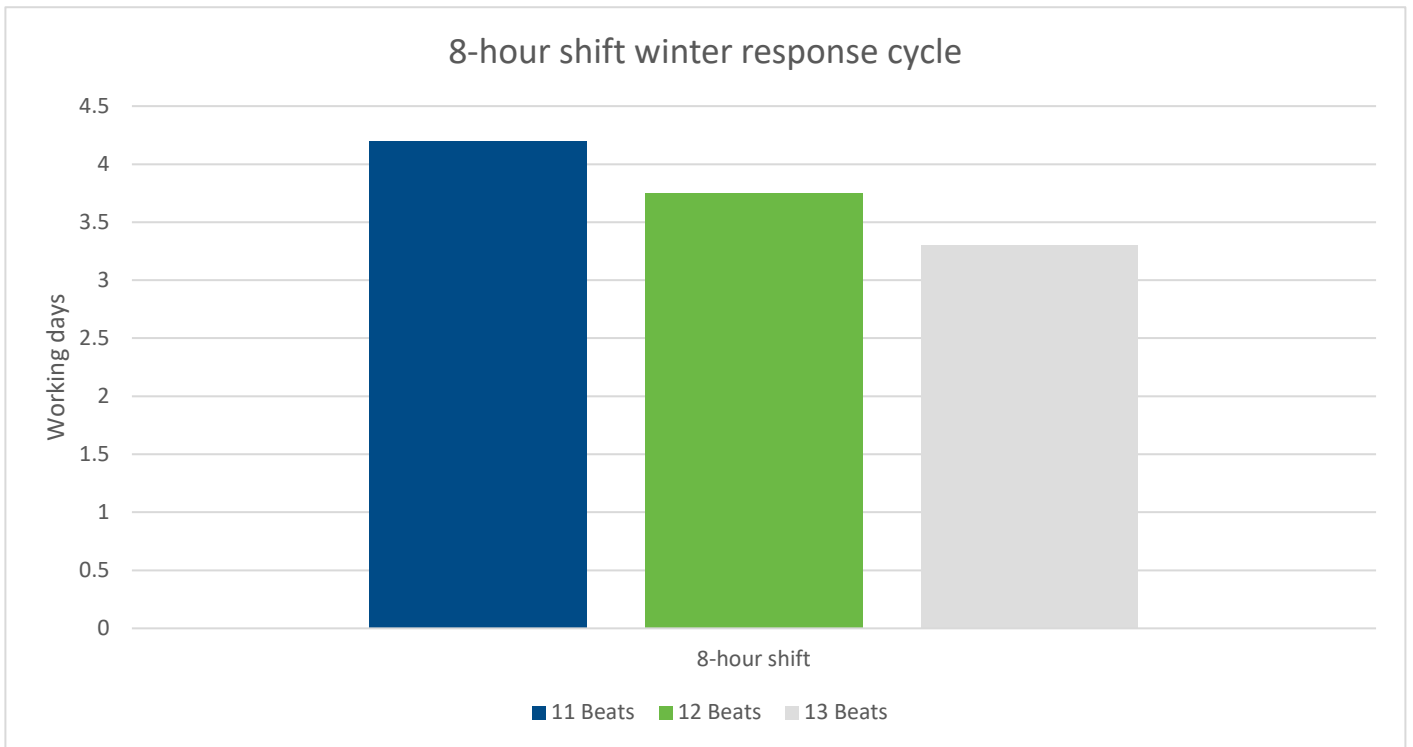
**Grading frequency 10-hour shift (summer)**



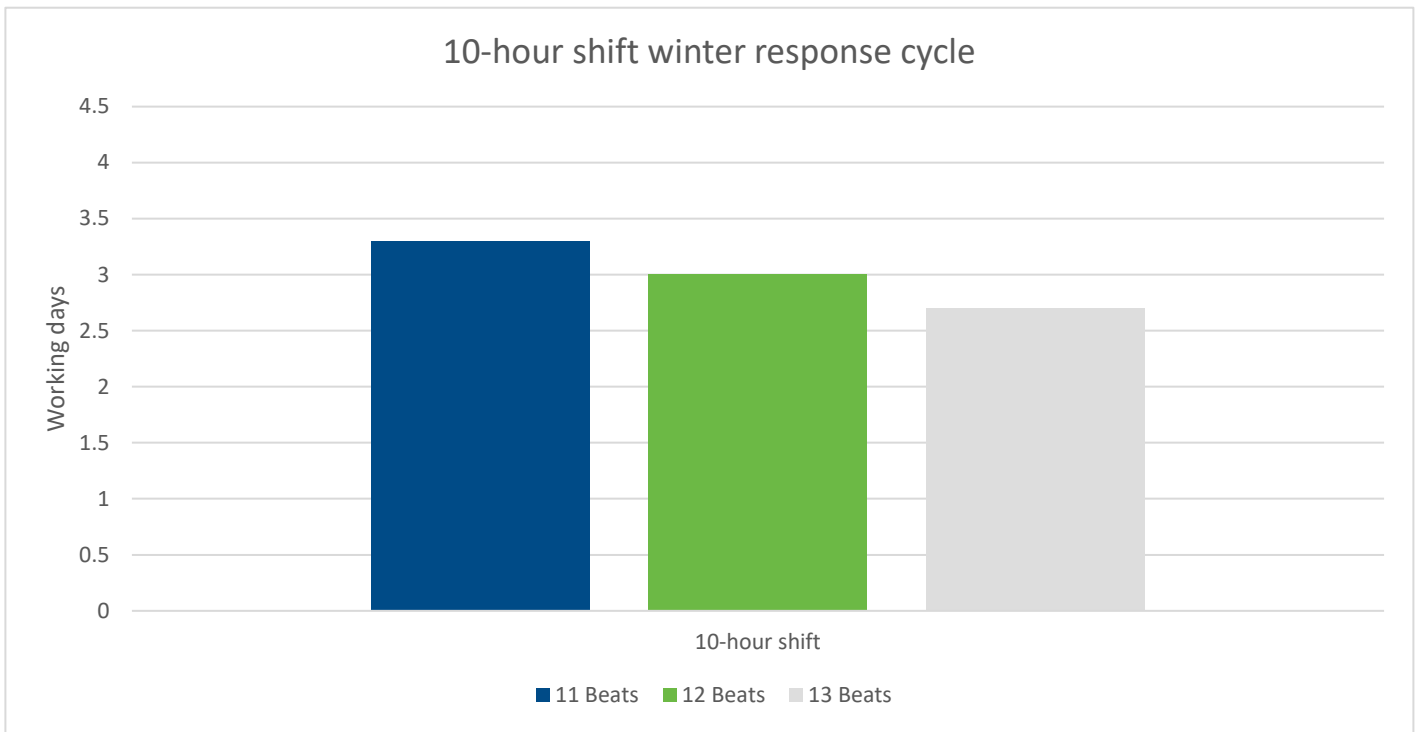
**Grading frequency 12-hour shift (summer)**



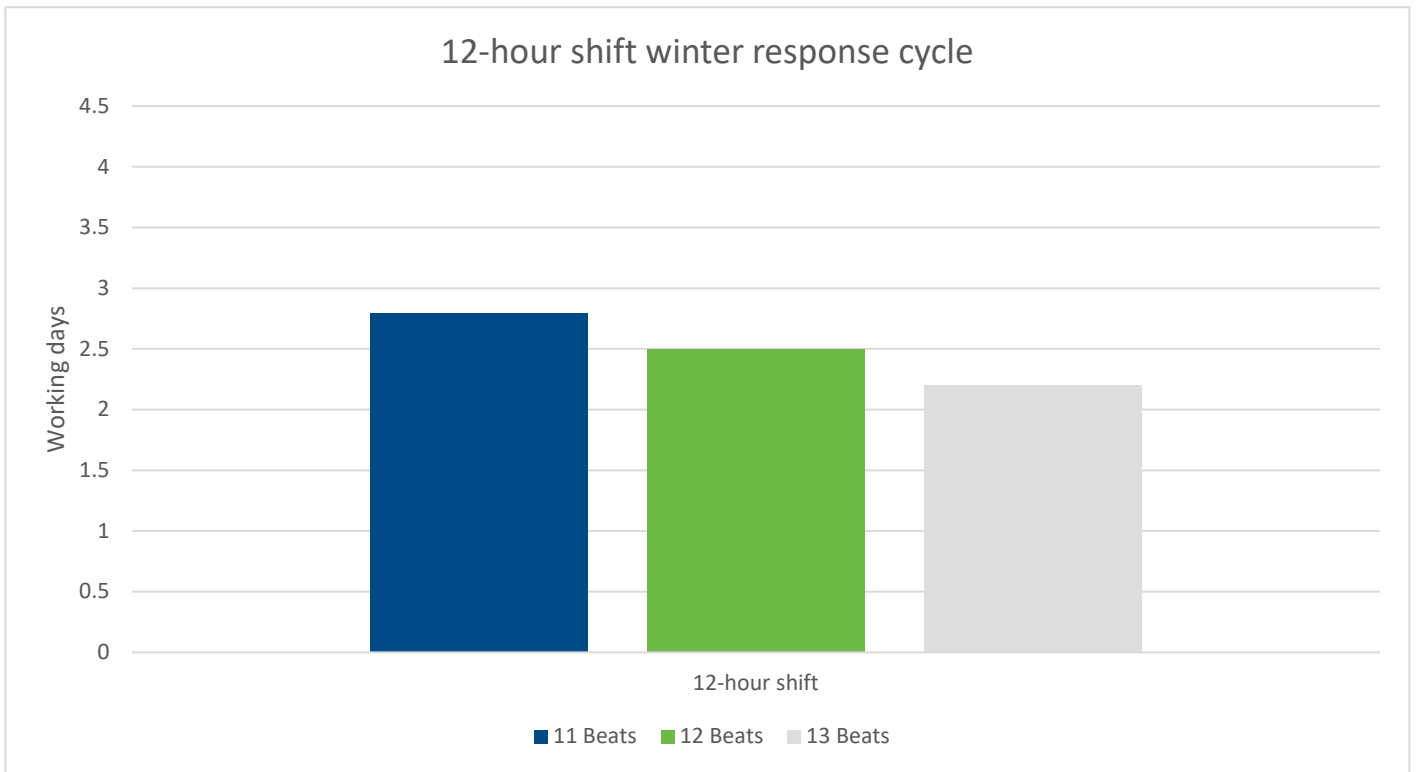
**Grading frequency 8-hour shift (winter)**



**Grading frequency 10-hour shift (winter)**



**Grading frequency 12-hour shift (winter)**



## Investment(s) into gravel road service levels:

A workshop was held with Council to discuss various potential investments (see below) and the impact to the level of service.

**Investment 1:** Removal of current grader contract, while adding a grader and operator (11 beats – ~97 miles)

- 2026 motor grader - \$640,000
- 1 operator (base salary and benefits 2080hr work year) - \$104,120
- Overtime calculated at 10 hr day for 26 of 52 weeks/year - \$14,820
- Annual operating expense for 1 grader - \$69,000 at Jan 2026 fuel
- Staging/tank/rental fee - \$5,000
- Subtract grader contract - \$500,000/yr

**Investment 1 total: \$832,940 - \$500,000 = \$332,940**

**Investment 2:** Removing contract, while adding 2 graders and 2 operators (12 beats - ~90 miles)

- 2026/2027 motor grader (3% inflation) - \$659,000
- 1 operator (base salary and benefits 2080hr work year) - \$104,120
- Overtime calculated at 10 hr day for 26 of 52 weeks/year - \$14,820
- Annual operating expense for 1 grader - \$69,000 at Jan 2026 fuel
- Staging/tank/rental fee - \$5,000
- Total \$851,940

**Investment 2 total: Investment 1 \$332,940 + \$851,940 = \$1,184,880**

**Investment 3:** Removing contract, while adding 3 graders and 3 operators (13 beats - ~82 miles)

- 2027 motor grader (3% inflation) - \$678,976
- 1 operator (base salary and benefits 2080hr work year) - \$104,120
- Overtime calculated at 10 hr day for 26 of 52 weeks/year - \$14,820
- Annual operating expense for 1 grader - \$69,000 at Jan 2026 fuel
- Staging/tank/rental fee - \$5,000
- Total \$871,916

**Investment 3 total: Investment 2 \$1,184,880 + \$871,916 = \$2,056,796**

**Investment 4:** Removing contract, while adding 4 graders and 4 operators (14 beats – 76 miles)

- 2027/2028 motor grader (3% inflation) - \$699,345
- 1 operator (base salary and benefits 2080hr work year) - \$104,120
- Overtime calculated at 10 hr day for 26 of 52 weeks/year - \$14,820
- Annual operating expense for 1 grader - \$69,000 at Jan 2026 fuel
- Staging/tank/rental fee - \$5,000
- Total \$892,285

**Investment 4 total: Investment 3 \$2,056,796 + \$892,285 = \$2,949,081.28**

### Assumptions:

- \* 3% inflation of motor graders
- \* No cost of living or salary adjustments
- \* Diesel fuel set at Jan 2026 rate
- \* No additional overhead considered
  - Grader utilization and look at in-house intelligence solutions that can be used.
  - Additional heavy-duty mechanic for additional equipment
  - Additional supervisory support for 14 staff

### Conclusion

Based on the workshop discussion on April 14, Council supported investment 3 and the associated enhanced level of service.

### Impact to Level(s) of Service

This expansion would increase the grader routes to 13, with each route covering about 80 miles (128 kilometers).

### Regional Collaboration Consideration

N/A

### FTE Impact – if applicable

FTE required	3 FTE
Estimated earnings and benefits	\$312,360 plus \$45,000 OT annually.
Start-up costs (i.e. office, IT, phone, professional development, memberships)	\$TBD

### Ongoing Annual Costs – if applicable

Operating Expense Considerations (Annual)	Amount
Insurance	\$2,600
Staging/tank/rental fee	\$15,000
Fuel	\$207,000
<b>Total</b>	<b>\$224,600/unit/year</b>

Operating Revenue Considerations (Annual)	Amount
n/a	\$-----
n/a	\$-----
<b>Total</b>	<b>\$-----</b>

### Capital Impacts – if applicable

Description	Amount
Purchase three new graders 2026-CP-016	\$1,965,000
-	\$-----
-	\$-----
<b>Total</b>	<b>\$1,965,000</b>

### Pictures – if applicable



Grader



**Operating Fund Reserve Schedule  
2026 Final Budget**

	Budget balance as at Dec. 31, 2025	Applied 2026 budget	Additions 2026 budget	Budget balance as at Dec. 31, 2026
<b>Legacy fund</b>	5,526,914.23	380,500.00	-	5,146,414.23
<b>Stabilization and contingency</b>	9,542,223.81	316,224.00	208,242.30	9,434,242.11
<b>Special purpose</b>	8,991,353.66	1,709,141.00	100,000.00	7,382,212.66
<b>Utilities</b>	2,543,985.59	137,808.00	195,136.00	2,601,313.59
	<b>26,604,477.29</b>	<b>2,543,673.00</b>	<b>503,378.30</b>	<b>24,564,182.59</b>



**Capital Fund Reserve Schedule  
2026 Final Budget**

**Asset lifecycle management**

**Special purpose**

**Statutory**

**Utilities**

	Budget balance as at Dec. 31, 2025	Applied 2026 Budget	Additions 2026 Budget	Budget balance as at Dec. 31, 2026
Asset lifecycle management	19,745,104.94	2,334,792.00	2,511,500.00	19,921,812.94
Special purpose	2,156,879.19	2,092,879.00	16,480.00	80,480.19
Statutory	3,495,516.66	1,784,586.00	-	1,710,930.66
Utilities	6,623,906.44	162,250.00	2,065,855.00	8,527,511.44
	<b>32,021,407.23</b>	<b>6,374,507.00</b>	<b>4,593,835.00</b>	<b>30,240,735.23</b>

-1,780,672.00
---------------

Net change



**Offsite Levy Schedule**  
2026 Final Budget

	Budget balance as at Dec. 31, 2025	Applied 2026 Budget	Additions 2026 Budget	Budget Balance as at Dec. 31, 2026
Road	8,855,059.46	2,579,627.00	23,859.00	6,299,291.46
Water	17,890,949.65	7,479,949.00	5,562.00	10,416,562.65
Wastewater	173,787.03	-	-	173,787.03
	<b>26,919,796.14</b>	<b>10,059,576.00</b>	<b>29,421.00</b>	<b>16,889,641.14</b>

-10,030,155.00

Net change



## Major and Capital Project Plans 2026 Final Funding and Expenditure Summary

Expenditures	Major Project Plan	Capital Project Plan	Total Requests
Total project requests	10,709,717	27,254,722	37,964,439
<b>Total budgeted expenditures</b>	<b>10,709,717</b>	<b>27,254,722</b>	<b>37,964,439</b>

Funding	Major Project Plan	Capital Project Plan	Total Funding Available
<b>Municipal taxes</b>			
Tax	5,251,557	6,800,909	12,052,466
<b>Grants</b>			
Alberta Municipal Water/Wastewater Partnership (AMWWP)	-	116,250	116,250
Canada Community-Building Fund (formerly Gas Tax Fund)	-	1,891,027	1,891,027
Local Government Fiscal Framework (formerly Municipal Sustainability Initiative Capital)	-	4,102,512	4,102,512
Local Government Fiscal Framework (formerly Municipal Sustainability Initiative Operating)	782,000	-	782,000
Northern and Regional Economic Development Program (NRED)	79,101	-	79,101
Rural Transit Solution Fund (RTSF)	-	2,400,000	2,400,000
<b>Utilities projects</b>			
Utility reserves	87,808	212,250	300,058
<b>Other</b>			
Debenture	-	-	-
Offsite Levy	400,000	7,330,000	7,730,000
Reserves	4,109,251	3,839,274	7,948,525
Other	-	390,000	390,000
<b>Total proposed funding</b>	<b>10,709,717</b>	<b>27,254,722</b>	<b>37,964,439</b>



## 2026 Major Project Plan - Final 2026 Final Funding and Expenditure Summary

Expenditures	Other Projects	Utility Projects	Major Project Total Requests
Total project requests - Other major projects	6,589,852	87,808	6,677,660
Total project requests - Road program	2,920,000	-	2,920,000
Total project requests - Bridge program	1,112,057	-	1,112,057
<b>Total budgeted expenditures</b>	<b>10,621,909</b>	<b>87,808</b>	<b>10,709,717</b>

Funding	Other Projects	Utility Projects	Total Funding
<b>Municipal taxes</b>			
Tax	5,251,557	-	5,251,557
<b>Grants</b>			
Local Government Fiscal Framework (formerly Municipal Sustainability Initiative Operating)	782,000	-	782,000
Northern and Regional Economic Development Program (NRED)	79,101	-	79,101
<b>Utility projects</b>			
Utility reserves	-	87,808	87,808
<b>Other</b>			
Reserve	4,109,251	-	4,109,251
Offsite levy	400,000	-	400,000
<b>Total proposed funding</b>	<b>10,621,909</b>	<b>87,808</b>	<b>10,709,717</b>



**2026 Major Project Plan  
Final Budget**

Project #	Priority #	Priority Description	Lead Department	Project Name	Interim Budget	2025 Carry Forward	2026 Final Budget Adjustment	2026 Final Budget	2027 Budget	2028 Budget
<b>Interim major projects</b>										
2024-MP-016	3A	Prior Council commitment	Planning and Development	Leduc County growth strategy - Year 3	\$ 200,000			\$ 200,000		
2024-MP-019	3A	Prior Council commitment	Finance	Enterprise Resource Planning (ERP) software replacement	\$ 502,500			\$ 502,500		
2025-MP-019	3A	Prior Council commitment	Economic Development	Strategic Promotion for the Leduc County Region as a Global Logistics Hub	\$ 60,250			\$ 60,250		
2026-MP-003	3A	Prior Council commitment	County Manager's Office	2026 Citizen Satisfaction Survey	\$ 41,000			\$ 41,000		
2026-MP-004	3A	Prior Council commitment	County Manager's Office	2026 -2029 Leduc County Strategic Plan	\$ 55,000			\$ 55,000		
2026-MP-005	3A	Prior Council commitment	Recreation, Parks and Cultural Services	New Sarepta Agriplex condenser	\$ 125,000			\$ 125,000		
2026-MP-006	3A	Prior Council commitment	Recreation, Parks and Cultural Services	Recreation cost share capital contribution	\$ 400,000			\$ 400,000		
2026-MP-007	3A	Prior Council commitment	Planning and Development	Develop Intermunicipal Development Plans (IDP) and Intermunicipal Collaboration Frameworks (ICF)	\$ 115,000			\$ 115,000	\$ 120,000	
2026-MP-008	3C	Supports growth and economic development	Planning and Development	Whitemud Landing Major Area Structure Plan	\$ 30,000			\$ 30,000	\$ 6,000	
2026-MP-009	3C	Supports growth and economic development	Planning and Development	Whitemud Landing Local Area Structure Plan	\$ 20,000			\$ 20,000	\$ 177,000	\$ 1,000
2026-MP-010	3C	Supports growth and economic development	Engineering	Whitemud Landing Area Structure Plan – Rail Servicing	\$ 115,500			\$ 115,500		
2026-MP-011	3C	Supports growth and economic development	Engineering	Whitemud Landing Area Structure Plan – Utilities Servicing, Phase 2	\$ 215,000			\$ 215,000		
2026-MP-012	4A	Maintain IT and administrative support	Corporate Services	External compensation review	\$ 30,000			\$ 30,000		
2026-MP-013	4B	Maintain emergency response vehicles/equipment	Fire Services	Replacement of Five Sets of Air Lifting Bags	\$ 60,000			\$ 60,000		
See Road Program Summary	4G	Maintain infrastructure	Engineering	Road program	\$ 2,920,000			\$ 2,920,000		
See Bridge Program Summary	4G	Maintain infrastructure	Engineering	Bridge program	\$ 930,000			\$ 930,000		
2026-MP-014	4G	Maintain infrastructure	Corporate Services	Building Lifecycle Maintenance - Black Gold Cost Share	\$ 136,000			\$ 136,000		
2026-MP-015	4G	Maintain infrastructure	Corporate Services	Building Lifecycle Maintenance - Facilities	\$ 175,000			\$ 175,000		
2026-MP-016	4G	Maintain infrastructure	Corporate Services	Facilities Master Plan	\$ 50,000			\$ 50,000		
2026-MP-017	4G	Maintain infrastructure	Engineering	Landfill reclamation survey, E 1/2 of the NE 1/4 10-50-26W4M	\$ 25,000			\$ 25,000		
2026-MP-018	4G	Maintain infrastructure	Corporate Services	County Centre Renovations - 2nd floor - phase 2	\$ 815,000			\$ 815,000	600,000	
2026-MP-019	4G	Maintain infrastructure	Engineering	Removing solids and rehabilitation to CCI Stormwater Management Facility	\$ 825,000			\$ 825,000		
2026-MP-020	5	Expanded service	Engineering	East Vistas Intersection Assessments	\$ 45,000			\$ 45,000		
<b>Interim major projects</b>					<b>\$ 7,890,250</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,890,250</b>	<b>\$ 903,000</b>	<b>\$ 1,000</b>

Funding Source		Funding Source 2	
Funding Source	Amount	Funding Source 2	Amount 2
Tax	\$ 200,000		
Reserve	\$ 502,500		
Grants	\$ 60,250		
Tax	\$ 41,000		
Tax	\$ 55,000		
Reserve - MRT	\$ 125,000		
Reserve - MRT	\$ 400,000		
Tax	\$ 115,000		
Reserve	\$ 30,000		
Reserve	\$ 20,000		
Reserve	\$ 115,500		
Reserve	\$ 215,000		
Tax	\$ 30,000		
Tax	\$ 60,000		
Tax	\$ 2,520,000	Offsite Levy	\$ 400,000
Tax	\$ 930,000		
Tax	\$ 136,000		
Tax	\$ 120,000	Utilities reserve	\$ 55,000
Tax	\$ 50,000		
Tax	\$ 25,000		
Reserve	\$ 815,000		
LGFF	\$ 782,000	Tax	\$ 43,000
Tax	\$ 45,000		
<b>\$ 7,392,250</b>		<b>\$ 498,000</b>	



**2026 Major Project Plan  
Final Budget**

Project #	Priority #	Priority Description	Lead Department	Project Name	Interim Budget	2025 Carry Forward	2026 Final Budget Adjustment	2026 Final Budget	2027 Budget	2028 Budget	Funding Source		Funding Source 2		
											Funding Source	Amount	Funding Source 2	Amount 2	
<b>Carry-forward projects</b>															
2024-MP-001	3B	Carry forward project	County Manager's Office	Greater Nisku and Area Off-Site Levy Bylaw Update		\$ 15,000		\$ 15,000			Reserve	\$ 15,000			
2024-MP-016	3B	Carry forward project	Planning and Development	Leduc County growth strategy - Year 2		\$ 53,185		\$ 53,185			Reserve	\$ 53,185			
2024-MP-018	3B	Carry forward project	Economic Development	Business and Entrepreneur Centre drink, food and tourism capacity development project		\$ 16,724		\$ 16,724			Grants	\$ 16,724			
2025-MP-001	3B	Carry forward project	County Manager's Office	Greater Nisku and Area Off-Site Levy Bylaw Update		\$ 25,000		\$ 25,000			Reserve	\$ 25,000			
2025-MP-005	3B	Carry forward project	Finance	Enterprise Resource Planning (ERP) software replacement		\$ 453,435		\$ 453,435			Reserve	\$ 453,435			
2025-MP-007	3B	Carry forward project	Wastewater Collection	New Sarepta sewer force main pipeline condition assessment		\$ 32,808		\$ 32,808			Utilities reserve	\$ 32,808			
2025-MP-013	3B	Carry forward project	Recreation, Parks and Cultural Services	Athletic field partnership initiative		\$ 38,031		\$ 38,031			Reserve	\$ 38,031			
2025-MP-014	3B	Carry forward project	Engineering	County Property Aggregate Development - Permitting		\$ 42,000		\$ 42,000			Reserve	\$ 42,000			
2025-MP-019	3B	Carry forward project	Economic Development	Strategic Promotion for the Leduc Region as a Global Logistics Hub		\$ 24,227		\$ 24,227			Reserve	\$ 22,100	Grants	\$ 2,127	
See Bridge Program Summary	3B	Carry forward project	Engineering	Bridge program		\$ 190,397		\$ 190,397			Reserve	\$ 190,397			
<b>Total carry forward projects</b>					\$ -	\$ 890,807	\$ -	\$ 890,807	\$ -	\$ -		\$ 888,680		\$ 2,127	
<b>Final adjustments</b>															
2026-MP-014	4G	Maintain infrastructure	Corporate Services	Building Lifecycle Maintenance - Black Gold Cost Share			\$ 85,000	\$ 85,000			Tax	\$ 85,000			
2026-MP-021	3A	Prior Council commitment	Recreation, Parks and Cultural Services	Warburg Arena Ice Slab Replacement			\$ 950,000	\$ 950,000			Tax	\$ 237,500	Reserve - MRT	\$ 712,500	
2026-MP-022	3A	Prior Council commitment	Recreation, Parks and Cultural Services	Thorsby Arena Ice Slab Replacement			\$ 700,000	\$ 700,000			Tax	\$ 175,000	Reserve - MRT	\$ 525,000	
2026-MP-023	3A	Prior Council commitment	Planning and Development	East Vistas Special Study Area			\$ 87,000	\$ 87,000	154,000		Tax	\$ 87,000			
2026-MP-024	3A	Prior Council commitment	Recreation, Parks and Cultural Services	Genessee Tree Moving			\$ 100,000	\$ 100,000			Tax	\$ 100,000			
See Bridge Program Summary	4G	Maintain infrastructure	Engineering	Bridge program			\$ (8,340)	\$ (8,340)			Tax	\$ (8,340)			
2026-MP-025	4G	Maintain infrastructure	Road Operations	Column repair - Nisku Road Operations Shop			\$ 15,000	\$ 15,000			Tax	\$ 15,000			
<b>Total final adjustments</b>					\$ -	\$ -	\$ 1,928,660	\$ 1,928,660	\$ 154,000	\$ -		\$ 691,160		\$ 1,237,500	
<b>Total final major project plan</b>					\$ 7,890,250	\$ 890,807	\$ 1,928,660	\$ 10,709,717	\$ 1,057,000	\$ 1,000		\$ -			



## 2026 Road Program Final Budget

### Funding Sources

Project #	Condition Rating	Traffic Volume (AADT*)	From	To	Work Description	Interim Budget	2025 Carry Forward Project	2026 Final Adjustment	2026 Final Budget
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Tax	LGFF (former MSI)	CCBF (Former GTF)
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### Major Project Plan

#### Major Roads

Range Road 245 and Township Road 505 - Functional Planning Study	2026-RD-001	N/A	N/A	N/A	N/A	Growth/Expansion	\$ 600,000			\$ 600,000
Design Engineering for 2027 Major Roads	2026-RD-002	N/A	N/A	N/A	N/A	Rehabilitation	\$ 60,000			\$ 60,000
<b>Total</b>							<b>\$ 660,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 660,000</b>

\$ 200,000		
\$ 60,000		

#### Rural Roads

Rural Road Initiative	2026-RD-003	N/A	N/A	Various	Various	Rehabilitation	\$ 2,000,000			\$ 2,000,000
Last Link Program	2026-RD-004	N/A	N/A	Various	Various	Rehabilitation	\$ 260,000			\$ 260,000
<b>Total</b>							<b>\$ 2,260,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,260,000</b>

\$ 2,000,000		
\$ 260,000		

**Total major project road program** \$ 2,920,000 \$ - \$ - \$ 2,920,000

\$ 2,520,000 \$ - \$ -



## 2026 Bridge Program Final Budget

Project #	Traffic (AADT*)	Legal Location	Existing Surface	Asset Need	Length of the project	Interim Budget	2026 Carry Forward Project	2026 Final Adjustment	2026 Final Budget
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Funding Sources	
Tax	Reserve

In order of priority

### Major Project Plan

BF 00587 Airport Road between Range Road 240 and 241	2026-BF-001	5,000	NW 12-50-24-W4	Bridge Structure	Maintenance	40m	\$ 310,000	\$ 173,410	\$ 483,410
BF 00822 Airport Road between Range Road 244 and 245	2026-BF-002	5,000	NE 8-50-24-W4	Bridge Structure	Maintenance	35m	\$ 170,000	\$ (45,300)	\$ 124,700
BF 08150 Township Road 492 between Range Road 271 and Highway 795	2026-BF-003	50	NE 12-49-27-W4	Bridge Structure	Maintenance	20m	\$ 85,000	\$ (25,950)	\$ 59,050
BF 79314 Township Road 493 west of intersection with Range Road 25	2026-BF-004	25	NE 18-49-2-W5	Culvert	Maintenance	18m	\$ 95,000	\$ (62,200)	\$ 32,800
BF 79497 Range Road 21 between Township Road 504 and 502	2026-BF-005	74	SE 23-50-2-W5	Bridge Structure	Maintenance	20m	\$ 60,000	\$ 21,000	\$ 81,000
BF 01727 Airport Road between Range Road 233 and 234	2026-BF-006	2,800	NW 9-50-23-W4	Culvert	Maintenance	18m	\$ 20,000	\$ 2,300	\$ 22,300
BF 09649 Township 492 between Range Road 281 and 280	2026-BF-007	93	NE 12-49-28-W4	Culvert	Maintenance	15m	\$ 85,000	\$ (52,700)	\$ 32,300
BF 13393 Range Road 15 between Township Road 482 and 484	2026-BF-008	42	SW 20-48-1-W5	Bridge Structure	Maintenance	22m	\$ 55,000	\$ (24,800)	\$ 30,200
BF 73211 Range Road 244A south of the intersection with Township Road 502 (Airport Road)	2026-BF-009	12	NW 8-50-24-W4	Bridge Structure	Maintenance	28m	\$ 50,000	\$ 5,900	\$ 55,900

**Total interim major bridge program = \$ 930,000 \$ - \$ (8,340) \$ 921,660**

\$ 483,410	
\$ 124,700	
\$ 59,050	
\$ 32,800	
\$ 81,000	
\$ 22,300	
\$ 32,300	
\$ 30,200	
\$ 55,900	
<b>\$ 921,660</b>	<b>\$ -</b>

### Major carry-forward projects

BF 01248 Telfordville (Range Road 21) West of Hwy 622	2025-BF-002	30 (est. 2023)	NW 36-49-2-W5M	3 Span Bridge	Rehabilitation	60m		\$ 37,235	\$ 37,235
BF 00748 Range Road 251 between Township Road 492 and 490	2025-BF-003	70 (est. 2023)	NW 12-49-25-W4M	Bridge Culvert	Rehabilitation	18m		\$ 88,415	\$ 88,415
BF 73862 Sparrow Drive between Airport Road and Hwy 625	2025-BF-004	3600 (est. 2023)	SE 14-50-25-W4M	Timber Box Culvert	Rehabilitation	30m		\$ 52,923	\$ 52,923
BF 08880 Township Road 484 between Range Road 35 and 34	2025-BF-005	121 (est. 2023)	NW 20-48-3-W5M	3 Span Bridge	Rehabilitation	65m		\$ 11,824	\$ 11,824

**Total major carry forward program = \$ - \$ 190,397 \$ - \$ 190,397**

**Total final major bridge program = \$ 930,000 \$ 190,397 \$ (8,340) \$ 1,112,057**

	\$ 37,235
	\$ 88,415
	\$ 52,923
	\$ 11,824
<b>\$ 921,660</b>	<b>\$ 190,397</b>



**2026 Capital Project Plan - Final  
2026 Final Funding and Expenditure Summary**

<b>Expenditures</b>	<b>Other Projects</b>	<b>Road and Bridge Programs</b>	<b>Utility Projects</b>	<b>Capital Project Total Requests</b>
Total project requests - Other capital projects	9,420,000	-	7,658,500	17,078,500
Total project requests - Road program	-	5,730,000	-	5,730,000
Total project requests - Bridge program	-	4,446,222	-	4,446,222
<b>Total budgeted expenditures</b>	<b>9,420,000</b>	<b>10,176,222</b>	<b>7,658,500</b>	<b>27,254,722</b>

<b>Funding</b>	<b>Other Projects</b>	<b>Road and Bridge Programs</b>	<b>Utility Projects</b>	<b>Total Funding</b>
<b>Municipal taxes</b>				
Tax	5,239,000	1,561,909	-	6,800,909
<b>Grants</b>				
Alberta Municipal Water/Wastewater Partnership (AMWWP)	-	-	116,250	116,250
Local Government Fiscal Framework (formerly Municipal Sustainability Initiative Capital)	650,000	3,452,512	-	4,102,512
Canada Community - Building Fund (formerly Gas Tax Fund)	-	1,891,027	-	1,891,027
Strategic Transportation Infrastructure Program (STIP)		172,500		172,500
Rural Transit Solution Fund (RTSF)	2,400,000			2,400,000
<b>Utility projects</b>				
Utility reserves	-	-	212,250	212,250
<b>Other</b>				
Offsite levy	-	-	7,330,000	7,330,000
Reserves	741,000	3,098,274	-	3,839,274
Other	390,000	-	-	390,000
<b>Total proposed funding</b>	<b>9,420,000</b>	<b>10,176,222</b>	<b>7,658,500</b>	<b>27,254,722</b>



**2026 Capital Project Plan  
Final Budget**

Project #	Priority #	Priority Description	Asset Category	Lead Dept	Project Name	Interim Budget	2025 Carry Forward Budget	Adjustment After Interim Budget	2026 Final Budget	2027 Budget
<b>Interim capital projects</b>										
2026-CP-001	2A	Safety	Machinery and equipment	Fire Services	SCBA compressor and fill station replacement	\$ 90,000			\$ 90,000	
2026-CP-002	4C	Maintain other emergency assets	Machinery and equipment	Fire Services	Fire Services battery powered scene lighting	\$ 18,000			\$ 18,000	
2026-CP-003	4D	Maintain other vehicles/heavy equipment	Fleet/Vehicles	Fleet Services	Fleet replacements	\$ 2,470,000			\$ 2,470,000	
2026-CP-004	4D	Maintain other vehicles/heavy equipment	Machinery and equipment	Recreation, Parks and Cultural Services	Parks mower replacement - Unit 7314	\$ 120,000			\$ 120,000	
2026-CP-005	4D	Maintain other vehicles/heavy equipment	Machinery and equipment	Recreation, Parks and Cultural Services	Parks mower replacement - Unit 7319	\$ 20,000			\$ 20,000	
2026-CP-006	4D	Maintain other vehicles/heavy equipment	Machinery and equipment	Road Operations	Sander-salter unit for tandem truck	\$ 80,000			\$ 80,000	
2026-CP-007	4E	Maintain utilities	Engineered structures	Water Distribution	Engineering design for the New Sarepta water main at Sportsview Dr.	\$ 50,000			\$ 50,000	
2026-CP-008	4F	Maintain equipment	Machinery and equipment	Road Operations	Portable variable message boards (3 units)	\$ 90,000			\$ 90,000	
2026-CP-009	4F	Maintain equipment	Machinery and equipment	Agricultural Services	Replacement of a 15-foot rotary mower	\$ 41,000			\$ 41,000	
2026-CP-010	4F	Maintain equipment	Machinery and equipment	Agricultural Services	Replacement of mowing tractor	\$ 170,000			\$ 170,000	
See Road Program Summary	4G	Maintain infrastructure	Engineered structures	Engineering	Road program	\$ 5,710,000			\$ 5,710,000	
See Bridge Program Summary	4G	Maintain infrastructure	Engineered structures	Engineering	Bridge program	\$ 2,151,240			\$ 2,151,240	
2026-CP-011	5	Expanded service	Engineered structures	Wastewater Collection	Wastewater servicing to Vantage Point, Highlands and Ridge Meadows	\$ 1,153,000			\$ 1,153,000	\$ 3,900,000
2026-CP-012	5	Expanded service	Engineered structures	Water Distribution	East Water Transmission Line - Nisku - construction	\$ 7,300,000			\$ 7,300,000	
2026-CP-013	5	Expanded service	Machinery and equipment	Road Operations	Sander-salter unit and plow	\$ 40,000			\$ 40,000	
2026-CP-014	5	Expanded service	Land improvement	Engineering	Genesee aggregate site development	\$ 314,000			\$ 314,000	
2026-CP-015	5	Expanded service	Land improvement	Recreation, Parks and Cultural Services	Diamond to Lukas Estates trail linkage	\$ 85,000			\$ 85,000	
<b>Interim capital projects</b>						<b>\$ 19,902,240</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,902,240</b>	<b>\$ 3,900,000</b>

**Carry-forward projects**

2023-CP-021	3B	Carry forward project	Engineered structures	Water Distribution	East Water Transmission Line - Nisku - Construction	\$ 30,000			\$ 30,000	
2024-CP-001	3B	Carry forward project	Buildings	Water Distribution	New Sarepta reservoir and pumphouse upgrades -Year 2 of 2	\$ 155,000			\$ 155,000	
2024-CP-005	3B	Carry forward project	Fleet/Vehicles - Heavy duty	Transit	Leduc Transit Purchase of Seven 20-passenger buses and one 40 foot bus	\$ 3,024,000			\$ 3,024,000	
2025-CP-003	3B	Carry forward project	Fleet/Vehicles	Fleet Services	Fleet asset replacements	\$ 650,000			\$ 650,000	
2025-CP-006	3B	Carry forward project	Engineered structures	Water Distribution	Replacement and Upgrades to Flow Point Panels at the Bulk Water Fill Station	\$ 30,000			\$ 30,000	
2025-CP-011	3B	Carry forward project	Engineered structures	Engineering	Beau Vista North drainage repairs	\$ 90,000			\$ 90,000	
See Road Program Summary	3B	Carry forward project	Engineered structures	Engineering	Road program	\$ 20,000			\$ 20,000	
See Bridge Program Summary	3B	Carry forward project	Engineered structures	Engineering	Bridge program	\$ 2,294,982	\$ -		\$ 2,294,982	
<b>Total carry forward projects</b>						<b>\$ -</b>	<b>\$ 6,293,982</b>	<b>\$ -</b>	<b>\$ 6,293,982</b>	<b>\$ -</b>

	Funding Source 1	Funding Source 2	Funding Source 3
	Amount 1	Amount 2	Amount 3
Tax	\$ 90,000		
Tax	\$ 18,000		
Tax	\$ 2,470,000		
Tax	\$ 120,000		
Tax	\$ 20,000		
Tax	\$ 80,000		
Utilities reserve	\$ 50,000		
Tax	\$ 90,000		
Tax	\$ 41,000		
Tax	\$ 170,000		
Tax	\$ 791,909	Grants \$ 4,268,091	Reserve \$ 650,000
Tax	\$ 770,000	Grants \$ 1,055,448	Reserve \$ 325,792
Debtenture (Local Improvement)	\$ 1,153,000		
Offsite Levy	\$ 7,300,000		
Tax	\$ 40,000		
Reserve	\$ 314,000		
Tax	\$ 85,000		
<b>\$ 13,602,909</b>			
		<b>\$ 5,323,539</b>	
		<b>\$ 975,792</b>	

Offsite Levy	\$ 30,000		
AMWWP	\$ 116,250	Utilities reserve \$ 38,750	
Reserve	\$ 234,000	Grants \$ 2,400,000	Other \$ 390,000
Grants	\$ 650,000		
Utilities reserve	\$ 30,000		
Reserve	\$ 90,000		
Grants	\$ 20,000		
Grants	\$ 172,500	Reserve \$ 2,122,482	
<b>\$ 1,342,750</b>			
		<b>\$ 4,561,232</b>	
		<b>\$ 390,000</b>	



**2026 Capital Project Plan  
Final Budget**

Project #	Priority #	Priority Description	Asset Category	Lead Dept	Project Name	Interim Budget	2025 Carry Forward Budget	Adjustment After Interim Budget	2026 Final Budget	2027 Budget
<b>Final adjustments</b>										
2026-CP-003	4D	Maintain other vehicles/heavy equipment	Fleet/Vehicles	Fleet Services	Fleet replacements			\$ 50,000	\$ 50,000	
2026-CP-011	5	Expanded service	Engineered structures	Wastewater Collection	Wastewater servicing to Vantage Point, Highlands and Ridge Meadows			\$ (1,153,000)	\$ (1,153,000)	
2026-CP-014	5	Expanded service	Land improvement	Engineering	Genesee aggregate site development			\$ 103,000	\$ 103,000	
2026-CP-016	4D	Maintain other vehicles/heavy equipment	Buildings	Fleet Services	New initiative - Gravel road maintenance level of service enhancement			\$ 1,965,000	\$ 1,965,000	
2026-CP-017	4G	Maintain infrastructure	Machinery and equipment	Water Distribution	Repair and restoration of pump at East Reservoir			\$ 93,500	\$ 93,500	
<b>Final adjustments</b>						\$ -	\$ -	\$ 1,058,500	\$ 1,058,500	\$ -
<b>Total capital project plan</b>						\$ 19,902,240	\$ 6,293,982	\$ 1,058,500	\$ 27,254,722	\$ 3,900,000

	Funding Source 1		Funding Source 2		Funding Source 3	
	Funding Source 1	Amount 1	Funding Source 2	Amount 2	Funding Source 3	Amount 3
Tax	\$	50,000				
Debenture (Local Improvement)	\$	(1,153,000)				
Reserve	\$	103,000				
Tax	\$	1,965,000				
Utilities reserve	\$	93,500				
	\$	<b>1,058,500</b>	\$	-		\$ -



## 2026 Road Program Final Budget

Project #	Condition Rating	Traffic Volume (AADT*)	From	To	Work Description	Interim Budget	2025 Carry Forward Project	2026 Final Adjustment	2026 Final Budget
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### Capital Project Plan

#### Rural Roads

Range Road 275 - Highway 39 to the CPKC Rail Crossing	2026-RD-005	Very Poor	156	Range Road 275	CPKC Rail Crossing	Rehabilitation	\$ 350,000			\$ 350,000
<b>Total</b>							<b>\$ 350,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 350,000</b>

#### Subdivisions

Hazel Grove Subdivision - North and South	2026-RD-006	Very Poor	North - 29 South - 25	N/A	N/A	Rehabilitation	\$ 1,100,000			\$ 1,100,000
Lukas Estates - Road and Storm Sewer Improvement Design	2026-RD-007	Poor	177	N/A	N/A	Rehabilitation	\$ 200,000			\$ 200,000
Sunnyville Estate - including Range Road 243	2026-RD-008	Very Poor	North - 51 South - 30	N/A	N/A	Rehabilitation	\$ 1,950,000			\$ 1,950,000
<b>Total</b>							<b>\$ 3,250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,250,000</b>

#### Nisku

8 Street Nisku - from 23 Avenue to 25 Avenue	2026-RD-009	Very Poor	1,665	23 Avenue	25 Avenue	Rehabilitation	\$ 1,850,000			\$ 1,850,000
<b>Total</b>							<b>\$ 1,850,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,850,000</b>

#### Carry-forward projects

Linda Vista West	2025-RD-006					Rehabilitation		\$ 20,000		\$ 20,000
<b>Total</b>							<b>\$ -</b>	<b>\$ 20,000</b>	<b>\$ -</b>	<b>\$ 20,000</b>

Add: 2019 - 8 st, Internal Borrowing Repayment (5 of 10) \$ 260,000 \$ 260,000

**Total capital project road program \$ 5,710,000 \$ 20,000 \$ - \$ 5,470,000**

#### Funding Sources

Tax	Reserve	LGFF (former MSI)	CCBF (Former GTF)
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	\$ 350,000		
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	\$ 50,000	\$ 624,421	\$ 425,579
	\$ 200,000		
	\$ 50,000	\$ 1,490,000	\$ 410,000

\$ 531,909		\$ 1,318,091	
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		\$ 20,000	
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\$ 260,000			
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**\$ 531,909 \$ 650,000 \$ 3,452,512 \$ 835,579**



## 2026 Bridge Program Final Budget

Project #	Traffic (AADT*)	Legal Location	Existing Surface	Asset Need	Length of the project	Interim Budget	2026 Carry Forward Project	2026 Final Adjustment	2026 Final Budget
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In order of priority

### Capital Project Plan

BF 06547 Range Road 15 between Highway 622 and Township Road 502	2026-BF-010	200	SW 5-50-1-W5	Bridge Structure	Replacement	65m	\$ 1,800,000		\$ 1,800,000
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**Total interim capital bridge program = \$ 1,800,000 \$ - \$ - \$ 1,800,000**

### Capital carry-forward projects

BF 85317 Township Road 492 between range Road 24 and 25	2023-BF-004	40	NE 8-49-2-W5	Culvert	Replacement		\$ 351,240		\$ 351,240
BF 73244 Township Road 492 between Range Road 254 and 253	2024-BF-009	30 (est. 2014)	NE 9-49-25-W4	2 bridge culvert	Replacement	35 m		\$ 310,000	\$ 310,000
BF 13256 Township Road 482 between Range Road 261 and 262	2025-BF-001	150 (est. 2022)	NW 11-48-26-W4	Bridge Culvert	Replacement	35m		\$ 230,000	\$ 230,000
BF 76922 Range Road 252 between Township Road 484 and 482	2025-BF-006	20 (est. 2022)	SW 23-48-25-W4M	Bridge Culvert	Replacement	25m		\$ 453,210	\$ 453,210
BF 07072 Township Road 502 between Range Road 255 and 260 **	2025-BF-007	48 (est. 2023)	NE 7-50-25-W4M	3 Span Bridge	Replacement	65m		\$ 1,301,772	\$ 1,301,772

**Total capital carry forward program = \$ 351,240 \$ 2,294,982 \$ - \$ 2,646,222**

**Total final capital bridge program = \$ 2,151,240 \$ 2,294,982 \$ - \$ 4,446,222**

### Funding Sources

Tax	Reserve	CCBF	STIP
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\$ 770,000	\$ 325,792	\$ 704,208	
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**\$ 770,000 \$ 325,792 \$ 704,208 \$ -**

		\$ 351,240	
	\$ 310,000		
	\$ 57,500		\$ 172,500
	\$ 453,210		
	\$ 1,301,772		

**\$ - \$ 2,122,482 \$ 351,240 \$ 172,500**

**\$ - \$ 2,122,482 \$ 351,240 \$ 172,500**

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**REPORT NAME**

2026 Property tax bylaw

**RECOMMENDATION**

1. That Council gives first reading to Bylaw 07-26 2026 Property Tax as presented.
2. That Council gives second reading to Bylaw 07-26 2026 Property Tax.
3. That Bylaw 07-26 2026 Property Tax be given third reading by unanimous consent of the Council members present.
4. That Council gives third reading to Bylaw 07-26 2026 Property Tax.

**IMPLICATIONS**

**Amount of funding required:** \$103,477,914

**Funding source:** Municipal taxes

**BACKGROUND**

The 2026 Property Tax Bylaw contains the following information:

- Assessment totals for the County for 2026.
- The mill rates<sup>1</sup> required to meet Leduc County's financial obligations for 2026.
  - Leduc County's municipal mill rates for 2026 will increase from the 2025 values by 2% for all residential and farmland and 2.5% for all non-residential property types.
- The amounts collected on behalf of the Province of Alberta and the Leduc Regional Housing Foundation for requisitions.
- The amounts collected for local improvements for 2026.

A mill rate comparison from 2025 values to 2026 values is provided in attachment 2.

The third attachment is a Municipal Mill Rate Comparison that compares the 2025 mill rates of neighbouring communities.

**<sup>1</sup>Definitions:**

The terms mill rate and tax rate are used when discussing property taxes; the definitions below explain the difference between the two terms.

- Mill rate: A mill rate is the rate charged for every \$1,000 of a property's assessed value. For example, the municipal mill rate for residential properties is 3.03.
- Tax rate: A tax rate is the rate charged for every \$1 of a property's assessed value. For example, the municipal tax rate for residential properties is .00303.



**ATTACHMENTS**

1. 07-26 – 2026 Property Tax Bylaw – Draft
2. 2026 Mill rates
3. 2025 Municipal Mill rate comparison

# 2026 PROPERTY TAX

## BYLAW NO. 07-26

### LEDUC COUNTY

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#### A BYLAW TO AUTHORIZE THE RATES OF TAXATION TO BE LEVIED AGAINST ASSESSABLE PROPERTY WITHIN LEDUC COUNTY FOR THE 2026 TAXATION YEAR.

#### WHEREAS

pursuant to sections 353 and 354 of the *Municipal Government Act*, being Chapter M-26, Revised Statutes of Alberta, 2000, and amendments thereto, the Council of Leduc County has adopted detailed estimates of the municipal revenue and expenditures as required, at the regular council meeting held on April 28, 2026 and;

the estimated municipal expenditures (excluding non-cash items) and transfers set out in the budget for Leduc County for 2026 total \$152,298,526 which includes \$120,358,969 for operating purposes and \$31,939,557 for capital purposes and;

the estimated municipal revenues and transfers from all sources other than taxation is estimated at \$48,820,612 and the balance of \$103,477,914 is to be raised by general municipal taxation and;

the requisitions are:

Education for Alberta School Foundation Fund (ASFF) and Opted Out School Boards (OOSB)

Residential/Farmland	\$ 10,568,467
Non-residential	25,629,793
Leduc Regional Housing Foundation	1,287,223
Designated Industrial Property (DIP)	185,032

the Council of Leduc County is required each year to levy on the assessed value of all property tax rates sufficient to meet the estimated expenditures and the requisitions and;

the Council is authorized to classify assessed property, and to establish different rates of taxation in respect to each class of property, subject to the *Municipal Government Act*, Chapter M-26, Revised Statutes of Alberta, 2000, and amendments thereto and;

the assessed value of all property (taxable and grant-in-lieu) in Leduc County as shown on the assessment roll is:

	<u>Assessment</u>
Residential	\$3,677,954,580
Farmland	85,500,370
Non-residential	7,444,412,770
Machinery and equipment	<u>177,151,760</u>
<b>Total</b>	<b>\$11,385,019,480</b>

#### NOW THEREFORE

be it resolved that the Council of Leduc County, duly assembled, enacts as follows:

1. Title
  - 1.1 This bylaw may be cited as the "Property Tax Bylaw".

# 2026 PROPERTY TAX

## BYLAW NO. 07-26

### LEDUC COUNTY

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2. The county manager is hereby authorized to levy the following rates of taxation on the assessed value of all property (taxable and grant-in-lieu) as shown on the assessment roll of Leduc County:

	<u>Assessment</u>	<u>Mill Rate</u>	<u>Levy</u>
<b><u>Municipal</u></b>			
Residential	\$ 3,677,954,580	3.030	\$ 11,144,202
Farmland	85,500,370	13.060	1,116,635
Non-residential	7,444,412,770	6.870	51,143,116
Machinery and equipment	<u>177,151,760</u>	6.870	<u>1,217,033</u>
<b>Total municipal</b>	\$11,385,019,480		\$64,620,986
<b><u>Alberta School Foundation Fund &amp; Opted Out School Boards</u></b>			
Residential/Farmland	\$3,763,211,170	2.8084	\$ 10,568,602
Non-residential	<u>6,199,801,180</u>	4.1340	<u>25,629,978</u>
<b>Total - ASFF &amp; OOSB</b>	\$9,963,012,350		\$36,198,580
<b><u>Leduc Regional Housing Foundation</u></b>	\$11,384,583,410	.1131	\$1,287,596
<b><u>Designated Industrial Property</u></b>			
Farmland	\$ 946,580	.0728	\$ 69
Non-residential	2,378,113,590	.0728	173,127
Machinery and equipment	<u>162,592,810</u>	.0728	<u>11,837</u>
<b>Total DIP</b>	\$2,541,652,980		\$185,032
<b><u>Local Improvement &amp; Frontage Levy</u></b>			\$1,186,413

3. This bylaw shall take effect upon third and final reading.

Read a first time this 28 day of April, 2026.

Read a second time this 28 day of April, 2026.

Read a third time with the unanimous consent of the Council Members present and finally passed this 28 day of April, 2026.

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Mayor

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County Manager



## 2026 MILL RATES

April 28, 2026

(with comparison to 2025)

	<b>Approved 2025 Mill Rates</b>	<b>Proposed 2026 Mill Rates</b>	<b>Change in Mill Rates</b>	<b>% of Change</b>
<b><u>I. RESIDENTIAL</u></b>				
Alberta School Foundation Fund	2.6401	2.8084	0.1683	
Leduc Regional Housing Foundation	0.1172	0.1131	(0.0041)	
Municipal	2.9700	3.030	0.0600	
<b>TOTAL</b>	<b>5.7273</b>	<b>5.9515</b>	<b>0.2242</b>	<b>3.9%</b>
<b><u>II. FARMLAND</u></b>				
Alberta School Foundation Fund	2.6401	2.8084	0.1683	
Leduc Regional Housing Foundation	0.1172	0.1131	(0.0041)	
Municipal	12.8000	13.060	0.2600	
<b>TOTAL</b>	<b>15.5573</b>	<b>15.9815</b>	<b>0.4242</b>	<b>2.7%</b>
<b><u>III. NON-RESIDENTIAL</u></b>				
Alberta School Foundation Fund	3.9303	4.1340	0.2037	
Leduc Regional Housing Foundation	0.1172	0.1131	(0.0041)	
Municipal	6.7000	6.870	0.1700	
<b>TOTAL</b>	<b>10.7475</b>	<b>11.1171</b>	<b>0.3696</b>	<b>3.4%</b>
<b><u>IV. MACHINERY and EQUIPMENT</u></b>				
Alberta School Foundation Fund	-	-	-	
Leduc Regional Housing Foundation	0.1172	0.1131	(0.0041)	
Municipal	6.7000	6.870	0.1700	
<b>TOTAL</b>	<b>6.8172</b>	<b>6.9831</b>	<b>0.1659</b>	<b>2.4%</b>
<b><u>V. DESIGNATED INDUSTRIAL PROPERTY - ELECTRIC POWER GENERATION</u></b>				
Alberta School Foundation Fund	-	-	-	
Leduc Regional Housing Foundation	0.1172	0.1131	(0.0041)	
Municipal	6.7000	6.870	0.1700	
Designated Industrial Property	0.0701	0.0728	0.0027	
<b>TOTAL</b>	<b>6.8873</b>	<b>7.0559</b>	<b>0.1686</b>	<b>2.4%</b>



## 2026 MILL RATES

April 28, 2026

(with comparison to 2025)

	<u>Approved 2025 Mill Rates</u>	<u>Proposed 2026 Mill Rates</u>	<u>Change in Mill Rates</u>	<u>% of Change</u>
<b><u>VI. DESIGNATED INDUSTRIAL PROPERTY - FARMLAND</u></b>				
Alberta School Foundation Fund	2.6401	2.8084	0.1683	
Leduc Regional Housing Foundation	0.1172	0.1131	(0.0041)	
Municipal	12.8000	13.060	0.2600	
Designated Industrial Property	0.0701	0.0728	0.0027	
<b>TOTAL</b>	<b><u>15.6274</u></b>	<b><u>16.0543</u></b>	<b><u>0.4269</u></b>	<b><u>2.7%</u></b>
<b><u>VII. DESIGNATED INDUSTRIAL PROPERTY - LINEAR</u></b>				
Alberta School Foundation Fund	3.9303	4.1340	0.2037	
Leduc Regional Housing Foundation	0.1172	0.1131	(0.0041)	
Municipal	6.7000	6.870	0.1700	
Designated Industrial Property	0.0701	0.0728	0.0027	
<b>TOTAL</b>	<b><u>10.8176</u></b>	<b><u>11.1899</u></b>	<b><u>0.3723</u></b>	<b><u>3.4%</u></b>
<b><u>VIII. DESIGNATED INDUSTRIAL PROPERTY - MACHINERY and EQUIPMENT</u></b>				
Alberta School Foundation Fund	-	-	-	
Leduc Regional Housing Foundation	0.1172	0.1131	(0.0041)	
Municipal	6.7000	6.870	0.1700	
Designated Industrial Property	0.0701	0.0728	0.0027	
<b>TOTAL</b>	<b><u>6.8873</u></b>	<b><u>7.0559</u></b>	<b><u>0.1686</u></b>	<b><u>2.4%</u></b>
<b><u>IX. DESIGNATED INDUSTRIAL PROPERTY - NON-RESIDENTIAL</u></b>				
Alberta School Foundation Fund	3.9303	4.1340	0.2037	
Leduc Regional Housing Foundation	0.1172	0.1131	(0.0041)	
Municipal	6.7000	6.870	0.1700	
Designated Industrial Property	0.0701	0.0728	0.0027	
<b>TOTAL</b>	<b><u>10.8176</u></b>	<b><u>11.1899</u></b>	<b><u>0.3723</u></b>	<b><u>3.4%</u></b>



## Municipal Mill Rate Comparison

For the 2025 Property Tax Year

### RESIDENTIAL

	Municipal	Education	Housing Requisition	Special Requisition(s)	Total
Town of Thorsby	13.5700	2.70600	0.12400	0.49300	<b>16.89300</b>
Town of Calmar	9.9789	2.49541	0.11542	0.00000	<b>12.58973</b>
City of Camrose	8.29230	2.49790	0.03430	0.00000	<b>10.82450</b>
City of Edmonton	7.62540	2.43660	0.00000	0.00000	<b>10.06200</b>
City of Leduc	7.23300	2.52900	0.11750	0.00000	<b>9.87950</b>
Town of Devon	6.99140	2.76610	0.12120	0.00000	<b>9.87870</b>
City of Beaumont	6.87843	2.51740	0.11389	0.00000	<b>9.50972</b>
City of Fort Saskatchewan	5.41880	2.58540	0.08736	0.00000	<b>8.09156</b>
Strathcona County	4.70990	2.59130	0.10810	0.00000	<b>7.40930</b>
Parkland County	4.46050	2.59740	0.13390	0.00000	<b>7.19180</b>
Sturgeon County	3.87040	2.67040	0.08630	0.00000	<b>6.62710</b>
Leduc County	2.97000	2.64010	0.11720	0.00000	<b>5.72730</b>

### NON - RESIDENTIAL

	Municipal	Education	Housing Requisition	Special Requisition(s)	Total
Town of Thorsby	26.11400	3.92500	0.12400	0.49300	<b>30.65600</b>
City of Edmonton	24.22290	3.97620	0.00000	0.00000	<b>28.19910</b>
City of Camrose	14.25170	3.72710	0.03430	0.00000	<b>18.01310</b>
Town of Calmar	13.75390	3.92207	0.11542	0.00000	<b>17.79138</b>
Sturgeon County	10.91700	3.84010	0.08630	0.00000	<b>14.84340</b>
Strathcona County	10.64350	3.79800	0.10810	0.00000	<b>14.54960</b>
Town of Devon	10.20740	4.06960	0.12120	0.00000	<b>14.39820</b>
City of Fort Saskatchewan	9.92691	3.72739	0.08736	0.00000	<b>13.74166</b>
City of Leduc	9.76400	3.83300	0.11750	0.00000	<b>13.71450</b>
City of Beaumont	9.62980	3.33038	0.11389	0.00000	<b>13.07407</b>
Parkland County	9.27720	3.91050	0.13390	0.00000	<b>13.32160</b>
Leduc County	6.70000	3.93030	0.11720	0.00000	<b>10.74750</b>

### FARMLAND

	Municipal	Education	Housing Requisition	Special Requisition(s)	Total
Town of Calmar	17.02760	2.49541	0.11542	0.00000	<b>19.63843</b>
Town of Thorsby	13.57000	2.70600	0.12400	0.49300	<b>16.89300</b>
Leduc County	12.80000	2.64010	0.11720	0.00000	<b>15.55730</b>
Sturgeon County	10.05610	2.67040	0.08630	0.00000	<b>12.81280</b>
City of Camrose	8.29230	2.49790	0.03430	0.00000	<b>10.82450</b>
City of Edmonton	7.62540	2.43660	0.00000	0.00000	<b>10.06200</b>
City of Leduc	7.23300	2.52900	0.11750	0.00000	<b>9.87950</b>
Town of Devon	6.99140	2.76610	0.12120	0.00000	<b>9.87870</b>
City of Beaumont	6.87843	2.51740	0.11389	0.00000	<b>9.50972</b>
City of Fort Saskatchewan	5.41880	2.58540	0.08736	0.00000	<b>8.09156</b>
Strathcona County	4.70990	2.59130	0.10810	0.00000	<b>7.40930</b>
Parkland County	4.46050	2.59740	0.13390	0.00000	<b>7.19180</b>