

LEDUC COUNTY MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 03-24

Leduc County

A BYLAW TO UPDATE AND ADOPT THE MUNICIPAL DEVELOPMENT PLAN AND REPEAL BYLAW NO. 08-19.

WHEREAS

the Council of Leduc County deems it to be in the public interest to repeal and replace the Leduc County Municipal Development Plan Bylaw No. 08-19 to align with the policies of the Regional Agriculture Master Plan.

NOW THEREFORE

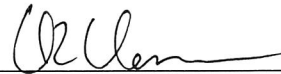
be it resolved that the Council of Leduc County, duly assembled, enacts as follows:

1. That Leduc County Municipal Development Plan, being Schedule 'A' attached to and forming part of this bylaw be adopted.
2. That Leduc County Municipal Development Plan Bylaw No. 08-19 be repealed upon this bylaw coming into force.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 13th day of February, A.D. 2024.



MAYOR



COUNTY MANAGER

Read a second time this ____ day of _____, A.D. 2024.

Read a third time and finally passed this ____ day of _____, A.D. 2024.

MAYOR

COUNTY MANAGER

Leduc County

Municipal

Development

Plan



Feb. 13, 2024





Leduc County **Municipal Development Plan**

[Date]

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Chapter 1

Introduction and Context

1.1 DEFINING SUCCESS

*Successful futures
happen with careful and
thoughtful planning.*

Leduc County is diverse, bringing together prairie landscapes, rural communities, urban areas, and economic growth. This Municipal Development Plan supports growth and prosperity across all regions of the County by identifying and recognizing the County's unique assets and building upon them. It contains policy approaches to enhance opportunities within rural and urban areas, honouring the unique nature of each.

Growing opportunities for tomorrow requires laying a strong path forward today. This Plan includes a 50-year vision emphasizing the County's economic, social, cultural, and environmental goals. Supporting this vision is a 30-year land use plan to accommodate the County's expected population and employment. The growth and expansion of Edmonton International Airport (EIA), together with the Inter-Jurisdiction Cooperation Accord and the implementation of the Aerotropolis Viability Study 2016, will be the key to a more resilient economy.

Forecasts for the Edmonton Metropolitan Region Growth Plan, prepared in 2023, projects Leduc County will have a population of between 18,434 and 25,131 by 2044.

This Plan intends to accommodate Leduc County's population growth within existing planned areas. It anticipates the majority of the population will be accommodated in the Urban Centre with a small portion accommodated in the Rural Area, within hamlets, lakeshore communities, and planned Country Residential Areas.

A photograph of a sunset over a farm. The sun is low on the horizon, casting a warm orange glow. In the foreground, there are silos and a barn, silhouetted against the bright sky. The sky is filled with soft, wispy clouds. The overall mood is peaceful and rural.

Sustainability requires responsible growth management strategy and practices.

As Leduc County's population continues to grow, growth will need to be managed sustainably. Sustainability can be defined in many ways. In this Municipal Development Plan, sustainability means working towards integrated, concentrated, and cost-effective growth. A responsible growth pattern not only reduces the development footprint of the County and conserves agricultural lands, but also contributes to a high quality of life for residents, visitors, business owners, and employees.

A diversified economy is a resilient economy.

Leduc County offers an economic advantage to land developers, business owners, and residents alike. While agriculture, both crop and animal, is the main business across the County, Nisku has enabled a strong economy primarily centred on supporting the oil and gas industry. Diversification is a necessary next step to managing the economic cycles and creating a more resilient future for business and government.

Agriculture is the past and the future.

Agriculture is a mainstay of the County's economy and its way of life. The 2016 Census of Agriculture reported a total of 1,590 farm operators and 1,088 farms in Leduc County.

The County is taking steps to protect high-quality agricultural lands. The Leduc County Agricultural Strategy (2016) asserts that for agriculture to grow and prosper, a long-term commitment must be made towards the protection and conservation of agricultural areas.

The Leduc County Economic Development and Growth Management Strategy (2016) identifies opportunities for the expansion and diversification of the agricultural sector. The transportation hub created by Edmonton International Airport, highway corridors and rail lines, makes new regional and international markets accessible to local agricultural producers. As implementation of the Aerotropolis Viability Study moves ahead, Leduc County has a significant opportunity to advance and diversify the County's agriculture sector.

In addition to providing a source of livelihood and contributing to the local and regional economy, agriculture also shapes the County's landscape and residents' way of life. Agriculture is the foundation of many close-knit communities. A goal of the Municipal Development Plan is to champion agriculture now and into the future and strive to maintain Leduc County as an agriculture-friendly place for residents to live, work, and play.

Collaboration and implementation are keys to success.

Leduc County has a strong history of entering into cost-sharing and mutual-aid agreements with neighbouring municipalities for services, such as transit, libraries, recreation, and fire services. Other collaborative initiatives have also been undertaken, such as the Inter-Jurisdiction Cooperation Accord and the Intermunicipal Planning Framework Agreement. In partnership with municipalities and organizations within the Edmonton Metropolitan Region, the County is committed to exploring future efficiencies and service delivery options. In partnership, a regional infrastructure and integrated land use pattern will maximize the opportunities created through investment within the region.

By working together, the County can achieve a more sustainable future for all.



1.2 LEDUC COUNTY: GROWING. DIVERSE. CONNECTED.

Leduc County comprises 256,944 ha (2,569 square kilometres) of land area as shown in Map 1: Leduc County Regional Context.

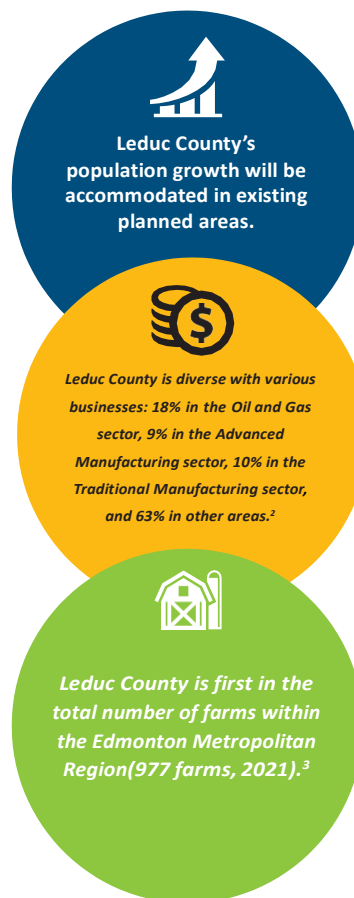
The County is situated to the south of the City of Edmonton and extends 105 kilometres from east to west and 32 kilometres from north to south. It is home to high-capability agricultural lands; Canada's largest international airport by physical size;¹ and Nisku, a 3,782-hectare (9,345 acre) business park. It has extensive road and rail transportation routes and offers a range of recreational activities and residential lifestyles. The City of Leduc, City of Beaumont, Town of Devon, Town of Calmar, Town of Thorsby, Village of Warburg, and the summer villages of Golden Days, Itaska Beach, and Sundance Beach are all located within Leduc County boundaries but are governed as distinct municipalities.

LEDUC COUNTY IS GROWING. According to projections prepared for the Edmonton Metropolitan Region Board in 2023, Leduc County's population is expected to grow to 25,131 and employ up to 30,876 people by 2044.

LEDUC COUNTY IS DIVERSE. Leduc County is a predominately rural but urbanizing municipality and is known for its large business park. In addition, Leduc County is home to Edmonton International Airport, Capital Power's Genesee Generating Station, agricultural operations, aggregate extraction operations, and more. In recent years, Leduc County has seen significant urban residential development. East Vistas became the County's first urban community when it was approved by council in 2010.

LEDUC COUNTY IS CONNECTED. Leduc County has infrastructure, geographic location, and assets that establish its strong economic position. These include, but are not limited to:

- The proximity to the City of Edmonton that provides links to other services and employment opportunities;
- The CANAMEX Trade Corridor, which includes the Queen Elizabeth II Highway, that provides links to Calgary, northern and southern Alberta, and other key markets reaching from Alaska to Mexico;
- Edmonton International Airport that enables businesses to have ease of access for exporting products into national and international markets;
- The Canadian National Railway (CN) and Canadian Pacific (CP) rail that provide quick and efficient delivery of goods to the east and west coasts; and
- The Foreign Trade Zone (FTZ) that enables companies involved in handling or moving goods to reduce or eliminate normal trade barriers, such as tariffs, quotas, and compliance costs. FTZ points are used by investors around the world and are important drivers of international trade.



¹ Source: Edmonton International Airport Master Plan

² Source: Leduc County Economic Development and Growth Management Strategy, March 2016, Appendix A, pg. 50

³ Source: Statistics Canada, Census of Agriculture, 2021

1.3 LEADING BY EXAMPLE: A VISION FOR TOMORROW

Through this Municipal Development Plan, Leduc County commits to growing towards a bright and sustainable future for today's generation and for future generations. Achieving the County's vision requires a commitment to the implementation of the guiding principles and policies established by this Plan. The County must lead by example to meet the environmental, economic, social, and cultural challenges ahead.

"Leduc County is a globally competitive municipality that offers an economic advantage, a sustainable agricultural network, environmental leadership, and an unsurpassed quality of life for our residential and business customers."

The County's 50-year vision speaks to a sustainable and vibrant future for all areas of the County:

1.4 SUPPORTING RESEARCH

The directions and goals of this Municipal Development Plan were created through feedback received during the public engagement process combined with the recommendations and directions of supporting studies. The supporting studies provide researched and thoughtful recommendations to establish a strong foundation for this Municipal Development Plan.

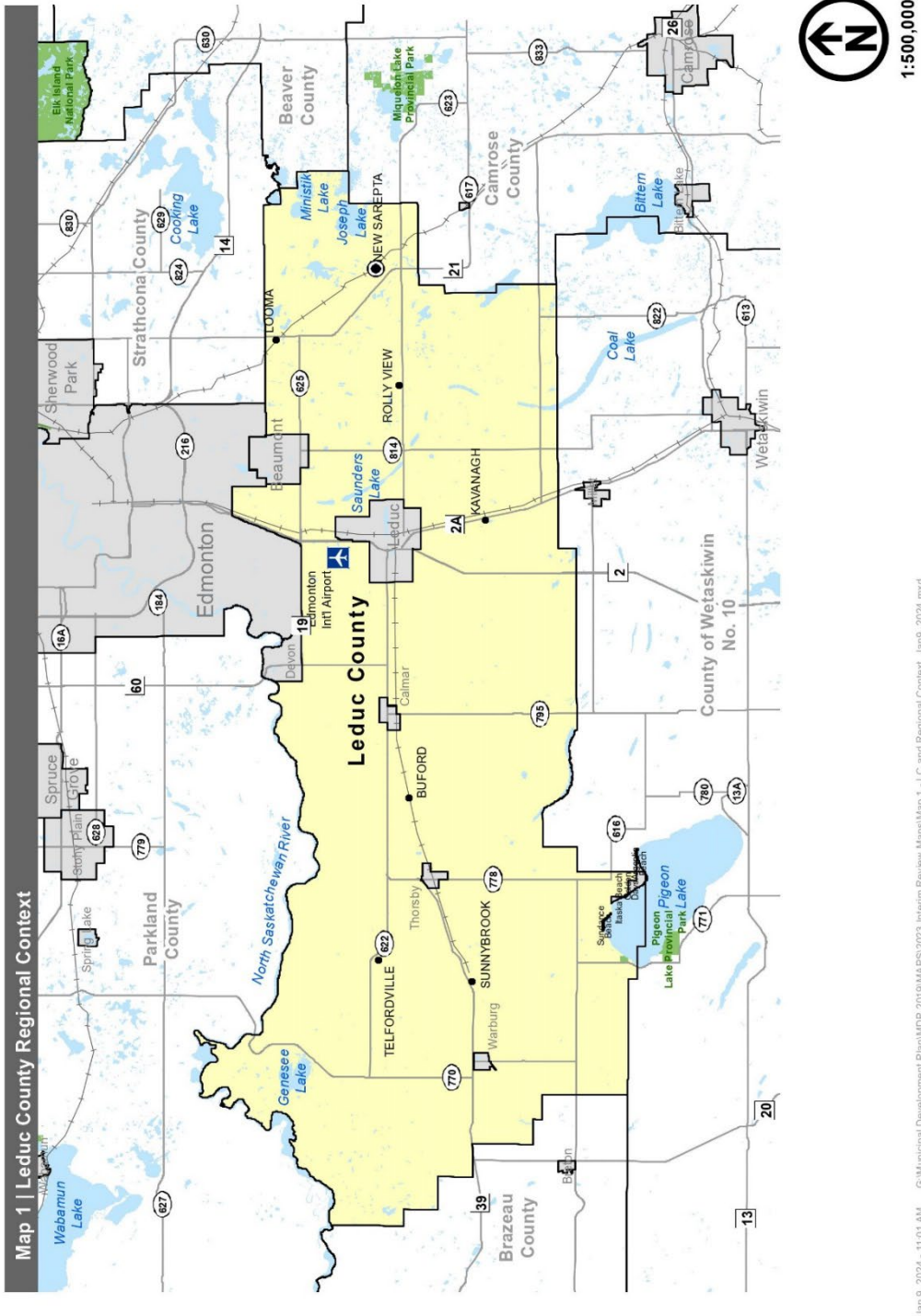
The following supporting studies informed this Plan:

- Agriculture Strategy (2016);
- Economic Development and Growth Management Strategy (2016);
- Aerotropolis Viability Study (2016);
- Environmentally Significant Areas Study (2015); and
- Edmonton Metropolitan Region Board Regional Agriculture Master Plan (2021).

1.5 COMMUNITY INPUT AND ENGAGEMENT

Leduc County is committed to working with its residents and stakeholders on an ongoing basis. The key principles of this Municipal Development Plan were initially developed in 2019 through workshops, surveys, face-to-face meetings, discussion forums, and open houses — all designed to capture, define, and present the goals and needs of County residents. The Municipal Development Plan was revised in 2023 to align with the Edmonton Metropolitan Region Board Regional Agriculture Master Plan. Information relating to public consultation and engagement activities undertaken in the development of this Plan is in Appendix C.

Map 1 | Leduc County Regional Context



Map 1 - Leduc County Regional Context

Municipal Development Plan

Leduc County
January, 2024

Map and data for informational and planning purposes only.

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Map 1 Leduc County Regional Context

Chapter 2

Goals and Structure of the Plan

2.1 BRINGING A VISION TO LIFE: PLAN GOALS

The following goals form the core of the County's strategic direction related to planning and development and are the foundation of this Municipal Development Plan.



PROTECT AGRICULTURAL LAND AND SUPPORT DIVERSITY IN AGRICULTURE

Leduc County recognizes and champions the importance of agriculture, is committed to ensuring its long-term viability, and will minimize the loss of agricultural land and conversion of agricultural land to non-agricultural uses.



PROMOTE ECONOMIC DEVELOPMENT

Leduc County strengthens and enhances its reputation as a leader in business development and entrepreneurialism by creating synergies between businesses, transportation, and high-quality places to live and work. The implementation of the Inter-Jurisdiction Cooperation Accord and Aerotropolis Viability Study, combined with leadership in Edmonton Global, form the core of the County's economic development strategy.



DEVELOP COMPLETE COMMUNITIES

Leduc County supports the development of complete communities within existing hamlets and the Urban Centre as part of its plan for sustainable development.



PROMOTE THE RESPONSIBLE USE OF NATURAL RESOURCES AS AN ECONOMIC ASSET

Leduc County supports the responsible use and extraction of natural resources as a means of economic development and a way to provide lower cost materials to the regional market.



PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Leduc County values the environment and is committed to ensuring its long-term health and viability. The environment supports biodiversity, helps sustain human life, and is a source of natural beauty.



IDENTIFY AND ACT ON OPPORTUNITIES FOR RECREATION AND TOURISM

Leduc County values recreation and tourism throughout the County as a way of enhancing the quality of life for residents and visitors.



DEVELOP EFFICIENT AND COST-EFFECTIVE TRANSPORTATION AND UTILITY SERVICE INFRASTRUCTURE

Leduc County encourages new development to be located in close proximity to existing development and infrastructure, to maximize municipal service delivery efficiencies, and to promote a cost-effective pattern of development.



COLLABORATE AND SEIZE OPPORTUNITIES TO CREATE EFFICIENCIES

Leduc County will continue to work with its residents, key stakeholders, intermunicipal neighbours, regional partners, and other levels of government to ensure decisions are based on dialogue, common understanding, and informed decision-making as part of good governance.



IMPLEMENT THE POLICIES OF THE MUNICIPAL DEVELOPMENT PLAN

Leduc County is committed to the consistent and equitable implementation of this Municipal Development Plan and its supporting studies.

2.2 PLAN STRUCTURE

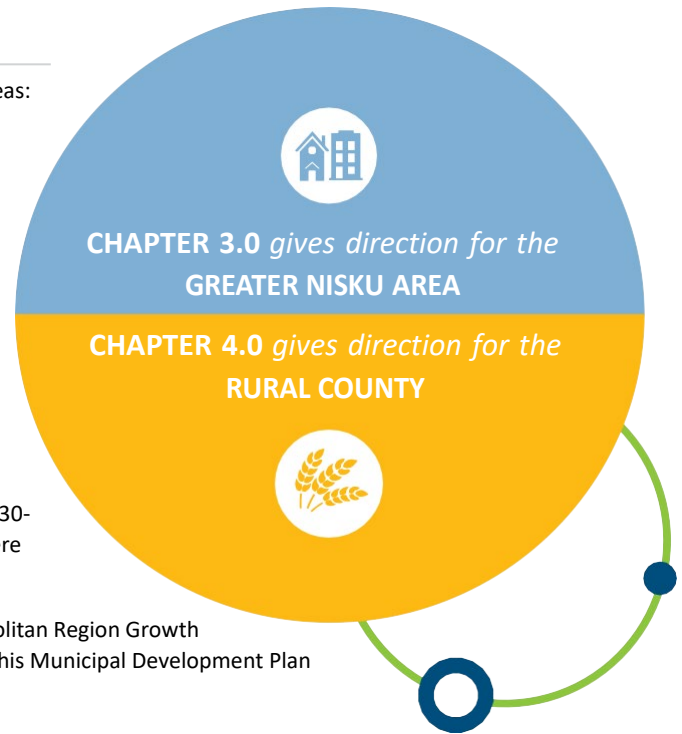
Within this Municipal Development Plan, there are two distinct policy areas: The **Greater Nisku Area** and the **Rural County**. This structure enables the Municipal Development Plan to reflect the County's role in guiding land use decisions in both urban and rural development. The plan also provides guidance related to the infrastructure, transportation, and the natural environment that tie the Urban and Rural County together.

The plan outlines the goals, principles, form, and character of development within each area of the County. While the policies affecting the **Greater Nisku Area** support compact, urban, and mixed-use development, policies affecting the **Rural County** are intended to maintain the rural character and conserve agricultural land.

The **Greater Nisku Area** identifies planned areas that will accommodate the population and employment growth forecasts anticipated within the 30-year timeframe of this Municipal Development Plan, as well as areas where growth is anticipated in the future beyond that timeframe.

The Metropolitan Area and Rural Area defined by the Edmonton Metropolitan Region Growth Plan and the **Greater Nisku Area**, and the **Rural County** area defined by this Municipal Development Plan are identified on **Map 2: Planning Structure**.

The Municipal Development Plan, while organized into sections, is intended to be read and used in a comprehensive manner. Sections and policies are closely connected to each other and need to be read in their entirety and not in isolation from each other.



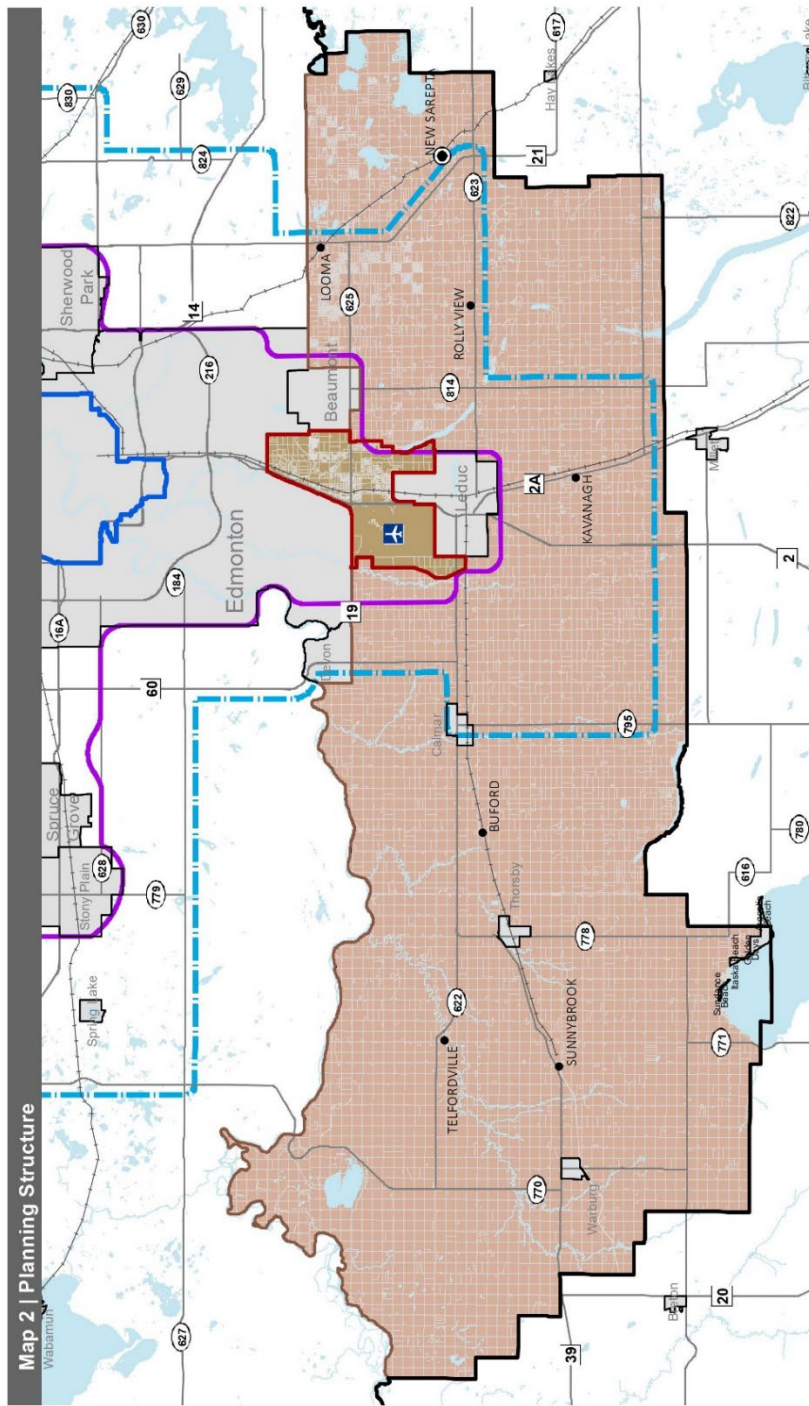
2.3 PLAN INTERPRETATION

Maps have been provided as part of this Municipal Development Plan to show the general location of proposed land uses and future transportation and utility corridors. Boundaries will be refined through subsequent stages of planning, including Area Structure Plans, Local Area Structure Plans, Area Redevelopment Plans, outline plans, concept plans, redistricting, and subdivisions. Minor changes to alignments or locations of map features may be undertaken as part of subsequent planning processes without amendment to this Plan.

If a development is proposed within the plan area of a higher-order statutory plan, including the North Saskatchewan Regional Plan, the Edmonton Metropolitan Region Growth Plan, and/or a relevant Intermunicipal Development Plan, the development must consider and conform to the policies of the higher-order statutory plan. If there is a conflict with a policy or regulation within a higher-order plan and the policies of this Municipal Development Plan, the higher-order plan shall prevail.

All provincial and federal policies and regulations in effect shall apply and shall prevail over the policies contained within this Municipal Development Plan. This Plan may be revised from time to time to reflect updates in provincial and federal policies and legislation.

Map 2 | Planning Structure



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Municipal Development Plan
Map 2 - Planning Structure
 Leduc County
 January, 2024
Map and data for administrative and planning purposes only.

- Legend**
- Greater Nisku Area
 - Rural County Area
 - Urban Municipality
 - Edmonton Metropolitan Region Growth Plan - Metropolitan Area
 - Edmonton Metropolitan Region Growth Plan - Metropolitan Core
 - Edmonton Metropolitan Region Growth Plan - Commuter Shed
 - Edmonton Metropolitan Region Growth Plan - Rural Area
 - Growth Hamlet
 - Hamlet
 - Edmonton International Airport



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Map 2 Planning Structure



Chapter 3

Greater Nisku

Area

3.1 VISION FOR THE GREATER NISKU AREA

The Greater Nisku Area is located near the center of Leduc County, south of the City of Edmonton, north of the City of Leduc, and west of the City of Beaumont. It is currently the base of significant economic development and a growing urban community. The Greater Nisku Area is an area where higher density, fully serviced development is to be concentrated. The Greater Nisku Area offers a central location for a range of businesses, services, housing types, and amenities.

The non-residential land uses envisioned for the Greater Nisku Area will be comprised of high-quality development located in planned business parks. Economic competitiveness and employment growth will be driven, in large part, by the concept of Aerotropolis and the Inter-Jurisdiction Cooperation Accord.

The residential land uses envisioned for the Greater Nisku area will be located in East Vistas. East Vistas will accommodate diverse communities with a range of housing choices mixed with employment, recreation, commercial uses, and professional services. Housing will be located in close proximity to jobs, services, and higher order transit so as to create a more sustainable live-work system. Quality recreation, parks, and open spaces will be integrated with transit and pathways to connect to key services and community features that establish an integrated multi-modal transportation and recreation system.



PRINCIPLE

The County promotes a concentrated and diverse mix of responsible and sustainable development in the Greater Nisku Area to meet the needs of County residents and business owners.

OBJECTIVES

1. To provide housing choice and access to a range of employment and services by planning for a diverse mix of residential and non-residential land uses.
2. To make efficient use of land and infrastructure by planning for an orderly progression and staging of compact and contiguous development.
3. To provide transportation choices by planning for multi-modal transportation.
4. To minimize land use conflict by ensuring land use compatibility.
5. To foster innovation by ensuring land uses that support technological advances and emerging trends.
6. To ensure coordinated land use and efficient infrastructure by implementing the agreements held with neighbouring municipalities.



3.2 GENERAL GREATER NISKU AREA POLICIES

The following policies apply to all development proposals within the Greater Nisku Area. The purpose of these policies is to ensure all development is comprehensively planned to an urban standard that emphasizes sustainability and quality.

POLICIES

- 3.2.0.1** The development pattern in the Greater Nisku Area shall be contiguous.
- 3.2.0.2** The County shall promote an orderly progression and staging of development to prevent the premature conversion of agricultural land to non-agriculture uses and to minimize land use conflicts with existing agricultural operations.
- 3.2.0.3** All new residential, commercial, and industrial development within the Greater Nisku Area shall be planned and developed to urban standards in accordance with Leduc County Municipal Standards.
- 3.2.0.4** Subdivision and development of greenfield areas within the Greater Nisku Area must be comprehensively planned and guided by an Area Structure Plan or Area Redevelopment Plan.
- 3.2.0.5** New Area Structure Plans, Local Area Structure Plans, or Area Redevelopment Plans and amendments to these plans within the Greater Nisku Area where applicable, must identify and/or demonstrate:
- a. the short- and long-term financial viability of the proposed development;
 - b. all required on- and off-site upgrades to roadways, interchanges, and utility infrastructure necessary to support the development, the timing of the required upgrades in relation to the phasing of the development, estimated capital costs of the upgrades, and a funding strategy;
 - c. interconnected street networks and multi-modal transportation systems, including an open space network to support active transportation;
 - d. transit services which prioritize locations that serve areas of high demand, and integrate other modes of travel;
 - e. stormwater and how it will be efficiently and effectively managed;
 - f. the environmental impacts which may occur as a result of increased development activity and the mitigation measures to minimize potential adverse impacts on natural and Environmentally Significant Areas through a biophysical assessment prepared by a qualified professional;
 - g. Crown ownership of the bed and shore of permanent and naturally occurring bodies of water under the *Public Lands Act*;
 - h. the phasing of development and the anticipated rate of land consumption;
 - i. the demand for, and ability to provide “soft” services such as schools, police, and fire protection;
 - j. the demand for, and ability to provide adequate recreation and open space opportunities;

POLICIES CONTINUED

- k. how the streetscape, landscaping, and building orientation will incorporate attractive and functional urban design considerations;
- l. how the proposed development will integrate with existing and planned development on adjacent lands;
- m. compatibility of land use patterns to minimize risks to public safety and health;
- n. the potential adverse impacts of the proposed development on agricultural lands and existing agricultural operations, as well as the potential for existing agricultural operations to remain as a use through an Agricultural Impact Assessment; and
- o. any other matters deemed necessary by the County.

3.2.0.6 The County shall develop a term of reference for Area Structure Plans and Local Area Structure Plans to define project-specific application requirements and plan boundaries.

3.2.0.7 Revisions proposed to existing Area Structure Plans or Local Area Structure Plans within the Greater Nisku Area will be subject to the provisions of the Regional Evaluation Framework (REF).

3.2.0.8 Expansion of the Greater Nisku Area identified on **Map 3: Greater Nisku Area Land Use Concept** may be considered subject to the following criteria:

- a. the proposed development is contiguous with existing built areas;
- b. the proposed land uses are clearly defined and the need for those land uses to accommodate municipal employment and/or population projections can be demonstrated; and
- c. the existing or planned infrastructure to accommodate the proposed land use is to the satisfaction of the County.

3.2.0.9 Expansion of the Greater Nisku Area shall require an amendment to the Municipal Development Plan supplemented by an Area Structure Plan that meets the goals of this Plan and any applicable Intermunicipal Development Plan and agreement.

3.2.0.10 Subdivision in the Greater Nisku Area should be limited to maintain large parcel sizes to support ongoing agricultural use until the lands are needed to support population and/or employment growth.

3.3 URBAN AGRICULTURE

PRINCIPLE

Leduc County recognizes ongoing agricultural practices within the Greater Nisku Area as valuable activities that contribute to community development, environmental awareness, positive social interaction, learning, health, and access to fresh food. The intent of the agriculture policies in the Greater Nisku Area are to promote urban agriculture and provide residents with an opportunity to grow their own food.

OBJECTIVES

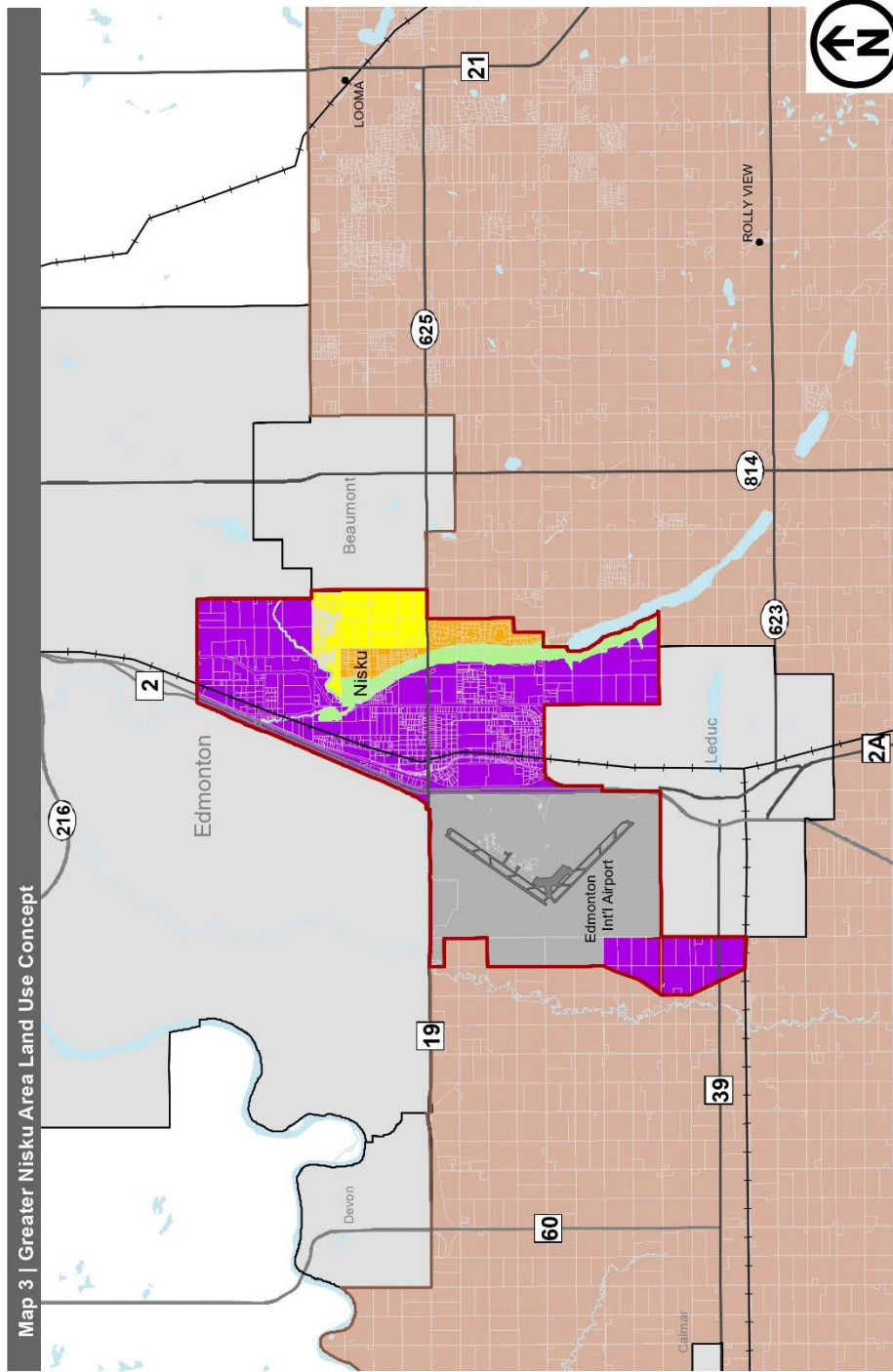
1. To promote diversity and tradition in agriculture through urban agricultural practices.
2. To encourage the development of agribusiness and value-added agriculture.

POLICIES

- 3.3.0.1** The County shall develop a food and urban agriculture strategy to guide urban agricultural activities within the Greater Nisku Area including, but not limited to, urban indoor and outdoor farms, farmers markets, food processing and distribution, and the keeping of poultry or bees within residential areas.
- 3.3.0.2** Farmers markets and other methods of connecting residents with local agricultural producers are encouraged within the Greater Nisku Area.
- 3.3.0.3** Community gardens for social and self-sufficiency purposes are supported throughout the Greater Nisku Area and may be developed in public parks and open spaces as community focal points to enable residents to participate in local food production, as may be approved by the County.
- 3.3.0.4** Agribusiness and value-added agriculture are encouraged in the Major Employment Area identified on **Map 3: Greater Nisku Area Land Use Concept**.



Map 3 | Greater Nisku Area Land Use Concept



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Map 3 and data for information only. Planning purposes only.

Municipal Development Plan
Map 3 - Greater Nisku Area
Land Use Concept
Leduc County
January, 2024

Legend

- Major Employment
- Urban Centre
- Existing Country Residential
- Edmonton International Airport
- Open Space
- Greater Nisku Area
- Urban Municipality
- Rural County Area
- Hamlet



Map 3 Greater Nisku Area Land Use Concept

3.4 ECONOMIC COMPETITIVENESS AND EMPLOYMENT

A wide range of business development and employment opportunities in the Greater Nisku Area provide economic vitality to the Leduc region. Within this Municipal Development Plan, business development and employment areas are provided at the regional, subregional, community, and neighbourhood levels as shown in **Map 3: Greater Nisku Area Land Use Concept**:

- The **Major Employment Area** provides opportunities for a wide range of business development opportunities, including commercial, and light and medium industrial development that can be serviced by transit.
- Within the **Urban Centre**, local business is provided within community and neighbourhood nodes and through home-based businesses. Policies related to local business in the Urban Centre are found within Section 3.5.1 of this chapter.

PRINCIPLE

The County supports a wide range of business development to grow the economy, create financial sustainability, and provide employment opportunities within the County.

OBJECTIVES

1. To attract a share of regional growth in employment and new industrial and commercial development through a competitive environment for investment, business incubation, and employment.
2. To build economic resilience through diversification and adaptation to changing economic conditions.
3. To support the growth and development of Edmonton International Airport and surrounding area through the implementation of the Aerotropolis Viability Study and Inter-Jurisdiction Cooperation Accord.
4. To encourage the development of agribusiness and value-added agriculture.
5. To promote the Major Employment Area as a prosperous business park by creating aesthetically pleasing major roadway and thoroughfare landscapes.



3.4.1. MAJOR EMPLOYMENT AREA

The Major Employment Area is identified on **Map 3: Greater Nisku Area Land Use Concept**. Development in the Major Employment Area is guided by an overarching Area Structure Plan for the Nisku Major Employment Centre (Nisku MEC). The following local Area Structure Plans/Area Redevelopment Plans are located in Nisku MEC: QE II Business Park, WAM, Blackmud Creek, Northwest Saunders Lake, and Royal Cubera. Encouraging a diversity of employment opportunities within the Major Employment Area is a key aspect of achieving sustainable growth for the County. Over time, the Major Employment Area is expected to evolve and respond to changing local, regional, and global economic conditions.

The Major Employment Area is intended to accommodate commercial, light industrial, and medium industrial development, which creates significant concentrations of business and economic activities.

Edmonton International Airport, a regionally significant economic generator, is located adjacent to the County's Major Employment Area. Edmonton International Airport is federally regulated and, according to YEG Master Plan 2048, is poised for continued growth. To complement and support the development at Edmonton International Airport and to leverage the opportunities it provides, the County intends to implement the Aerotropolis Viability Study and the Inter-Jurisdiction Cooperation Accord.

The Aerotropolis Viability Study proposes economic clusters that leverage proximity to the Airport. Moving into the future, the County will continue to strive for synergies with Edmonton International Airport's recent investments in Cargo Village, a dedicated air cargo apron; its airside building facilities; numerous developments such as an outlet mall and casino/racetrack; and improvements in road and land servicing to establish an import and export base for northern Alberta.

The Inter-Jurisdiction Cooperation Accord is a collaborative initiative between Leduc County, the City of Edmonton, the City of Leduc, and the Edmonton Regional Airport Authority to create conditions that will allow Edmonton International Airport to achieve its potential as a key economic driver and contributor to the Edmonton Metropolitan Region's sustainability and success.

A key component of attracting and sustaining a strong employment base within the Major Employment Area will be ensuring a high-quality work environment for the local employment base. Pathways, commercial, retail, institutional uses, open space, and recreation should be incorporated within the Major Employment Areas, where appropriate, to support the needs of the local employment base.

POLICIES

3.4.1.1	The Major Employment Area shall be established within the Greater Nisku Area as shown on Map 3: Greater Nisku Area Land Use Concept .
3.4.1.2	A broad range of employment uses are encouraged within the Major Employment Area with a focus on light and medium industrial development and agribusiness.
3.4.1.3	Commercial, retail, and institutional uses are encouraged within the Major Employment Area where they meet the needs of the local employment base and are compatible with adjacent land uses.
3.4.1.4	The County will ensure land use adjacent to Edmonton International Airport is compatible with and complements the commercial, retail, entertainment, aviation-related, and other uses at Edmonton International Airport.

POLICIES CONTINUED

- 3.4.1.5** The redevelopment or intensification of lands is encouraged within the Major Employment Area to increase the density of development over time.
-
- 3.4.1.6** The conversion of employment to non-employment uses in the Major Employment Area will only be considered if:
- a. there is a demonstrated need for the conversion to support population growth;
 - b. there is sufficient employment lands after the conversion to accommodate projected employment growth within the County;
 - c. the conversion and proposed uses will not adversely impact the overall viability of the major employment area;
 - d. there is existing or planned infrastructure to accommodate the proposed land use; and
 - e. cross-jurisdictional issues have been considered.
-
- 3.4.1.7** Logistics and distribution centres or other similar developments with high levels of traffic should be located where the planned levels of traffic do not adversely affect neighbouring businesses or the local transportation network.
-
- 3.4.1.8** Heavy industrial development is not supported within the Major Employment Area due to its off-site impacts.
-
- 3.4.1.9** The County may work with businesses and industry within the Major Employment Area to develop appropriate methods and guidelines for redeveloping brownfield sites and/or under-utilized properties in order to fully realize the business development objectives of this Plan.
-
- 3.4.1.10** The County shall establish architectural and landscape design guidelines to guide landscaping of non-residential development within the Major Employment Area. The architectural and landscape design guidelines shall include requirements for development adjacent to the Highway II Corridor, other major roadways, open spaces, and residential areas. The architectural and landscape design guidelines shall:
- a. Provide general and specific guidelines for landscape plan design and installation;
 - b. Promote attractive building design that focuses on the visual aspects of development, such as building materials, roofline articulations, and entrance features;
 - c. Enhance the beauty and prosperity of the Major Employment Area;
 - d. Ensure that undesirable views are appropriately screened from public roads; and
 - e. Retain flexibility and encourage creativity through contextually appropriate design.
-
- 3.4.1.11** Buffers and/or transitional land uses shall be required to minimize conflicts between industrial and residential developments.
-
- 3.4.1.12** A Local Area Structure Plan will be prepared for lands within the Major Employment Area north of Township Road 510 (and the East Vistas) that currently do not fall within a Local Area Structure Plan to provide the framework for future land use, subdivision, and the development of this area.
-

3.5 COMMUNITIES AND HOUSING

Communities, housing, and mixed-use development in the Greater Nisku Area are intended to be compact and contiguous to increase the level of efficiency for the delivery of municipal services and infrastructure. The Greater Nisku Area is to be fully serviced with municipal water and wastewater and built to an urban standard to support residential and commercial growth. A mix of land uses is encouraged to create areas with a strong sense of place, increase housing variety and density, and reduce distances between home, work, and shopping.

PRINCIPLE

The County values a diverse range of land uses, including housing, commercial and mixed-use development, amenities, and open spaces in a form that creates a high-quality lifestyle for residents within the Greater Nisku Area.

OBJECTIVES

1. To create communities with a range of amenities, open spaces, and recreational opportunities.
2. To offer a range of housing types and densities to accommodate a broad range of demographics, incomes, and lifestyles.
3. To create communities with a connected pathway and green space network that integrates with community features, commercial areas, and public open spaces.
4. To develop vibrant and attractive areas with commercial services to meet the needs of residents.



3.5.1 URBAN CENTRE

Residential development within the Urban Centre will provide for a sustainable community with a diversity of land uses that meet the everyday living, working, shopping, and recreational needs of County residents. The following are key elements of community development within the Urban Centre:

- A community design where it is easy and safe to walk to shops and businesses;
- Accessible and available recreation opportunities, social gathering spaces, parks, and open space;
- A mix of non-residential land uses such as commercial, retail, and institutional uses;
- A variety of transportation modes and active transportation networks for residents; and
- A variety of housing forms.

POLICIES

3.5.1.1	The Urban Centre shall be established within the Nisku Area as shown on Map 3: Greater Nisku Area Land Use Concept .
3.5.1.2	New Local Area Structure Plans within the Urban Centre shall comply with the density targets of the Edmonton Metropolitan Region Growth Plan.
3.5.1.3	Outline plans will be required to implement Local Area Structure Plans within the Urban Centre.
3.5.1.4	Outline plans shall account for the allocation of density and land use for the area being planned in accordance with the overarching Local Area Structure Plan.
3.5.1.5	Where residential land use is planned, outline plans shall provide a diversity of housing including, but not limited to, a range of density, form, and building types to meet the needs of all ages, abilities, and incomes.
3.5.1.6	To prevent premature subdivision and ensure timely completion and build out of approved urban residential subdivisions, the County will prepare a phasing strategy to guide the sequence of development in the Urban Centre.
3.5.1.7	Subdivision in the Urban Centre shall be in accordance with the phasing strategy referred to in Policy 3.5.1.6 above.
3.5.1.8	A broad range of service, institutional, commercial, and entertainment uses are encouraged in the Urban Centre where the uses can be appropriately sited and are compatible with adjacent land uses.
3.5.1.9	Commercial development within residential areas should meet the needs of the local residents and be compatible with and complement existing and future residential development.
3.5.1.10	The County will collaborate with community groups, adjacent municipalities, regional partners, and other levels of government to promote affordable housing within the Urban Centre.
3.5.1.11	Market affordable and non-market housing will be promoted by considering the Edmonton Metropolitan Region's Regional Housing Needs Assessment to inform and identify creative approaches to increasing market affordable and non-market housing and support services.

POLICIES CONTINUED

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- 3.5.1.12** Development in the Urban Centre shall have a strong focus on alternative modes of transportation, including transit, cycling, and walking.
-
- 3.5.1.13** Higher-density development, such as multi-residential and mixed-use buildings, shall be encouraged in locations where local residents have access to amenities, transit, parks, and commercial opportunities.
-
- 3.5.1.14** Integrating alternative lot designs and sizes is encouraged, including small and narrow lots, in order to provide increased options for affordable housing and varying housing types.
-
- 3.5.1.15** Development in the Urban Centre shall have open space for passive recreation and active recreation that can facilitate both small- and large-scale community events.
-
- 3.5.1.16** Infrastructure, public spaces, parks, and recreation areas shall incorporate barrier-free designs to maximize accessibility and support all ages, physical abilities, and family types.
-
- 3.5.1.17** To improve affordability, the County will support innovative building practices related to prefabrication, building materials, and built forms with good urban design, providing it meets the *Safety Codes Act*.
-
- 3.5.1.18** The County shall establish architectural and landscape design guidelines to guide landscaping of commercial and residential developments within the Urban Centre. The Urban Centre architecture and landscape design guidelines shall:
- a. provide general and specific guidelines for landscape plan design;
 - b. promote attractive building design that focuses on the visual aspects of development, such as building materials, roofline articulations, and entrance features;
 - c. consider form, proportion, pattern, detailing, and texture, particularly at the street level, to encourage human scale properties and respond to adjacent developments;
 - d. retain flexibility and encourage creativity through contextually appropriate design; and
 - e. consider Crime Prevention Through Environmental Design (CPTED) principles.
-

3.5.2 HOME-BASED BUSINESS

Home-based businesses are encouraged throughout the residential areas of the Greater Nisku Area to diversify the local economy, improve access to goods and services, and to reduce reliance on the automobile. Home-based businesses are small businesses within a dwelling or accessory building that create no negative impacts on the subject property or the surrounding properties and do not detract from the residential setting. Home-based businesses shall be regulated by the Leduc County Land Use Bylaw to minimize land use conflict.

POLICIES

- | | |
|----------------|---|
| 3.5.2.1 | Home-based businesses shall be secondary to the established principal residential use of the property and shall not detract from the residential character or the surrounding area. |
| 3.5.2.2 | Home-based businesses shall not create nuisances in the neighbourhood or on adjoining properties. |
| 3.5.2.3 | Business development deemed to be incompatible or inappropriate for a residential setting by way of size, appearance, or potential off-site impacts shall locate in comprehensively planned areas that supports that type of use. For example, on lands designated local or major employment. |

3.5.3 EXISTING COUNTRY RESIDENTIAL AREAS (VISTAS)

The existing Country Residential Area within the Greater Nisku Area is illustrated on **Map 3: Greater Nisku Area Land Use Concept**.

POLICIES

- | | |
|----------------|--|
| 3.5.3.1 | The existing Country Residential Area (Vistas) is expected to remain and will be supported for the duration of this Plan. |
| 3.5.3.2 | New Area Structure Plans or Area Redevelopment Plans within the existing Country Residential Area shall comply with the density targets of the Edmonton Metropolitan Region Growth Plan. |



Chapter 4

Rural County

4.1 VISION FOR THE RURAL COUNTY

Agricultural activities are the largest and most significant land use within Rural County, and agricultural lands are an important aspect of the regional economy, producing a wide range of agricultural products for the region and beyond.

The policies of this Plan aim to support the continued viability of agricultural and environmental land uses within Rural County by managing fragmentation of agricultural lands, conserving key environmental features, supporting the diversification of agricultural products and markets, and promoting continued growth within existing rural communities to help them remain viable over the long term.

The general location of land uses within Rural County is shown on **Map 4: Rural County Land Use Concept**.



Agriculture activities are the largest and most significant land use within Rural County

PRINCIPLE

The County supports the protection and enhancement of the existing rural landscape by allowing development that is compatible with the rural environment.

OBJECTIVES

1. To provide a stable environment in which agriculture may operate freely from urban expansion and non-agricultural development.
2. To promote rural communities that contain living, working, and recreational activities that respect agricultural resources.
3. To retain the rural character by promoting diversification of agriculture and agribusiness.



4.2 GENERAL RURAL COUNTY POLICIES

The following policies shall apply to all development proposals within the Rural County. The purpose of these policies is to ensure the County's rural character is maintained and valuable agricultural lands are conserved.

POLICIES

- 4.2.0.1** In the Rural County, the Country Residential Area, Local Employment Areas, Growth Hamlet, and Lakeshore Communities shall be guided by Area Structure Plans.
-
- 4.2.0.2** New Area Structure Plans within the Rural County must, where applicable, identify and/or demonstrate:
- a. the short- and long-term financial viability of the development;
 - b. all required on- and off-site upgrades to roadways, interchanges, and utility infrastructure necessary to support the development, the timing of the required upgrades in relation to the phasing of the development, the estimated capital costs of the upgrades, and a funding strategy;
 - c. stormwater and how it can be efficiently and effectively managed;
 - d. servicing provisions for potable water and wastewater with supporting site assessment documentation, and if communal servicing is proposed, be backed by a financial feasibility study that addresses long-term regulatory compliance, and user-pay financial sustainability;
 - e. the environmental impacts which may occur as a result of increased development activity through a biophysical assessment, prepared by a qualified professional, for lands identified as environmentally significant;
 - f. Crown ownership of the bed and shore of permanent and naturally occurring bodies of water under the *Public Lands Act*;
 - g. the phasing of development and the anticipated rate of land consumption;
 - h. the demand for and ability to provide “soft” services, such as schools, police, and fire protection;
 - i. the demand for and ability to provide adequate recreation and open space opportunities;
 - j. the need for Local Area Structure Plans and/or outline plans where more detailed planning for specific areas within an Area Structure Plan is necessary;
 - k. the potential adverse impacts of the proposed development on agricultural lands and existing agricultural operations, as well as the potential for existing agricultural operations to remain as a use through an Agricultural Impact Assessment prepared by a professional; and
 - l. any of the matter deemed necessary by the County.
-
- 4.2.0.3** The County shall develop a terms of reference for Area Structure Plans and Local Area Structure Plans to define project-specific application requirements and boundaries.
-
- 4.2.0.4** Revisions to existing Area Structure Plans within the Rural County will be subject to the provisions of the Regional Evaluation Framework (REF).
-
- 4.2.0.5** The County shall track the conversion of agricultural land to non-agricultural use within the Rural County with the objective of ensuring such conversions do not affect the overall function and viability of remaining agricultural operations.
-

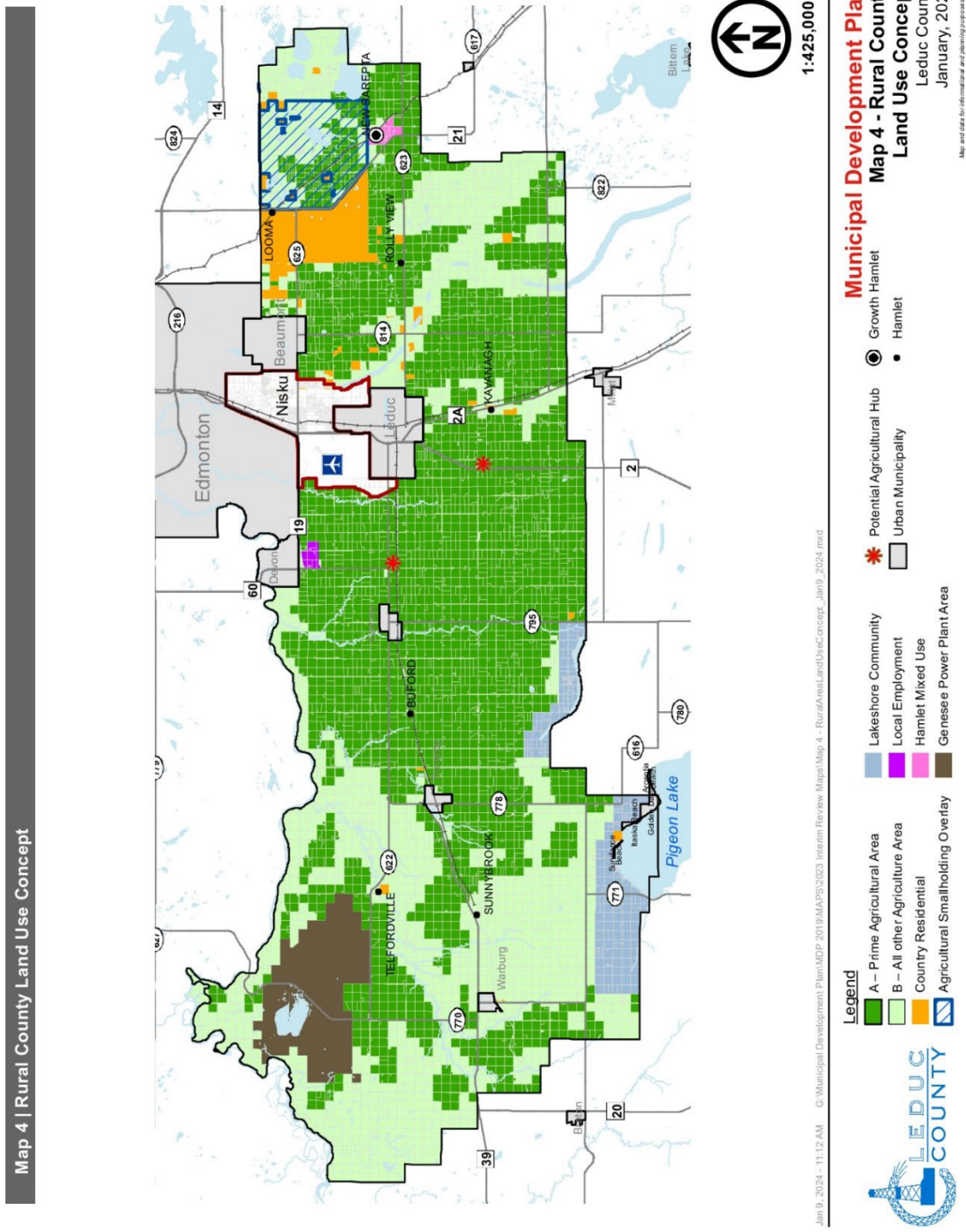
POLICIES CONTINUED

4.2.0.6 In the Rural County, agricultural lands shall remain in agricultural use until required for conversion to the use designated in the Municipal Development Plan to prevent premature conversion of agricultural land.

4.2.0.7 In the Rural County, where possible and practical,

- a. reclaimed lands should be rehabilitated for agricultural uses; and
- b. consideration should be given to re-designate and/or redistrict non-agricultural lands to agricultural uses.

Map 4 | Rural County Land Use Concept



Map 4 Rural County Land Use Concept

4.3 AGRICULTURE

The County recognizes the importance of protecting the agricultural land base to ensure a range of agricultural products and/or services are provided to an accessible regional and global market. Agricultural land should not be considered simply as a holding reserve for development but as a valuable resource that needs to be protected for future generations.

There are two distinct agricultural areas as shown on **Map 4: Rural County Land Use Concept**. The two agricultural areas were established based on the following considerations: the agricultural capacities and soil quality of the land; the pressure and extent of fragmentation already occurring within the area; and the existing land use and alignment of the agricultural areas within the Regional Agriculture Master Plan.

PRINCIPLE

The County champions the importance of agriculture and is committed to ensuring its long-term viability.

OBJECTIVES

1. To conserve agricultural land on a comprehensive basis as a means of ensuring the long-term viability of agriculture.
2. To minimize fragmentation of agricultural land for purposes that is not supportive to the agricultural industry.
3. To minimize the loss of agricultural land by limiting the amount of land converted to a non-agricultural use.

POLICIES

4.3.0.1 Agricultural uses shall take precedence within the agricultural areas.

4.3.0.2 The two distinct agricultural areas are as follows:

- a. **Agricultural Area A.** This is the area where prime agricultural lands predominate and is intended to provide for extensive field crops and confined feeding operations on large tracts of land. Non-agricultural use is discouraged, and subdivision is to be limited to conserve prime agricultural land and enable viability of agricultural operations in this area into the future.
 - b. **Agricultural Area B.** This is the area outside of the Prime Agriculture Area and is intended to provide for a broad range of agriculture on large tracts of land. Non-agricultural use and subdivision may be considered but should be minimized to maintain agriculture as the priority land use; prevent land use conflicts; and avoid unduly encumbering or hindering existing and future agricultural operations in the area.
-

POLICIES CONTINUED

- 4.3.0.3** Agricultural Area A is designated as the prime agricultural area.
-
- 4.3.0.4** Applications for subdivision and development within the agricultural areas shall not interfere with the purpose and intent of the agricultural areas as described in Policy 4.3.0.2.
-
- 4.3.0.5** Notwithstanding the above policies, an Agricultural Smallholding Overlay Area, identified on **Map 4: Rural County Land Use Concept Map**, has been established to provide subdivision opportunities for unique and diversified agricultural activities on smaller tracts of land.
-
- 4.3.0.6** To conserve agricultural land, the amount of land converted to non-agricultural use shall be minimized through consideration of location and site design. Where possible, non-agricultural uses should be directed to low-capability agricultural land.
-
- 4.3.0.7** Soil, clay, and sand fill shall be carefully managed in the agricultural areas in order to conserve soils and prevent:
- a. the spread of noxious weeds or pests such as Clubroot;
 - b. contamination of soil with hydrocarbons, metals, solvents, or any other contaminants;
 - c. degradation of soil/loss of prime agricultural land resulting from combining and/or mixing soil types;
 - d. alterations to wetlands and existing drainage patterns; and
 - e. an increase in the cost of development on lands intended for future development.
-
- 4.3.0.8** The County will encourage and promote projects and initiatives such as Alternative Land Use Services (ALUS) that support conservation practices and agricultural stewardship.
-



4.3.1 SUBDIVISION OF AGRICULTURAL LAND

The soil quality varies greatly in Leduc County from higher capability that supports field crops to lower capability that supports grazing and confined feeding operations. These soils, regardless of their capability, are of value and allow for agriculture of different kinds. To conserve large tracts of agricultural land for future generations and limit incompatible land uses, subdivision of agricultural lands will be minimized. To provide landowners with an opportunity to grow their own food and be self-sufficient or establish an agricultural operation on a small tract of land, an agricultural smallholding overlay area has been established.

POLICIES

GENERAL POLICIES

-
- 4.3.1.1** All subdivisions shall be designed and located in a manner that considers the topography of the land and minimizes:
- a. potential conflicts with surrounding agricultural uses;
 - b. the amount of agricultural land taken out of agricultural production;
 - c. the amount of prime agricultural land converted to non-agricultural use;
 - d. fragmentation of agricultural land by locating the subdivision near quarter section boundaries or in close proximity to existing residential sites or non-agricultural uses; and
 - e. disturbance of Environmentally Significant Areas and wetlands.
-
- 4.3.1.2** To ensure a physical severance or a property line issue is not created, a subdivision application must identify Crown ownership of permanent and naturally occurring bodies of water under the *Public Lands Act*.
-
- 4.3.1.3** Where a Farmstead subdivision is proposed, the subdivision should:
- I. be limited to the size needed to accommodate the existing residence, natural areas, and functioning structures and facilities associated with the farmstead;
 - II. not be designed to accommodate an existing open discharge system due to excessive land requirements;
 - III. minimize the amount of agricultural land taken out of production;
 - IV. not include high-capability agricultural land; and
 - V. not fragment water bodies; where practical, waterbodies should remain with the remnant parcel.
-
- 4.3.1.4** Where a Residential subdivision is proposed, the subdivision should:
- I. be directed to areas designated for residential use, where possible;
 - II. be limited to the size needed to accommodate a residence and building accessory for residential use;
 - III. minimize the amount of agricultural land taken out of production;
 - IV. be directed to low-capability agricultural land;
 - V. not be located in the Minimum Distance Setback (MDS) of a CFO where off-site impacts of the CFO may be a significant nuisance;
 - VI. be located and designed to minimize fragmentation of agricultural land; and
 - VII. not fragment water bodies; where practical, waterbodies should remain with the remnant parcel.
-
- 4.3.1.5** A subdivision for the purpose of adjusting a lot line must comply with the policies of this Plan and be consistent with the intent and objectives of this Plan.
-

POLICIES CONTINUED

AGRICULTURAL AREA A

- 4.3.1.6** To conserve large, contiguous tracts of prime agricultural land with minimal fragmentation primarily for intensive cropping operation, and to protect existing and future confined feeding operations in **Agricultural Area A**, subdivision shall be limited to a(n):
- a. physical severance;
 - b. farmstead subdivision;
 - c. residential subdivision; or
 - d. lot line adjustment.

- 4.3.1.7** There shall be no more than **one (1) subdivision (two titled lots)** per unsubdivided quarter section in **Agricultural Area A**.

AGRICULTURAL AREA B

- 4.3.1.8** To conserve agricultural land on a comprehensive basis for a broad range of agricultural operations in **Agricultural Area B**, subdivision shall be limited to a(n):
- a. physical severance;
 - b. farmstead subdivision;
 - c. residential subdivision;
 - d. agricultural subdivision, provided an Agricultural Impact Assessment has been undertaken and can demonstrate:
 - I. the soil capability or topography of the subject quarter section lends itself to the legal separation of title; and
 - II. the proposed agricultural subdivision will not negatively impact the agricultural use of the subject quarter section or surrounding lands;
 - e. lot line adjustment.

- 4.3.1.9** There shall be no more than **two (2) subdivisions (three titled lots)** per unsubdivided quarter section in **Agricultural Area B**.

- 4.3.1.10** Of the two (2) subdivisions (three titled lots) referred to in Policy 4.3.1.9, there shall be a maximum of one Residential subdivision as defined by this Plan.

AGRICULTURAL SMALLHOLDING OVERLAY AREA

- 4.3.1.11** To support diversification of agricultural operations on smaller tracts of land and to minimize potential impacts on the Beaver Hills UNESCO Biosphere, in the **Agricultural Smallholding Overlay Area**, subdivision shall be limited to a(n):
- a. physical severance;
 - b. farmstead subdivision;
 - c. residential subdivision;
 - d. agricultural subdivision;
 - e. agricultural smallholding subdivision; or
 - f. lot line adjustment.

- 4.3.1.12** An Agricultural Smallholding subdivision:
- I. shall prioritize agricultural use on a smaller tract of land and not simply represent a large Country Residential lot;
 - II. shall be sufficiently large to maintain flexibility for future changes in the type or size of agricultural operation; and
 - III. should be located and designed to minimize fragmentation of agricultural land and natural areas.

POLICIES CONTINUED

4.3.1.13 There shall be no more than **three (3) subdivisions (four titled lots)** per unsubdivided quarter section in the **Agricultural Smallholding Overlay Area**.

4.3.1.14 Of the three (3) subdivisions (four titled lots) referred to in Policy 4.3.1.13, there shall be a maximum of one Residential subdivision as defined by this Plan.

4.3.2 CONFINED FEEDING OPERATIONS

The Province of Alberta defines, approves, and regulates Confined Feeding Operations under the *Agricultural Operation Practices Act*. The County supports the development of new or expanded Confined Feeding Operations where the operation is compatible with the surrounding land uses.

POLICIES

- 4.3.2.1** The County supports the development of new or expanded Confined Feeding Operations, provided the operation:
- a. does not create adverse impacts on environmentally significant lands;
 - b. has satisfactory access;
 - c. is located within **Agricultural Area A or B**;
 - d. is carried out in accordance with generally accepted farming practices regarding the storage, disposal, and spreading of manure and the disposal of animal carcasses; and
 - e. meets the minimum setback distances to urban communities and residential development as regulated by the *Agricultural Operation Practices Act*.
-
- 4.3.2.2** Subdivision and development of residential land uses should not be located within the separation distances calculated that utilize the Minimum Distance Separation (MDS) formula for confined feeding operations.
-

4.4 ECONOMIC COMPETITIVENESS AND EMPLOYMENT

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

Value-added agriculture production and other businesses directly related to the agricultural sector are encouraged to be located within agricultural hubs in the Rural County to support local agricultural diversification and secondary agriculture activities.

Home-based businesses are encouraged throughout the Rural County in accordance with policies found in Section 4.5.4.

PRINCIPLE

The County encourages a wide range of employment development in the Rural County that is appropriately located to minimize land use conflicts with agriculture and support economic diversity within the rural landscape.

OBJECTIVES

1. To minimize the conversion and fragmentation of agricultural lands and manage land use conflict by directing non-agricultural (commercial and industrial) businesses to defined areas.
2. To encourage the growth of agriculture-based businesses through the creation of agricultural hubs.
3. 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.

POLICIES

4.4.0.1 Employment growth and business development in **Agricultural Area A** that is not directly related to agriculture, other than home-based businesses, is not supported and shall be directed to hamlets (subject to the policies within Section 4.4.2) or Local Employment Areas (subject to policies within Section 4.4.1) to create synergies, prevent the conversion and fragmentation of prime agricultural land, and minimize conflict with agricultural operations.

4.4.0.2 Employment growth and business development in **Agricultural Area B** that is not directly related to agriculture may be considered, providing:

- a. it can be demonstrated that the non-agricultural use could not reasonably or practically be located in areas of the County that are designated for, or support, employment growth and business development;
- b. agriculture will remain the predominate use in the area;
- c. the non-agricultural use will not hinder the surrounding agricultural operations or uses;
- d. the non-agricultural use is directed to low-capability agricultural land, where possible;
- e. the amount of agricultural land taken out of productions is minimized;
- f. the non-agricultural use is located and designed to minimize fragmentation of agricultural land; and
- g. transportation and servicing can be addressed to the satisfaction of the County and other regulatory bodies.

4.4.0.3 Agriculture-based businesses are encouraged to be located in Local Employment Areas and hamlets where they are compatible with adjacent land uses and can be serviced to the satisfaction of the County and other regulatory bodies.

POLICIES CONTINUED

- 4.4.0.4** In Agricultural Areas A and B of the County, as shown on **Map 4: Rural County Land Use Concept**, an Area Structure Plan shall be prepared to identify and define an agricultural hub(s) for agriculture-based businesses to create synergies and maximize efficiencies in providing services and infrastructure.
- 4.4.0.5** Notwithstanding Policy 4.4.0.3 and 4.4.0.4, an agriculture-based business may be located in the Agricultural Areas of A and B:
- a. it can be demonstrated that it is not practical or feasible from a functional perspective for the agriculture-based business to be located within an agricultural hub, Local Employment Area, or hamlet;
 - b. the agriculture-based business will not hinder surrounding agricultural operations and uses in the surrounding area;
 - c. the agriculture-based business is directed to low-capability agricultural land, where possible;
 - d. the amount of agricultural land taken out of production is minimized; and
 - e. transportation and servicing can be addressed to the satisfaction of the County and other regulatory bodies.
- 4.4.0.6** To manage value-added agricultural operations in Agricultural Areas A and B, the County may establish regulations regarding the percentage of raw materials to be derived from the lands subject to a value-added agriculture application for the use of that operation.
- 4.4.0.7** Business developments within the Rural County that are highly visible from a major transportation corridor shall provide landscaping treatments, fencing, buffering, and other site design features to the satisfaction of the County.

4.4.1 LOCAL EMPLOYMENT AREAS

Local Employment Areas accommodate a concentration of industrial, commercial, and institutional land uses in the Rural County. Local Employment Areas may include developments that require lower levels of municipal servicing or have significant outdoor storage requirements.

POLICIES

- 4.4.1.1** Local employment is encouraged in the Local Employment Area, as illustrated on **Map 4: Rural County Land Use Concept**.
- 4.4.1.2** Local Employment Areas shall be comprehensively planned and guided by an approved Area Structure Plan.
- 4.4.1.3** Local Employment Areas in the Rural County shall generate a concentration of employment for the local area and support a range of industrial, commercial, or institutional land uses and economic activities.
- 4.4.1.4** Local Employment Areas shall not adversely impact agriculture lands, existing agricultural operations, and neighbouring land uses.
- 4.4.1.5** Local Employment Areas shall have sufficient water, wastewater, stormwater, and transportation capacity to the satisfaction of the County and province, where applicable.

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.

4.4.2.4 Farmers markets and other methods of connecting residents with local agricultural producers are encouraged within hamlets.

4.4.2.5 The County may undertake an Area Structure Plan to prioritize infrastructure and guide future development within a hamlet.

4.5 COMMUNITIES AND HOUSING

Rural living offers benefits that many residents in the region value, including the provision of space, connection to the land and the agricultural community, and a strong sense of rural character. 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.

PRINCIPLE

The County supports a wide range of appropriately located and sustainable residential development within the Rural County to facilitate a range of residential lifestyles.

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.

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. |
| 4.5.0.2 | Subdivision for residential use in Agricultural Areas A and B will be accommodated in accordance with the policies in section 4.3.1. |
| 4.5.0.3 | Subdivision for residential use in the Country Residential Areas will be accommodated in accordance with the policies in section 4.5.1. |
| 4.5.0.4 | The County shall develop guidelines for the keeping of animals and livestock in residential areas of the Rural County. |

4.5.1 COUNTRY RESIDENTIAL DEVELOPMENT

Country Residential development has historically been concentrated on lower-capability soils in the northeast area of the County. To continue to provide rural living opportunities, lands districted as Country Residential or designated as Country Residential by this Plan will continue to accommodate this type of development.

POLICIES

- 4.5.1.1** Country Residential development within the Rural County will be located on lands districted as Country Residential or within the Country Residential Area as identified in **Map 4: Rural County Land Use Concept**.
-
- 4.5.1.2** One or more Area Structure Plans will be prepared to guide subdivisions and the development of the Country Residential Area, as identified in **Map 4: Rural County Land Use Concept**, to promote interconnected neighbourhoods, transportation and stormwater infrastructure, drainage patterns, natural areas, and wildlife habitats.
-
- 4.5.1.3** One (1) subdivision (two titled lots) per quarter section may be considered prior to the preparation of an Area Structure Plan on lands designated Country Residential, providing:
- the subdivision is limited to the size required to accommodate a residence and buildings accessory to residential use;
 - does not fragment natural areas; and
 - does not impede the future conversion of the land to the designated Country Residential use.
-
- 4.5.1.4** A concept plan may be considered in place of an Area Structure Plan for lands districted to Country Residential that fall outside of the Country Residential Area identified in **Map 4: Rural County Land Use Concept**, providing:
- the subdivision is consistent in scale and character with the neighbouring land uses;
 - the subdivision is comprehensively designed;
 - the scale and form of the proposed subdivision makes efficient use of the available lands;
 - the subdivision is serviced by water, wastewater, stormwater, and transportation infrastructure to the satisfaction of the County and province, where applicable;
 - the subdivision incorporates natural areas, and if on or adjacent to an Environmentally Significant Area, potential environmental impacts have been identified and mitigated through the preparation of a biophysical assessment; and
 - an Agricultural Impact Assessment has been completed and mitigation measures recommended through the Agricultural Impact Assessment are incorporated in the planning and design of the proposed development to minimize the potential adverse impacts on agricultural lands and agricultural operations on-site and off-site in the surrounding area to the satisfaction of the County.
-
- 4.5.1.5** Country Residential development must not exceed 50 residential lots per quarter section in accordance with the Edmonton Metropolitan Region Growth Plan.
-
- 4.5.1.6** Infill of existing Country Residential subdivisions is encouraged where it is sensitive to the existing development.
-
- 4.5.1.7** Infill of existing Country Residential subdivisions must:
- have a suitable building site as defined within the Leduc County Land Use Bylaw;
 - be serviced by water, wastewater, stormwater, and transportation infrastructure to the satisfaction of the County and province, where applicable;
 - not fragment contiguous natural areas or negatively impact adjacent Environmentally Significant Areas; and
 - respect the character of the existing subdivision.
-

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, identified in Map 4: Rural County Land Use Concept , 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. |
| 4.5.2.3 | The hamlets of Buford, Kavanagh, Looma, Rolly View, Sunnybrook, and Telfordville will be developed as rural communities that offer a level of service appropriate to the size and scale of the community. |
| 4.5.2.4 | Residential development is encouraged within hamlets where the proposed development: <ol style="list-style-type: none"> 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. |
| 4.5.2.5 | Churches, community centres, and other social and institutional uses are encouraged in hamlets to create complete communities. |
| 4.5.2.6 | Community infrastructure and services appropriate to the size and scale of the hamlet should be developed to meet the needs of area residents. |
| 4.5.2.7 | The County may undertake an Area Structure Plan to prioritize infrastructure and guide future development within a hamlet. |

4.5.3 LAKESHORE COMMUNITIES

The County has a diversity of Lakeshore Communities centred on Pigeon Lake and Wizard Lake. The County supports recreation and residential development around the lakes provided the development can be supported in an ecologically sensitive way.

POLICIES

- | | |
|---------|--|
| 4.5.3.1 | The approved Area Structure Plans for Pigeon Lake and Wizard Lake will guide subdivision and development in those areas. |
| 4.5.3.2 | Agricultural practices should be sensitive to environmental features in accordance with the <i>Agricultural Operation Practices Act</i> to protect the local watershed. |
| 4.5.3.3 | The County shall develop a strategy to acquire land along the immediate lakeshore and within the Lakeshore Communities to facilitate public access. |
| 4.5.3.4 | Proposals for development or redevelopment within Lakeshore Communities should consider opportunities to enhance or renew disturbed riparian areas. |
| 4.5.3.5 | Development within Lakeshore Communities shall: <ul style="list-style-type: none">a. employ designs that protect the natural environment and health of the lake;b. conserve aesthetic views;c. maintain the character of the community; andd. provide sufficient water, wastewater, stormwater, and transportation capacity to the satisfaction of the County and province, where applicable. |

4.5.4 HOME-BASED BUSINESSES

Home-based businesses provide self-employment opportunities for rural residents and are encouraged throughout the Rural County.

POLICIES

- | | |
|---------|--|
| 4.5.4.1 | Home-based businesses shall be secondary to the established principal residential use of the property and shall not detract from the rural or residential character of the surrounding area. |
| 4.5.4.2 | Home-based businesses shall not create nuisances on the neighbourhood or adjoining properties. |
| 4.5.4.3 | Business development deemed incompatible or inappropriate for a residential setting by way of size, appearance, or potential off-site impacts shall be located in comprehensively planned areas that support that use. For example, on lands designated as local employment or major employment. |

Chapter 5

Natural Resources

5.1 NATURAL RESOURCE EXTRACTIONS

Leduc County has significant natural resources including, but not limited to: sand, gravel, oil, gas, coal, soil, and forests. Natural resources in the County satisfy local, regional, and provincial resource needs and generate employment growth within the Rural County. The County supports resource-related activities, provided the activities do not have a significant impact on adjacent land uses and the environment.

The extraction or harvesting of natural resources is controlled through provincial legislation. For aggregate operations, the County is responsible for approving land use and issuing development permits for all aggregate extraction activities. Aggregate pits of all sizes are subject to provincial legislation, with pits greater than five hectares on private land being further regulated by the Province through the Code of Practice for Pits. The Code of Practice addresses a number of items, including pit operations, reclamation, and environmental monitoring.

Aggregate (sand and gravel) extraction must be carefully developed in ways that mitigate off-site impacts. Aggregate deposits are identified in **Map 5: Development Considerations**.

PRINCIPLE

The County promotes land use patterns that minimize land use conflict associated with natural resource extraction.

OBJECTIVES

1. To minimize conflict between natural resource extraction activities and neighbouring land uses.
2. To encourage the safe and efficient integration of natural resource extraction with other compatible uses.
3. To encourage the timely and appropriate reclamation of lands used for natural resource extraction.
4. To assist the natural resource sector and provincial agencies in making land use decisions related to natural resources.

POLICIES

5.1.0.1 The County encourages the extraction of natural resources prior to the subdivision and/or development of the land for other uses to ensure deposits of natural resources, such as sand and gravel deposits, are not sterilized.

5.1.0.2 Resource extraction activities should be directed away from Environmentally Significant Areas where possible. Where it is unavoidable, applications for resource extraction activities will:

- a. consider and assess potential adverse effects on Environmentally Significant Areas both on- and off-site through a biophysical assessment;
- b. demonstrate how adverse environmental impacts will be mitigated to the satisfaction of the County; and
- c. incorporate buffers and setbacks to minimize and mitigate potential impacts on Environmentally Significant Areas.

5.1.0.3 An Agricultural Impact Assessment shall be prepared by a qualified professional to identify and mitigate potential adverse impacts of natural resource extraction proposals on agricultural lands and operations, both on- and off-site, to the satisfaction of the County.

5.1.0.4 Proposals for natural resource extraction shall assess and mitigate potential adverse impacts on neighbouring land use to the satisfaction of the County.

5.1.0.5 The County may require aggregate operations less than 5 ha (12.36 ac) in size that are not regulated through the Province through the Code of Practice for lots to provide security and to ensure land disturbance is minimized and progressive reclamations are undertaken.

5.2 OIL AND GAS FACILITIES AND PIPELINES

In Alberta, energy development is regulated by the Province.

PRINCIPLE

The County promotes land use patterns that minimize the potential conflict between development and oil and gas facilities and pipelines.

OBJECTIVES

1. To minimize conflict between oil and gas facilities and pipelines, and neighbouring land uses.
2. To support the safe and efficient operation of oil and gas facilities and pipelines.
3. To assist the oil and gas sector and provincial and federal agencies in making land use decisions related to oil and gas facilities and pipelines.
4. To encourage reclamation and sealing of abandoned oil and gas wells.

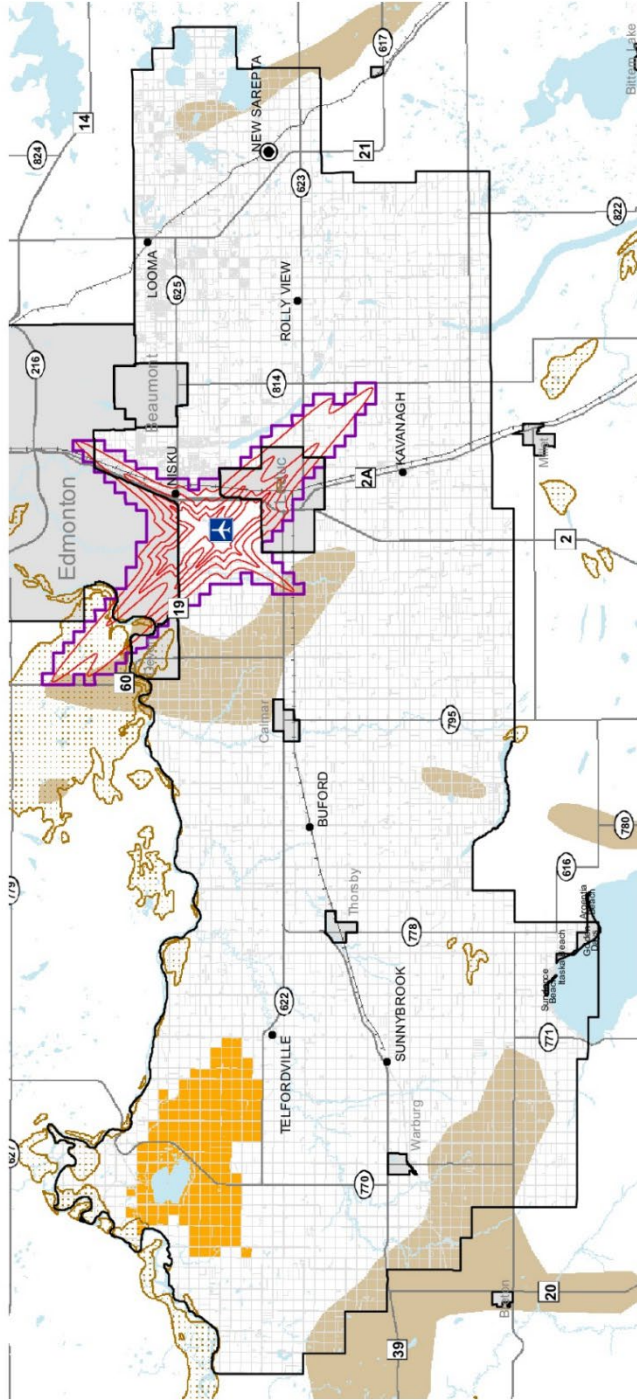
POLICIES

- 5.2.0.1** When considering subdivision and development applications, provincial and federal setback regulations and guidelines shall be applied, respecting petroleum wells, sour gas facilities, pipelines, and other oil and gas facilities.
- 5.2.0.2** The County will encourage the Province of Alberta and energy industry to remediate petroleum well sites and abandoned pipelines.



Map 5 | Development Considerations

Map 5 | Development Considerations



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Municipal Development Plan Map 5 - Development Considerations Leduc County January, 2024

- Legend**
- Airport Vicinity Protection Area
 - Noise Exposure Forecast Contour (NEF)
 - Genesee Power Plant Area
 - Sand & Gravel Deposit
 - Concentrated Oil and Gas Well Activity
 - Urban Municipality
 - Edmonton International Airport



Map and data for informational and planning purposes only.

Map 5 Development Considerations

5.3 GENESEE POWER PLANT AREA

The Genesee Power Plant Area is a significant feature within the County. The Genesee Generating Station is in the western area of the County in a predominately agricultural area. With the introduction of Alberta's new Climate Leadership Plan, coal-fired plants will be phased out and replaced by natural gas-fired electricity or other technology. To support these initiatives, opportunities made possible by new technologies will be considered in the Genesee Power Plant Area to provide employment opportunities and encourage growth within this community.

PRINCIPLE

Leduc County encourages the redevelopment of the Genesee Power Plant Area for energy-related and agricultural uses and, where appropriate, accommodate recreational and park uses.

OBJECTIVES

1. To support the repurposing and/or redevelopment of the existing infrastructure systems in the Genesee Power Plant Area.
2. To support the growth of energy-related or agricultural employment opportunities within the Genesee Power Plant Area.
3. To allow for recreational and park opportunities where compatible with energy-related and agricultural uses.

POLICIES

- 5.3.0.1** Previously mined lands within the Genesee Power Plant Area should be returned to their natural state or be used for agricultural purposes.
-
- 5.3.0.2** The Genesee Power Plant Area, as identified on **Map 4: Rural County Land Use Concept**, shall be protected for resource extraction, energy-related uses, and new technology, including green technology.
-
- 5.3.0.3** A transition of land uses will be required within the boundaries of the Genesee Power Plant Area in order to prevent or mitigate the adverse effects from odour, noise, and other impacts, and to minimize risk to public health and safety. Transitional land uses may include, but are not limited to, passive open space, berms, and agricultural uses.
-
- 5.3.0.4** Notwithstanding Policy 5.3.0.1 and 5.3.0.2 above, recreation development may be considered within the Genesee Power Plant Area where it is compatible with existing and planned adjacent land uses.

5.4 SOIL

Soil is the basis for food, feed, fuel, and fibre production as well as many ecosystems. As the population continues to grow, there will be an increasing demand to satisfy these needs. To ensure these needs can be met now and into the future, steps will be taken to conserve this valuable non-renewable resource.

PRINCIPLE

The County recognizes soil as a highly valuable non-renewable natural resource and will promote the wise management of it.

OBJECTIVES

1. To promote best-management practices and techniques that contribute to soil health.
2. To investigate and support opportunities to re-use soil.
3. To minimize the impact of soil import and export on neighbouring land use.

POLICIES

- | | |
|----------------|--|
| 5.4.0.1 | An Agricultural Impact Assessment prepared by a qualified professional may be required to identify any adverse agricultural impacts resulting from the import or export of soil in the County. |
| 5.4.0.2 | Proposals for the import or export of soils in the County shall assess and mitigate potential adverse impacts on neighbouring land use to the satisfaction of the County. |
| 5.4.0.3 | The County may require security from proponents proposing to import or export soils in the County to ensure reclamation to the satisfaction of the County. |
| 5.4.0.4 | The County shall explore and identify opportunities to re-use soils removed from agricultural lands to accommodate urban and industrial growth. |
| 5.4.0.5 | Proposals for the import of soil on prime agricultural lands shall not be supported unless there is a demonstrable benefit to those lands receiving the soil. |
| 5.4.0.6 | Soil shall be further managed in accordance with policy 4.3.0.7. |

Chapter 6

Natural Environment



6.1 ENVIRONMENTALLY SIGNIFICANT AREAS

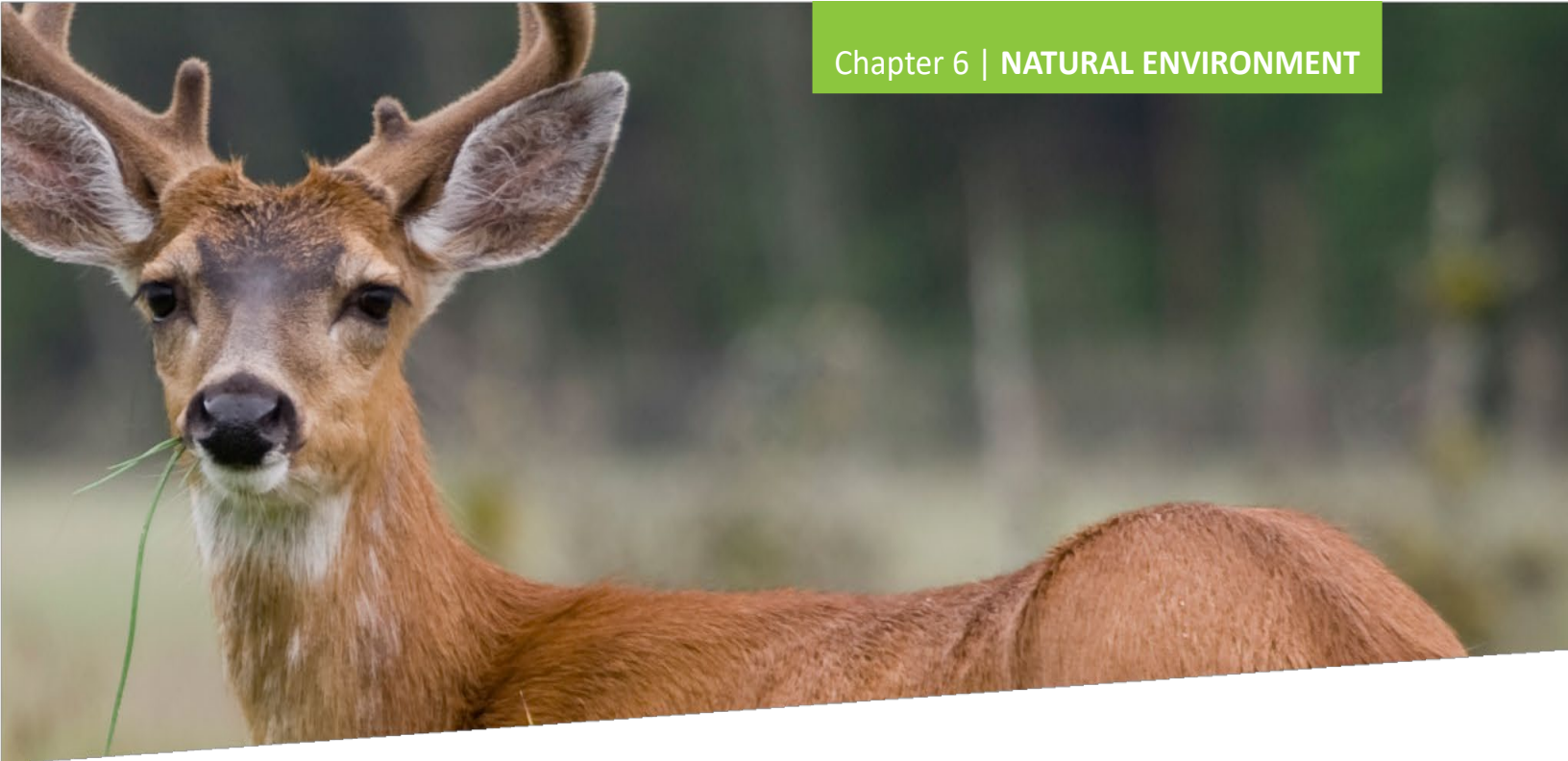
County residents have a strong connection to the natural environment and value the protection of important environmental features. Development should consider how to minimize or avoid impacting environmentally significant features and ensure that the important ecological values within the natural environment can be maintained for the present and future benefit of the residents and visitors of Leduc County.

Environmentally Significant Areas are natural areas that provide habitat for a variety of species, contain rare landforms, or serve as stop over locations or concentration points for migratory wildlife.

Environmentally Significant Areas play an important ecological role, provide opportunities for people to experience and learn about nature, and offer quiet places of refuge. Leduc County's Environmentally Significant Areas are identified in **Map 6: Environmentally Significant Areas**.

PRINCIPLE

The County values Environmentally Significant Areas for their ecological role, recreation, and health benefits and is committed to ensuring their long-term health and viability.



OBJECTIVES

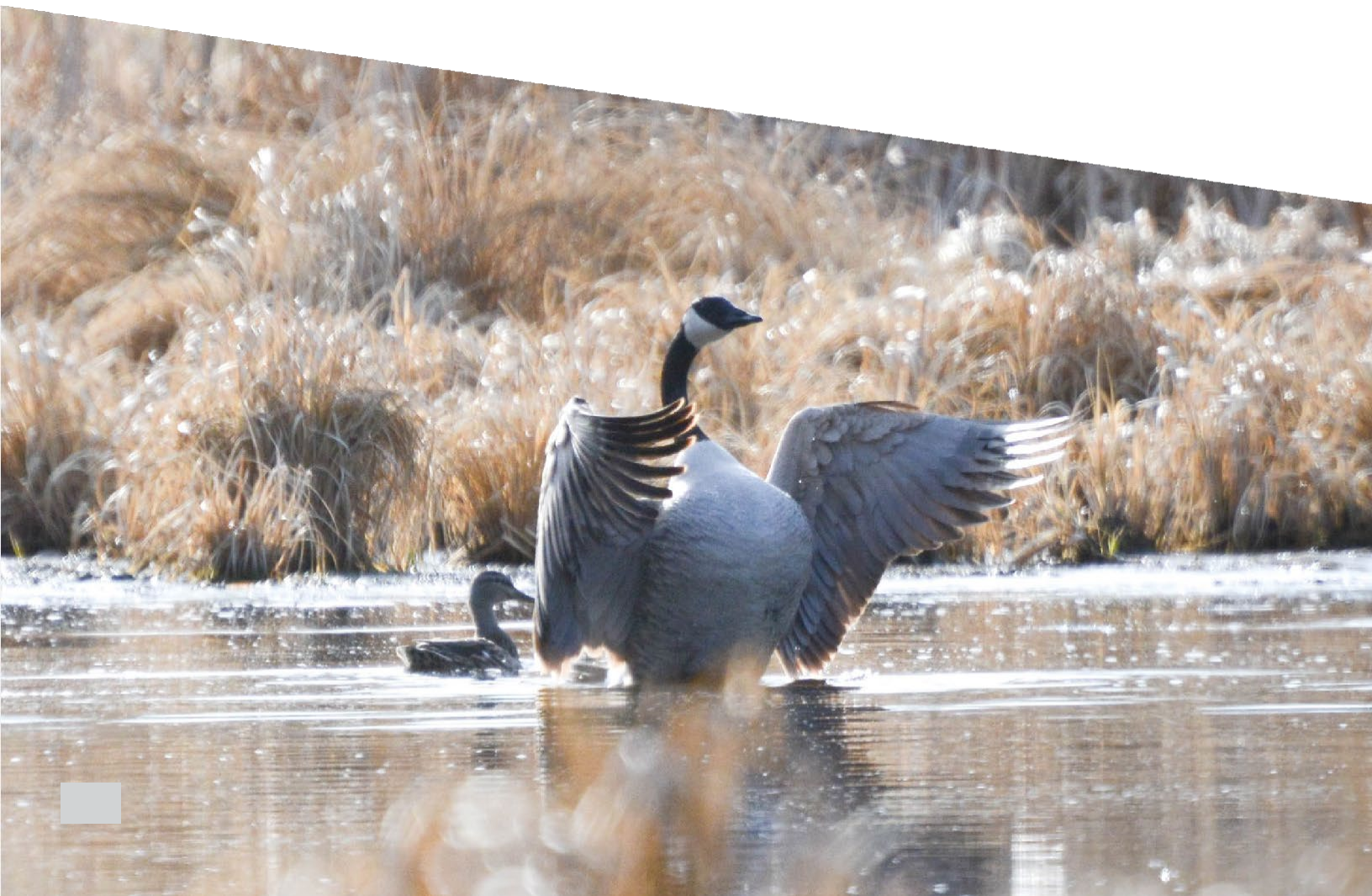
1. To minimize adverse impacts of development on Environmentally Significant Areas.
2. To provide recreational access to Environmentally Significant Areas where it can be undertaken without compromising the function of the Environmentally Significant Area.
3. To restore natural areas subjected to disturbance.
4. To support the sustainable integration of economic and human development with the conservation of biodiversity on lands located within the Beaver Hills UNESCO Biosphere Reserve.

POLICIES

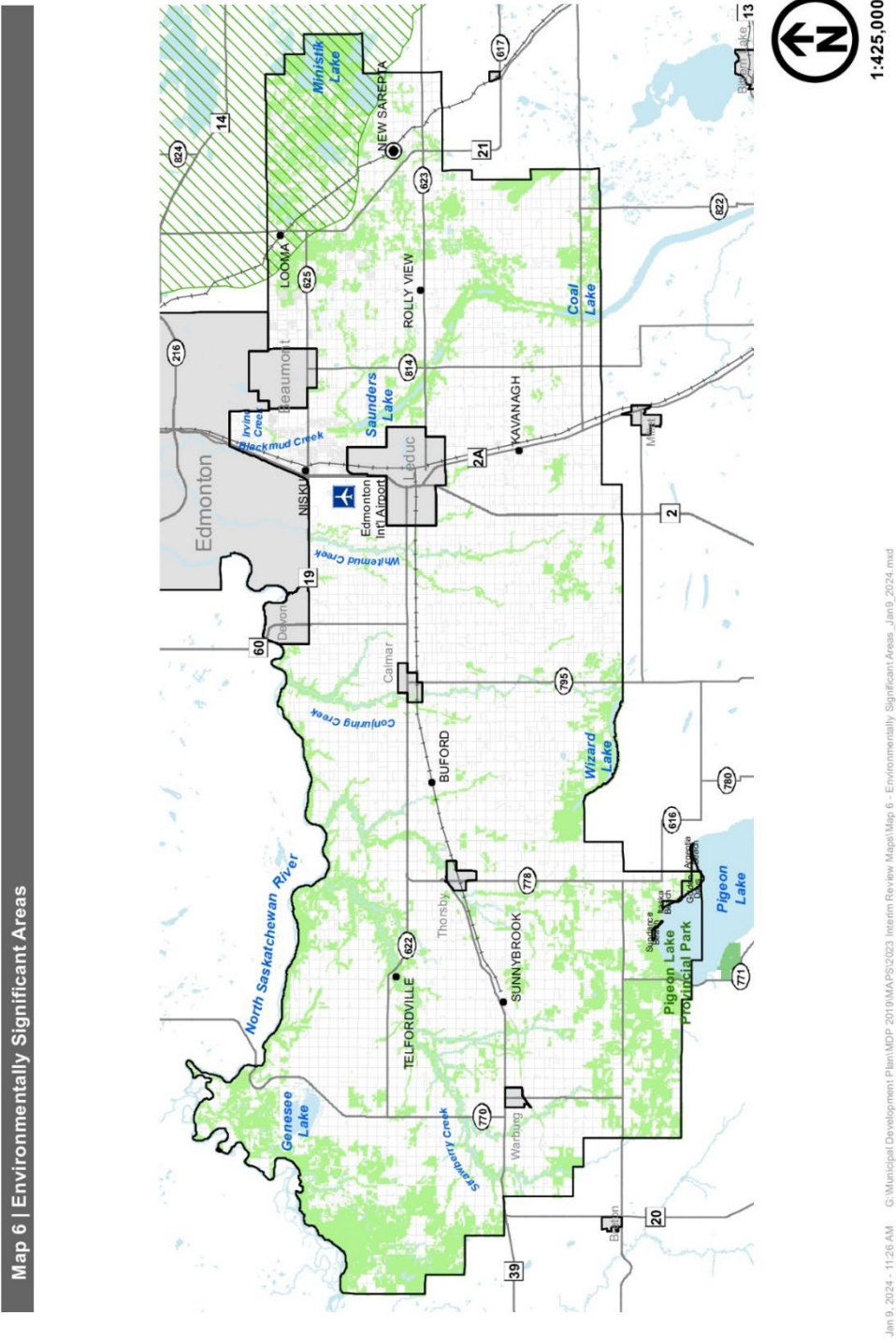
- 6.1.0.1** The County will use the Environmentally Significant Area Study 2015, as may be updated from time to time, as a guide in reviewing subdivision and development proposals.
-
- 6.1.0.2** Where there is evidence of an Environmentally Significant Area within the boundaries of, or adjacent to, a proposed development or subdivision, a biophysical assessment may be required to delineate the boundary of the Environmentally Significant Area and identify and mitigate the potential impact that development or subdivision may have on the Environmentally Significant Area.
-
- 6.1.0.3** The County encourages the retention of trees and vegetation within and adjacent to Environmentally Significant Areas. Trees prevent soil loss, intercept, and slow down stormwater, improve air quality, provide habitat, are aesthetically appealing, and provide property owners with greater privacy.
-
- 6.1.0.4** When development is proposed adjacent to slopes of 15% or greater, a geotechnical study by a qualified professional shall be undertaken to determine slope stability and required development setbacks.
-

POLICIES CONTINUED

- 6.1.0.5** The County shall develop setbacks from the top of slope/bank in the Land Use Bylaw to ensure public safety, protect the environment, and conserve aesthetic views.
-
- 6.1.0.6** Development within and adjacent to the Beaver Hills UNESCO Biosphere Reserve will incorporate conservation buffers, linkages, and ecological design features to mitigate and minimize potential adverse impacts to the satisfaction of the County.
-
- 6.1.0.7** The County may work with private and public agencies to conserve Environmentally Significant Areas pursuant to the policies within Section 6.4 of this Plan.
-



Map 6 | Environmentally Significant Areas



Municipal Development Plan
Map 6 - Environmentally Significant Areas
 Leduc County
 January, 2024

Map and data for informational and planning purposes only.



Map 6 Environmentally Significant Areas

6.2 WATERSHED SYSTEMS

Watersheds support habitats for plants and animals and provide drinking water for people and wildlife. They also provide the opportunity for recreation and enjoyment of nature. To maintain the health and well-being of living things, both now and in the future, the County will endeavour to protect its watershed health and current inventory of wetlands.

PRINCIPLE

The County values the long-term sustainability of its watersheds and wetlands. The County is committed to ensuring watershed and wetland health through effective conservation and management practices.

OBJECTIVES

1. To ensure that development adjacent to or near watercourses within the County do not have a detrimental impact on habitat, water quality, and quantity.
2. To reduce the potential of flood damage and/or drainage problems that may cause health or safety concerns.
3. To protect wetlands in a manner that achieves a no net loss of wetlands through subdivision and development, and, where possible, create a net gain.

POLICIES

- 6.2.0.1** Applications for subdivision and development will consider and incorporate natural areas, such as wildlife habitat and passageways, tree stands, wetlands, and water courses into their design.
-
- 6.2.0.2** Applications for subdivision and development should consider the cumulative effects of the proposed development on surface water, groundwater quality, and quantity.
-
- 6.2.0.3** The restoration of sensitive ecosystems, natural areas, and habitat corridors that have been previously disturbed is encouraged.
-
- 6.2.0.4** The County will cooperate with the Government of Alberta to actively support and complement its Wetland Policy through the following actions:
- a. where appropriate, acquire wetlands, riparian areas, and buffers in accordance with the provisions of the Municipal Government Act's definition of environmental reserve and/or environmental reserve easement, conservation reserve, and/or conservation reserve easement (as further described in Section 6.4);
 - b. where privately held wetlands cannot be protected through other means, encourage their dedication through conservation easements; and
 - c. may establish a wetland conservation policy to prioritize wetlands to be protected and wetlands to be restored.
 - d. On-site wetlands and low-lying areas should be identified into statutory and non-statutory documents with a vision to incorporate and protect these areas into subdivision planning and development to the greatest extent possible.
-
- 6.2.0.5** Statutory plans will protect, enhance, and restore the water quality in the County by:
- a. conserving natural areas along waterways;
 - b. incorporating best practices to minimize soil erosion, protect and enhance riparian zones, and conserve and enhance areas that contain habitat for significant, rare, or endangered plant species; and
 - c. conserving wetlands with sufficient buffers to maintain their water quality and hydraulic function, as well as the upland habitat necessary to support the life-cycle needs of the wetland ecosystem.

POLICIES CONTINUED

- 6.2.0.6** The County considers the North Saskatchewan River Valley to be important natural open space corridors and will endeavour to:
- a. protect it from encroachment by incompatible development;
 - b. allow only the integration of uses which are considered compatible with the landscape and sensitivities of the river valley;
 - c. encourage the retention and conservation of the river and ravine natural features;
 - d. acquire land as environmental reserve to establish an open space corridor through the subdivision process where possible and practicable; and
 - e. restrict uses within this corridor to maintain compatibility with the natural environment.

6.2.0.7 The preservation of wetlands for the long-term benefit of the region is encouraged.

6.2.0.8 Development, with the exception of flood control devices, is prohibited within provincially recognized floodways and flood fringes to ensure the safety of residents and the health of the waterway. Land within the floodway will be dedicated as Environmental Reserve at the time of subdivision.

6.2.0.9 The County will promote initiatives and organizations that seek to improve the health and function of Wizard Lake, Pigeon Lake, the North Saskatchewan River, and other watercourses and water bodies.

6.2.0.10 The County shall establish setbacks to water bodies in the Land Use Bylaw. The setbacks may be guided by the County's Riparian Matrix Model, the provincial guidelines, *Stepping Back from the Water: A Beneficial Management Practices Guide of New Development Near Water Bodies in the Alberta's Settled Region* (2012), or other recognized method of establishing setbacks.

6.2.0.11 Development and subdivision within the Cameron Drainage District or the Big Hay Lakes Drainage District should not interfere with the operation of drainage works within those districts.

6.2.0.12 The County may work with private and public agencies to conserve watersheds pursuant to policies within Section 6.4 of this Plan.

6.2.0.13 Where there is potential for a development or subdivision to adversely impact a wetland or water body, a biophysical assessment will be required to identify and mitigate the potential impact that development may have on the water body or wetland to the satisfaction of the County.



6.3 GREEN BUILDING AND LOW-IMPACT DEVELOPMENT PRACTICES

Green building and low-impact development practices focus on the design, construction, and operation of developments in an environmentally sensitive manner, promote efficient water and energy use, and support vegetation to clean air. The County encourages green buildings and community design that supports well-being and achieves social, economic, and environmental benefits.

PRINCIPLE

The County supports green building and low-impact development practices across the County as a way to reduce impacts on the environment.

OBJECTIVES

1. To promote efficient energy use within buildings and support the development of alternative sources of energy, such as solar and geothermal.
2. To encourage landscaping practices that will reduce the environmental impact of stormwater and lessen the need for irrigation.
3. To promote development practices that will retain or reclaim natural and environmental features.

POLICIES

- 6.3.0.1** The planning, design, and construction of new development and infrastructure will incorporate low-impact development and green building practices.
-
- 6.3.0.2** Landscaping techniques that reduce water consumption are encouraged. Such landscaping techniques include, but are not limited to, the planting of materials that are hardy and native to the region; planting of drought-tolerant species; and use of permeable surface materials. Landscaping, which requires irrigation, pesticides, and cosmetic fertilizers, is discouraged.
-
- 6.3.0.3** The County will promote sustainable site design that reduces peak run-off volumes and rainwater contaminants through elements, such as on-site retention, pervious surfaces, green space, and plantings.

6.4 ENVIRONMENTAL AND CONSERVATION RESERVES AND EASEMENTS

At the time of subdivision, a subdivision authority may require that the landowner provide lands to the municipality as environmental reserve where there is a wetland, gully, ravine, coulee, or natural drainage course or land is unstable, subject to flooding, or adjacent to the bed and shore of any water body. This type of reserve is to remain in its natural state or be identified as a public park. The subdivision authority may also require the landowner to provide natural areas as Conservation Reserve.

PRINCIPLE

The County values natural areas and will use available land use tools to conserve natural areas within the County.

OBJECTIVES

1. To preserve natural areas within the County through the dedication of reserves.

POLICIES

- | | |
|----------------|---|
| 6.4.0.1 | Lands subject to potential erosion or other matters consistent with the <i>Municipal Government Act</i> shall be dedicated as Environmental Reserve. |
| 6.4.0.2 | Where the County determines public use is not desirable, land qualifying as Environmental Reserve may be designated as an environmental reserve easement in accordance with the <i>Municipal Government Act</i> . |
| 6.4.0.3 | Where the boundaries for Environmental Reserve need to be delineated, the County may require the landowner/developer to provide a biophysical assessment. |
| 6.4.0.4 | Natural areas that do not qualify as Environmental Reserve may be required as Conservation Reserve in accordance with the <i>Municipal Government Act</i> . |
| 6.4.0.5 | A Conservation Easement, in accordance with the <i>Alberta Land Stewardship Act</i> , may be used to preserve areas that do not qualify as environmental reserves or environmental reserve easements under the <i>Municipal Government Act</i> . The conservation easement may be executed as a legal agreement between the private landowner and the County or a conservation organization. |
| 6.4.0.6 | For subdivisions adjacent to water bodies, Environmental Reserves shall include sufficient lands so as to prevent pollution of the land or the bed and shore of the water body; preserve the natural features of the land; ensure public access to the shoreline; and prevent development where the natural features of the land present a significant risk of personal injury or property damage. In these areas, the Environmental Reserve allocation may be supplemented by the Municipal Reserve or Conservation Reserve in accordance with the <i>Municipal Government Act</i> . |
| 6.4.0.7 | The County shall develop specific policies for the dedication of Environmental Reserves, Environmental Reserve Easements, Conservation Reserves, and Conservation Easements as directed by the County's Recreation and Parks Master Plan. |
| 6.4.0.8 | Crown ownership of permanent and naturally occurring water bodies shall be identified prior to subdivision approval to delineate environmental reserve boundaries. |

Chapter 7

Recreation, Open Space, and Community Assets

7.1 RECREATION AND OPEN SPACE

Art, culture, heritage, education, and recreational activities are important to the residents of Leduc County. As the County grows, it will promote cultural, educational, and recreational opportunities to meet the needs of an increasingly diverse population of residents in the community and surrounding region.

Recreation is an important aspect of providing a high quality of life within the County. Lakes, rivers, and other geographic features represent regional recreational opportunities for residents, but these opportunities must be balanced with the need to protect Environmentally Significant Areas, agricultural lands, and agricultural operations.

Leduc County operates two campgrounds (Jubilee Park Campground on Wizard Lake and Centennial Park Campground on Joseph Lake) as well as two parks (Genesee Heritage Park and Sunnybrook Creek Park).

In addition, numerous provincial and privately-operated campgrounds and parks are located in the County. Campgrounds and parks in the County are identified on **Map 7: Recreation, Open Space, and Community Assets**.

PRINCIPLE

The County values recreation throughout the County as a way of enhancing the quality of life for residents and visitors to the County and will pursue opportunities to enhance recreational systems through private and public investment.

OBJECTIVES

1. To design parks and recreational facilities in ways that will achieve multiple benefits and accommodate a diversity of people and activities.
2. To establish well-connected, clearly identifiable, and multi-functional networks of open space and recreation corridors across the County.
3. To develop a regional open space system that connects to environmental features such as wetlands, rivers, creeks, habitat areas, and tree stands that are an important part of maintaining environmental function.
4. To support partnerships that enhance the development of recreation systems related to regional open spaces, tourism, and recreational facilities.

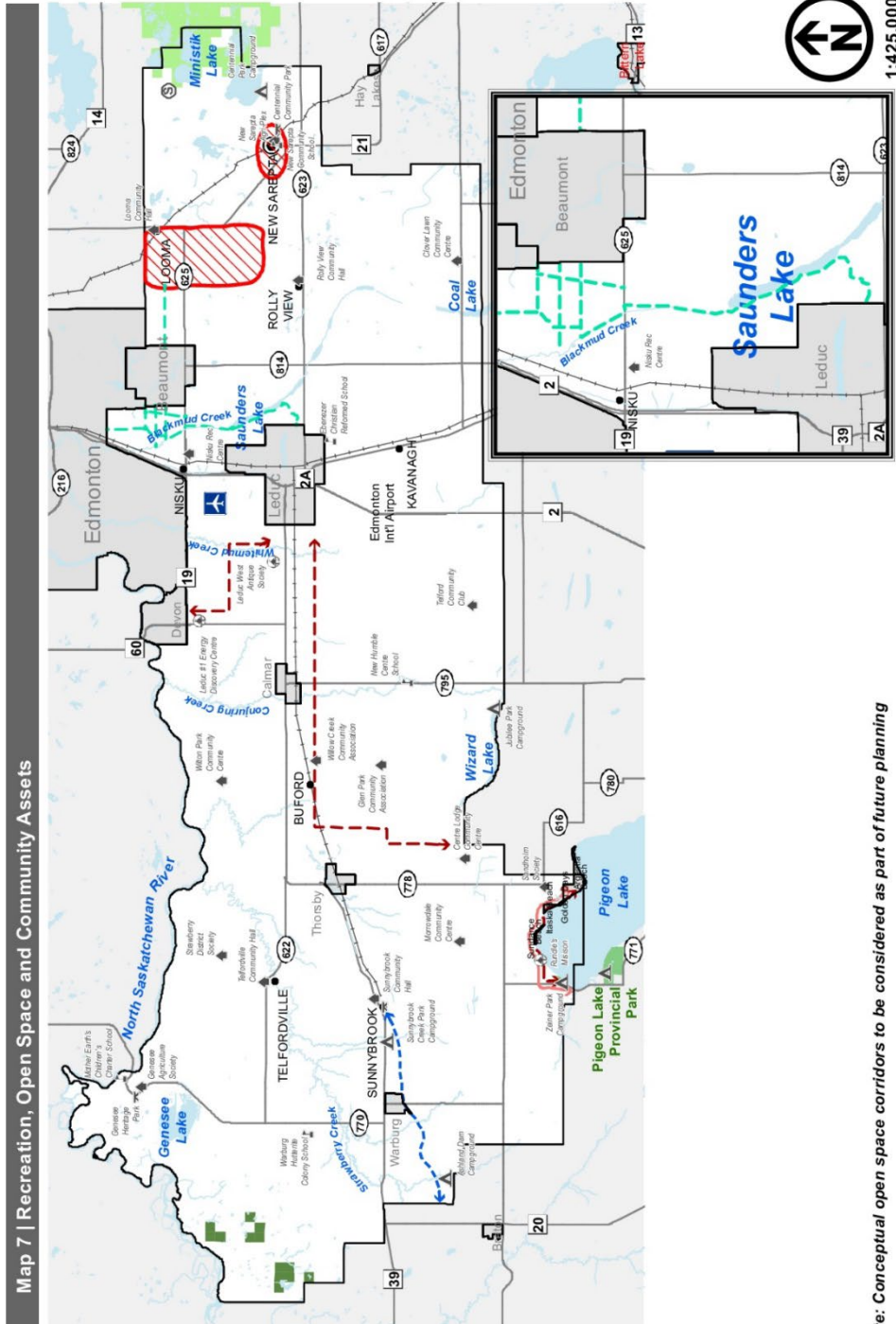
POLICIES

- 7.1.0.1** The County will develop a comprehensive trail and open space corridor plan that links local trails and open space corridors to regional trails and open space corridors.
-
- 7.1.0.2** Until such time as the comprehensive trail and open space corridor plan is complete, opportunities to protect and link the open space corridors as identified on **Map 7: Recreation, Open Space, and Community Assets** shall be pursued.
-
- 7.1.0.3** Acquisition of land for recreation and open space corridors may occur through the dedication of a Municipal Reserve, Environmental Reserve, Conservation Reserve, voluntary reserve dedication, land purchase, or other means.
-
- 7.1.0.4** Development of public recreation activities in the County should:
- a. support active living;
 - b. promote inclusion and access to recreation services;
 - c. provide a supportive environment to participate in recreation and parks; and
 - d. build the recreation capacity for the provision of recreation services.
-
- 7.1.0.5** Proposals for multi-lot residential subdivisions near water bodies should identify and/or include opportunities for public access for swimming, boating, fishing, and other water-based recreational activities.
-
- 7.1.0.6** The County should protect existing public access to developed and/or undeveloped road rights-of-way access to waterbodies, unless demonstrated that there is a clear community-wide benefit to removing access.
-
- 7.1.0.7** Utility functions will not be considered in parks and open spaces where they compromise the planned function of those spaces.
-

POLICIES CONTINUED

- 7.1.0.8** New outdoor recreational facilities may be supported near lakes and natural areas when the facilities are low impact in nature (such as picnic areas, camping and trails) and do not compromise the environmental integrity of the area.
-
- 7.1.0.9** Development and improvement of parks, trails, facilities, and recreation programming services will be guided by the County's Recreation and Parks Master Plan.
-
- 7.1.0.10** A large-scale recreational facility, such as a new golf course or resort development must demonstrate to the County's satisfaction that the:
- a. intensity and scale of development is appropriate for the site;
 - b. development can be efficiently serviced;
 - c. uses are sensitive to the environment and natural landscape on and adjacent to the site; and
 - d. potential impacts on the adjacent land uses can be mitigated.
-
- 7.1.0.11** Agricultural Impact Assessments, to be prepared by a qualified professional, shall be required for new recreation development where there is potential for the development to have adverse impacts on agriculture lands.
-
- 7.1.0.12** The County will partner and collaborate with adjacent municipalities, the Province of Alberta, school boards, conservation agencies, community groups, home associations, developers, and other organizations to develop and maintain a network of parks, open spaces, pathways, trails, and associated amenities and actively explore new ways of acquiring funding and managing these spaces.
-
- 7.1.0.13** The County will promote initiatives and organizations that seek to define and develop economic development strategies related to tourism and recreation.
-

Map 7 | Recreation, Open Space, and Community Assets



Note: Conceptual open space corridors to be considered as part of future planning
 Jan 9, 2024 - 11:32 AM © Municipal Development Plan/MDP 2019/INAP/2023 Interim Review Maps/Map 7 - Recreation & Open Space_Jan9_2024.mxd

Municipal Development Plan
Map 7 - Recreation, Open Space and Community Assets
 Leduc County
 January, 2024

Legend

- Conceptual Kiskayo Corridor
- Conceptual Old Railway Corridor
- Trans-Canada Trail, as per EMRB
- Potential Trail System
- Future Consideration for Active Transportation
- Ministik Lake Bird Sanctuary
- The Nature Conservancy of Canada
- Urban Municipality
- Campground
- Community Hall
- Historical Site
- Picnic Area
- School
- Trail Staging Area

Map 7 Recreation, Open Space, and Community Assets

7.2 MUNICIPAL RESERVES

Municipal Reserves enhance the community by providing land for parks, schools, and recreational amenities.

Public and private schools as well as parks and recreational amenities in the County are identified on **Map 7: Recreation, Open Space, and Community Assets**.

PRINCIPLE

The County requires the dedication of reserve land in accordance with the Municipal Government Act in order to meet the educational, recreational, and social needs of residents.

OBJECTIVES

1. To acquire reserve lands for schools, parks, open spaces, pathways, and trail development.
2. To ensure that Municipal Reserve dedication meets the needs of the County.

POLICIES

- | | |
|----------------|--|
| 7.2.0.1 | Municipal and school reserves shall be provided at no less than 10 percent in land, money in place of land, or a combination of land and money in accordance with the <i>Municipal Government Act</i> to ensure the educational, recreational, and social needs of residents are met. |
| 7.2.0.2 | The acquisition, deferral, and disposition of reserve land and money in place of municipal and school reserve shall adhere to County Policy, agreements with local school boards, and the requirements of the <i>Municipal Government Act</i> . |
| 7.2.0.3 | The County will develop a reserve strategy to ensure appropriate allocation of reserves for parks and schools County-wide. |
| 7.2.0.4 | Until such time as the reserve strategy is approved by council, where reserve land can be acquired at the time of subdivision approval, reserves will be dealt with in the following manner as deemed appropriate by the County: <ol style="list-style-type: none"> a. dedication of reserve land where the land has immediate benefit for public use; b. deferral of reserve by caveat, where it is determined that reserve land is not needed at present, but may be provided through future subdivision; c. payment of money in place of reserve land, where it is determined that land is not required at present or in the future; or d. a combination of land and money. |
| 7.2.0.5 | The dedication of Municipal Reserve should be guided by the County's Recreation and Parks Master Plan. |



POLICIES CONTINUED

7.2.0.6 The County will continue to consult with public and private school boards to identify future school requirements and will enter and maintain joint use and planning agreements with those boards.

7.2.0.7 The County supports and encourages the design and location of new school sites that optimize the use of reserve land and provides for shared lands and facilities between the school boards (public and separate) and the County.

7.2.0.8 The amount, type, location, and shape of reserve land shall be suitable for public use and accessible to the public. Whenever possible, reserve land should be integrated with the community pathway, open space network, and natural environment.

7.2.0.9 The County should not accept, as part of a required municipal reserve dedication:

- a. legally encumbered rights-of-ways or other limitations which would reduce or limit usability of the site;
- b. stormwater management facilities that can be accommodated within a public utility lot;
- c. lands within oil and gas well setback areas;
- d. local walkways that can be accommodated within a rights-of-way or utility lot; or
- e. contaminated lands, unless mitigated to the satisfaction of the County.

7.2.0.10 Municipal reserve may be disposed for development purposes only where there is a clear community-wide benefit that outweighs any negative effect it may have on a particular area of the County.

7.2.0.11 Crown ownership of permanent, and naturally-occurring water bodies shall be identified prior to subdivision approval to determine municipal reserve requirements.

7.3 COMMUNITY ASSETS

Public gathering places foster cohesive communities. In the County, there are a number of community halls, community groups, and other organizations that provide spaces where people can connect with their community around shared interests. The County recognizes their importance in building a strong community. The County also recognizes the importance of heritage sites and seeks to preserve these features as a testament to the rural history and intrinsic character of Leduc County. The County's historic sites include features such as Rundle's Mission, Leduc #1 oilwell, and Leduc West Antique Society. Sites of historical, cultural, and social significance are identified on **Map 7: Recreation, Open Space, and Community Assets**.

PRINCIPLE

The County supports community development and the preservation of historic sites for all to enjoy.

OBJECTIVES

1. To minimize the number of significant historic and archaeological sites lost to development.
2. To foster cohesive communities by supporting efforts of community groups and organizations in building a sense of community.

POLICIES

7.3.0.1 The County will support the efforts of community groups and organizations as identified on **Map 7: Recreation, Open Space, and Community Assets** in providing spaces where people can connect with their communities.

7.3.0.2 Buildings and features, which have made a significant contribution to the settlement, cultural, and religious character of the County, should be identified, catalogued, conserved and, where practicable, used for the general benefit of the community.



POLICIES CONTINUED

7.3.0.3 Historic features should be identified as part of the land use and subdivision process. The County and the development proponent will work together to determine how to plan for the preservation of historic sites identified through the planning process.

7.3.0.4 Developments likely to cause land surface disturbance may be subject to historical resources impact assessments pursuant to the *Historical Resources Act*. Evidence of *Historical Resources Act* clearance is required prior to the disturbance of land for development.

Chapter 8

Infrastructure

8.1 TRANSPORTATION INFRASTRUCTURE

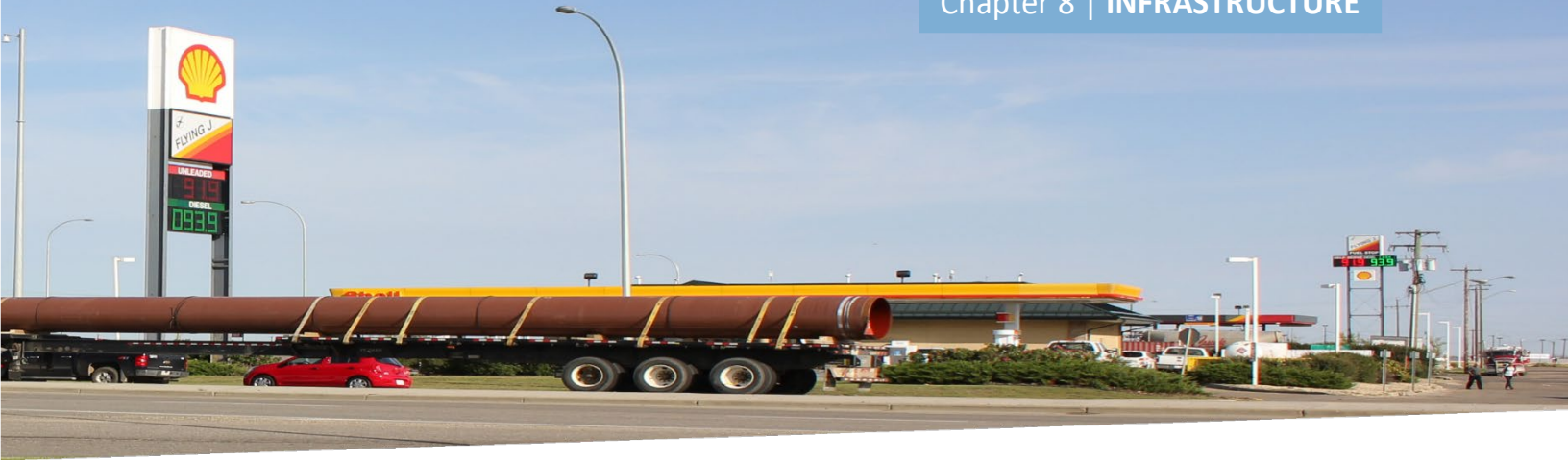
Development patterns in the County will be concentrated in nodes to reduce the cost to build, maintain, and operate infrastructure and services. To ensure the efficient movement of people, goods, and services to and from this region, the County will work in collaboration with applicable service commissions, adjacent municipalities, and the Province to enhance regional infrastructure.

Transportation infrastructure supports local, regional, and global connectivity. It provides County residents with an efficient road network that supports all activities within the municipality. It also provides businesses with the opportunity to transport goods efficiently and effectively. These systems are essential to the prosperity of the County and the region.

Leduc County supports the coordination and integration of transportation infrastructure systems between regional partners to ensure effective and efficient service delivery. The Joint Infrastructure Master Plan and Services Evaluation (JIMPSE), Inter-Jurisdiction Cooperation Accord and Intermunicipal Planning Framework Agreement are examples of how Leduc County is coordinating and integrating infrastructure with regional partners.

PRINCIPLE

The County fosters an effective and fiscally sustainable multi-modal transportation system that is integrated with land use.



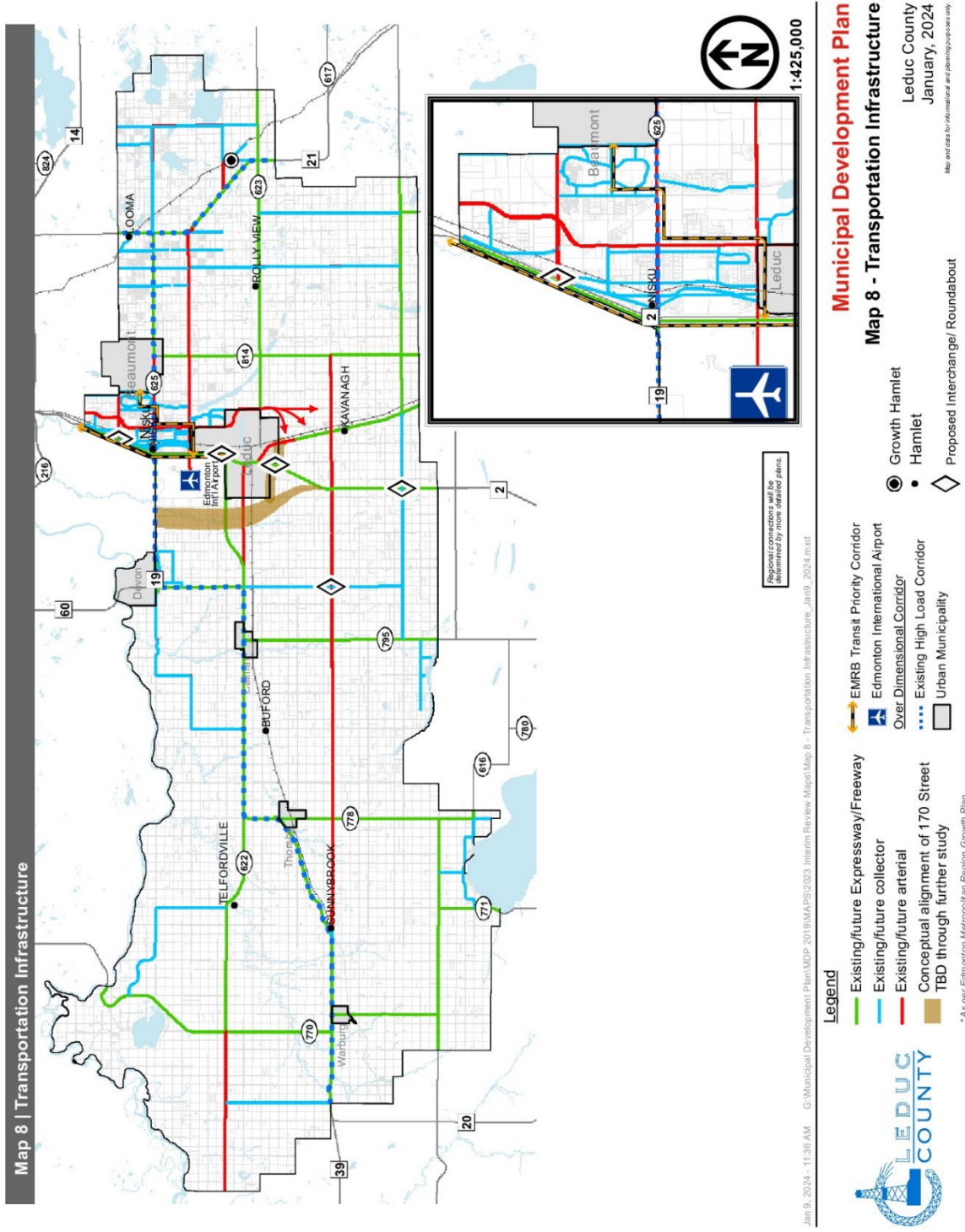
OBJECTIVES

1. To support the coordinated planning and delivery of regional and local transportation initiatives by participating in regional transportation initiatives with Edmonton International Airport, the Province, and neighbouring municipalities.
2. To optimize transportation infrastructure by encouraging new development to locate near existing development.
3. To develop and maintain the County's transportation infrastructure in a safe, efficient, and cost-effective manner.
4. To ensure the transportation network is well-designed, multi-modal, integrated, and interconnected.
5. To ensure transportation modes function effectively together as a system.
6. To support Edmonton International Airport in achieving its potential as a regional economic generator.
7. To take advantage of funding opportunities to invest in infrastructure that will maximize economic development opportunities at Edmonton International Airport and surrounding area.

POLICIES

- | | |
|----------------|--|
| 8.1.0.1 | The County will work collaboratively with adjacent municipalities, organizations, and regional partners to support and enhance the growth of regional and global connectivity. |
| 8.1.0.2 | As part of any land use decision, the County shall consider the safe, efficient, and cost-effective provision of transportation infrastructure services to ensure a sustainable development pattern within the County. |
| 8.1.0.3 | Multi-modal transportation networks shall be developed in the Greater Nisku Area. Multi-modal transportation includes, but is not limited to, an interconnected system of pathways, bikeways and sidewalks, and transit service to facilitate pedestrian and cycling movements, where appropriate. |
| 8.1.0.4 | A plan to develop and integrate active transportation with existing built areas of the Greater Nisku Area should be developed. |

Map 8 | Transportation Infrastructure



Map 8 Transportation Infrastructure

8.1.1 ROADS

Vehicular traffic remains the primary mode of transportation within the County. Maintaining the effective movement of goods and people through the County is important in terms of economic development and quality of life.

POLICIES

-
- 8.1.1.1** Development and subdivision adjacent to local and regional roads and over dimensional corridors as identified in **Map 8: Transportation Infrastructure** shall not impede the existing or future flow of traffic on local and regional roads or over dimensional corridors.
-
- 8.1.1.2** The County shall prepare a Transportation Master Plan to plan, coordinate, and prioritize future roadway and other transportation systems.
-
- 8.1.1.3** Roads and transportation systems proposed as part of any development within the County shall be in accordance with the County's Transportation Master Plan and the County's Municipal Standards to ensure it can support future growth, and safely and efficiently manage the anticipated traffic generated by the development.
-
- 8.1.1.4** The County shall develop a road dedication policy that guides the dedication of road rights-of-way to ensure the protection of long-term transportation corridors.
-
- 8.1.1.5** Subdivisions proposed adjacent to regional and municipal roads shall dedicate road rights-of-way at the time of subdivision pursuant to the County's road dedication policy.
-
- 8.1.1.6** In addition to the provisions in the County's Municipal Standards, the following should be considered in the design of new roads or upgrade of existing roads:
- a. provision for the safe and efficient movement of emergency and protective services;
 - b. provision of secondary emergency access and egress in the case of an event from identified hazards such as a wildfire or flood;
 - c. layout of sidewalks and pathways that reduce walking distances and provide direct connections, including the limiting of the size of residential street blocks to promote efficient development patterns and walkable transportation networks, where applicable;
 - d. provision of bicycle lanes, where applicable;
 - e. noise abatement measures, where applicable;
 - f. provisions for snow clearing, maintenance, and construction activities to minimize impacts on the ability to use the street for walking, cycling, or transit;
 - g. adequate marking and spacing of walkways to provide a safe pedestrian environment;
 - h. designs that encourage appropriate speeds for drivers and cyclists;
 - i. approaches to maintain field access and local roads sufficient to accommodate agricultural machinery;
 - j. provision for multi-modal connections between neighbourhoods and places of interest; and
 - k. logical traffic flow patterns, interconnected roadway patterns that avoid cul-de-sacs or dead-end roadways, and the provision of road connections to adjacent lands.
-

POLICIES CONTINUED

- 8.1.1.7** As part of the subdivision and development process, development proponents shall identify any required off-site infrastructure upgrades to roadways and interchanges required to support the development and the estimated capital costs of the upgrades.
- 8.1.1.8** As part of an application for an Area Structure Plan, outline plan, subdivision or development, the County may require a Fiscal Impact Assessment that considers the life-cycle cost to the County for maintaining the transportation infrastructure required to service the development.
- 8.1.1.9** All development proposals must include information assessing the traffic and intersection implications of the development on road networks to the satisfaction of the County and, where applicable, Alberta Transportation.
- 8.1.1.10** A traffic impact assessment, prepared by a qualified engineer, may be required for development proposals, including Area Structure Plans, Land Use Bylaw amendments, subdivisions, and development permit applications as deemed necessary by the County.
- 8.1.1.11** The County will collaborate and cooperate with its regional partners, adjacent municipalities, and the Province to ensure there is an efficient and integrated road system established.



8.1.2. RAIL

Rail infrastructure plays a critical role in long-term economic growth and the efficient and effective movement of goods. Goods movement by rail is a key aspect of the County economic development strategy as it connects the County to regional, national, and international markets.

POLICIES

- 8.1.2.1 The County will work with rail service providers to maximize rail access to appropriate locations throughout the County to ensure effective movement of goods.
- 8.1.2.2 All proposed developments adjacent to railways shall ensure that appropriate safety measures, such as setbacks, berms, and security fencing, are provided to the satisfaction of the County and in consultation with the appropriate railway.
- 8.1.2.3 Abandoned railway corridors should be considered for incorporation into an open space system.

8.1.3. TRANSIT

Efficient public transit supports many social, economic, and environmental goals. It enables people to move easily within a community and within the region for employment, social connection, and daily needs. Effective systems coordinate major transit stations with higher-intensity development and supportive land uses. Well-planned and well-used transit systems help alleviate traffic congestion, lower greenhouse gas emissions, and improve overall air quality.

Leduc County is a partner in Leduc Transit with the City of Leduc. Leduc Transit provides public transit (bus) to East Vistas and connects Leduc and Greater Nisku areas to Edmonton International Airport and the Century Park LRT station in south Edmonton.

POLICIES

- 8.1.3.1 The County will protect higher-order transit as identified on **Map 8: Transportation Infrastructure**.
- 8.1.3.2 The County will work to expand transit service within the Greater Nisku Area.
- 8.1.3.3 The County will collaborate with neighbouring municipalities, the Province, and non-governmental agencies to develop lifeline transportation services with the potential for local and commuter transit services in the Rural County.
- 8.1.3.4 The County will collaborate with neighbouring municipalities to develop the transit service to be the most efficient and cost-effective as possible and to satisfy the changing travelling needs of residents within the region.
- 8.1.3.5 Area Structure Plans and outline plans in the Greater Nisku Area must demonstrate how local transit routes and transit facilities are integrated with other modes of transportation, including driving, cycling, and pedestrian.

8.1.4. EDMONTON INTERNATIONAL AIRPORT AND OTHER AIRPORTS/AERODROMES

The County is home to Edmonton International Airport, a significant asset to the Edmonton Metropolitan Region. It is also home to small private aerodromes. The development and operation of airports and aerodromes are regulated by Transport Canada.

POLICIES

- | | |
|---------|--|
| 8.1.4.1 | All subdivision and development must comply with the Airport Vicinity and Protection Area Regulation (AVPA Regulation) where applicable. The AVPA area is identified in Map 5: Development Considerations . |
| 8.1.4.2 | The County will collaborate with the City of Edmonton, the City of Leduc, the Edmonton Regional Airport Authority, and other levels of government in areas of land use, services, transportation, and economic development to allow Edmonton International Airport to achieve its potential as a key economic driver in accordance with the Inter-Jurisdiction Cooperation Accord. |
| 8.1.4.3 | The County will support the development and implementation of the Foreign Trade Zone (FTZ) that enables companies involved in handling or moving goods to reduce or eliminate normal trade barriers, such as tariffs, quotas, and compliance costs. |
| 8.1.4.4 | Business or multi-lot residential development associated with the operation of an airport other than Edmonton International Airport shall be comprehensively planned as part of an Area Structure Plan. |
| 8.1.4.5 | Proponents of a new or altered aerodrome shall engage and provide an opportunity to the public to respond to the proposal in accordance with the Canadian Aviation Regulation. |



8.2 UTILITY SERVICE INFRASTRUCTURE

Utility Service Infrastructure planning plays an important role in developing the County in a sustainable manner. Utility systems must be designed and constructed in a manner that is safe and reliable.

PRINCIPLE

The County will maintain an effective, safe, and fiscally sustainable infrastructure system appropriate to the scale of the community.

OBJECTIVES

1. To accommodate growth through strategic improvements to, and the efficient use of existing utility infrastructure and the provision of new/expanded infrastructure.
2. To manage wastewater to safeguard public health and to protect the environment.
3. To establish and maintain a safe and cost-effective system to supply and distribute potable water.
4. To establish and maintain an integrated approach to stormwater management in coordination with watershed planning.
5. To work with utility providers to enhance electricity, gas, and telecommunication services appropriate to the context and scale of the community proposed.
6. To promote cost-effective, environmentally sustainable approaches to infrastructure development through coordinated intermunicipal and regional land use planning.

POLICIES

- | | |
|----------------|--|
| 8.2.0.1 | The County will protect long-term infrastructure corridors as identified in Map 9: Utility Service Infrastructure to ensure efficient infrastructure servicing that is integrated and coordinated with land use planning and development. |
| 8.2.0.2 | As part of the subdivision and development process within the Greater Nisku Area, development proponents shall identify any required off-site utility infrastructure upgrades required to support the development, the timing of the required upgrades based in relation to the phasing of the development, and the estimated capital costs of the upgrades. |
| 8.2.0.3 | Utility infrastructure within the Greater Nisku Area shall be planned and developed to urban standards in accordance with the County's Municipal Standards |
| 8.2.0.4 | The County shall prepare an Infrastructure Master Plan to plan and coordinate efficient management and operation of utility infrastructure to ensure long-term affordability for the County, businesses, and residents. |
| 8.2.0.5 | Water and wastewater systems proposed as part of any development within the County shall be in accordance with the County's Infrastructure Master Plan and provincial approvals that may be required to ensure the systems can effectively and efficiently support the proposed development. |
| 8.2.0.6 | As part of an application for an Area Structure Plan, outline plan, subdivision, or development, the County may require a Fiscal Impact Assessment that considers the life-cycle cost to the County for maintaining the utility infrastructure required to service the development. |

POLICIES CONTINUED

- 8.2.0.7** The County may require any permits, licenses, or reports issued by provincial authorities with respect to water, wastewater, or stormwater to be submitted prior to, or as a condition of, an approval.
- 8.2.0.8** The County will collaborate and co-operate with its regional partners, regional service commissions, and other levels of government to ensure efficient and integrated utility systems are established and maintained.

8.2.1 WATER

Water is a life source – everyone needs access to clean and safe drinking water. Managing water properly ensures a healthy, secure, and sustainable supply. Leduc County is a member of the Capital Region Southwest Water Services Commission, a regional cooperation providing clean, safe drinking water.

POLICIES

- 8.2.1.1** Development in the County shall connect to municipal water systems where available.
- 8.2.1.2** Development may be serviced by on-site wells, cisterns, or communal systems in accordance with provincial regulation in the Rural County where municipal services are not available.
- 8.2.1.3** When a communally serviced development is proposed, in addition to provincial requirements, the County may require a study on communal servicing that identifies the benefits and risks of such a system, specifies project ownership maintenance requirements, and recommended construction standards.
- 8.2.1.4** Proposals for communal systems shall, as part of their application, identify a plan for capital replacements, major rehabilitation, maintenance, and construction that is acceptable to the County, and complete a Fiscal Impact Assessment that considers the life-cycle costs of maintaining the infrastructure required to service the subdivision and/or development.

8.2.2 WASTEWATER

Wastewater from households, industrial, commercial, and institutional sources contains a broad range of substances that may pose risks to human and environmental health. Proper management of wastewater will reduce these risks. Leduc County is a member of ARROW UTILITIES, a regional cooperation providing safe, reliable, and environmentally responsible wastewater transmission and treatment.

POLICIES

- 8.2.2.1** Development in the County shall connect to the municipal sanitary sewer systems where available.
- 8.2.2.2** Development may be serviced by private or communal sewage systems in accordance with provincial regulations in the Rural County where municipal services are not available.
- 8.2.2.3** When a communally serviced development is proposed, in addition to provincial regulation, the County may require a study on communal servicing that identifies the benefits and risks of such a system, specifies project ownership, maintenance requirements, and recommended construction standards.

POLICIES CONTINUED

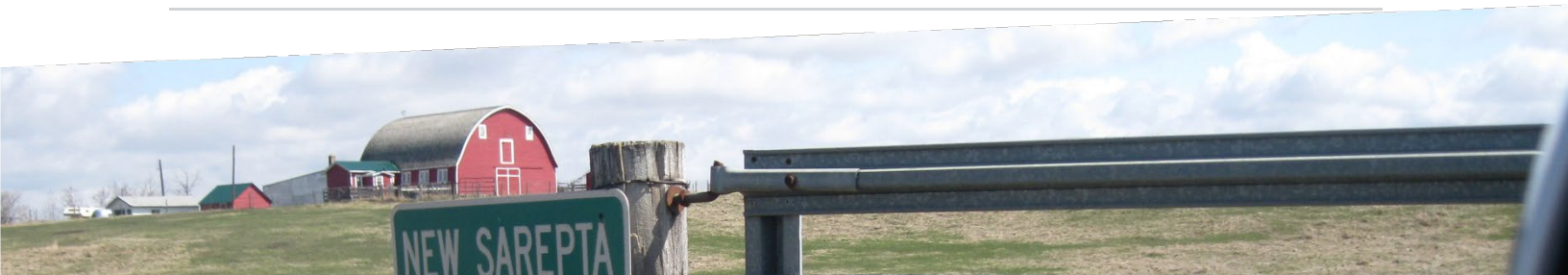
- 8.2.2.4** Proposals for communal wastewater systems shall, as part of their application, identify a plan for capital replacements, major rehabilitation, maintenance, and construction that is acceptable to the County, and complete a Fiscal Impact Assessment that considers life-cycle costs of maintaining the infrastructure required to service the subdivision and/or development.
- 8.2.2.5** The County shall develop and implement procedures, policies, and bylaws for developments proposing to be serviced with private or communal systems. The procedures and policies shall include the identification of suitable types, uses, and locations of wastewater treatment and/or disposal systems to promote sustainable and safe management of these systems in accordance with provincial legislation.
- 8.2.2.6** The procedures, policies, and bylaws described in Policy 8.2.2.5 above shall be used to inform and evaluate development, subdivision, and Area Structure Plan applications where private or communal systems are proposed.

8.2.3 STORMWATER

Urban and other development generates more stormwater runoff than undeveloped land. Impervious services – hard surfaces like concrete, asphalt, and roofs – do not allow water to soak into the ground. Leduc County will employ best management practices to collect and treat stormwater to reduce flood risks; lower peak stormwater flows which can reduce infrastructure costs; and reduce pollution of drinking water supplies, natural habitat, wetlands, and recreation areas.

POLICIES

- 8.2.3.1** A Stormwater Master Plan shall be developed for the Greater Nisku Area.
- 8.2.3.2** A Stormwater Management Plan, to be prepared by a qualified engineer, shall be required as part of subdivision and development permit applications within the Greater Nisku Area to ensure stormwater is efficiently and effectively managed and that the stormwater will not adversely impact adjacent lands or the environmental integrity of the North Saskatchewan River Valley and its key drainage corridors.
- 8.2.3.3** A Stormwater Management Plan, to be prepared by a qualified engineer, may be required as part of subdivision and development applications within the Rural County to consider the impacts of development within the larger drainage catchment area.
- 8.2.3.4** The County shall establish a lot-grading policy for all areas of the County to ensure lot grading is completed properly and is in compliance with municipal requirements.
- 8.2.3.5** To provide for the comprehensive review of stormwater management practices, stormwater management plans shall include provisions for both the larger drainage corridor and for the individual lot(s).
- 8.2.3.6** Stormwater Management Plan should align with Watershed Master Plans and must be to the satisfaction of the County.
- 8.2.3.7** Development in the Blackmud/Whitemud basin shall be guided by the Blackmud/Whitemud Creek Surface Water Management Study Final Report.



8.2.4 SOLID WASTE

Leduc County is a regional partner in the Waste Management Authority and recognizes the importance of sustainable, environmentally friendly practices that minimize the impact on the environment. The goal of solid waste management in the County is to provide every household with convenient access to environmentally responsible and cost-effective ways to dispose of solid waste.

POLICIES

- 8.2.4.1 The County shall make provision for the disposal of solid waste and will cooperate with private organizations, government agencies, and other municipalities in investigating alternative methods for disposing waste.
- 8.2.4.2 The County will continue to work with regional partners to explore ways to reduce solid waste, including reuse, recycling, and organic diversion to extend the life of the existing landfill as identified on **Map 9: Utility Service Infrastructure**.
- 8.2.4.3 The County will continue to provide and maintain transfer stations and explore new locations or expand existing stations where warranted.

8.2.5 SHALLOW UTILITIES

The goal of shallow utilities in the County is to ensure safe, reliable, and efficient service delivery.

POLICIES

- 8.2.5.1 Utility services such as gas, electrical, and telecommunications lines shall be extended by developers to service new developments.
- 8.2.5.2 The County will encourage the transition of all electrical and communication lines underground in the Greater Nisku Area to make for attractive streetscapes and improve the reliability of service.



8.2.6 ENERGY CORRIDORS

Coordinating key regional infrastructure into energy and multi-use corridors is an important and efficient way to provide infrastructure services to the region and limit their conflict with other types of land uses. While oil and gas exploration and energy development are outside the jurisdiction of the County, the County will be proactive in seeking to engage with industry to mitigate the impacts these activities have on land use and local infrastructure.

POLICIES

- | | |
|---------|---|
| 8.2.6.1 | The County will protect long-term energy corridors as identified in Map 9: Utility Service Infrastructure to provide efficient servicing and integrate the corridors with land use. |
| 8.2.6.2 | Future pipelines, particularly sour gas, high-pressure lines, and major power transmission lines are encouraged to be located in existing and planned energy corridors that avoid incompatible land uses and Environmentally Significant Areas. |
| 8.2.6.3 | A subdivision proposed adjacent to an energy corridor shall allow for a sufficient development setback from the energy corridor to promote safety and risk management. |
| 8.2.6.4 | A transition of land uses such as passive open space, berms, light and medium industrial, business, commercial, and agriculture will be required from future energy and multi-use corridors to minimize the risk to public health and safety. |
| 8.2.6.5 | The County will work with landowners and regional partners to plan and coordinate future regional infrastructure and energy corridors in collaboration with utility commissions, the Province, and the energy sector. |

8.2.7 COMMUNICATION AND DATA TRANSMISSION

Communication and data transmission, whether it is a cell phone, radio, or wireless internet, is playing an increasingly important role in the development of communities striving to support modern business and communication requirements into the future.

Applications for communication facilities fall under the jurisdiction of Industry Canada. Procedures put into place by Industry Canada require that the proponent of a new communication facility, which is subject of federal approval, must consult with the municipality. The consultation process is designed to allow community input into the installation of a communication tower.

POLICIES

- | | |
|---------|---|
| 8.2.7.1 | To promote economic development and meet the business and safety needs of residents, the County will support the development of telecommunication towers that are located and designed to minimize aesthetic and environmental impacts. |
| 8.2.7.2 | Proponents of a new or amended communication facility shall engage and provide an opportunity for the public to respond to the proposal in accordance with Industry Canada's established process. |
| 8.2.7.3 | The County will develop a strategy to deliver high-speed internet access to businesses and residents across the County through towers and fibre-optic expansions. |

8.3 FINANCING INFRASTRUCTURE

Transportation and utility infrastructure are costly in terms of capital investment and ongoing maintenance and operations. To fund infrastructure, the County will explore viable options, including but not limited to, off-site levies, local improvement tax, and redevelopment levies.

PRINCIPLE

The County will ensure infrastructure is developed to meet the needs of residents and businesses and will require the cost of new infrastructure to be borne by the land developer and landowners benefiting from the infrastructure to minimize the impact on County taxpayers.

OBJECTIVES

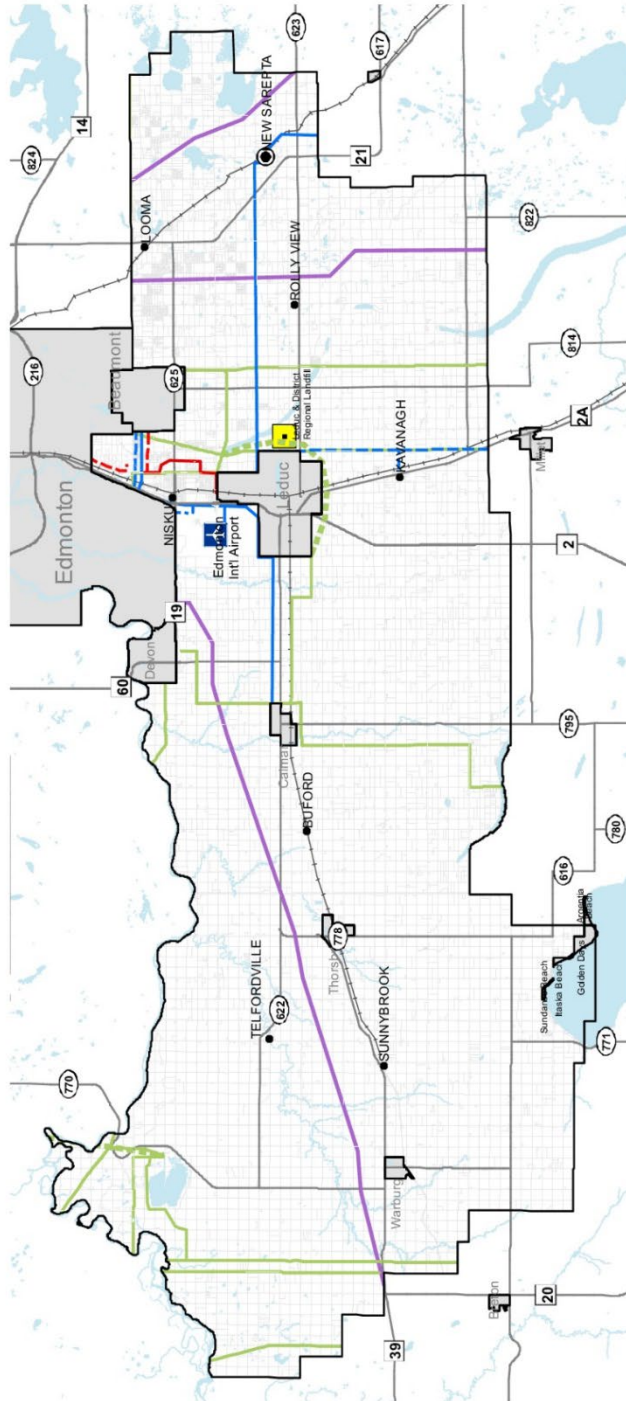
1. To minimize the costs on taxpayers by requiring the costs of new on-site infrastructure to be borne by the land developer or landowner benefiting from the infrastructure.
2. To transparently and equitably allocate off-site infrastructure costs to those that benefit using funding mechanisms available to the County.
3. To ensure capacity is available for adjacent future development.

POLICIES

- | | |
|----------------|---|
| 8.3.0.1 | Off-site levies shall be collected for sanitary sewer, stormwater, roads, and water infrastructure in accordance with the <i>Municipal Government Act</i> . |
| 8.3.0.2 | The County will explore off-site levies for land and buildings for community recreation facilities, fire halls, police stations, and libraries in accordance with the <i>Municipal Government Act</i> . |
| 8.3.0.3 | Levies shall be collected for new development or subdivision pursuant to Leduc County's Greater Nisku and Area Off-Site Bylaw, and to ensure large infrastructure investments are appropriately funded. |
| 8.3.0.4 | The County will develop, implement, and maintain a 10-year revolving asset management plan as recommended in the Economic Development and Growth Management Strategy. |
| 8.3.0.5 | Developers shall be responsible for the design, construction, installation, and oversizing of on-site and off-site infrastructure and utility systems. |
| 8.3.0.6 | Developers shall be responsible for front-end costs of on-site and off-site infrastructure and utility systems. The County will, where applicable, enter into front-end servicing agreements and endeavour to assist in cost recovery of over-sizing and extension of municipal improvements that accommodate future development. |
| 8.3.0.7 | The County will explore cost and revenue-sharing opportunities and arrangements with adjacent municipalities. |
| 8.3.0.8 | The County may impose local improvement taxes, redevelopment levies, or other mechanisms of funding new infrastructure in accordance with the <i>Municipal Government Act</i> . |

Map 9 | Utility Service Infrastructure

Map 9 | Utility Service Infrastructure



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Municipal Development Plan Map 9 - Utility Service Infrastructure

Leduc County
January, 2024

- Urban Municipality
- Inter-Regional Pipeline
- Existing Regional Water Line
- Existing Power Transmission
- Future New/Upgraded Regional Water Line
- Future Power Transmission
- Existing Regional Wastewater Line
- Future Regional Wastewater Line
- Leduc & District Regional Landfill

- Legend**
- Existing Regional Water Line
 - Future New/Upgraded Regional Water Line
 - Existing Regional Wastewater Line
 - Future Regional Wastewater Line
 - Inter-Regional Pipeline
 - Existing Power Transmission
 - Future Power Transmission
 - Leduc & District Regional Landfill



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Map 9 Utility Service Infrastructure

Chapter 9

Collaboration with Neighbours and Regional Partners

Leduc County is a leading municipality in working collaboratively with other municipalities and agencies for the good of the County and the region. A competitive Edmonton Metropolitan Region can only be achieved when municipalities act together to build the regional systems that are needed to leverage the region's strengths.

In addition to the municipalities with which the County shares its borders, the County must also strengthen its partnerships with other levels of government, First Nation communities, non-government organizations, and private sector entities.

PRINCIPLE

The County continues to work with its residents, key stakeholders, intermunicipal neighbours, First Nation communities, regional partners, and various levels of government to ensure decisions are based on dialogue, common understanding, and informed decision-making.



OBJECTIVES

1. To work with surrounding municipalities, other levels of government, and non-governmental organizations to identify common visions, areas of common interest, and opportunities for strategic collaboration in undertaking initiatives of sub-regional and regional significance, such as investments in major public facilities, transportation, and economic development projects.
2. To jointly plan land uses and infrastructure with the County's rural and urban neighbours.
3. To ensure the development of statutory and non-statutory plans adopted by the County that affect future land use and development are strengthened through public and stakeholder engagement.
4. To foster strong collaboration with municipal neighbours, regional partners, all levels of government, and First Nation communities.

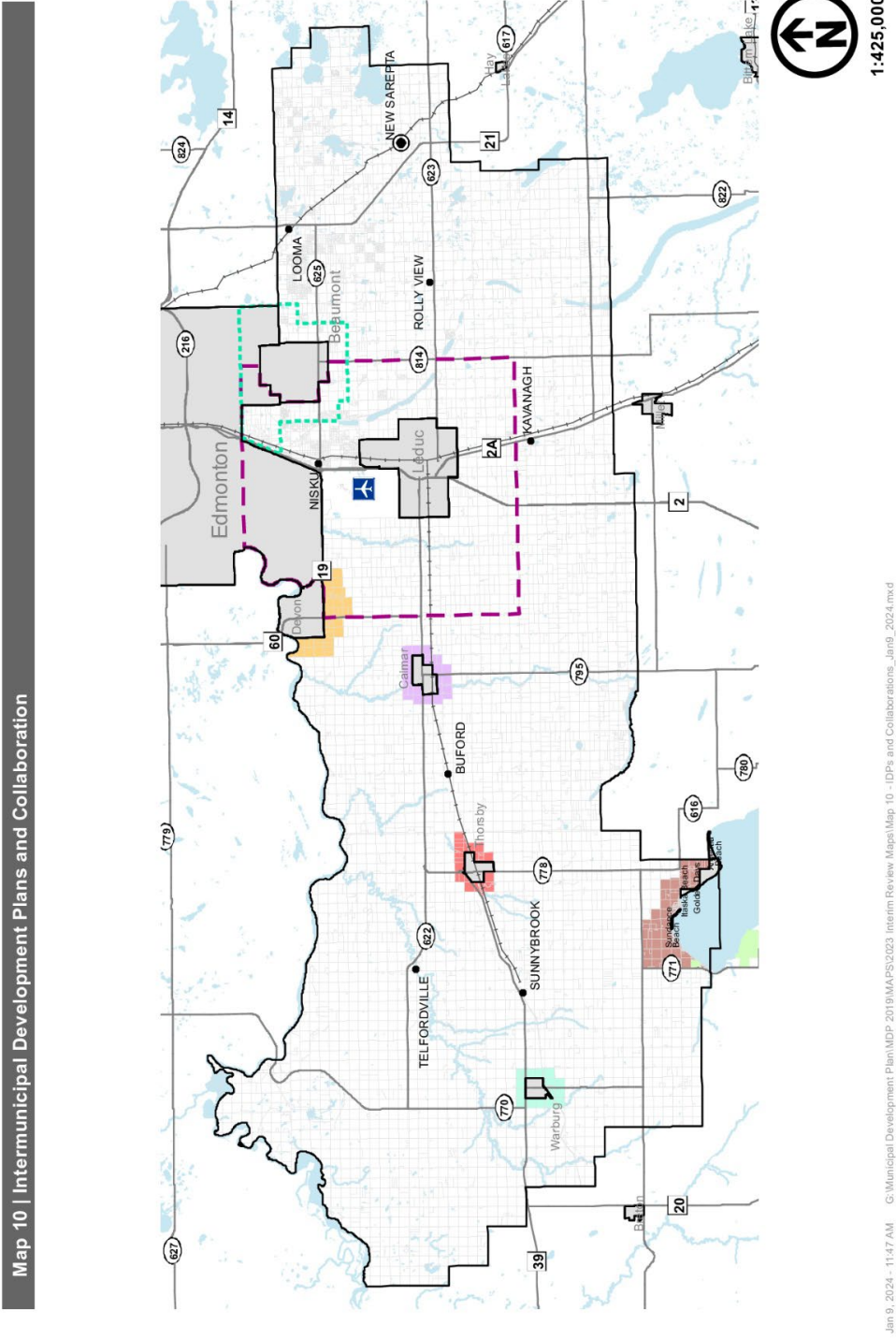
POLICIES

- 9.0.0.1** The County will work with surrounding municipalities, the Edmonton Metropolitan Region, other levels of government, and non-governmental organizations to protect and maintain agricultural lands through policy mechanisms such as Intermunicipal Development Plans, Regional Agriculture Master Plan (RAMP), and other mechanisms.
-
- 9.0.0.2** The County will work with neighbouring municipalities, other levels of government, and non-government organizations to undertake initiatives of sub-regional and regional significance including, but not limited to, affordable housing and investments in major public facilities, transportation, and economic development projects.
-

POLICIES CONTINUED

- 9.0.0.3** The County will work with surrounding municipalities, other levels of government, and non-government organizations to improve air quality, reduce environmental impacts, and manage the effects of climate change.
-
- 9.0.0.4** The County will explore intermunicipal alliances and partnerships that facilitate the joint development of transportation and infrastructure.
-
- 9.0.0.5** The County will work with neighbouring municipalities and the Edmonton International Airport to coordinate well-planned and cost-effective growth.
-
- 9.0.0.6** The County will continue to support its Intermunicipal Development Plans with adjacent municipalities as identified on **Map 10: Intermunicipal Development Plans and Collaboration**.
-
- 9.0.0.7** The County will monitor and review its Intermunicipal Development Plans to ensure they remain current and reflect the needs of the respective municipalities and area residents.
-
- 9.0.0.8** The County will refer to an adjacent municipality for review of any development, subdivision, or statutory plan as outlined within the Intermunicipal Development Plans.
-
- 9.0.0.9** Where no Intermunicipal Development Plan exists, the County will refer to an adjacent municipality or neighbouring First Nation community for review any of the following which affect lands within 0.8 km of the adjacent municipality:
- a. statutory plans and amendments thereto (21 calendar days);
 - b. non-statutory plans and proposals, including outline plans, master plans, transportation, and servicing proposals (21 calendar days);
 - c. Land Use Bylaw amendments and redistricting (21 calendar days);
 - d. Subdivision applications (21 calendar days); or Development Permit applications for discretionary uses (14 calendar days).
-
- 9.0.0.10** Notwithstanding Policy 9.0.0.9 above, the referral distance may be greater than 0.8 km if the proposed development or subdivision creates off-site impacts that may affect the adjacent municipality or neighbouring First Nation.
-
- 9.0.0.11** The County will prepare Intermunicipal Collaboration Frameworks (ICFs) (and Intermunicipal Development Plans) with neighbouring municipalities that are not members of the Edmonton Metropolitan Region in accordance with the *Municipal Government Act*.
-
- 9.0.0.12** The County will collaborate with the City of Edmonton, the City of Leduc, and the Edmonton Regional Airports Authority to ensure coordinated, complementary, and coherent short-, medium-, and long-term planning and implementation in accordance with the Inter-Jurisdiction Cooperation Accord.
-
- 9.0.0.13** The County will collaborate with the City of Edmonton and the City of Beaumont to ensure coordinated and complimentary land use, transportation, and infrastructure planning in accordance with the Intermunicipal Planning Framework Agreement.
-

Map 10 | Intermunicipal Development Plans and Collaboration



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Municipal Development Plan
Map 10 - Intermunicipal Development Plans and Collaboration
 Leduc County
 January, 2024

Legend

- Town of Calmar/Leduc County IDP
- Town of Devon/Leduc County IDP
- Summer Villages/Leduc County IDP
- Town of Thorsby/Leduc County IDP
- Village of Warburg/Leduc County IDP
- Intermunicipal Planning Framework Agreement
- Inter-Jurisdiction Cooperation Accord Agreement
- Edmonton International Airport

Map and data for informational use only. Not for planning purposes only.

Map 10 Intermunicipal Development Plans and Collaboration

Chapter 10

Plan

Implementation

Implementation of this Municipal Development Plan will occur through a number of mechanisms and processes, including:

- Review of existing statutory and non-statutory plans to ensure alignment and consistency with this Plan;
- Preparation and adoption of new statutory and non-statutory plans and policies to implement various objectives of this Plan;
- The land use redistricting process;
- The subdivision process;
- The development permit process; and
- Ongoing collaboration with neighbouring municipalities and other organizations on an ongoing basis to achieve regional goals.

In using these mechanisms and tools, the County will aim to provide scrutiny of a proposal relative to the community interest. The approach will be systematic and consider the best interests of the County and established planning principles.

Another key element in informed decision-making and implementation related to this Plan will be ongoing monitoring. This enables County administration and council to have greater qualitative and quantitative data to inform its planning processes and outcomes within the greater context of the County's vision.

A key goal of strong implementation and monitoring is to achieve effective growth management and consideration of lifecycle costs. Through effective growth management, the County will be able to promote and enhance their economic well-being over the short, medium, and long terms.



PRINCIPLE

The County implements the principles and objectives of this Plan through clear and open processes, while adapting to changing conditions in the County and broader regional context.

OBJECTIVES

1. To ensure rationale for future Plan amendments is clear and transparent.
2. To use regulatory tools strategically to support and implement this Plan's goals and objectives.
3. To ensure County council and administration have the data needed to make informed land use and planning decisions in keeping with the principles of this Plan.
4. To implement a monitoring system for the Municipal Development Plan and its supporting studies, including baselines and benchmarks.

POLICIES

- 10.0.0.1** All County plans, policies, and bylaws that are prepared subsequent to the adoption of this Plan, shall include an official consistency statement that:
- a. References the related goals, objectives, and policies of this Plan; and
 - b. Generally describes how the proposed plan, policy, or bylaw will advance the objectives of this Plan.

10.1 LAND USE BYLAW AMENDMENTS

The Land Use Bylaw is one mechanism by which the intent and policy statements embodied within this Plan are implemented.

PRINCIPLE

The County ensures the success of the Municipal Development Plan by considering Land Use Bylaw amendments that are consistent with the intent, principles, and objectives of the Municipal Development Plan.

OBJECTIVES

1. To consider applications for amendment to the Land Use Bylaw and support those where the proposed amendments are in the best interest of the County.
2. To prevent incompatible land uses.

POLICIES

10.1.0.1 Land Use Bylaw amendments shall be consistent with the applicable overarching land use designation and subject policies of this Plan.

10.1.0.2 In considering amendments to the Land Use Bylaw, in addition to all other criteria as set out in the policies of this Plan, council shall have regard for the following:

- | | |
|---|---|
| <ul style="list-style-type: none"> a. the financial capability of the County to absorb any costs relating to development; b. the adequacy of municipally-approved water and wastewater services or, if services are not provided, the adequacy of the physical site conditions for private on-site septic and water systems to service the proposed development; c. the adequacy and proximity of school, recreation, and any other community facilities that may be required to service the proposed development; d. the potential for the proposed development to reduce agricultural land uses, and the impact on the surrounding agricultural operations; | <ul style="list-style-type: none"> e. the adequacy of existing or proposed road networks to service the proposed development in, adjacent to, or leading to the development; f. the potential for the proposed development to contaminate watercourses or create erosion or sedimentation; and g. the likelihood of creating a leapfrog, scattered, or ribbon development pattern as opposed to compact and orderly development. |
|---|---|

10.1.0.3 Applications to amend the Land Use Bylaw may require a submission of professional reports that may include, but not be limited to:

- | | |
|---|---|
| <ul style="list-style-type: none"> a. geotechnical reports; b. soil chemistry and permeability analysis; c. evaluation of surface drainage or a detailed stormwater management plans; d. Transportation Impact Assessments; e. Agricultural Impact Assessments; f. biophysical assessments; | <ul style="list-style-type: none"> g. Industrial Risk Assessments; h. dangerous goods impact assessments; i. any other information or study deemed necessary to evaluate the suitability of the site in relation to the proposed use; and/or j. Environmental Site Assessments. |
|---|---|

10.2 ONGOING MONITORING AND REVIEW

Like any plan, the success of this Municipal Development Plan will only be achieved through implementing the actions recommended and developing a comprehensive ongoing monitoring system. This enables the County to measure the performance of the Plan and enable it to be updated to reflect political and economic shifts.

To achieve the vision of this Plan, a number of projects have been recommended. These projects need to be considered in relation to other priorities and budget constraints. Thus, while numerous projects have been recommended, in accordance with the *Municipal Government Act*, the County is not required to undertake any of the projects referred to in this Plan.

PRINCIPLE

The County will, on an ongoing basis, continually assess whether this Plan and its related implementation actions achieve its goals.

OBJECTIVES

1. To establish a monitoring framework and assess the effectiveness of the Municipal Development Plan policies.
2. To communicate the effectiveness of the Municipal Development Plan policies.

POLICIES

10.2.0.1 The County will monitor and annually report Plan progress to learn and adapt as needed.

10.2.0.2 The County shall establish a monitoring framework along with benchmarks and indicators required to carry out the effective monitoring of this Municipal Development Plan, including:

- a. baseline measures;
- b. appropriate targets and target years; and
- c. a methodology of measurement for the indicators.

10.2.0.3 A major Municipal Development Plan review should be undertaken every 10 years. If there are recommendations in an annual report that extensive changes are necessary, then a more thorough review may be undertaken before 10 years have passed.

10.2.0.4 The Agriculture Strategy (2016) should be regularly monitored and updated every five years to examine the status, trends, fragmentation, and conversion of agriculture lands to non-agriculture uses and provide information to support broader planning, management, and preservation initiatives.

10.2.0.5 The Environmentally Significant Areas Study (2015), including the wetland inventory, should be updated every five years to monitor the status, trends, or loss of ecologically significant areas and provide information to support broader planning, management, and conservation initiatives.

10.2.0.6 The Economic Development and Growth Management Strategy (2016) should be updated every five years to ensure the municipality remains sustainable, diverse, prosperous, and innovative over the long term.

10.3 REVIEW OF STATUTORY AND NON-STATUTORY PLANS

The *Municipal Government Act* establishes a framework and hierarchy of plans that enable municipalities to guide the development and management of land. This planning hierarchy is intended to ensure Leduc County can work towards its vision for the future through its land use and development control authority. Under the provisions of the *Municipal Government Act*, all lower-level plans must align with the policies of this Municipal Development Plan. Existing Area Structure Plans are shown on **Map 11: Area Structure Plans**.

PRINCIPLE

To provide clarity and transparency, the County will ensure its lower-level plans align with the policies of the Municipal Development Plan.

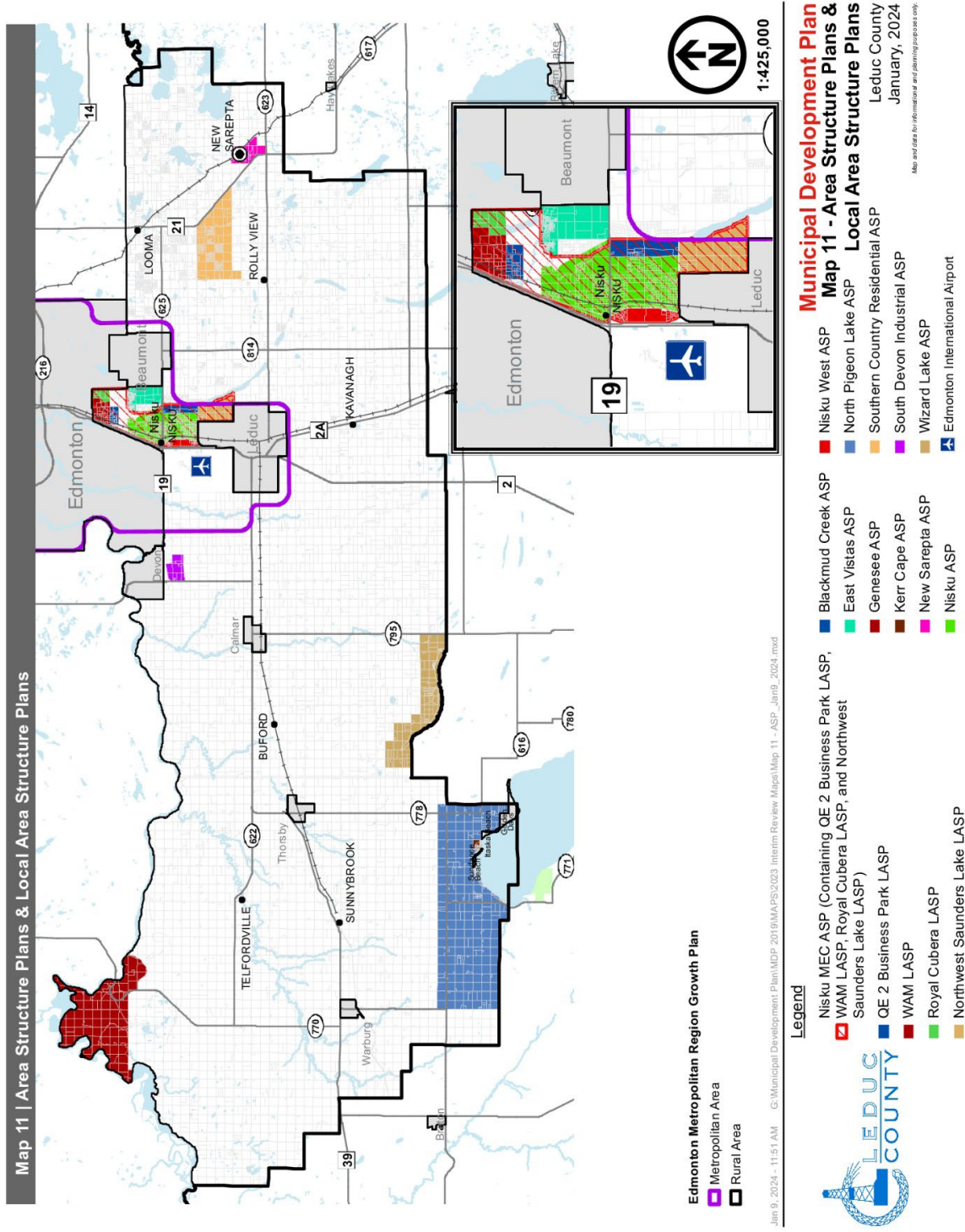
OBJECTIVES

1. To review and update all lower-level plans to ensure conformance with the Municipal Development Plan.

POLICIES

- 10.3.0.1** The County will undertake a review of existing Area Structure Plans, the Land Use Bylaw, and other non-statutory plans to ensure these documents are in compliance with this Municipal Development Plan as required under the *Municipal Government Act*.
- 10.3.0.2** Further planning studies and technical analysis to implement the policies of this Municipal Development Plan may be undertaken. These are as follows:
- Architectural and landscape design guidelines for the Major Employment Area (including requirements for development along the QE II Corridor and other major roadways);
 - Architectural and landscape design guidelines for the Urban Centre;
 - Area Structure Plan for Agricultural Hubs;
 - Area Structure Plans to guide subdivision and development in the area designated as Country Residential;
 - Comprehensive trail and open space corridor plan;
 - Exploration and identification of opportunities to re-use soil;
 - Food and urban agricultural strategy for the Greater Nisku Area;
 - Guidelines for keeping animals and livestock in residential areas of the Rural County;
 - IDPs and ICFs with adjacent municipalities;
 - Infrastructure Master Plan;
 - Local Area Structure Plan for lands north of Township Road 510 in the North Major Employment Area;
 - Lot grading policy for all areas of the County;
 - Methodology to monitor Municipal Development Plan;
 - Phasing strategy to guide the sequence of development in East Vistas;
 - Plan to develop and integrate active transportation with existing built areas in the Greater Nisku Area;
 - Policies/procedures and bylaws for private and communal wastewater systems;
 - Reserve strategy to ensure appropriate allocation of reserves for parks and schools countywide;
 - Road dedication policy;
 - Setbacks from top of bank;
 - Setbacks to the waterbodies;
 - Stormwater master plan;
 - Strategy to acquire land along the immediate lakeshore of the Lakeshore Communities;
 - Strategy for the delivery of broadband;
 - 10-year revolving Asset Management Plan; and
 - Transportation Master Plan.

Map 11 | Area Structure Plans and Local Area Structure Plans



Map 11 Area Structure Plans & Local Area Structure Plans

The word "Appendix" is written in white, bold, sans-serif font on a bright green rectangular background. This background is overlaid on a circular graphic consisting of a light blue ring with a solid blue dot at the top and a yellow circle with a white plus sign at the bottom. The entire graphic is set against a background image of a sunset over a snowy field with a fence.

Appendix

APPENDICES

- A** Definitions
- B** Hierarchy of Plans
- C** Community Input and Engagement

A Definitions

The following definitions provide clarity to the terms used within this Municipal Development Plan:

Active Recreation – Recreational activities, such as organized sports and playgrounds that require extensive facilities and development, or that have a considerable environmental impact on the recreation site.

Active Transportation – Human-powered travel, including but not limited to: walking; cycling; skateboarding; inline skating; and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at comparable speeds.

Aerotropolis – An economic development and land use planning concept whereby a core area on and adjacent to the airport brings together aviation and air cargo-focused businesses, along with retail, office, accommodation, educational, recreational, and business amenities in a dynamic hub of activity. The Aerotropolis concept provides a broad base of economic benefits to all municipalities in the region.

Affordable Housing – Rental or owned housing that is affordable and targeted for long-term occupancy costing less than 30 percent of before-tax household income. Shelter costs include the following: for renters (rent and any payments for electricity, fuel, water, and other municipal services); and for owners (mortgage payments for principal and interest, property taxes, and any condominium fees, along with payments for electricity, fuel, water, and other municipal services).

Agriculture – Agriculture is the growing, raising, managing, and/or sale of livestock, crops, horticulture, and agriculture-related products or services, including food, feed, fibre, energy, and other complementary value-added activities.

Agricultural Areas – Area A – Prime Agricultural Area and Area B – All Other Agriculture Area as identified on **Map 4: Rural County Land Use Concept**.

Agriculture-Based Business – Business directly related to agriculture including, but not limited to, agribusiness, value-added agriculture, and agri-tourism.

Agriculture-Related Uses – Uses directly related to agriculture, primarily support agriculture, benefit from being in close proximity to agriculture and provide direct products and/or services to agriculture.

Agriculture, Value-Added – Addition of a process or service to an agricultural raw material being produced by the (farmer) producer. This may include some form of processing (such as milling, drying, cleaning, sorting, slaughtering, distilling, refining or direct marketing through farm gate sales, farmer’s markets, or direct distribution).

Agribusiness – Agribusiness is an industry engaged in the producing operations of a farm, the manufacture and distribution of farm equipment and supplies, and the processing, storage, and distribution of farm commodities.

Agri-Tourism – Farm-related tourism uses, including limited accommodation, direct-to-consumer sales, agricultural education, recreation, and activities that involve observation and participation in the farming operations.

Agricultural Hub – Means a comprehensively planned concentration of agriculture-based businesses guided by an Area Structure Plan.

Agricultural Impact Assessments – An assessment to determine if a development proposal will adversely affect existing and future agricultural activities on-site and in the surrounding area. The assessment describes the proposed development, the on-site and surrounding land uses, and the physical and socioeconomic components of the agricultural resource bases; identifies the direct and indirect impacts of the proposed development on existing agricultural operations and on the flexibility of the area to support different types of agriculture; considers mitigation measures of reducing any adverse impacts; considers compensation, such as the provision of agricultural protection easements; and makes recommendations in that regard. It has consideration for the cumulative effects of other potential developments.

Agricultural Land – Land that is or can be used for agriculture.

Agricultural Operation – Means an agricultural activity conducted on agricultural land and includes, but is not limited to, the cultivation of land; raising of livestock; the production of agricultural field crops, fruit, vegetables, sod, trees, shrubs; the productions of eggs, milk, honey; and the application of manure, fertilizers, etc.

Agricultural Resources – The land and on-farm buildings, equipment, processing and handling facilities, and agribusiness activities that contribute to the production, preparation, and marketing of crops, livestock, and livestock products as a commercial enterprise.

Agricultural Smallholding Subdivision – The subdivision of a smaller tract of land for agricultural purposes. The subdivision shall be sufficiently large to maintain flexibility for future changes in the type or size of agricultural operation in the area subject of the subdivision.

Agricultural Subdivision – The subdivision of a larger tract of land approximately 32.4 ha (80 acres) in size from a quarter section for agricultural purposes.

Agricultural Uses – Land uses directly associated with agriculture and includes buildings and structures accessory to and supportive of the activities.

All Other Agriculture Area – Agricultural lands outside of the prime agricultural area identified as Area B on **Map 4: Rural County Land Use Concept**.

Appropriate – Suitable or proper in the circumstances.

Area Structure Plan (ASP) or Local Area Structure Plan (LASP) – A statutory plan adopted by a municipal council bylaw that provides a framework for future subdivision and development of a defined area in accordance with Section 633 of the MGA. ASPs are typically adopted to guide future subdivision and development in greenfield areas. Within this Plan, policies that apply to ASPs generally also apply to LASPs and Area Redevelopment Plans.

Biophysical Assessment – An assessment of the biological and physical elements of an ecosystem, including geology, topography, hydrology, and soils.

Brownfield – Undeveloped or previously developed properties that are contaminated.

Business Development – Business development encompasses commercial, light and medium industrial, logistics and distribution, retail, value-added and secondary agriculture, and home-based activities.

Commercial Development – Commercial Development includes uses, such as retail commercial, office commercial, hotel, and entertainment uses.

Community Infrastructure and Services – Public facilities and services that support the needs of a municipality including, but not limited to: libraries, recreation centres, police stations, social services, medical offices, parks, and playgrounds.

Commuter Transit Service – Regional transit service from larger urban communities to key destinations in the metropolitan core and metropolitan area.

Commuter Shed – See Regional Commuter Shed.

Complete Communities or Communities – Complete Communities or Communities includes housing for all ages and income levels, provides residents with easy access to jobs, local amenities, services, and community facilities. The elements of a complete community will vary depending on the size and scale of the community.

Concept Plan – A non-statutory land use plan that provides greater detail of the proposed development and/or subdivision.

Confined Feeding Operations – The Province of Alberta defines, approves, and regulates confined feeding operations under the *Agricultural Operation Practices Act*. Confined feeding operations are the fenced or enclosed land or buildings where livestock are confined for the purpose of growing, sustaining, finishing, or breeding by means other than grazing, and any other building or structure directly related to that purpose but does not include residences, livestock seasonal feeding and bedding sites, equestrian stables, auction markets, race tracks, or exhibition grounds.

Conserve – Means to protect, use, or manage wisely.

Contiguous – Means being in actual contact, sharing a common border, touching, or connected through an unbroken sequence.

Conversion of Agricultural Land – The change from an agricultural use to a non-agricultural use (e.g., Country Residential, industrial, linear infrastructure, such as roads and energy corridors, etc.).

Corridor – A designated rights-of-way or route for moving people and goods as well as accommodating above and below ground linear service infrastructure piped services. This includes, but is not limited to: major arterial roads, transit routes, product pipelines, utility lines, power transmission corridors, regional water and waste corridors, and recreation corridors.

Country Residential – The subdivision of rural lands to create multiple residential lots. Only those lands identified on **Map 4: Rural County Land Use Concept** as Country Residential or those lands designated Country Residential by the approved Area Structure Plans in the Lakeshore Community Areas may be considered for Country Residential development.

Country Residential Lands, Districted – Those lands which have been districted by Leduc County Council to accommodate Country Residential development as defined by the Leduc County Land Use Bylaw, as of the date the Municipal Development Plan was adopted.

Crime Prevention Through Environmental Design (CPTED) – A multi-disciplinary approach to deterring criminal behaviour through environmental design. CPTED principles affect elements of the built environment ranging from the small-scale (such as the strategic use of shrubbery and other vegetation) to the overarching, including building forms of an entire urban neighbourhood and the amount of opportunity for “eyes on the street.”

Development – As defined in law under the *Alberta Municipal Government Act*, development includes any excavation or stockpile, construction, renovation, or major repairs to a building, change in the use of land, or change in the intensity of the use of land.

Dwelling, Principal – The primary dwelling unit on a parcel of land.

Ecological Design – Any form of design that minimizes environmentally destructive impacts by integrating itself with living processes (e.g., low-impact development).

Energy Corridor – Identified multi-use corridors for regional power infrastructure and regional pipeline infrastructure within and beyond the region.

Environmentally Significant Area (ESA) – A landscape element or area with important and/or unique environmental characteristics essential to the long-term maintenance of biological diversity, soil, water, or other natural processes, both within the ESA and in a regional context.

Farm – An agricultural operation that produces at least one of the following products intended for sale: crops (tree fruits or nuts, berries, vegetables, and seed); livestock (cattle, pigs, sheep, horses, game animals, and other livestock); poultry (hens, chickens, and turkeys); or other agricultural products (trees, greenhouse or nursery products, mushrooms, sod, honey, and maple syrup).

Farm Operators – Farm operators are defined as those persons responsible for the day-to-day management decisions made in the operation of a census farm or agricultural operation.

Farmstead – Farmstead means an existing development, including a habitable dwelling, accessory building, and structures located in a rural area.

Farmstead Subdivision – The subdivision of an existing farmstead from a quarter section.

Floodway – The portion of the flood hazard area where flows are deepest, fastest, and most destructive. The floodway typically includes the main channel of a stream and a portion of the adjacent overbank area.

Flood Fringe – The portion of the flood hazard area outside the floodway. Water in the flood fringe is generally shallower and flows more slowly than in the floodway.

Fragmentation – The process of reducing the size and connectivity of an area. In the context of the natural environment, fragmentation of an eco-region or habitat results in reduction in the total habitat area, the isolation of patches of habitat from each other and the increase in edge effects that can affect the ability of organisms to maintain healthy populations and to survive. In the context of rural lands, fragmentation occurs when a contiguous agricultural area is divided into isolated parcels separated by non-agricultural land uses that can impact the productivity of the land. Fragmentation can also occur within a given agricultural parcel of land by access roads, oil and gas developments, and/or linear infrastructure.

Greater Nisku Area – Those lands as identified on **Map 3: Greater Nisku Area Land Use Concept**. The Greater Nisku Area includes the Major Employment Area, Edmonton International Airport, Urban Centre, and existing Country Residential Area. Lands within the Greater Nisku Area are to be planned, compact, and contiguous, with a mix of land uses and prescribed urban development densities.

Green Building – The practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building’s life cycle. From siting to design, construction, operation, maintenance, renovation, and demolition, this practice expands and complements the classical building design concerns of economy, utility, durability, and comfort.

Greenfield – An undeveloped or agricultural tract of land.

Growth Hamlet – New Sarepta has been identified as a Growth Hamlet to accommodate growth.

Hamlet – An unincorporated urban community within a municipal district or specialized municipality with five or more dwellings (the majority of parcels less than 1,850 sq metres); a generally accepted name and boundary; and contains parcels of land that are used for non-residential purposes.

High-Capability Agricultural Land – Means:

- a. cultivated and/or improved land with a farmland assessment rating of 41% or higher; or
- b. wooded and/or unimproved land with a Canadian Land Inventory of rating of Class 1, 2, or 3.

High-Load Corridor – High load corridor is as defined by Alberta Transportation.

Higher Order Transit – Higher Order Transit provides service that is high-speed, frequent, reliable, and comfortable. It may include heavy rail, light rail, commuter, and express or limited bus services using dedicated corridors or lanes and other transit-preferential features.

Home-Based Businesses – Home-based businesses are suitable ancillary uses to the principle residential use of the site, are small in scale, do not change the residential character of the site, and are appropriate to the character of the neighbourhood.

Industrial Development, Heavy – Industrial uses where risk and nuisance extend beyond the property line. Heavy Industrial uses includes, but is not limited to, refineries and large-scale upgrades. Heavy Industrial Development requires a Risk Management Assessment be completed and implemented in accordance with accepted leading practices.

Industrial Development, Medium – Wholesale, warehousing, manufacturing, and processing uses, some of which have outdoor storage or activities, that are generally not located adjacent to residential areas because of potential nuisance factors including, but not limited to, smoke, gas, odour, dust, noise, vibration of earth, soot, or lighting. Risk does not extend beyond the property line.

Industrial Development, Light – Wholesale, warehousing, manufacturing, and processing uses that do not create or generate nuisance factors outside an enclosed building. Outdoor storage is limited and completely screened from roads and adjacent properties.

Infill – The development of vacant lots within previously developed areas.

Infrastructure – Infrastructure provides services related to, and including but not limited to: sewage, water, irrigation, storm water management, waste management, electricity (generation, transmission, and distribution), communications/telecommunications, broadband, transit and transportation modes (including road, rail, air, and airports), oil and gas pipelines, and associated facilities.

Institutional Uses – Institutional Uses include a wide range of activities, such as public and private schools, places of worship, libraries, seniors and youth centres, emergency services, health care facilities, government facilities, and special care facilities.

Intensification – Development at a higher density than currently exists in built-up urban areas, the Major Employment Area, and Local Employment Areas through redevelopment; the development of underutilized lots within previously developed areas; or the expansion or conversion of existing buildings.

Inter-Jurisdiction Cooperation Accord – An agreement signed by the City of Edmonton, Leduc County, the City of Leduc, and Edmonton Regional Airport Authority aimed at supporting Edmonton International Airport in its role as a key economic generator for the Edmonton Metropolitan Region.

Intermunicipal Collaboration Framework (ICF) – An ICF is an agreement between two or more municipalities in accordance with the *Municipal Government Act*. The purpose of the framework is to provide integrated and strategic planning, delivery, and funding of intermunicipal services, steward resources efficiently to provide local services, and ensure municipalities contribute funding to services that benefit their residents.

Intermunicipal Development Plan (IDP) – A statutory plan adopted by two or more municipal councils by bylaw in accordance with the *Municipal Government Act* that applies to lands of mutual interest to the participating municipalities, typically along their shared boundaries. An IDP includes procedures to resolve or attempt to resolve conflicts between the participating municipalities, procedures to amend or repeal the IDP, provisions relating to administration of the IDP, and prescribed future land use and development as well as other matters considered necessary by the municipal councils.

Intermunicipal Planning Framework Agreement – An agreement signed by the City of Edmonton, the Town of Beaumont, and Leduc County, committing to the development of a high-level conceptual framework to address joint intermunicipal land use, transportation, servicing, and shared cost for shared benefit.

Lakeshore Community – A policy area to manage growth and land uses around a lake. Lands designated Lakeshore Community require an Area Structure Plan.

Lifeline Transportation – A transportation service that connects smaller communities to larger ones to satisfy irregular or occasional travel needs otherwise not available, for medical, shopping, and recreational purposes. Lifeline transportation services may include various modes of public transportation, including a community bus, a large passenger van, a contracted taxi services, or a variety of privately provided services.

Local Arterial – Local arterials are roadways intended to have no direct property access. They have “at grade” intersections controlled with signage or traffic lights. The intersecting roads can be local or collector roads. Local arterials start and end within the County with local traffic as a focus. They provide connections between development areas and regional arterials, or freeways where traffic warrants.

Local Employment Areas – Local Employment Areas provide localized areas of industrial, commercial, and/or institutional land uses that have locally significant business and economic activities and generate a small concentration of employment for the local or Rural County.

Long Combination Vehicle Route – Is as defined by Alberta Transportation.

Lot – Any quarter section of land or any lot shown on an official plan as defined in the *Surveys Act*, certificate of title; as per the definition of the *Municipal Government Act*.

Low Impact Development (LID) – A land planning and engineering design approach for managing stormwater runoff. LID emphasizes the conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate the predevelopment hydrologic regime of watersheds through infiltrating, storing, evaporating, and detaining runoff close to its source.

Low-Capability Agricultural Land – Land which is not high-capability agricultural land.

Major Employment Area – An area within which there is an existing or planned node of industrial, commercial, and/or institutional land uses that have regionally significant business and economic activities and generate a high concentration of employment. Within this Plan, the Major Employment Area refers to Nisku Business Park and the land surrounding the Edmonton International Airport as described by **Map 3: Greater Nisku Area Land Use Concept**.

Market Affordable Housing – Market Affordable Housing is rental or ownership housing that is modest in form and specification and is capable of being produced for moderate income households without upfront or ongoing direct government subsidies.

May – A permissive and/or discretionary term that denotes a choice in applying the policy.

Metropolitan Area Tier – The area surrounding the metropolitan core, including portions of county lands, urban communities, major and Local Employment Areas, and intervening undeveloped areas that are socioeconomically tied and that share industry, housing, and infrastructure, as defined by the Edmonton Metropolitan Region Growth Plan.

Mixed-Use Development – Mixed-use development mixes compatible residential, commercial, institutional, and recreational land uses within a building or in close proximity to increase density and reduces the development footprint.

Multi-Modal Transportation – Multi-modal transportation is the availability or use of more than one form of transportation such as automobiles, walking, cycling, transit, rail (commuter/freight), trucks, air, and marine.

Multi-Use Corridors – A dedicated land area for co-location of linear infrastructure that supports economic linkages. May include highways, roads, electricity transmission lines, pipelines, water management, fibre-optic cables, and recreation trails.

Multiple – Consisting of, including, or involving more than one.

Natural Environment – A system of natural features and areas, linked and connected by natural corridors necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species (including flora and fauna), and ecosystems.

Natural Resources – A material source of wealth, such as gravel, sand, soil, oil, and gas, that occurs in a natural state and has economic value.

Neighbourhood – A residential area with an appropriate mix of housing types with convenience-type commercial facilities and where appropriate, schools or park facilities.

Non-Agricultural Uses – Land uses other than agricultural uses and agriculture-related uses.

Non-Market Housing – Non-market housing includes affordable and subsidized housing. It is housing that is funded, created, and operated through direct government subsidies and includes different categories of housing based on needs of the clients.

Nuisance – Anything that, in the opinion of the County, may cause adverse effects to amenities of the neighbourhood or interfere with the normal enjoyment of adjacent land or building. This could include that which creates or is liable to create noise, vibration, smoke, dust, odour, heat, electrical interference, glair, light, fumes and unsightly storage of goods, salvage, junk, waste, or other materials.

Open Space – Passive and structured leisure and recreation areas in the region that enhance the aesthetic quality and conserve the environment.

Outline Plan – Outline plans are non-statutory planning documents used to obtain greater detail of the proposed development and its future impact on adjacent lands. An outline plan must comply with the overarching Area Structure Plan.

Over Dimensional Corridor – The high-load and long-combination vehicle route as defined by Alberta Transportation.

Passive Recreation – Recreational activities are activities that require a minimum of facilities or development and that have minimal environmental impact on the recreational site.

Physical Severance – A piece of land that is separated from the balance of a quarter section by a legal barrier, such as a road or railway, or a physical barrier, such as a ravine or permanent watercourse or water body.

Preserve – To maintain something in its original or existing state.

Prime Agricultural Area – An area where prime agricultural lands predominate and identified as Agriculture Area A on **Map 4: Rural County Land Use Concept**.

Prime Agricultural Lands – Agricultural lands identified through the EMR Land Evaluation Site Assessment (LESA) tool that meet or exceed the identified threshold.

Principle Use – The primary purpose for which a building or site is used.

Private Sewage Systems – Means the whole or any part of a system for the management, treatment, and disposal of sewage on the site where the sewage is generated but does not include anything excluded by the regulations pursuant to the *Safety Codes Act*.

Protect – To maintain the long-term land use or corridor.

Recreational Facilities – Recreational facilities include golf courses, campgrounds, wellness centres, ice arenas, aquatics, plazas and squares, resort developments or similar, as defined in the Land Use Bylaw, that enhances the overall function of the County's recreation system.

Recreation Facilities, Community – Means municipal facilities used primarily by members of the public to participate in recreational activities conducted at the facility as defined by the *Municipal Government Act*.

Regional Arterial Roads – Arterial roads that carry relatively high numbers of people and goods within and between municipalities that typically do not provide direct property access, but typically connect with lower order roadways (e.g., collectors and locals), which provide direct property access by way of level intersections that are controlled by yield control, stop control, or traffic signals. Spacing of intersections along arterials can vary widely but should generally fall in the 250 to 400m range, depending on the adjoining development patterns.

Regional Commuter Shed – A defined area identified in Schedule 7 of the Edmonton Region Growth Plan and depicted on **Map 2: Planning Structure** on this Plan.

Regional Expressway – Expressways are a form of arterial roads that are intended to operate at speeds of 70 to 100km/h and typically intersect with other arterials in a roadway network. Intersections along expressways are typically further apart, 800 - 1,600 metres, and may be either at-grade or may be grade separated. Expressways may or may not be an interim stage towards a fully free-flowing facility with no at-grade intersections. Expressways should be planned and designed to respect the adjoining context in terms of access spacing, rights-of-way, speed, and design standard; expressways in urban areas should have lower speeds and closer intersection spacing than in Rural County Areas.

Regional Freeway – Freeways are a type of arterial roadway that convey people and goods across multiple municipalities or across multiple regions and provinces. Freeways have no at-grade intersections with other crossing roadways; all intersections are grade-separated and there are no direct accesses to any adjoining lands. Speeds along freeways are typically higher than on arterial roadways and fall in the 80 to 110km/h range with the higher speed range being more common and appropriate in rural environments. Interchange spacing on urban freeways should be in the 1,600 to 3,200m range with actual spacing to be determined by the needs and development patterns and intensities of the adjoining areas.

Residential Subdivision – The subdivision of an undeveloped lot from a quarter section to accommodate a residence.

Risk – Anything that in the opinion of the Development Authority may, or has the potential to cause harm, damage, or danger to the people and amenities of the neighbourhood or adjacent land or buildings. This could include toxic fumes, fire, explosion, or any other hazard to safety or health.

Rural – Areas where there is a lower concentration of settlement compared to urban areas.

Rural Area Tier – Land outside of the metropolitan area consisting of rural working landscapes with agricultural lands, Local Employment Areas, natural living systems, recreation areas, resource extraction areas, incorporated hamlets, and Country Residential development with some local levels of service and community amenities, as defined by the Edmonton Metropolitan Region Growth Plan.

Rural County – Those lands outside the Greater Nisku Area as identified on **Map 4: Rural County Land Use Concept Map**. Includes Agricultural Areas, Country Residential development, hamlets, Genesee Power Plant Area, Local Employment Area, and Lakeshore Communities. The Rural County is intended to support agriculture, accommodate growth within existing rural communities, and maintain the rural character of the County.

Shall, Must, or Will – Directive terms that indicate the actions outlined are mandatory and apply to all situations.

Should or May – A directive term that indicates a preferred outcome or course of action but one that is not mandatory.

Subdivision – Means the division of a parcel of land by an instrument, as per the definition in the *Municipal Government Act*.

Sub-Regional – An area larger than one community in which urban and rural communities share common infrastructure, regional assets, and services, and have the potential to leverage related economic areas and link proximate areas to accommodate people and job growth as defined in the Edmonton Metropolitan Region Growth Plan.

Top of Bank – The upper natural topographical break that signifies the upper edge of the slope to a watercourse or water body, as determined by a qualified professional.

Top of Slope – Break line representing the upper boundary of an area having a constant slope in the terrain surface, as determined by a qualified professional.

Transit-Oriented Development (TOD) – Compact mixed-use development that has high levels of employment and/or residential densities to support higher-order transit service and optimize transit investment and makes development more accessible for transit users. Features can include roads laid out in a grid network, a pedestrian-friendly built-form environment along roads to encourage walking to transit, reduced setbacks and parking requirements, placing parking at the sides/rears of buildings, and improved access between arterial roads and interior blocks in residential areas.

Transit-Oriented Development Centre – Areas around major transit stations, where transit-oriented development with mixed-uses and/or intensive employment uses are planned.

Transitional Land Use – Land that is in the process of changing from one form of land use to another.

Unsubdivided Quarter Section – The original quarter section of land of approximately 64.8 ha (160 ac) more or less, and the remainder of a quarter section of land following subdivision of: public utility lots, roadway, pipeline, or other rights-of-way or lots to accommodate public or institutional use.

Urban – Means areas where there is a concentration of people and buildings, such as cities, towns, and villages, as well as unincorporated urban communities (e.g., East Vistas, New Sarepta).

Urban Agriculture – Refers to growing food within urban areas and may include community gardens, farmers markets, backyard chickens, shared garden plots, and edible landscapes.

Urban Centre – An urban area in the metropolitan area tier intended to accommodate mixed-used development.

Urban Community – An urban municipality (village, town, or city), or existing unincorporated urban community within rural and specialized municipalities (e.g., urban service area, hamlet, etc.). This does not include neighbourhoods, areas, or districts

within larger communities.

Utility – A term for services provided by a public or private organization and consumed by the public. The service may include, but is not limited to, electricity, water, wastewater, natural gas, or broadband.

Watershed – An area of land, bounded by topographic features, that drains into a shared destination, such as a river, stream, lake, pond, or ocean. The size of a watershed can be tiny or immense and its boundaries and speed of flow are determined by landforms such as hills, slopes, and mountain ranges that direct water. Within each large watershed, there are many smaller watersheds. For example, a small creek that flows into the North Saskatchewan River has its own watershed, but is also part of the larger North Saskatchewan River.

Water Body – Refers to an accumulation of water on the earth's surface. It includes, but is not limited to stream, river, and lake.

Wetland – Low-lying areas of land covered by water long enough to support aquatic plants and wildlife for part of their lifecycle.

B Hierarchy of Plans

Development in Leduc County is governed by a hierarchy of plans. These plans are designed to ensure Leduc County can meet its vision for the future through its land use and development control authority. As defined in law under the **Alberta Municipal Government Act**, “development” includes any excavation or stockpile, construction, renovation, or major repairs to a building, change in the use of land, or change in the intensity of the use of land.

EDMONTON METROPOLITAN REGION GROWTH PLAN

This Municipal Development Plan conforms to the principles and policies of the Edmonton Metropolitan Region Growth Plan (“Growth Plan”). All policies within this Municipal Development Plan are intended to align with the goals, objectives, and policies within the Growth Plan and define it within the context of Leduc County.

The Growth Plan defines where and how to grow, promoting compact and complete communities, thereby preserving approximately one-third less land than continuing growth patterns prior to adoption and making infrastructure investment and public transit more affordable. Overall, these trends will reduce the environmental impact of growth and the production of greenhouse gas emissions within the region.

INTERMUNICIPAL DEVELOPMENT PLANS AND INTERMUNICIPAL COLLABORATION FRAMEWORKS

Leduc County has approved a number of Intermunicipal Development Plans, as identified on **Map 10: Intermunicipal Development Plans and Collaboration**. This Municipal Development Plan and all Leduc County Area Structure Plans and Local Area Structure Plans that are subject to an Intermunicipal Development Plan must align with the relevant Intermunicipal Development Plan.

An Intermunicipal Development Plan is a statutory plan developed and adopted in partnership with an adjoining municipality and prepared in accordance with the *Municipal Government Act*. An Intermunicipal Development Plan is adopted by bylaw and contains policies that coordinate land use and development for boundary lands between adjacent municipalities.

An Intermunicipal Collaboration Framework is an agreement between two or more municipalities in accordance with the MGA to provide for the integrated and strategic planning, delivery, and funding of intermunicipal services.

Hierarchy of Plans

Alberta Land Stewardship Act
(North Saskatchewan Regional
Plan in progress)

Edmonton Metropolitan
Region Growth Plan

Intermunicipal Collaboration
Frameworks / Intermunicipal
Development Plans

Leduc County Municipal
Development Plan

Area Structure Plans

Local Area
Structure Plans

Outline Plans and Other
Non-Statutory Plans

LEDUC COUNTY MUNICIPAL DEVELOPMENT PLAN

The Municipal Development Plan is the County's principal statutory planning document. It is prepared in accordance with the *Municipal Government Act* and adopted by bylaw. It provides strategic growth direction, overall guidance for land use planning, and service delivery policies. The Municipal Development Plan also provides specific policy guidance for areas that do not fall within the boundaries of an Area Structure Plan or other subordinate plan.

AREA STRUCTURE PLANS OR AREA REDEVELOPMENT PLANS

Area Structure Plans or Area Redevelopment Plans are a high-level framework to guide the long-term growth and development of a larger area of land.

Area Structure Plans are statutory plans and must fulfill the requirements of the *Municipal Government Act*. Existing Area Structure Plans are identified in **Map 11: Existing Area Structure Plans**. Area Structure Plans are subordinate to this Municipal Development Plan and provide a land use strategy for redistricting and development of a specific area of land in the County. It contains maps, goals, and policies which set out general locations for major land use areas (residential, commercial, institutional, schools, parks, and open space networks), major roadways, utility servicing, recreation, financial impacts of development, and any other matter as determined by the County.

LOCAL AREA STRUCTURE PLANS OR LOCAL AREA REDEVELOPMENT PLANS

Local Area Structure Plans are statutory plans that are subordinate to an Area Structure Plan. Local Area Structure Plans provide detailed information about the planned growth and development of new Communities, Major Employment Areas, or Local Employment Areas.

Each Local Area Structure Plan shall address those matters identified in the *Municipal Government Act*, Section 633(2), but the County may, at their sole discretion, request applicants to include additional considerations in their application to ensure the County can properly evaluate the proposed development against the goals and policies of this Municipal Development Plan.

OUTLINE PLANS

Outline plans are non-statutory documents used to obtain greater detail of the proposed development and its future impact on adjacent lands, as well as to demonstrate how this individual application complies with any applicable Area Structure Plan, Area Redevelopment Plan, Local Area Structure Plan, and the Municipal Development Plan. It is at the discretion of Leduc County to determine when an outline plan is required to implement a statutory plan.

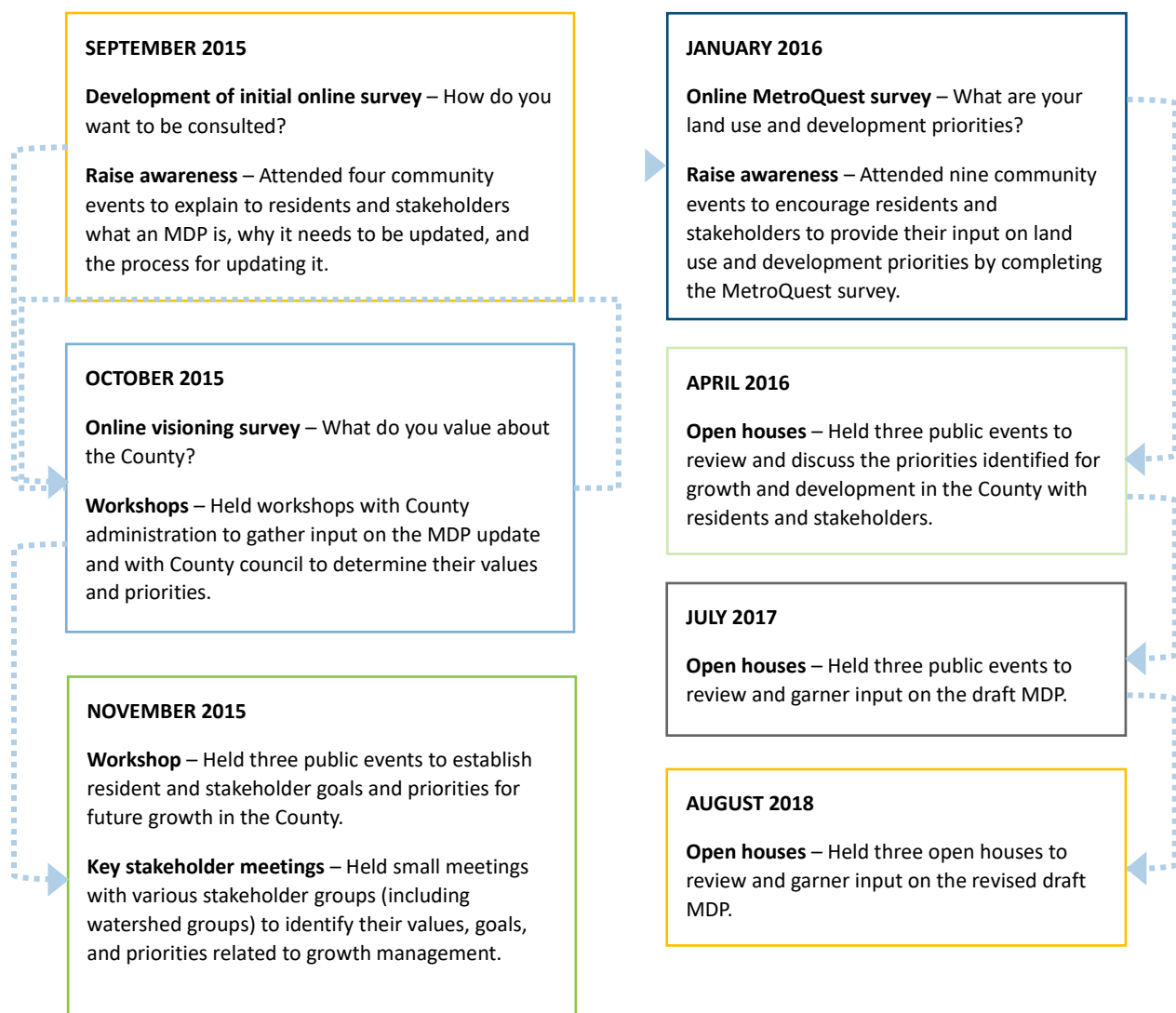
CONCEPT PLANS

Concept plans are non-statutory land-use plans used to obtain greater detail of the proposed development and/or subdivision. It is at the discretion of Leduc County to determine when a concept plan is required.

1. Source: Leduc County Agriculture Strategy (2016)
2. Source: Edmonton International Airport Master Plan
3. Source: Leduc County Strategic Plan 2015-2019
4. Source: Leduc County Strategic Plan 2015-2019
5. Source: Edmonton Airports Strategic Plan 2015 to 2020

C Community, Input, and Engagement

The County undertook an extensive effort to ensure all residents and stakeholders had the opportunity to participate and make suggestions throughout the preparation of this initial Plan. The engagement strategy included four phases with council, public, and stakeholder engagement in each phase.



In 2023, the County undertook an interim review of the Municipal Development Plan to bring the Municipal Development Plan into alignment with the Edmonton Metropolitan Region Board's Regional Agriculture Master Plan (RAMP).