



City of Leduc/Leduc County Intermunicipal Development Plan 2010-2044

**Consolidation of Schedule A to Bylaw No. 772-2011
City of Leduc Bylaw 772-2011 Approved November 28, 2011
As amended by Bylaw No. 871-2014 Approved January 12, 2015
As amended by Bylaw No. 933-2016 Approved August 21, 2017**

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1.0 INTRODUCTION

1.1 PURPOSE

The City of Leduc – Leduc County Intermunicipal Development Plan (IDP) has been prepared and adopted by both municipal Councils in accordance with Section 631 of the Alberta Municipal Government Act (MGA). Section 631 of the MGA provides that, “Two or more councils may, by each passing a bylaw in accordance with this Part or in accordance with sections 12 and 692, adopt an intermunicipal development plan to include those areas of land lying within the boundaries of the municipalities as they consider necessary.” By adopting this IDP, the City of Leduc and Leduc County have agreed to address all intermunicipal issues specifically in this joint statutory plan, in addition to any intermunicipal policies either municipality may have also adopted in their respective Municipal Development Plans (MDPs).

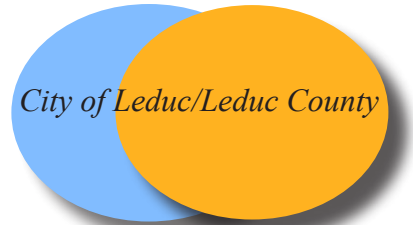
Above and beyond the legislative requirements of the MGA, Leduc County and the City of Leduc have voluntarily adopted this joint plan to address a range of issues and interests of common concern. A development pattern is presented in this plan which is based on an analysis of development opportunities and constraints as well as existing policies and plans. The development pattern references population projections and density targets for the IDP area contained within the Capital Region Growth Plan: *Growing Forward*. The IDP was formulated using transparent sharing of information, joint analysis, open dialogue regarding both divergent and mutual interests, exploration of options, negotiation, and determination of preferred strategies toward the achievement of common goals. The adoption of this IDP reflects the intermunicipal cooperation that began with the preparation of a Joint Sustainable Growth Study. It is anticipated that joint intermunicipal implementation of the IDP will progress in that same spirit of cooperation.

1.2 SCOPE

The geographical extent of the IDP is derived from Priority Growth Area E as defined in the Capital Region Growth Plan, as well as from the study area of the City of Leduc and Leduc County Joint Sustainable Growth Study. Given the need for the IDP to focus directly on intermunicipal issues and interests, however, the IDP addresses a smaller area than the Growth Study.

1.3 GUIDING PRINCIPLES

In the Fall of 2007, the Councils of the City of Leduc and Leduc County agreed to the collaborative preparation of the Joint Sustainable Growth Study and this IDP. The Leduc County – City of Leduc Steering Committee was established with membership drawn from both Councils and municipal administrations to undertake that work. The Steering Committee adopted a set of Guiding Principles that provided a framework



for the preparation of both the Growth Study and the IDP. The Guiding Principles are regional in scope and are based upon five Sustainability Pillars:

1. Smart Growth
2. Creating Vibrant Communities
3. Environmental Stewardship
4. Economic Development
5. Responsible Governance

The IDP is also based upon the Guiding Principles, which the two municipalities intend to rely upon to guide future intermunicipal decision-making and implementation of the IDP.

1.3.1 SMART GROWTH

Growth and development in Leduc County and the City of Leduc will be sustained by the following Smart Growth Principles:

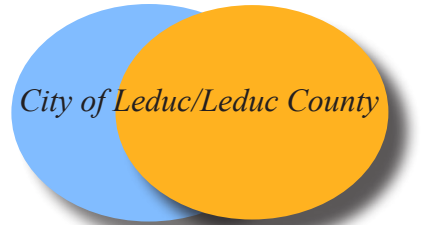
- Create diverse communities
- Support responsible development and preservation of agricultural land
- Create a range of housing choices and forms
- Mix land uses
- Foster distinctive, attractive communities with a strong sense of place
- Create walkable communities with meaningful open space
- Preserve open space, agricultural land, natural beauty and critical environmental areas
- Provide a variety of transportation options
- Ensure compatibility of new development with adjacent land uses
- Utilize green infrastructure and buildings
- Capitalize on local employment opportunities
- Ensure integrated, cost-effective and energy efficient infrastructure
- Establish triple bottom line accountability

1.3.2 CREATING VIBRANT COMMUNITIES

Vibrant communities will be created and sustained by:

- Safe and healthy neighbourhoods
- Responsive community services
- Functional community, recreational, health, and educational facilities

- Viable social infrastructure and institutions
- Compatible integration of home, community, work, commerce, and recreation



1.3.3 ENVIRONMENTAL STEWARDSHIP

Leduc County and the City of Leduc will protect, sustain, and enhance the natural environment by:

- Respecting the primacy of natural systems
- Cooperating in the protection of environmentally sensitive areas, water bodies, wetlands, water courses, and parkland landscapes
- Cooperatively integrating existing and future development with natural areas and greenways to support stormwater management, wildlife corridors, and passive recreation
- Protecting and supporting agriculture
- Jointly planning, developing, and maintaining natural habitat and recreational areas
- Implementing innovations in sustainable development

1.3.4 ECONOMIC DEVELOPMENT

The City of Leduc and Leduc County will attract investment and create employment opportunities through:

- Economic diversification
- Supporting and optimizing the major infrastructure that drives the regional economy
- Edmonton International Airport
- Highways
- Railways
- Energy transmission
- Communications
- Innovation
- Employment, training, and employee support systems



1.3.5 RESPONSIBLE GOVERNANCE

Leduc County and the City of Leduc are committed to:

- Intergovernmental cooperation, collaboration, communication, and coordination
- Honest communication among the municipal, regional, and provincial stakeholders
- Pursuing mutual interests and attaining common goals, while acknowledging distinctive attributes and resolving important differences
- Open and transparent planning and decision-making
- Meaningful citizen engagement
- Timely and cost-effective planning and decision-making processes
- Sound fiscal management
- Appropriate and effective sharing of services and costs

1.4 IDP AREA

This IDP covers a total area of 9,580 hectares or approximately 96 square kilometers (23,672 acres or approximately 37 square miles). The area included within the IDP is shown in Figure 2 – Intermunicipal Development Plan Area. The IDP includes lands under the separate jurisdictions of the City of Leduc and Leduc County. Developed, agricultural, and natural areas have been included within the IDP out of the recognition that redevelopment of existing built areas may have intermunicipal impacts across municipal boundaries, just as “greenfield” development can affect areas well beyond the lands being developed. Natural areas have been included to address potential impacts that development may have on natural systems and to identify future potential parks, open spaces, and trail corridors.

Certain areas within the IDP have been included to address joint circulation and referral of planning proposals. Those areas are also shown in Figure 2. Other lands within the IDP have been included to address potential future growth and development in the coming decades. Those areas are shown in more detail in Figure 4. Additional lands have been included within the IDP for strategic planning and environmental management purposes and to provide for future considerations that may not be foreseen at the time of adoption of this IDP. Those areas, referred to as the IDP Reserve and Referral Area, are shown in Figure 10 - Policy Areas.

1.5 DEFINITIONS

All terms and meanings in the Intermunicipal Development Plan shall carry their normal definitions unless otherwise defined herein.

“Act” means the Municipal Government Act as amended.

“Adjacent Municipality” means a Municipality that shares a common boundary with any other municipality.

“Agricultural Land Use” means the use of lands, buildings or structures for the raising of non-domestic animals and/or the growing of plants for food or other production

“Alternate Dispute Resolution” means interest-based dispute resolution processes outside of formal appeal or court settings.

“Area Structure Plan (ASP)” means a plan adopted by Council as an area structure plan bylaw pursuant to the Act that provides a framework of future subdivisions and development of an area.

“Buffer” means an area of land belonging to industry and within their fence line that is a separation distance.

“Business / Industrial Park” means two or more lots designed and designated for industrial / commercial uses.

“Commercial” means development that includes those activities that are principally for either the sale of goods or the provision of services, or both.

“Cost Sharing” means the sharing of capital and operating costs for projects and services amongst municipalities and other public or private partners

“Councils” means the Municipal Councils of the City of Leduc and Leduc County.

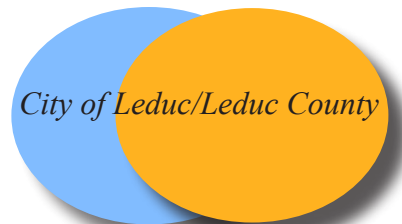
“Deferred Reserve Caveat” means a caveat filed with the Land Titles office deferring the transfer of lands for municipal reserve, school reserve or municipal and school reserve. Refer to Section 669 of the Act.

“Density” means the relative number of people, structures, jobs or some other attribute per a unit of measure, for example, per acre or hectare of land.

“Full Municipal Services” means piped wastewater collections systems and a piped water distribution system developed at a full municipal standard with fire flows adequate to afford fire protection.

“Greenway” means open space linkages that include environmental preservation areas, ravines, municipal and environmental reserves, farm trails, abandoned railways, wildlife habitats, and woodlands.

“Infrastructure” means the services and facilities in which the municipality has capital investment and maintenance responsibilities, including roadways, sidewalks, bridges, street lights and traffic signals, transit buses, solid waste management systems, potable water distribution system, storm sewers, sanitary sewers, sports fields, playgrounds, arenas, pools, police and emergency response stations, vehicle and equipment, civic buildings, parks, boulevard trees and computer and telecommunications equipment.



“Land Use Bylaw (LUB)” means the bylaw that divides the municipality into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules that affect how each parcel of land can be used and developed and includes a zoning map.

“Municipal Development Plan (MDP)” means a plan adopted by Council as a municipal development plan pursuant to the Act

“Municipal Reserve” means land provided as part of a subdivision by the developer without compensation for park and school purposes in accordance with the provisions of the Act.

“Natural Area” means remnant or self-sustaining areas with native vegetation, water, or natural features.

“Residential” means development that includes all manner of dwellings intended for habitation by person and their associated ancillary uses.

“Serviced Land” means land that has been serviced with municipal sewer and/or water services.

“Social Infrastructure” means soft services provided by or in municipalities such as hospitals, community and recreational facilities, public spaces, social housing, volunteer networks and community based agencies.

“Statutory Plan” means a Municipal Development Plan, Area Structure Plan, Area Redevelopment Plan or Inter-Municipal Development Plan adopted by Municipal Council pursuant to the Act.

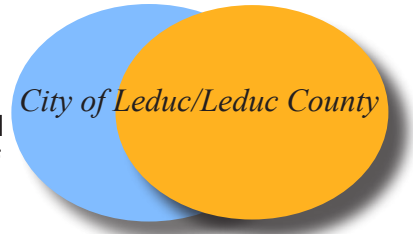
“Water Body” means the bed and shore of a river, stream, lake, creek, lagoon, swamp, marsh other natural body of water whether it contains or conveys water continuously or intermittently.

“Wetland” means areas in the landscape where water is the primary factor controlling the environment and associated plant and animal life. Wetlands are transitional habitats between upland and aquatic environments where the water table is at or near the surface of the land, or where the land is permanently or temporarily inundated by water.

1.6 IDP PREPARATION AND APPROVAL PROCESS

The IDP has been prepared by the administrations of both Leduc County and the City of Leduc, with assistance from a team of consultants. Preparation of the IDP has been overseen by the Leduc County — City of Leduc Steering Committee, which was also responsible for directing the preparation of the Joint Sustainable Growth Study. Members of the public have been kept informed of the IDP preparation process through media and municipal internet advertising. The public and key stakeholders have also had the opportunity to provide their views on both the Joint Sustainable Growth Study and the IDP through a series of public meetings and targeted stakeholder meetings. The formal approval processes have included a non-statutory public meeting of both municipal Councils for adoption of the Growth Study by resolution and a statutory joint Public Hearing of both Councils prior to formal approval of the two municipal bylaws to adopt the IDP.

The City and County mutually adopted an IDP in 1998. That previous IDP outlined the basic planning principles and processes that apply to a transitional area surrounding the City, which is identified as the “referral area”. In accordance with that IDP, both municipalities have reviewed and commented on proposed developments in the referral area. This IDP, which supersedes the 1998 IDP, carries forward the principle of reciprocal referral of planning proposals.



Both municipalities have approved Area Structure Plans (ASPs) within this IDP area. Leduc County approved the Nisku ASP in 1981, which is largely built out, and a new ASP for the northwest area of Saunders Lake is being prepared. The City of Leduc has approved 16 Area Structure Plans (ASPs) within the current City boundaries. All existing approved ASPs within the IDP shall be respected by both municipalities.

1.7 IDP ORGANIZATION

This IDP is organized into six sections. Section 2.0 of the IDP begins by establishing context with descriptions of the geographical location of the joint plan area, its development history, and the status of municipal planning that has been undertaken for the lands within the IDP area. Section 3.0 of the IDP provides an overview of opportunities and constraints, policies and existing plans which inform the proposed development pattern.

Section 4.0 contains general policies that apply to different land use types and infrastructure systems throughout the IDP area. The general policies in Section 4.0 also address common issues and interests such as economic development, the IDP land use strategy derived from the opportunities and constraints analysis, the Airport Vicinity Protection Area related to Edmonton International Airport, and the Capital Region Board.

Section 5.0 includes policies that address specific areas within the IDP, which are shown in Figure 10 - Intermunicipal Development Plan Policy Areas. Section 6.0 contains implementation policies that meet many of the requirements of the MGA, such as intermunicipal conflict resolution and IDP administration, amendment, and repeal.

2.0 PLANNING CONTEXT

2.1 LOCATION

Figure 1 – Regional Context shows the geographical situation of the City of Leduc — Leduc County IDP, while Figure 2 shows the current IDP area boundary. Leduc County and the City of Leduc are located south of the City of Edmonton and adjacent to the Edmonton International Airport. Both communities are located within the Alberta Capital Region, which includes the City of Edmonton and 23 surrounding municipalities. The Leduc area serves a critical role in the economic development of the Capital Region. Regional growth drivers located in the Leduc area include:

- Gateway to the North and the Asia Pacific Corridor
- Edmonton International Airport
- Greater Nisku – Leduc Industrial Area
- Food industries

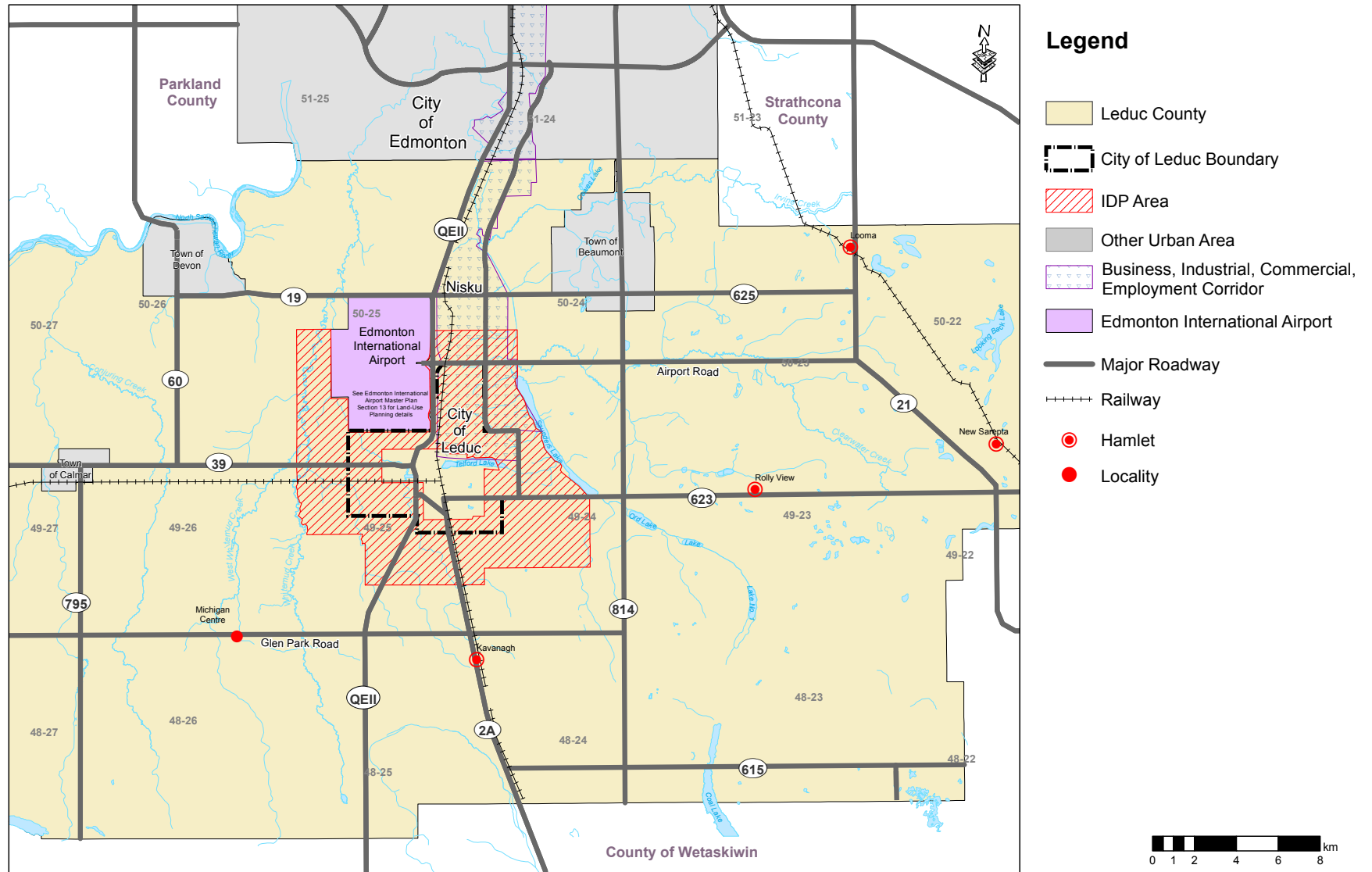
2.2 HISTORY

The Leduc area was first settled by Robert Telford in 1899, near the lake that now bears his name. Alberta's first major oil strike at the Leduc No. 1 well in 1947 established the Leduc area as an important service centre for the oil and gas industry. That role has continued over the past 50 years, with industrial development continuing at both Nisku within the County and in the business industrial areas of the City of Leduc. These two municipalities have grown as neighbours over the past several decades and acknowledge the mutual benefits of economic development, sound community planning, and shared service provision. This IDP and the foundational Joint Sustainable Growth Study build upon and reinforce this heritage of intermunicipal cooperation in the Leduc area.

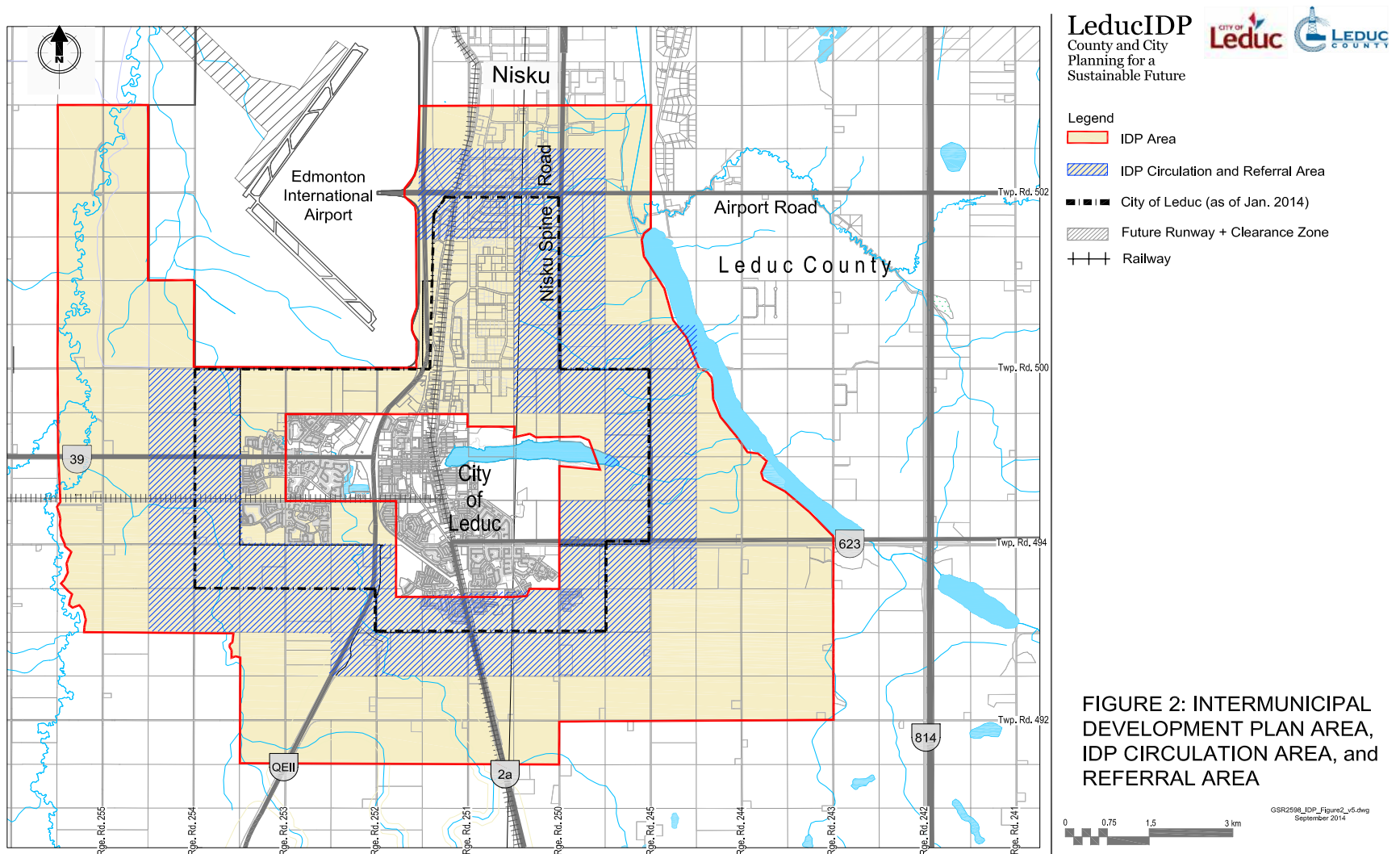


**As amended by City of Leduc Bylaw No. 933-2016 Approved August 21, 2017 (Office Consolidation)
and
Leduc County Bylaw No. 24-16 Approved July 11, 2017 (Office Consolidation)**

FIGURE 1: REGIONAL CONTEXT



**As amended by City of Leduc Bylaw No. 871-2014 Approved January 12, 2015 (Office Consolidation)
and
Leduc County Bylaw No. 27-14 Approved December 23, 2014 (Office Consolidation)**



3.0 GROWTH SCENARIOS

3.1 GROWTH STRATEGY

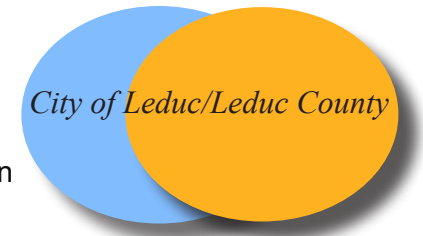
The development pattern presented in this IDP is based on an analysis of constraints and opportunities as well as existing policies and plans that affect the IDP area. This development pattern recognizes the location and logical extension of existing municipal infrastructure; expected provincial infrastructure investment; current and expected economic and employment opportunities; development limitations; and current best practice related to sustainable development.

Amended in 2006 to reflect the impact of a future third runway, the Airport Vicinity Protection Area (AVPA) has an important policy effect on the IDP area. The AVPA includes mapping of noise contours. At 25 dB or above, residential development is severely restricted. This noise contour has an effect on nearly 50% of the lands within the City of Leduc and on several hundred hectares in the Leduc County portion of the IDP.

In addition to, and partially as a result of AVPA restrictions, land has been designated for non-residential uses in the north quadrant of the City of Leduc and in the Nisku area of Leduc County. Non-residential and transitional land uses will also be required to the west of the current City of Leduc where AVPA restrictions again affect the area. Land uses in this area must also respond to the development at Edmonton International Airport both to take advantage of economic development synergies with it and to provide adequate buffering between industrial and residential uses. Figure 3 displays the constraints affecting the IDP area.

East of the current City of Leduc lies the Northwest Saunders Lake Area Structure Plan in Leduc County. This plan designates land in the IDP area for light and business industrial and commercial uses. Within the City of Leduc, several approved Area Structure Plans govern land uses. Development of lands south of the airport as well as within the Edmonton International Airport Master Plan is constrained by the limited transportation capacity. The ultimate potential of these lands is unlikely to be seen unless the transportation network is enhanced.

Other factors will severely constrain urban development in the east and southeast sectors of the IDP area, particularly in the short and medium term forecast horizons. The costs of extending sewer servicing southward along the east side of the IDP area will create the most significant challenge to development within the east and southeast sectors. Another factor that will affect the progression of urban development to the south of Saunders Lake is the regional landfill. Together these constraints on the east side of the IDP area clearly indicate that new urban development that is contiguous to the existing built-up and serviced areas within the City of Leduc will need to proceed first into the west sector and then into the southwest sector.



The timing of new urban development is dependent on market conditions and the associated demand for land. In 2009, the Capital Region Growth Plan provided growth projections for the entire Capital Region, which were then distributed to specific areas (municipalities and Priority Growth Areas) based on assumptions about employment and population characteristics of each area. The Capital Regional Growth Plan also included density targets for Priority Growth Areas and Cluster Country Residential Areas in support of its goal of reducing the regional footprint. The density target of Priority Growth Area E, which includes the IDP area, is 25 - 30 units per net residential hectare. The City of Leduc – Leduc County IDP recognizes these targets and thus meets CRB requirements for the location and form of future development.

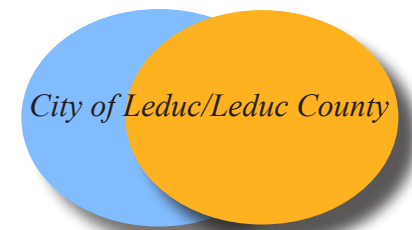
3.2 IDP GROWTH SCENARIO AND CAPITAL REGION GROWTH PLAN

3.2.1 INTRODUCTION

In 2009, the Capital Region Board completed and published regional population and employment projections as an addendum to the Capital Regional Board Growth Plan: *Growing Forward*. A cohort survival model that included migration and that was based on the Alberta Finance and Enterprise Census Division 11 (High Scenario) population growth rates was used to determine the population forecasts. Population projections for the Capital Region as a whole were calculated first, and then distributed to specific areas (municipalities and Priority Growth Areas) based on assumptions about employment and the existing age distributions for each area.

3.2.2 ALTERNATE POPULATION SCENARIO

The Capital Region Growth Plan: *Growing Forward* provided two growth scenarios: (1) the Trend Scenario; and (2) the Alternate Scenario. The Trend Scenario was based on the assumption that development patterns in the region would remain as they currently exist. The Alternate Scenario, on the other hand, was based on the policies and direction of the Capital Region Growth Plan which resulted in a much different distribution of population. With the Capital Regional Growth Plan now in place, the Alternate Scenario is the provincially accepted growth projection and the basis of this Regional Growth Scenario.



The key characteristics of the Capital Region Growth Plan population growth forecast are outlined in the December 2009 Capital Region Growth Plan Addendum (page 7) as follows:

- The population of the Capital Region is projected to grow to over 1.7 million people over the next 35 years.
- This growth of almost 620,000 people in the Capital Region is an average annual growth rate of 1.3 percent between 2009 and 2044.
- Each municipality in the Capital Region is projected to have some population growth over the 35-year forecast period.
- The largest proportion of the total population growth is expected to be in Priority Growth Areas (PGAs), growing by more than 570,000 people over the next 35 years. This represents an annual average growth rate of 1.3 percent.
- Priority Growth Areas Cw and F are forecast to experience the largest increases in population over the forecast period to the year 2044.
- Population Growth in Clustered Country Residential Areas (CCRAs) is based on the density targets for each of these areas.
- Areas outside of PGAs and CCRAs will also experience population growth over the forecast period.

The IDP area as outlined in Figure 2 generally defines PGA E, as defined by the Capital Region Growth Plan. The regional population forecast for this area is as follows:

	2010-2019	2020-2029	2030-2039
Average annual population growth	2.6%	1.8%	1.0%
Total new population expected	6,009	5,334	3,307

3.2.3 GROWTH STAGING

The IDP Growth Scenario anticipates future general land uses including open space and residential, commercial, and industrial development. It promotes the protection of natural areas and agriculture by directing growth away from the better agricultural lands and creeks that are located to the west of Edmonton International Airport. Environmental stewardship is supported by providing for passive recreational opportunities at the regional level and access to the natural areas between the City of Leduc and Saunders Lake. Access to existing and future infrastructure is taken into account by directing growth toward major transportation corridors such as the QE II Highway and Highways 2A and 39. Efficient utilization of infrastructure is promoted through placement of more intensive mixed-use areas where enhanced public

transit service may be provided. Compact and contiguous development patterns, rather than inefficient leapfrog or sprawling development along linear corridors, have been incorporated into the overall form of this growth scenario.

Incompatible land uses have been avoided, while complementary land uses have been placed close together. For example, industrial land uses have been concentrated to create business synergies and to mitigate potential impacts of industrial development on other land uses. Also, land uses such as commercial and residential development have been mixed in strategic locations to achieve a greater balance of employment with residential population, to make more efficient use of infrastructure, and to create more vibrant communities.

The development of significant residential areas close to employment will help the residential population to capitalize on local employment opportunities, which will enhance economic development and sustain local business viability in the Leduc area. Various transportation options are anticipated and the intensive land uses and development patterns necessary to sustain access to such transportation options have been provided in strategic locations. This linkage of land use and infrastructure planning is intended to ensure integrated, cost-effective and energy efficient infrastructure.

Figure 4 displays the IDP Growth Scenario resulting from the above analysis.

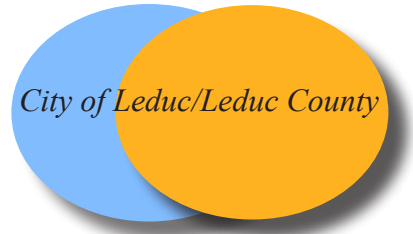
PRIMARY GROWTH AREAS

The Primary Growth Areas anticipate balanced demand for growth in both the northeast and western sectors of the IDP. Given available servicing in the northeast, continuing growth in this sector will support further commercial and industrial development on the east side of the City of Leduc and northwest of Saunders Lake within Leduc County. Development along the east side of the Nisku Spine Road is expected to be serviced from the north into these northeast growth areas.

With the development at Edmonton International Airport lands, growth is also anticipated in the western sector of the IDP. Much of the new recommended industrial and commercial growth would be situated close to or adjacent to Edmonton International Airport. A substantial share of residential growth would also be accommodated in the western sector, thereby locating residential development close to employment opportunities, which is a key goal of sustainable development. Higher density residential, commercial, and retail uses would be integrated at a strategic “Town Centre” location within the west sector. Timely servicing and development of this Town Centre would support and integrate with a future local transit service. Utility servicing would logically be extended into the west sector from within the City of Leduc. Major roadway infrastructure connecting 65th Avenue and Highway 39 may also set the stage for a future Transportation and Utility Corridor, as shown in Figures 6, 7, and 9.

PRIMARY URBAN RESIDENTIAL GROWTH AREA

The Primary Urban Residential Growth Area consists of approximately six quarter-sections of developable land to the west and southwest of the present City of Leduc corporate boundaries. This land requirement is based upon an analysis of the regional population forecasts and residential density targets required by the Capital Region Board for Priority Growth Area E of the Capital Region Growth Plan. Assumptions with respect to household formation (persons per household) and net developable hectares per quarter-section are consistent with Capital Region Board requirements. The Primary Urban Residential Growth Area is expected to accommodate approximately 6,000 new dwelling units by the year 2044, which is consistent with the Capital Region Board population forecast for Priority Growth Area E.



3.3 Growth Study Recommendations

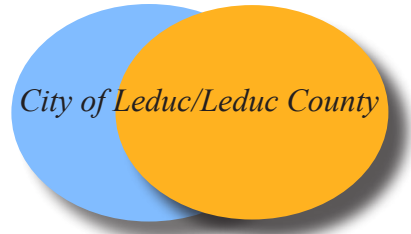
The Joint Sustainable Growth Study contains 14 principal recommendations, many of which support the policy direction of this IDP:

Recommendations of Regional Concern

1. Capital Region Board (CRB) and Capital Region Growth Plan
The City of Leduc and Leduc County are strongly encouraged to maintain their robust participation in the CRB and in the implementation of the Capital Region Growth Plan.
2. Sustainability Planning
The City of Leduc and Leduc County would benefit from further collaboration with their municipal neighbours and other stakeholders in the preparation of a multi-jurisdictional sustainability plan.
3. Regional Public Transit Planning
Leduc County and the City of Leduc are encouraged to fully and jointly participate in the preparation of the LRT Corridor Study for the area south of the City of Edmonton and in other initiatives addressing the future provision of public transit within the Capital Region.

Recommendations of Intermunicipal Concern

4. Communications Strategy
Both Councils are strongly encouraged to adopt a joint communications strategy to promote the progressive initiatives being undertaken by the City of Leduc and Leduc County.
5. Integration of Land Use and Infrastructure
Further intermunicipal cooperation and integration of land use planning with engineering, servicing, transportation, and utilities studies should help both municipalities achieve greater efficiencies and provide better services to their residents and businesses.
6. Transportation Master Planning
The County and the City have both been updating their Transportation Master Plans. These long-range transportation plans would benefit significantly from enhanced information sharing and joint intermunicipal planning in collaboration with Alberta Transportation.
7. Joint Utilities Master Planning
As with Transportation Master Plans, both municipalities prepare and update master plans for utility infrastructure such as water and sanitary sewer services. Joint intermunicipal planning and collaboration in the provision and operation of municipal utility systems would help both the City and the County to achieve greater efficiencies and provide better services to their residents and businesses.



8. Fiscal Sustainability and Jointly Managing the Costs of Growth

The City of Leduc and Leduc County each use fiscal and growth management tools such as off site development levies to ensure that the costs of growth are fairly allocated amongst benefitting developers, landowners, residents, businesses, service providers, and the municipalities themselves. The County and City are urged to investigate opportunities for cooperation in the establishment of joint cost recovery mechanisms to ensure that future development will “pay its own way” and achieve fiscal as well as environmental sustainability.

9. Collaboration with Edmonton International Airport

The plans for the expansion of facilities and capacity at Edmonton International Airport, including the development of a new runway and the Edmonton International Airport Master Plan, will have significant impacts on long-range planning for the City of Leduc and Leduc County. Both municipalities are strongly encouraged to work with the Edmonton International Airport to coordinate planning at all levels in order to maximize the potential that future development will bring to the County, the City, and the Airport.

10. Greenways, Riparian Areas, Trails, Multiways, Parks, and Recreation Plans

It is recommended that planning for natural areas, regional pathways, and open space systems become a high priority in the IDP.

Recommendations of Concern to the Individual Municipalities

11. Municipal Development Plans

Amendments may be considered for the Municipal Development Plans of both municipalities in order to reflect the outcomes of the Growth Study, the subsequent IDP, updates to the Capital Region Growth Plan, and any sustainability initiatives that either municipality may contemplate undertaking.

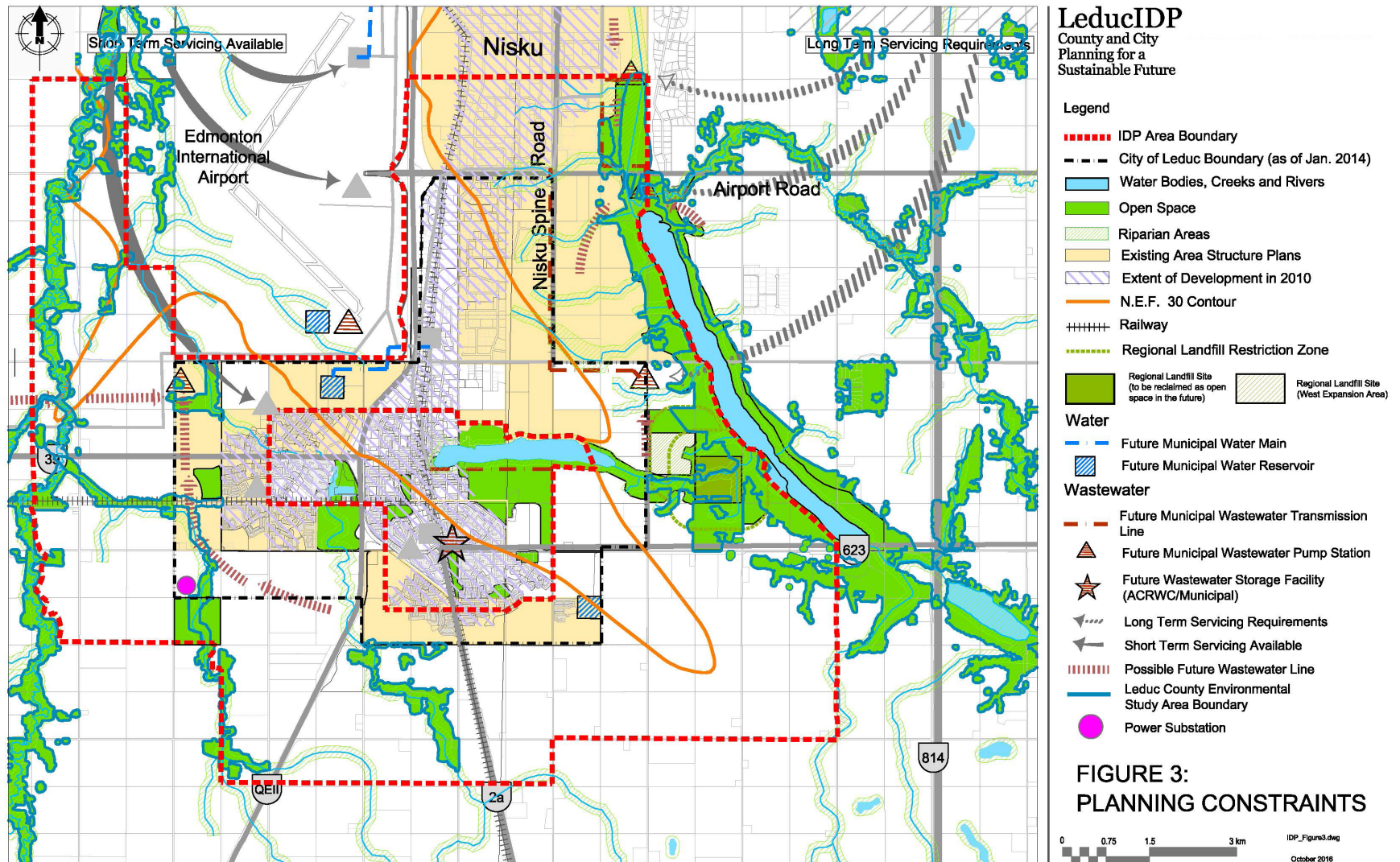
12. Land Use Bylaws

Certain policy directions resulting from the Growth Study, the IDP, the Capital Region Growth Plan, sustainability initiatives, or Municipal Development Plan amendments may create the need to review relevant sections in either municipality’s Land Use Bylaw.

13. County Reviews with City of Edmonton and Town of Beaumont

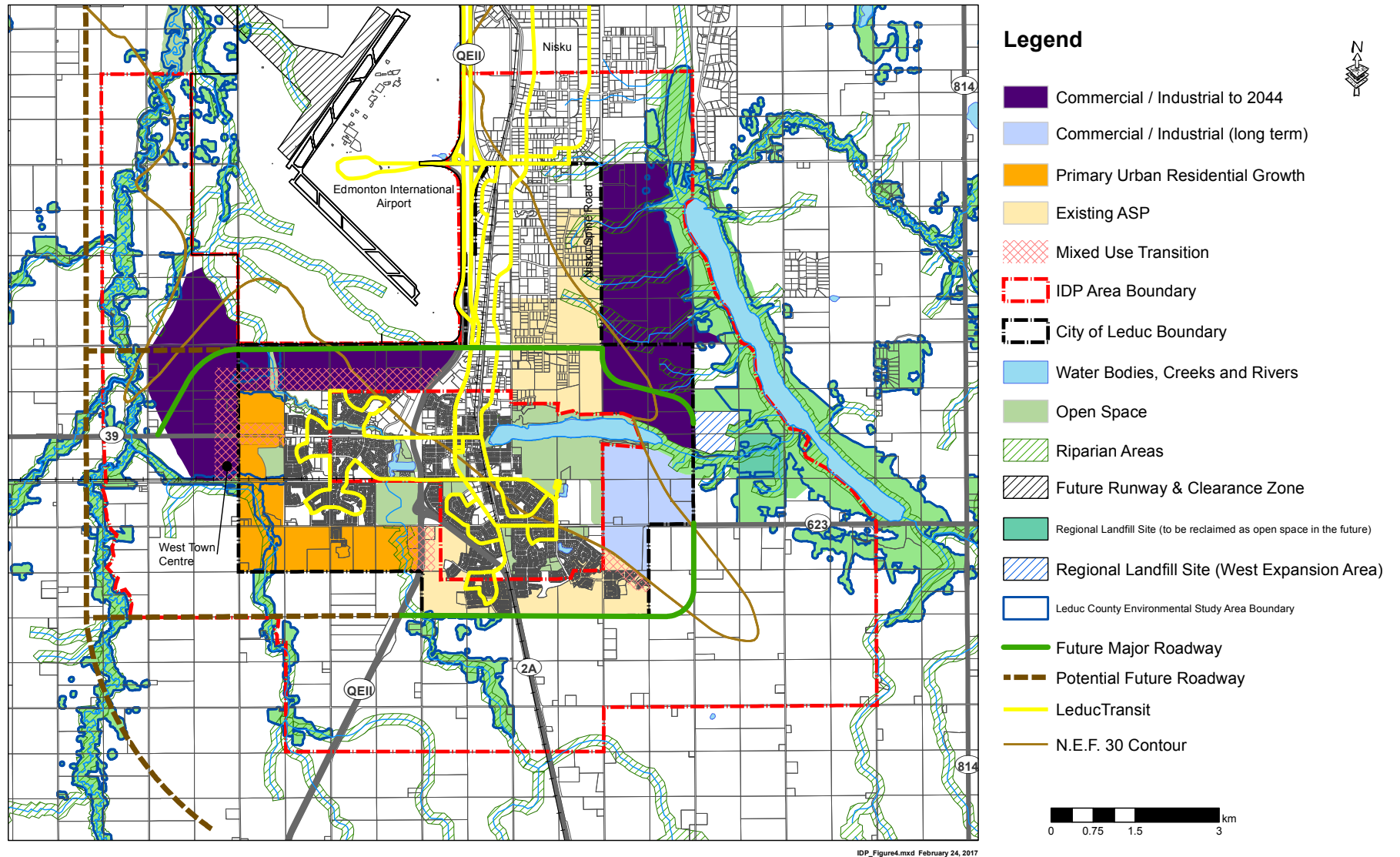
It is strongly recommended that Leduc County consider joint intermunicipal reviews of the plans and joint policies that it has already approved with both the City of Edmonton and the Town of Beaumont.

As amended by City of Leduc Bylaw No. 933-2016 Approved August 21, 2017 (Office Consolidation)
and
Leduc County Bylaw No. 24-16 Approved July 11, 2017 (Office Consolidation)



As amended by City of Leduc Bylaw No. 933-2016 Approved August 21, 2017 (Office Consolidation)
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FIGURE 4: INTERMUNICIPAL DEVELOPMENT PLAN GROWTH SCENARIO



4.0 GENERAL IDP POLICIES

4.1 ECONOMIC DEVELOPMENT

4.1.1 OVERVIEW

A number of factors make the Leduc sub-region well positioned for economic growth and development. These include, but are not limited to, the following:

- strategic location along the QE II Highway – an important segment of the CANAMEX Trade Corridor
- role as gateway to the North and Asia Pacific Corridor
- proximity to the expanded International Airport and potential “aerotropolis” development
- continued expansion of Nisku industrial areas.

4.1.2 ECONOMIC DEVELOPMENT POLICIES

Regional Economic Development

- 4.1.2.1 The City and County will continue to jointly support the Leduc-Nisku Economic Development Authority (EDA) for the mutual benefit of all municipalities that are members of the EDA.
- 4.1.2.2 The County and City will work with the Edmonton Regional Airports to optimize the benefit of future expansion of the Edmonton International Airport. Both municipalities will also work with Edmonton Regional Airports to explore the development of an aviation related economic node within the IDP area. This shall include supportive and compatible land use planning on lands surrounding the Edmonton International Airport.
- 4.1.2.3 The County and City will actively pursue opportunities to support and work with governmental and non-governmental organizations that may include the Government of Canada, other economic and tourism development agencies, CPR, and other utility companies and service providers, that will benefit economic development in the IDP and greater Leduc-Nisku areas.

Tourism

- 4.1.2.4 The County and City will jointly support tourism activities, facilities, and businesses in the IDP area.

4.1.2.5 Within the IDP area, review and updates to existing area structure plans, preparation of new area structure plans, and implementation of the respective Land Use Bylaws and subdivision regulations of the two municipalities shall be coordinated in a timely fashion to support overall economic development.

4.1.2.6 Where appropriate, both municipalities may jointly prepare and adopt area structure plans.

Supply of Commercial and Industrial Land

4.1.2.7 The County and City will share resources and information to provide for a readily available supply of serviced industrial and commercial land in a variety of parcel sizes and locations within the IDP area.

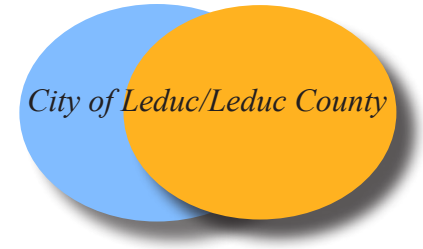
Aerotropolis Viability Study

4.1.2.8 The County and City have conducted the Aerotropolis Viability Study (AVS). This study confirmed that there are opportunities to implement viable clusters of activities that would benefit from the proximity of the Edmonton International Airport. Therefore, the County and the City, in collaboration with other regional stakeholders, shall work towards establishing a policy framework that will support the growth of the various activities within the Aerotropolis concept. Meanwhile, new nonresidential statutory plans located within the IDP area shall at least be conducive to the various economic clusters identified in the AVS.

4.2 RESIDENTIAL

4.2.1 OVERVIEW

Creating livable, vibrant communities is one of the five Sustainability Pillars upon which the Guiding Principles for this IDP are based. These policies recognize the need for both municipalities to provide a wide range of housing including larger lot country residential development, estate lots, urban lots, multi-family dwellings and apartments. The goal is to create communities with the full range of housing affordability, housing types, services, amenities, employment opportunities, parks, open spaces, trails and community facilities. Providing for the development of affordable housing will be an important priority for both municipalities.



4.2.2 RESIDENTIAL POLICIES

Location of Future Residential Development

- 4.2.2.1 Residential development in the IDP area should generally conform to the areas identified for residential or mixed-use development as shown on Figure 10- Intermunicipal Development Plan Policy Areas and as addressed in the policies for Areas A, C, and D in Section 5.0 of this IDP.

Area Structure Plans Required

- 4.2.2.2 No new multi-lot subdivision (three lots or more) will be allowed without an adopted area structure plan pursuant to Section 632 of the MGA.

Residential Density

- 4.2.2.3 All Residential Area Structure Plans shall achieve an overall density of 25-30 dwelling units per net residential hectare, as prescribed by the Capital Region Growth Plan (CRGP) for Priority growth Area “E”.
- 4.2.2.4 New residential development and subdivision within the “Transitional Residential Mixed Use” areas and “Town Centre” shown on Figure 10 – Intermunicipal Development Plan Policy Areas and addressed in the policies for Areas C and D in Section 5.0 of this IDP shall achieve a minimum density of 25 units per net residential hectare on sites where residential uses are developed.
- 4.2.2.5 The minimum residential densities required in this IDP should be achieved through a variety of housing types including single-detached, semi-detached, townhouse, and apartment dwellings.

Residential Community/Neighborhood Design

- 4.2.2.6 New residential communities/neighbourhoods within the IDP area should incorporate design that:
- reduces vehicle dependency
 - includes a variety of housing choices
 - exceeds minimum residential densities
 - comprises mixed uses and activities in neighborhood nodes
 - supports pedestrian and public transit connections and
 - provides access to open space and recreational areas and facilities.

Through the ASP and subdivision processes, both municipalities will ensure residential neighbourhoods and communities are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

- The design of the neighbourhood or community wherever possible should maintain and protect stands of trees, watercourses, wetlands, ravines and other natural features. In the more rural areas, a conservation (cluster) subdivision design form should be encouraged.
- Provide a wide range of housing forms and tenure.
- Try to exceed minimum residential densities specified in the IDP.
- The design of the neighbourhoods and communities should avoid dwellings fronting onto highways or arterial roadways.
- The design needs to provide for adequate parks and open space to serve the neighbourhood and community, preferably in the form of a large centralized or linear park area which is more usable and easier to maintain.
- Wherever possible, provisions need to be made in the design of the neighbourhood and community to encourage alternative sustainable transportation such as walking, cycling and public transit to reduce vehicle dependence.

Municipal Services

4.2.2.7 Municipal infrastructure and community services shall be provided to all residential development within new Area Structure Plans in the IDP area.

Affordable and Special Needs Housing

4.2.2.8 The two municipalities will work cooperatively with the Province of Alberta and Government of Canada and Capital Region Board to ensure the supply of affordable and special needs housing through partnerships with non-profit groups, private developers, and other agencies and groups. Residential development that broadens the range of affordable and supportive housing choices will be encouraged.



4.3 INDUSTRIAL

4.3.1 OVERVIEW

Industrial development has driven the economic growth and prosperity of both Leduc County and the City of Leduc ever since Alberta's first major oil strike at the Leduc No. 1 well in 1947. The diverse combination of warehousing, oil and gas service, transportation, light manufacturing and agricultural industries in the Leduc area has provided significant employment opportunities for residents of the Leduc area and the broader Capital Region. Continued industrial development in this area must be encouraged, while at the same time attaining high development and design standards. Recent trends in eco-industrial development bode well for the future of economic development and employment the Leduc area.

4.3.2 INDUSTRIAL POLICIES

Industrial Development Vision

- 4.3.2.1 Leduc County and the City of Leduc will endeavour to adopt a plan, strategy, formal agreement, or memorandum of understanding on their shared intermunicipal vision for industrial development within the IDP area.

Cost Sharing

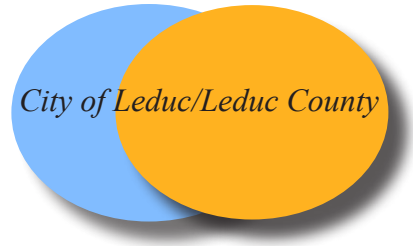
- 4.3.2.2 Leduc County and the City of Leduc will endeavour to adopt a formal agreement or memorandum of understanding for sharing the costs of providing infrastructure to support industrial development, which may exceed the normal capabilities of either municipality.
- 4.3.2.3 Intermunicipal cost sharing agreements in support of industrial development should take into consideration:
- engineering studies
 - cost-benefit analyses
 - both capital investment and maintenance of infrastructure
 - the relative strengths and advantages that each municipality has in the provision of services.

Regional Promotion

- 4.3.2.4 In conjunction with the economic development policies of this IDP, the City of Leduc and Leduc County will cooperatively promote fully serviced and comprehensively planned industrial development within the IDP area.

Location of Future Industrial Development

- 4.3.2.5 Industrial development in the IDP area should generally conform to the areas identified for industrial development as shown on Figure 10- Intermunicipal Development Plan Policy Areas and as addressed in the policies for Areas B, E, F, G, and J where applicable as contained in Section 5.0 of this IDP.



Area Structure Plans Required

- 4.3.2.6 With the exception of Area F “Nisku – Leduc Business Industrial” shown on Figure 10 – Intermunicipal Development Plan Policy Areas and addressed in the policies for Area F in Section 5.0 of this IDP, new industrial development and subdivision within the IDP area shall be based upon the prior approval of Area Structure Plans in accordance with Section 633 of the Alberta Municipal Government Act.

Heavy Industrial Uses Not Permitted

- 4.3.2.7 Heavy industrial uses, which are capable of having a detrimental effect on humans or the environment through the discharge or emission of toxic, noxious, or hazardous substances, will not be permitted in the IDP area.

Industrial Development Standards

- 4.3.2.8 All industrial development and subdivision within the IDP area shall achieve development standards that meet or exceed the development standards of existing adjacent industrial uses.
- 4.3.2.9 Where new industrial development and subdivision within the IDP area are proposed adjacent to or within view of existing or future non-industrial land uses, such proposed industrial development and subdivision shall:
- achieve development standards that meet or exceed the development standards of those neighbouring non-industrial uses
 - be subject to mitigation measures, design elements, development standards, landscaping requirements, visual screening, odour and pollution controls, traffic calming and management systems, noise abatement, and operational procedures that will mitigate any negative impacts on existing or future non-industrial land uses adjacent to or within view of the proposed industrial development.

- 4.3.2.10 Where new industrial development and subdivision within the IDP area are proposed adjacent to or within view of major transportation corridors or entrances (e.g., near the Edmonton International Airport, the QE II Highway, or other key gateways), the proposed industrial development shall:
- achieve a quality that meets or exceeds the highest development standards of either municipality
 - be subject to development standards, landscaping requirements, and design elements that will give visitors positive first visual impressions of the Leduc area.
- 4.3.2.11 Where possible and appropriate, new industrial development and subdivision within the IDP area shall be comprehensively designed to maximize efficiencies, to create attractive business environments, and to provide support services for the benefit of employees and business visitors.

Design of Industrial Development

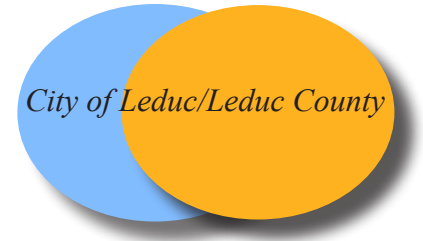
- 4.3.2.12 New industrial development and subdivision within the IDP area should incorporate design that:
- reduces employees' dependence on private automobile commuting to and from work
 - includes a variety of building types
 - exceeds minimum standards for site planning, landscaping, and building materials
 - comprises appropriate supporting commercial, institutional, and service uses in accessible activity nodes
 - supports pedestrian and public transit connections and
 - provides access to open space and recreational areas and facilities.

Municipal Services

- 4.3.2.13 Municipal infrastructure shall be provided to all industrial development within new Area Structure Plans in the IDP area.



Eco-Industrial Development



- 4.3.2.14 Eco-industrial development shall be strongly encouraged within the IDP. Eco-industrial developments that Leduc County and the City of Leduc intend to encourage include businesses that:
- achieve improvements in productivity of human and natural resources
 - conserve and use energy that is generated locally
 - introduce fewer non-biodegradable wastes into the environment
 - connect with the community
 - are compatible with other non-residential land uses
 - have links with inter-company networks that bring about new efficiencies and new market opportunities
 - incorporate sustainable land use and sustainable design of facilities
 - adopt new technologies rapidly.
- 4.3.2.15 The types of eco-industrial development that Leduc County and the City of Leduc will consider within the IDP area include, but are not limited to:
- value-added food chain industries
 - energy-based business parks
 - resource recovery parks
 - bio-based business industrial parks
 - environmental technology industries
 - green building, land planning, and infrastructure industries.
- 4.3.2.16 In order to encourage and sustain desirable eco-industrial development, the relevant municipal approving authority shall consider implementing incentives and bonus systems in the bylaws, regulations, and approval processes that apply to the Industrial and Business Industrial Policy Areas of this IDP.

4.4 COMMERCIAL

4.4.1 OVERVIEW

This IDP recognizes the existing urban structure and location of commercial land uses within the two municipalities and supports existing municipal policies that discourage regional commercial land uses in inappropriate locations. Commercial land uses within the IDP area will be developed according to the complete range of types and scales, depending upon the context. This IDP envisions local and neighbourhood commercial development within predominantly residential communities, regional commercial and retail development providing employment and services to a broader trade area, and a variety of commercial uses that may be mixed with residential development in a special Town Centre location.

4.4.2 COMMERCIAL POLICIES

Commercial Development Vision

- 4.4.2.1 Leduc County and the City of Leduc will endeavour to adopt a plan, strategy, formal agreement, or memorandum of understanding on their shared intermunicipal vision for commercial development within the IDP area.

Regional Promotion

- 4.4.2.2 In conjunction with the economic development policies of this IDP, the City of Leduc and Leduc County will cooperatively promote fully serviced and comprehensively planned commercial development within the IDP area.

Regional Commercial Development

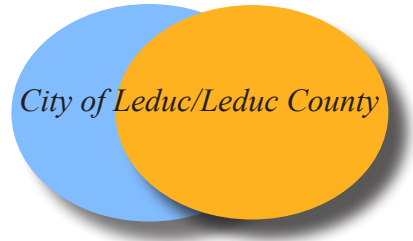
- 4.4.2.3 For the purposes of this IDP, “regional commercial development” is defined as significant office or retail commercial development outside of predominantly residential communities, which will serve and provide employment opportunities for the broader regional population beyond the boundaries of a single municipality.

Cost Sharing

- 4.4.2.4 The City of Leduc and Leduc County will endeavour to adopt a formal agreement or memorandum of understanding for sharing the costs of providing infrastructure to support significant regional commercial development, which may exceed the normal capabilities of either municipality.

4.4.2.5 Intermunicipal cost sharing agreements in support of significant regional commercial development should take into consideration:

- engineering studies
- cost-benefit analyses
- commercial and retail market studies
- both capital investment and maintenance of infrastructure
- the relative strengths and advantages that each municipality has in the provision of services.



Location of Future Regional Commercial Development

4.4.2.6 Regional commercial development in the IDP area should generally conform to the areas identified for commercial or mixed-use development as shown on Figure 10 – Intermunicipal Development Plan Policy Areas and as addressed in the policies for Areas C and D in Section 5.0 of this IDP.

Area Structure Plans Required

4.4.2.7 New commercial development and subdivision within the IDP area shall be based upon the prior approval of Area Structure Plans in accordance with Section 633 of the Alberta Municipal Government Act.

Regional Commercial Development Standards

4.4.2.8 All significant regional commercial development and subdivision within the IDP area shall achieve development standards that meet or exceed the development standards of existing regional commercial uses.

4.4.2.9 Where new commercial development and subdivision within the IDP area are proposed adjacent to or within view of existing or future commercial or residential land uses, such proposed commercial development and subdivision shall:

- achieve development standards that meet or exceed the development standards of those neighbouring commercial or residential uses
- be subject to development standards, landscaping requirements, design elements, traffic calming and management systems, and operational procedures that will serve to integrate the proposed commercial development with the neighbouring commercial or residential uses.

- 4.4.2.10 Where new commercial development and subdivision within the IDP area are proposed adjacent to or within view of major transportation corridors or entranceways (e.g., near the Edmonton International Airport, the QE II Highway, or other key gateways), the proposed commercial development shall:
- achieve a quality that meets or exceeds the highest development standards of either municipality
 - be subject to development standards, landscaping requirements, and design elements that will give visitors positive first visual impressions of the Leduc area.
- 4.4.2.11 New commercial development and subdivision within the IDP area shall be comprehensively designed to maximize efficiencies, to create attractive business and retail environments, and to provide support services for the benefit of customers, employees, tourists, and area residents.

Design of Commercial Development

- 4.4.2.12 New commercial development and subdivision within the IDP area should incorporate design that:
- reduces the dependence of customers, employees, tourists, and area residents on the private automobile for access to and from the commercial area
 - includes a variety of building types
 - exceeds minimum standards for site planning, landscaping, and building materials
 - comprises, where appropriate, a mix of commercial and residential uses in accessible activity nodes
 - supports pedestrian and public transit connections
 - provides access to open space and recreational areas and facilities.

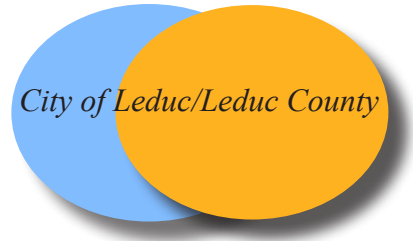
Transitional Residential Mixed Use Areas and Town Centre

- 4.4.2.13 Within those areas generally identified as “Transitional Residential Mixed Use” areas and “Town Centre” on Figure 10 – Intermunicipal Development Plan Policy Areas and addressed in the policies for Areas C and D in Section 5.0



of this IDP, appropriate mixed-use commercial and higher density residential development shall be comprehensively designed and developed to ensure integrated pedestrian-oriented communities that achieve:

- overall reductions in dependence on the private automobile
- reduced demand for new highway infrastructure
- increased demand and efficiencies in the use of public transit and non-motorized transportation
- variety in the built form of commercial and residential development
- development that exceeds minimum standards for site planning, landscaping, and building materials
- generous pedestrian connections within communities and to public transit
- access to open space and recreational areas and facilities.



Commercial Development within Predominantly Residential Communities

4.4.2.14 As addressed in the policies for Area A in Section 5.0 of this IDP, planning and development of neighborhood commercial or local retail uses within predominantly residential communities shall be considered under the jurisdiction of the respective municipal planning authorities through residential Area Structure Plans.

Municipal Services

4.4.2.15 Municipal infrastructure and services shall be provided to all commercial development within new Area Structure Plans in the IDP area.

4.5 COMMUNITY AND INSTITUTIONAL

4.5.1 OVERVIEW

As with commercial development, community and institutional uses will be developed according to the complete range of types and scales, depending upon context and need. The City of Leduc and Leduc County will be faced with new challenges in the future with respect to how community services will be provided and how community facilities will be developed. These policies promote both intermunicipal cooperation and innovation in the delivery of community and institutional facilities and services within the IDP area.

4.5.2 COMMUNITY AND INSTITUTIONAL POLICIES

Delivery of Services

- 4.5.2.1 Leduc County and the City of Leduc will support existing and new joint agreements between the two municipalities and with outside agencies to provide recreational, educational, cultural, and protective services within both municipalities in general and the IDP area in particular.
- 4.5.2.2 Intermunicipal cost sharing agreements on the provision of recreational, educational, cultural, and protective services should take into consideration:
- needs assessments
 - cost-benefit analyses
 - both capital investment and maintenance of infrastructure
 - staffing requirements and operating budgets
 - the relative strengths and advantages that each municipality has in the provision of services.

Facility Funding

- 4.5.2.3 The City of Leduc and Leduc County will endeavour to adopt a formal agreement or memorandum of understanding for sharing the costs of providing funding for the development of future community facilities and services.

- 4.5.2.4 Intermunicipal cost sharing agreements in support of future community facilities and services should take into consideration:
- needs assessments
 - engineering studies
 - cost-benefit analyses
 - both capital investment and maintenance of infrastructure
 - staffing requirements and operating budgets
 - the relative strengths and advantages that each municipality has in the provision of services.

- 4.5.2.5 Where appropriate, the City of Leduc and Leduc County may jointly require developers to provide financial contributions toward the development of future community facilities and services.

Facility Needs, Planning, and Programming

- 4.5.2.6 Where appropriate, Leduc County and the City of Leduc will cooperate in the joint preparation of needs assessments, facility plans, and service programs for community facilities and services within both municipalities in general and the IDP area in particular.
- 4.5.2.7 New community facilities within the IDP area shall be designed with consideration for the long-term needs of an evolving population and, where appropriate, shall provide for future expansion or adaptation in anticipation of changing community needs.

Sustainability of Public Facilities

- 4.5.2.8 The City of Leduc and Leduc County will demonstrate leadership in environmental design and sustainability by ensuring that all municipal facilities, particularly projects undertaken jointly by the two municipalities, achieve measurable benefits in moving the Leduc area toward greater environmental, economic, fiscal, and social sustainability.



Schools and Educational Opportunities

- 4.5.2.9 Leduc County and the City of Leduc will continue to cooperate with all public, separate, and private school boards and institutions of higher learning to ensure efficient and effective delivery of education and educational support services in the Leduc area.
- 4.5.2.10 New communities within the IDP area will be developed in collaboration with public, separate, and private school boards and agencies to ensure the proper location and planning of school sites and to provide optimal benefit for future residents and students in those communities.
- 4.5.2.11 The City of Leduc and Leduc County affirm the social, economic, and cultural benefits of lifelong learning and will collaborate with all categories of educational institutions and all levels of government to ensure that the Leduc area will grow as an educational centre of excellence.

Emergency Services and Access

- 4.5.2.12 New subdivisions and developments shall be designed to ensure that the safe and efficient movement of emergency vehicles and access to emergency facilities is provided.

4.6 ENVIRONMENT AND OPEN SPACE

4.6.1 OVERVIEW

The physical environment and natural systems, as identified in Figure 5, are the foundation for all planning and development within the IDP area. These policies address both the environmental protection goals that both municipalities value and the means to achieve those goals.

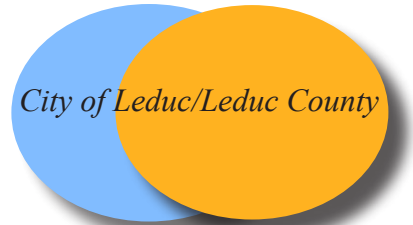
4.6.2 ENVIRONMENT AND OPEN SPACE POLICIES

Cooperation in Environmental Protection

- 4.6.2.1 Leduc County and the City of Leduc will work together with local community groups and both provincial and federal jurisdictions to ensure appropriate protection and management of the natural environment within the IDP area.

Floodplain Delineation, Protection, and Setbacks

- 4.6.2.2 All proponents of development proposals adjacent to significant water bodies, such as the major creeks within the IDP area and Saunders Lake, shall be responsible at the subdivision stage for delineating the 1:100 year floodplain, based upon the approval of a qualified engineer, to the satisfaction of the relevant municipal approving authority.
- 4.6.2.3 The subdivision of lands within the 1:100 year floodplain, as identified by a qualified engineer, to the satisfaction of the relevant municipal approving authority, shall not be permitted unless adequate flood-proofing measures are undertaken.



Top of Bank Delineation, Protection, and Setbacks

- 4.6.2.4 All proponents of development proposals adjacent to significant natural features, such as the major creeks within the IDP area and Saunders Lake, shall be responsible at the subdivision stage for delineating the top of bank, based upon the approval of a qualified engineer, to the satisfaction of the relevant municipal approving authority.



Trail Networks, Parks, and School Sites

- 4.6.2.5 Subject to joint intermunicipal planning, the conceptual networks, locations, and alignments of trails within the IDP area shall be included in future Area Structure Plans, and will be determined in more detail at the land use redesignation and subdivision stages of development.
- 4.6.2.6 Parks and school sites within the IDP area shall be subject to joint intermunicipal planning and shall serve a variety of educational and recreational needs including schools, parks, sports fields, and playgrounds.
- 4.6.2.7 The development of trails, parks, and school sites shall be coordinated among the municipalities, the appropriate school boards, and any residents' associations.

Municipal Reserve

- 4.6.2.8 For all subdivisions, Municipal Reserve, School Reserve, or Municipal and School Reserve shall be dedicated in accordance with the Municipal Government Act.

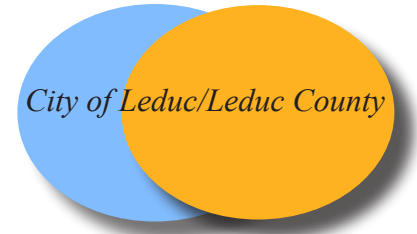
Open Space Landscaping

- 4.6.2.9 Landscaped elements of parks and open space systems may include buffers, berms, tree planting, or boulevards along major roadways.

Environmental Review

- 4.6.2.10 At the Area Structure Plan, land use redesignation, or subdivision stage, Environmental Impact Assessments addressing natural areas on site or Environmental Site Assessments addressing contamination on site, shall be prepared by qualified environmental consultants, to the satisfaction of the relevant municipal approving authority.





Environmental Reserve

4.6.2.11 Lands identified as sensitive natural areas may be designated as Environmental Reserve at the subdivision stage in accordance with the Municipal Government Act. Such areas may also be identified at the Area Structure Plan stage. In the case of identification at the Area Structure Plan stage, sensitive natural areas would require the appropriate land use designation before subdivision could proceed. If at the subdivision stage private ownership of environmentally sensitive lands is deemed more appropriate by the relevant municipal approving authority, then environmental reserve easements may be registered to protect the sensitive lands.

Retention of Existing Tree Stands

4.6.2.12 Tree planting in accordance with a landscaping plan is particularly important in policy area B, J, and I considering the natural assets contained or adjacent to these policy areas. Developers within these policy areas shall identify the tree stands and provide a strategy to preserve, enhance, and/or replace them to the satisfaction of the development authority. The municipalities will collaborate with developers and the community on tree planting strategies.

Environmental Management Plans

4.6.2.13 In order to facilitate the long-term preservation and enhancement of natural areas, the City of Leduc and Leduc County shall consider the joint preparation of environmental inventories and management plans for the Saunders Lake watershed and other creek and ravine systems within the IDP area.

Hazardous Lands

4.6.2.14 Proponents of development proposals containing, adjacent to, or in the vicinity of a swamp, gully, ravine, coulee, natural drainage course, land that is subject to flooding, land that abuts the bed and shore of a lake, river, stream, or other body of water, or land that in the opinion of the relevant municipal approving authority is unstable, shall be required to submit geotechnical or other studies that identify the hazards of developing in such areas.

ERCB Setbacks

4.6.2.15 The City of Leduc and Leduc County shall maintain information, as supplied by the Energy Resources Conservation Board (ERCB), indicating where oil and gas facilities are located within the IDP area.

- 4.6.2.16 When considering Area Structure Plan, land use redesignation, subdivision, and development proposals within the IDP area, the City of Leduc and Leduc County shall apply ERCB setback regulations and guidelines respecting oil and gas facilities.

Heritage

- 4.6.2.17 The City of Leduc and Leduc County shall cooperate to take advantage of funding opportunities and to exercise the legislative authority granted to municipalities under the MGA, the Historical Resources Act, and other provincial and federal legislation and programs, to conserve and protect historic buildings and sites as well as prehistoric and palaeontological features of significant heritage value to the Leduc area.

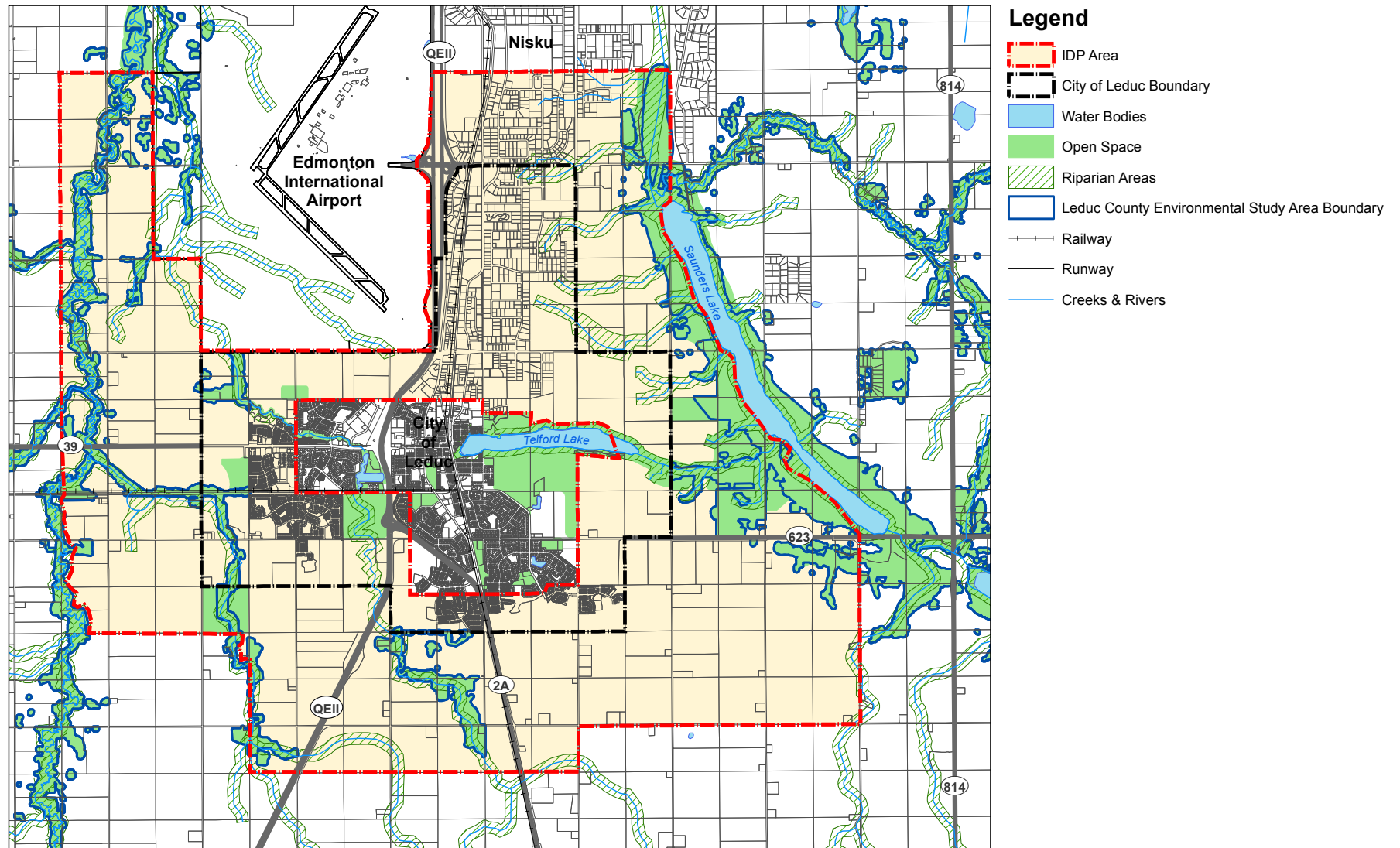
Natural Habitat and Wildlife Corridors

- 4.6.2.18 The County and City shall jointly examine solutions for protecting and maintaining natural habitat connectivity between Saunders and Telford Lakes in order to support the natural movement of wildlife. The wildlife corridor shall be explored in more detail during the development of related studies, ASPs, outline plans and subdivision plans as well as during the detail designing of the Spine Road between 65th Avenue and Rollyview Road.



As amended by City of Leduc Bylaw No. 933-2016 Approved August 21, 2017 (Office Consolidation)
and
Leduc County Bylaw No. 24-16 Approved July 11, 2017 (Office Consolidation)

FIGURE 5: NATURAL FEATURES IN THE IDP AREA



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4.7 TRANSPORTATION

4.7.1 OVERVIEW

Transportation systems within the IDP will be critical in ensuring both economic development and quality of life. The medium and longterm infrastructure planned within the IDP area is identified in Figure 6. Both municipalities are committed to the continual engagement of Alberta Transportation in all transportation matters. These transportation policies address both conventional roadway infrastructure and important alternatives to the private automobile such as public transit, cycling, and pedestrian modes of travel.

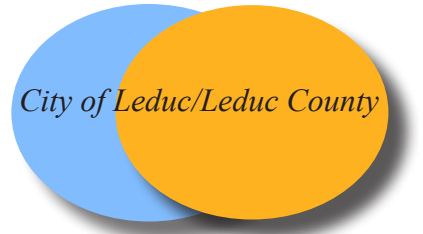
4.7.2 TRANSPORTATION NETWORK POLICIES

Coordination of Transportation Planning

- 4.7.2.1 The City and County shall consider further intermunicipal cooperation and integration of land use planning with transportation, public transit, and engineering studies, in order to help both municipalities achieve greater efficiencies and provide better services to their residents and businesses.
- 4.7.2.2 The County and City shall collaborate with Alberta Transportation to coordinate their long-range transportation plans through enhanced information sharing and joint intermunicipal planning. In the longer term, the two municipalities should consider the preparation of a joint Transportation Master Plan for the overall IDP area.
- 4.7.2.3 The City and County should jointly review their municipal standards for roadway design, particularly as they affect the IDP area.
- 4.7.2.4 The County and City shall coordinate Area Structure Plan reviews within the IDP area to optimize the overall transportation system, in keeping with the requirements of both municipalities.



- 4.7.2.5 The City and County shall work together to engage Alberta Transportation in the planning of major roadways within the IDP area.



Truck Routes

- 4.7.2.6 Both municipalities shall coordinate their dangerous goods route systems and the enforcement of their bylaws governing the operation of trucks in order to address the circulation of truck traffic through the IDP area.

Water Crossings

- 4.7.2.7 The County and City shall consult appropriate provincial and federal government agencies where new roads are proposed to cross permanent naturally occurring water bodies and shall ensure that all necessary approvals have been issued before construction begins.

Public Transit

- 4.7.2.8 Leduc County and the City of Leduc shall fully and jointly participate in the preparation of the LRT Corridor Study for the area south of the City of Edmonton and in other initiatives addressing the future provision of public transit within the Capital Region.
- 4.7.2.9 The County and City shall jointly explore partnerships with other municipalities in the Capital Region for the provision of regional intermunicipal transit service within and beyond the IDP area, in accordance to the Capital Region Board Intermunicipal Transit Network Plan outlined in Figure 1: Regional Transportation Infrastructure of the December Addendum of the Capital Region Growth Plan.

Trail Development

- 4.7.2.10 At the Area Structure Plan stage, the City and County shall require the identification of pedestrian and bicycle trail networks in the IDP area.

Responsibility for Roadway Construction and Maintenance

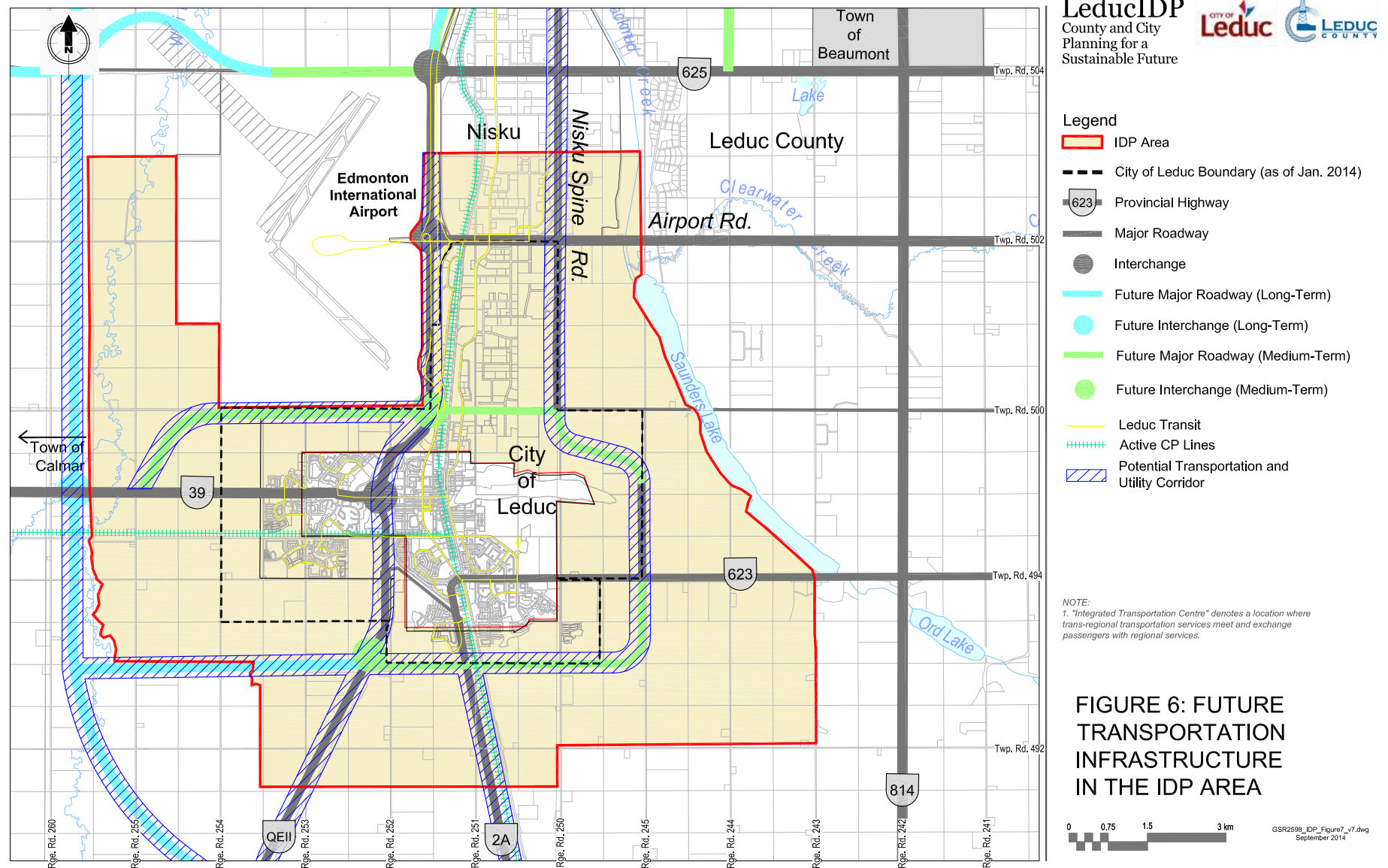
- 4.7.2.11 The County and City shall support development, maintenance, and expansion of transportation networks in the IDP area by clearly and consistently defining responsibilities and standards for

roadway construction and maintenance, including the responsibilities of the two municipalities, Alberta Transportation, and developers.

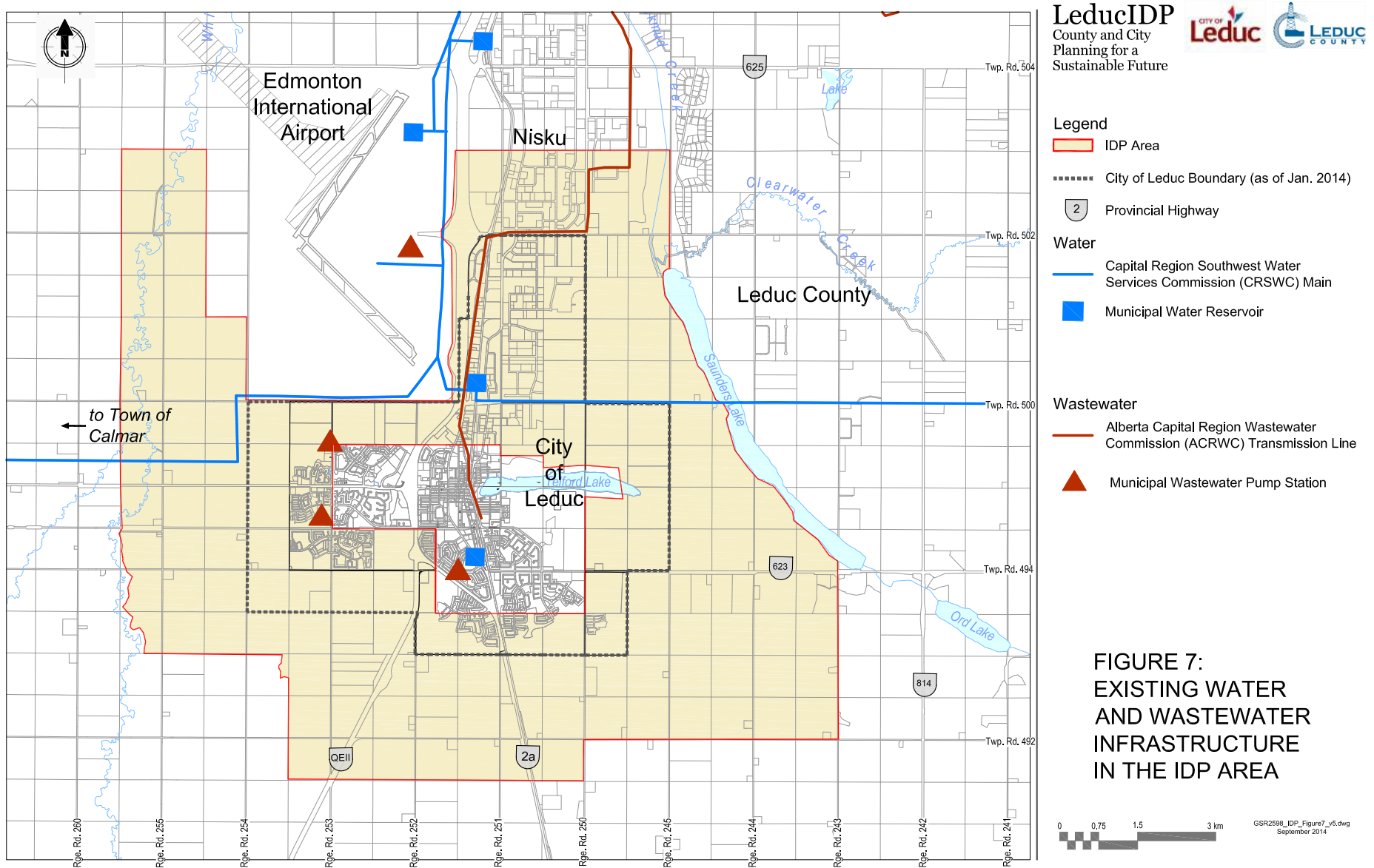
- 4.7.2.12 The City and County shall support partnership agreements among the two municipalities and developers where roads can be developed jointly for mutual benefit.
- 4.7.2.13 The County and City shall require developers to provide irrevocable security to ensure that road construction meets the standards established by both municipalities.

Development and Subdivision in Proximity to Major Roadways

- 4.7.2.14 The City and County shall require that development and subdivision along major roadways within the IDP area:
 - obtain approvals, as required, from Alberta Transportation
 - coordinate the number of entry and exit points to major roadways
 - provide sufficiently wide rights-of-way or setbacks to accommodate berms, landscaping, trees, dividers, or similar noise attenuation and aesthetic features
 - be suitably set back in order not to interfere with the improvement or widening of roadways.



As amended by City of Leduc Bylaw No. 871-2014 Approved January 12, 2015 (Office Consolidation)
and
Leduc County Bylaw No. 27-14 Approved December 23, 2014 (Office Consolidation)



4.8 MUNICIPAL SERVICING

4.8.1 OVERVIEW

Growth management, land use planning, and provision of municipal services must be integrated for both municipalities to move toward a more sustainable future. The existing and future water and wastewater infrastructure planned within the IDP area are identified in Figures 7 and 8. Figure 9 identifies the existing oil, gas, power and solid waste infrastructure within the IDP area.

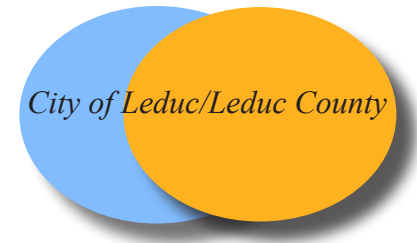
4.8.2 MUNICIPAL SERVICING POLICIES

Joint Utility Master Planning

- 4.8.2.1 The County and City shall coordinate their long-range utility plans through enhanced information sharing and joint intermunicipal planning in collaboration with Alberta Environment and the major regional water and wastewater utilities. In the longer term, the two municipalities should consider the preparation of a joint Utility Master Plan for the overall IDP area.
- 4.8.2.2 The City and County shall consider further intermunicipal cooperation and integration of land use planning with engineering, servicing, and utilities studies, in order to help both municipalities achieve greater efficiencies and provide better services to their residents and businesses.

Planning, Development, and Costs of Servicing

- 4.8.2.3 The provision of municipal services into new development areas shall be based upon logical extensions of existing infrastructure and upon the cost implications of such extensions.
- 4.8.2.4 Area Structure Plans shall include detailed servicing concept studies for the provision of water, sanitary sewer, stormwater management, and franchise utilities.
- 4.8.2.5 All new multi-lot development within the IDP area shall be provided with full municipal services, including piped water, piped sewage, stormwater management, natural gas, and franchise utilities (electric power, cable, and telephone).
- 4.8.2.6 All landowners, developers, or development proponents shall be responsible for the costs of providing adequate water and sewage services, stormwater management facilities, roadways, curbs and sidewalks, and franchise utilities (e.g. gas, power, cable, telephone) to a new development area or site.



- 4.8.2.7 The City of Leduc and Leduc County shall conduct periodic reviews of their off-site levy bylaws and determine if amendments are required to address the costs of providing municipal servicing infrastructure to the IDP area. Alternatively, the two municipalities may consider exploring the opportunity to develop a joint off-site levy bylaw that applies to the IDP area.
- 4.8.2.8 In addition to off-site development levies, the City of Leduc and Leduc County shall investigate the use of alternative fiscal and growth management tools to ensure that the costs of growth are fairly allocated amongst benefitting developers, landowners, residents, businesses, service providers, and the municipalities themselves. For example, the County and City may investigate opportunities for cooperation in the establishment of joint cost recovery mechanisms to ensure that future development will be responsible for its fair share of the long-term costs of growth, in order to achieve fiscal as well as environmental sustainability.

Water Servicing

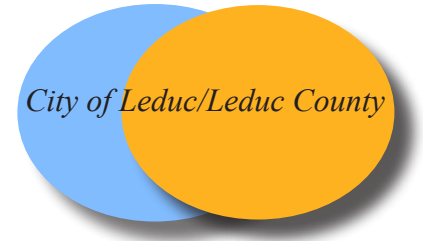
- 4.8.2.9 Leduc County and the City of Leduc, in consultation with Alberta Environment and the Capital Region Southwest Water Services Commission, shall explore opportunities to develop new partnerships in the region for providing piped water services within the IDP area.
- 4.8.2.10 The City of Leduc and Leduc County shall incorporate the provincial government's Water for Life Strategy in all planning for future water infrastructure.

Sanitary Sewer Servicing

- 4.8.2.11 Leduc County and the City of Leduc, in consultation with Alberta Environment and the Alberta Capital Region Wastewater Commission, shall explore opportunities to develop new partnerships in the region for providing piped sanitary sewer services within the IDP area.

Stormwater Management

- 4.8.2.12 The relevant municipal approving authority shall require, as a condition of subdivision approval, the preparation and submission of stormwater management plans prepared by a qualified professional engineer registered in the province of Alberta. Stormwater management plans shall be assessed against the most recent Province of Alberta Stormwater Management Guidelines and demonstrate how the use of stormwater best management practices will reduce post-development run-off rates to pre-development levels.



4.8.2.13 All required stormwater management plans shall include, at a minimum:

- topography of the development lands and surrounding area
- watershed affected by the development
- proposed major drainage systems (including the direction of surface drainage)
- proposed minor drainage systems (including ditches, pipes, and catch basin locations)
- proposed on-site detention and retention facilities (including locations and sizes)
- locations of outflow or outfall structures
- ☐ any related modeling or calculation information.

4.8.2.14 All required stormwater management plans shall include measures to control the rate and quality of stormwater discharge into significant water bodies, such as the major creeks within the IDP area and Saunders Lake, through the use of stormwater management facilities, avoiding areas of steep and unstable slopes for discharge points, and if feasible, through water quality monitoring.

Solid Waste Management

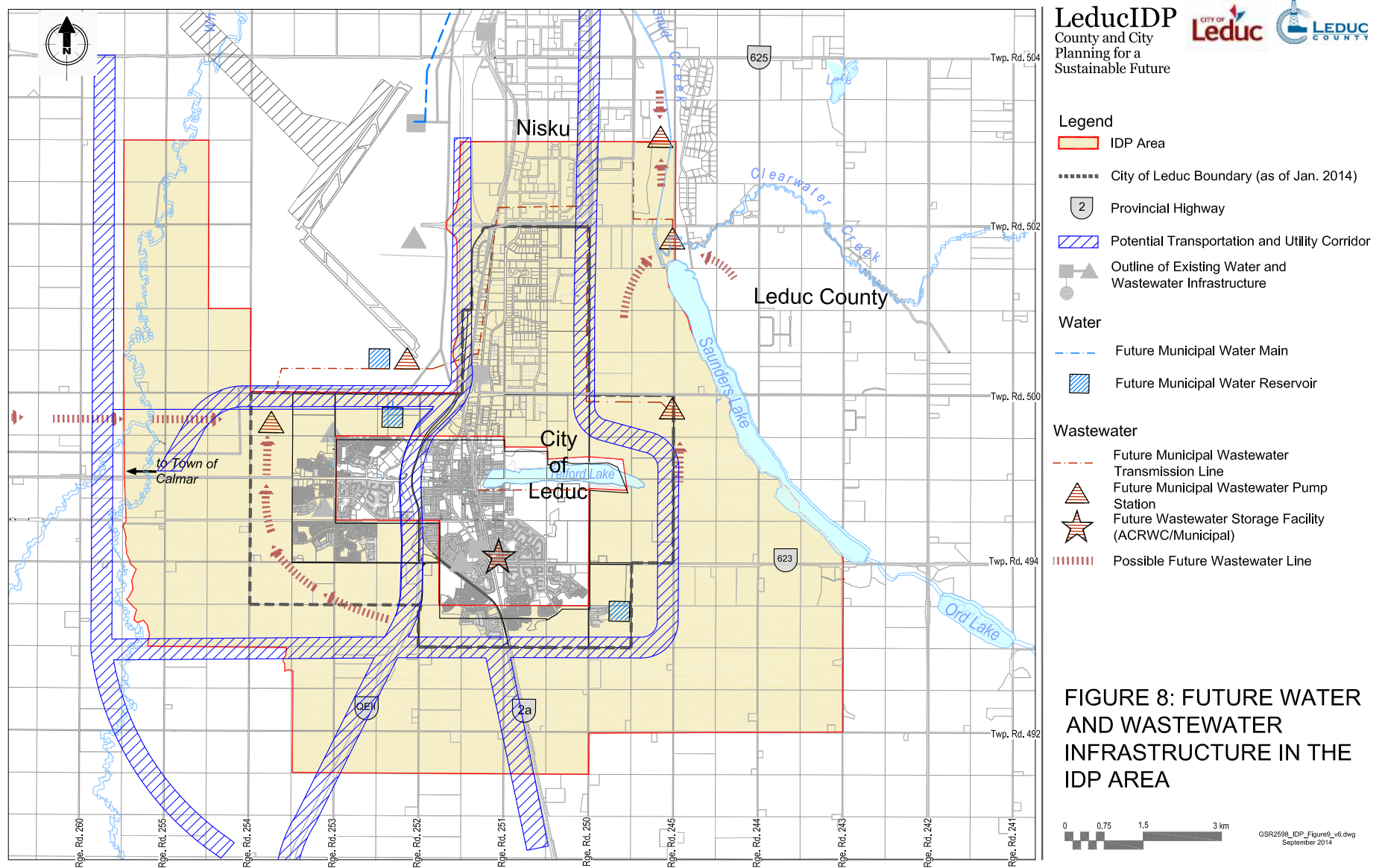
4.8.2.15 Leduc County and the City of Leduc will continue to cooperate in the management of the regional landfill. That management will include safe operations, enforcement of required development setbacks, and proper reclamation. Once the regional landfill is decommissioned, the two municipalities will cooperate to plan and manage the site as regional open space.

4.8.2.16 Both municipalities will continue to take the necessary actions to enhance community recycling efforts.

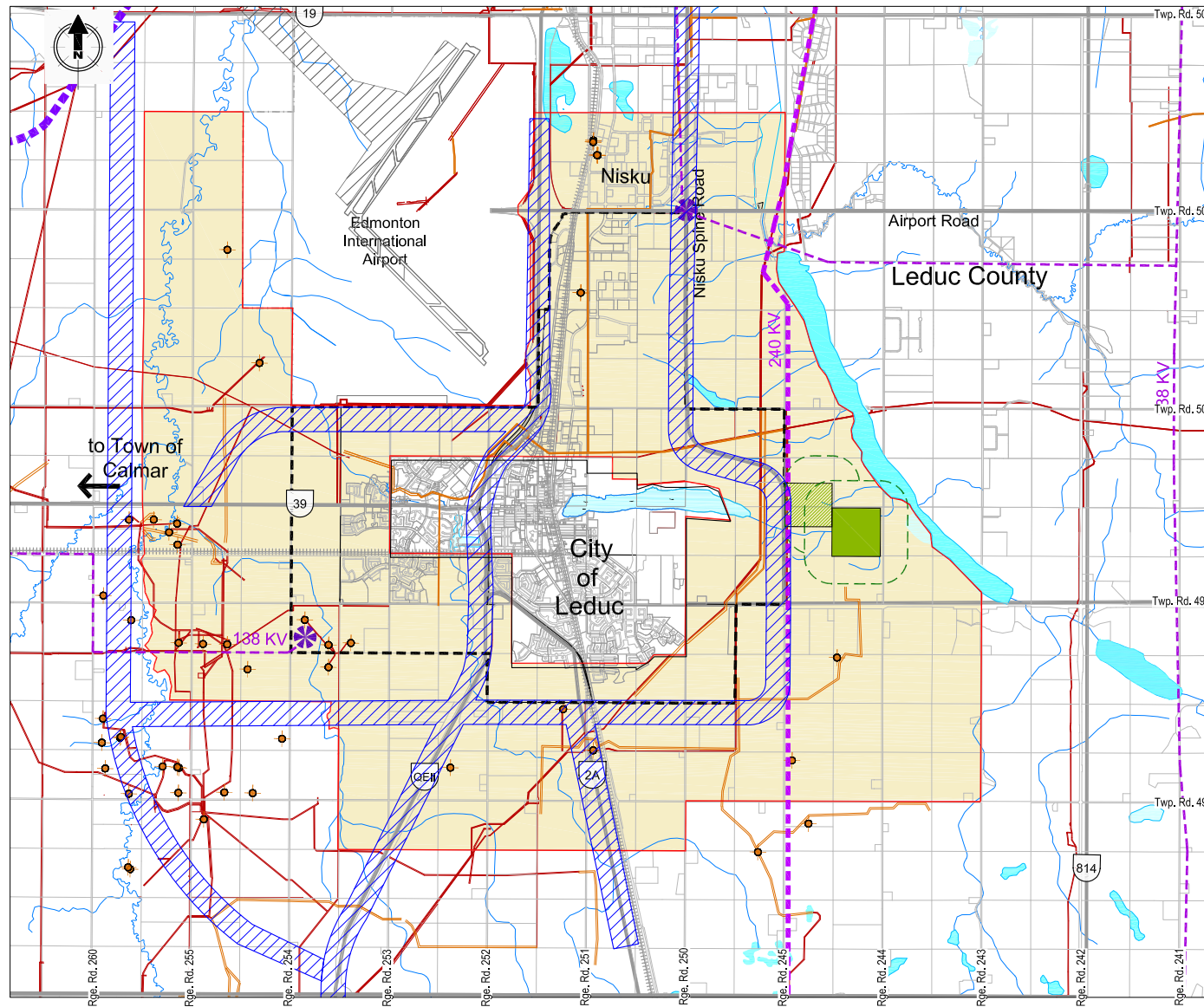
Energy Utilities

4.8.2.17 The City of Leduc and Leduc County shall continue to work in conjunction with the Energy Resources Conservation Board (ERCB) and the Alberta Utilities Commission (AUC) with respect to the development of oil, gas, electric power, and franchise utilities within the IDP area.

As amended by City of Leduc Bylaw No. 871-2014 Approved January 12, 2015 (Office Consolidation)
and
Leduc County Bylaw No. 27-14 Approved December 23, 2014 (Office Consolidation)



As amended by City of Leduc Bylaw No. 871-2014 Approved January 12, 2015 (Office Consolidation)
and
Leduc County Bylaw No. 27-14 Approved December 23, 2014 (Office Consolidation)



LeducIDP
County and City
Planning for a
Sustainable Future



Legend

- IDP Area
- City of Leduc Boundary (as of Jan. 2014)
- Potential Transportation and Utility Corridor

Oil and Gas Infrastructure

- Oil or Gas Pipeline
- Wells

Electrical Power (Schematic)

- Schematic route of 240 KV Line Corridor
- Schematic route of 138 KV Line Corridor
- ✱ Schematic location of Power System Substation

Solid Waste

- Regional Landfill Site (to be reclaimed as open space in the future)
- Regional Landfill Site (West Expansion Area)
- Regional Landfill Setback

NOTE:

1. "Wells" denotes the following: Pumping, Flowing or Suspended Oil wells, Flowing or Suspended Gas wells, Gas Test wells, Water Injection Zones, Drains, Standing wells and Training wells
2. The Power Line Routes displayed on this map are schematic in nature only, and do not denote exact locations of existing Electrical Power facilities.
3. Electrical Power facilities provided by AltaLink.

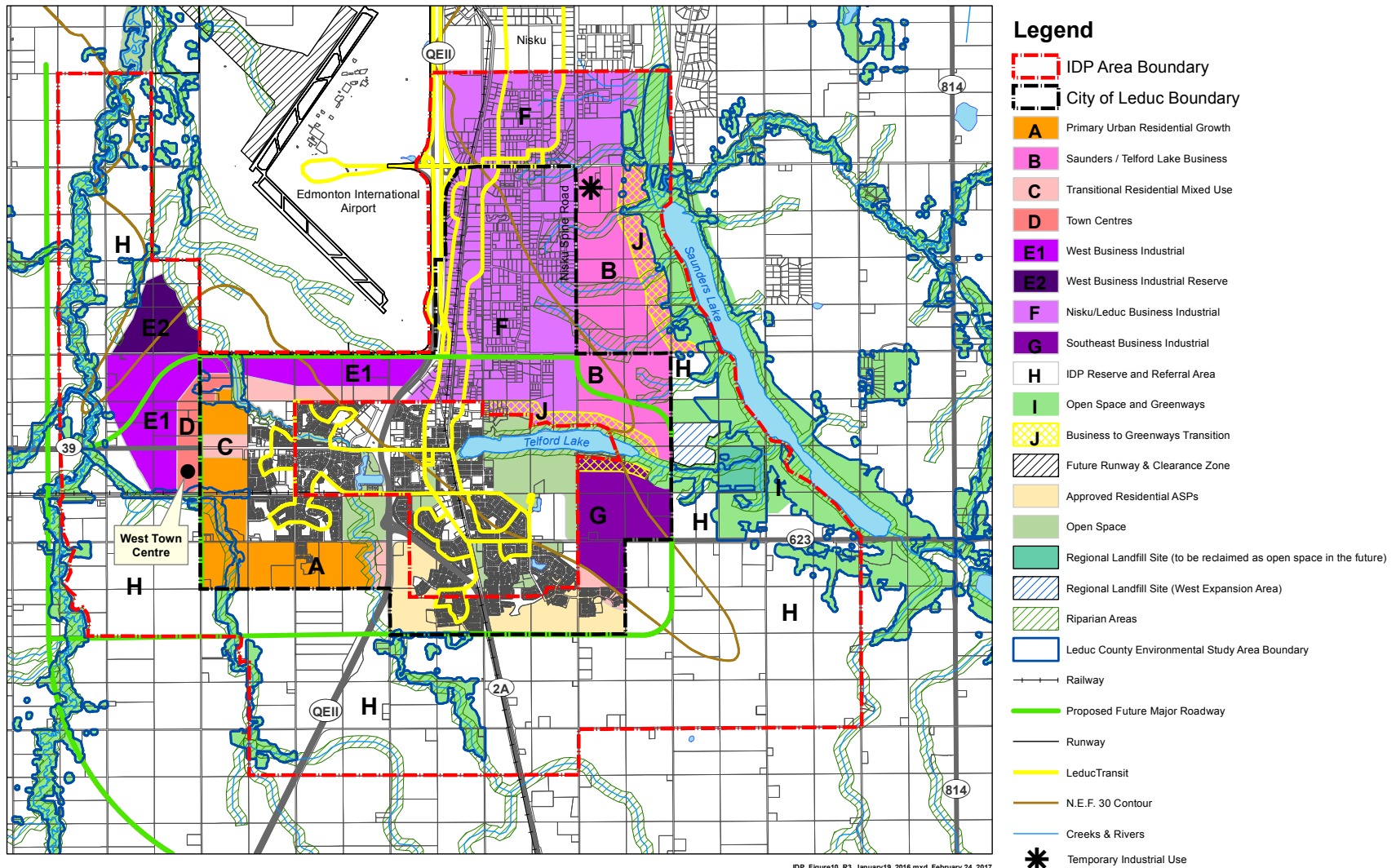
FIGURE 9: EXISTING OIL, GAS, POWER AND SOLID WASTE INFRASTRUCTURE IN THE IDP AREA



GSR2598_IDP_Figure9_v7.dwg
September 2014

As amended by City of Leduc Bylaw No. 933-2016 Approved August 21, 2017 (Office Consolidation)
and
Leduc County Bylaw No. 24-16 Approved July 11, 2017 (Office Consolidation)

FIGURE 10: INTERMUNICIPAL DEVELOPMENT PLAN POLICY AREAS



IDP_Figure10_R3_January19_2016.mxd February 24, 2017

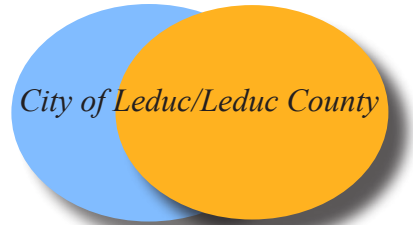
4.9 AIRPORT VICINITY PROTECTION AREA

4.9.1 OVERVIEW

The plans for the expansion of facilities and capacity at Edmonton International Airport, including the development of a new runway and the Edmonton International Airport Master Plan, will have significant impacts on long-range planning for the City of Leduc and Leduc County.

4.9.2 AIRPORT VICINITY PROTECTION AREA POLICIES

- 4.9.2.1 When making decisions on Area Structure Plans, Area Redevelopment Plans, land use redesignations, subdivisions, and development permits, the relevant municipal approving authorities shall comply with the requirements of the Edmonton International Airport Vicinity Protection Area Regulation and the Edmonton International Airport Zoning Regulations.
- 4.9.2.2 The City and County shall work with the Edmonton International Airport to investigate opportunities to refine the technical and legislative requirements of the Edmonton International Airport Vicinity Protection Area Regulation and the Edmonton International Airport Zoning Regulations.
- 4.9.2.3 The City and County shall work with the Edmonton International Airport to coordinate planning at all levels in order to maximize the potential that future development will bring to the County, the City, and the Airport.
- 4.9.2.4 When necessary, the City and County shall work together to assert their interests in relation to planning and future development of Edmonton International Airport lands.



4.10 CAPITAL REGION BOARD

4.10.1 OVERVIEW

On March 15, 2010, the Government of Alberta re-released the Capital Region Board Regulation. That Regulation addresses the establishment and mandate of the Capital Region Board, including the preparation and implementation of the Capital Region Growth Plan. The Capital Region Growth Plan: *Growing Forward*, was approved by the Province on March 31, 2010. Both the City of Leduc and Leduc County are committed to supporting and participating in all Capital Region Board initiatives.

4.10.2 CAPITAL REGION BOARD POLICIES

4.10.2.1 The City of Leduc and Leduc County will continue to actively participate in the provincial and regional initiatives of the Capital Region Board.

4.10.2.2 Leduc County and the City of Leduc shall fully participate in the preparation and implementation of the Capital Region Growth Plan, the first four elements of which consist of:

- a comprehensive, integrated regional land use plan
- a regional intermunicipal transit network plan
- a plan to coordinate and enhance a geographic information system
- a plan to address social and market affordable housing requirements.

4.10.2.3 The City of Leduc and Leduc County will consider any amendments to this IDP or their respective Municipal Development Plans and Land Use Bylaws that may be required as a result of initiatives undertaken by the Capital Region Board, including the Capital Region Growth Plan.

4.10.2.4 Leduc County and the City of Leduc will consider further collaboration with their municipal neighbours and other stakeholders in the preparation of a multi-jurisdictional sustainability plan.

4.11 FUTURE TRANSPORTATION AND UTILITY CORRIDORS

4.11.1 OVERVIEW

Transportation and utility corridors require farsighted planning and commitment to implementation among a broad range of governmental authorities. Leduc County and the City of Leduc are encouraged by the Capital Region Board's expressed commitment to support the planning of new transportation and utility corridors in the Leduc area and throughout the region.

4.11.2 FUTURE TRANSPORTATION AND UTILITY CORRIDOR POLICIES



- 4.11.2.1 In order to minimize potential future conflicts between major transportation and utility systems (e.g. major roadways, sewer trunks, water mains, pipelines, and power lines) and neighbouring land uses, the City and County shall work with the major regional water and wastewater utilities, Alberta Transportation, the Energy Resources Conservation Board, the Capital Region Board, Edmonton International Airport, and other major public agencies to plan and establish future transportation and utility corridors within the IDP area.
- 4.11.2.2 Figures 6, 7, 8, and 9 show potential options for alignments of future transportation and utility corridors, which may be planned and established within the IDP area. The potential alignment options shown in these figures are conceptual, only for the purposes of preliminary consideration, and shall be subject to further inter-municipal and interagency functional planning, technical review, and design.
- 4.11.2.3 Once future transportation and utility corridors have been planned and established within the IDP area, the City and County shall work with the major affected public agencies to consider issues of land ownership, planning, design, implementation, management, and operation of the future transportation and utility corridors and the major transportation and utility systems to be accommodated within those corridors.
- 4.11.2.4 At the appropriate point in the planning for future transportation and utility corridors within the IDP area, the City and County shall jointly consider intermunicipal policies and procedures addressing land use, development, and infrastructure in proximity to the transportation and utility corridors.



5.0 AREA POLICIES

5.1 AREA A — RESIDENTIAL GROWTH

The Residential Growth Policies shall apply to the Area A as identified in Figure 10 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.

- 5.1.1 Land use within the Residential Growth Policy Area A shall be predominantly residential, with integrated supporting uses of the appropriate scale and location necessary to create complete and vibrant communities. Such supporting uses shall include adequate open space and may also include:
- local or neighbourhood commercial and retail development
 - community and institutional development
 - schools
 - small-scale medical and personal service business development.
- 5.1.2 Subject to future annexation approvals, it is anticipated that the lands in IDP Policy Area A would eventually be included within the jurisdiction of the City of Leduc.

5.2 AREA B — SAUNDERS/TELFORD LAKE BUSINESS

The Saunders/Telford Lake Business Policies shall apply to Area B as identified in Figure 10 - Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.

- 5.2.1 The general purpose and intent of the Saunders/Telford Lake Business Policy Area B is to provide for high quality business, light industrial and office development with complimentary commercial uses along the north-east side of the City of Leduc and north-west area of Saunders Lake. Land uses within the Saunders/Telford Lake Business Policy Area B will take advantage of opportunities related to nearby regional assets, ensuring a distinctive development typology through higher design and architectural standards than policy area F. These land uses include, but are not limited to:
- Agribusiness research and development (R&D), engineering and production;
 - Oil & gas R&D, engineering and advanced manufacturing;
 - Information Communications Technology (ICT) manufacturing, R&D and sales;
 - Warehousing, distribution and transportation logistics;
 - Advanced education, training, research, and certification centres;

- General business and office uses;
 - Complimentary commercial, retail and dining.
- 5.2.2 Architectural, development and landscape standards shall be of a high calibre, when abutting Policy Area J, and especially along arterial roads and major intersections that act as gateways to the area. Furthermore, natural assets and features should be protected and enhanced to provide a high level of amenities and support high quality environment for businesses, their employees and the public. These elements shall be addressed at the ASP and outline plan stages.
- 5.2.3 Suitable building typologies shall include, but not be limited to: campus office, flex business park, light industrial manufacturing, advance manufacturing, warehouse & distribution facility, data server facility, clean factory farms & greenhouses as well as educational campuses. Development should achieve or exceed a minimum Floor to Area ratio (FAR) of 0.2 and outdoor storage areas with no principal building on site shall be prohibited.
- 5.2.4 To promote connectivity and employment viability within this policy area, ASPs shall address the need for public transit and other alternative transportation modes. Each ASP shall address the necessary infrastructure to support alternative transportation and ensure connectivity within the policy area as well as within the Leduc region.
- 5.2.5 Electrical substations and associated structures shall be landscaped to an urban standard. Power lines crossing roadways shall be buried, in order to ensure the long-term functionality of such corridors.
- 5.2.6 High Speed internet infrastructure such as fibre optic shall be planned in ASPs and installed as development occurs to ensure that businesses can access and employ the most advanced and efficient communication technology available.
- 5.2.7 The County and City shall jointly examine feasible solutions for increasing recreational connectivity access to and between Saunders and Telford Lakes in order to support low-impact recreational uses. Elements such as interconnected trail systems and recreational access points will be explored in more detail during the development of related studies, ASPs and subdivision plans.
- 5.2.8 Interim land uses in this policy area shall be agriculture. Development of intensive agricultural uses within this policy area shall be subject to inter-municipal consultation and agreement.
- 5.2.9 Lands in IDP Policy Area B located within the City of Leduc at the passing of this Bylaw will remain within the jurisdiction of the City of Leduc and Lands in IDP Policy Area B located within Leduc County at the passing of this Bylaw will remain within the jurisdiction of Leduc County.

5.3 AREA C — TRANSITIONAL RESIDENTIAL MIXED USE

The Transitional Residential Mixed Use Policies shall apply to Area C as identified in Figure 10 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.

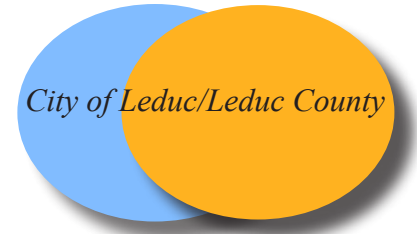
- 5.3.1 Land use within the Transitional Residential Mixed Use Policy Area C shall include a mix of higher density residential and commercial development, with integrated supporting uses of the appropriate scale and location necessary to create complete and vibrant urban communities. Such supporting uses shall include adequate open space and may also include:
- local, neighbourhood, or regional commercial and retail development
 - community and institutional development of a local or regional scale, including recreation facilities
 - schools and institutions of higher learning
 - medical and personal service business development.
- 5.3.2 It is anticipated that the lands in IDP Policy Area C will remain within the jurisdiction of the City of Leduc.

5.4 AREA D — TOWN CENTRE

The Town Centre Policies shall apply to Area D as identified in Figure 10 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.

- 5.4.1 The Town Centre identified in Figure 10 – Intermunicipal Development Plan Policy Areas shall serve as high density mixed-use focal points of urban activity for the broader region. A complete range of full municipal services, including enhanced public transit, will provide for the complete integration of land use and infrastructure in order to maximize the cost effectiveness of public services and to enhance regional sustainability.





- 5.4.2 Detailed planning and development of the Town Centre identified in Figure 10 – Intermunicipal Development Plan Policy Areas shall accord with the principles of Smart Growth and the Guiding Principles of this IDP. Mixed land uses shall be developed in order to maximize opportunities for residents to live close to regional public transit, employment, and service centres.
- 5.4.3 Land use within the Town Policy Area D shall include a mix of higher density residential and commercial development, with integrated supporting uses of the appropriate scale and location necessary to create complete and vibrant urban communities. Such supporting uses shall include adequate open space and may also include:
- neighbourhood or regional commercial, office, and retail development
 - community and institutional development of a neighbourhood or regional scale, including recreation facilities
 - schools and institutions of higher learning
 - tourism destinations and services such as hotels
 - medical offices, health centres, and hospitals.
- 5.4.4 Underground parking shall be preferred over large areas of surface parking within the Town Policy Area D.
- 5.4.5 Innovative site planning and architecture shall be strongly encouraged within the Town Policy Area D. In order to achieve such innovation, the relevant municipal approving authority shall consider implementing incentives and bonus systems in the bylaws, regulations, and approval processes that apply to this Policy Area.
- 5.4.6 Subject to future annexation approvals, it is anticipated that the lands in IDP Policy Area D would eventually be included within the jurisdiction of the City of Leduc.

5.5 AREA E1 — WEST BUSINESS INDUSTRIAL

The West Business Industrial Policies shall apply to Area E1 as identified in Figure 10 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.

- 5.5.1 The general purpose and intent of the West Business Industrial Policy Area E1 is to complement and take advantage of its proximity to similar business and industrial development on the Edmonton International Airport Lands.
- 5.5.2 Both municipalities will collaborate with Edmonton International Airport to harmonize land use, development, and infrastructure policies, planning, and implementation.

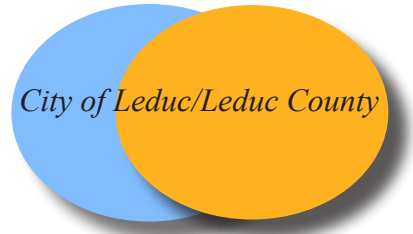
- 5.5.3 Land use within the West Business Industrial Policy Area E1 shall include a mix of office, business, and industrial development, particularly related to logistics, warehousing, light manufacturing, and the transshipment of goods by highway, rail, and air transport. Supporting uses may include:
- commercial and retail development to serve immediate employees and business visitors
 - regional commercial and retail development
 - institutional development of a regional scale, including indoor and outdoor recreation facilities
 - tourism destinations and services such as hotels
 - schools and institutions of higher learning
 - medical offices and health centres.
- 5.5.4 As deemed appropriate by the Subdivision Authority for industrial subdivisions, money in place or a combination of land and money in place of Municipal Reserve may be considered within the West Business Industrial Policy Area E1.
- 5.5.5 All Area Structure Plans, land use redesignations, subdivisions, and development permits within the West Business Industrial Policy Area E1 shall comply with the requirements of the Edmonton International Airport Vicinity Protection Area Regulation and the Edmonton International Airport Zoning Regulations.
- 5.5.6 Subject to future annexation approvals, it is anticipated that the lands in IDP Policy Area E1 that are not currently within City of Leduc jurisdiction would eventually be included within the jurisdiction of the City of Leduc.

5.6 AREA E2 — WEST BUSINESS INDUSTRIAL RESERVE

The West Business Industrial Reserve Policies shall apply to Area E2 as identified in Figure 10 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.

- 5.6.1 The general purpose and intent of the West Business Industrial Reserve Area E2 is to complement and take advantage of its proximity to similar business and industrial development.
- 5.6.2 Multi-lot subdivision within the West Business Industrial Reserve Area E2 should not be considered prior to the availability of full municipal services. The existing agricultural and small scale rural residential land uses within this Policy Area should continue to be supported until such time as contiguous urban land uses and full municipal services have been developed within the Growth Scenario areas.

- 5.6.3 Given the availability of municipal servicing and utility infrastructure on the west side of the Intermunicipal Development Plan area, business and industrial development in the West Business Industrial Reserve Area E2 is expected to start within the 35-year time horizon of the Capital Region Growth Plan and this Intermunicipal Development Plan.
- 5.6.4 The West Business Industrial Reserve Area E2 indicates the direction of longer-term non-residential growth, the jurisdiction of which will be negotiated by the City of Leduc and Leduc County at a later time.



5.7 AREA F - NISKU/LEDUC BUSINESS INDUSTRIAL

The Nisku/Leduc Business Industrial Policies shall apply to Area F as identified in Figure 10 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.

- 5.7.1 Given that the Nisku – Leduc Business Industrial Policy Area F is largely developed and serviced, the existing policies of the relevant municipalities shall prevail in this Policy Area.
- 5.7.2 Any redevelopment or intensification of use within the Nisku – Leduc Business Industrial Policy Area F shall be subject to the commercial or industrial development standards and design policies contained in Section 4.3 or 4.4 of this IDP.
- 5.7.3 The County or the City may independently consider the preparation and adoption of an Area Redevelopment Plan (ARP) or ARPs within the Nisku – Leduc Business Industrial Policy Area F, subject to the IDP implementation policies contained in Section 6.0 of this IDP.
- 5.7.4 Where any redevelopment or intensification of use is proposed within the Nisku – Leduc Business Industrial Policy Area F, with or without an approved ARP, the land use, density, building height, and overall scale of the proposed redevelopment shall be integrated with the existing adjacent development or with the anticipated land use, density, building height, and scale of development contemplated for any adjacent Policy Area within this IDP.
- 5.7.5 It is expected that the lands in IDP Policy Area F to the south of Airport Road will remain within the jurisdiction of the City of Leduc, while the lands in IDP Policy Area F to the north of Airport Road will remain within the jurisdiction of Leduc County.

5.8 AREA G — SOUTHEAST BUSINESS INDUSTRIAL

The Southeast Business Industrial Policies shall apply to Area G as identified in Figure 10 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.

- 5.8.1 The general purpose and intent of the Southeast Business Industrial Policy Area G is to provide for commercial, office, business, and light industrial development in the southeast sector of the IDP, while respecting the context of the surrounding Transitional Residential Mixed Use Policy Area C, Business to Greenways Transition Policy Area J, as well as nearby open space, greenways and recreational areas within the City of Leduc.
- 5.8.2 Land use within the Southeast Business Industrial Policy Area G shall include a mix of commercial, office, business, and light industrial development that will generate minimal off-site impacts. Supporting uses may include:
- commercial and retail development to serve immediate employees and business visitors
 - regional commercial and retail development
 - institutional development of a regional scale, including indoor and outdoor recreation facilities
 - institutions of higher learning
 - medical offices, health centres, and hospitals
 - services or amenities of neighbourhood or regional scale that may appeal to or meet the needs of nearby residents.
- 5.8.3 As deemed appropriate by the Subdivision Authority for industrial subdivisions, money in place or a combination of land and money in place of Municipal Reserve may be considered within the Southeast Business Industrial Policy Area G, provided that systems of pedestrian and bicycle trail networks and parks can still be implemented within this Policy Area.
- 5.8.4 All Area Structure Plans, land use redesignations, subdivisions, and development permits within the Southeast Business Industrial Policy Area G shall comply with the requirements of the Edmonton International Airport Vicinity Protection Area Regulation and the Edmonton International Airport Zoning Regulations. Accordingly, only non-residential and open space uses may be developed in Policy Area G.
- 5.8.5 Given the significant costs associated with extending sewer services to the Southeast Business Industrial Policy Area G, future development within Policy Area G is not expected to occur within the 35-year time horizon of the Capital Region Growth Plan or this Intermunicipal Development Plan.

5.9 AREA H — IDP RESERVE AND REFERRAL AREA



The IDP Reserve and Referral Policies shall apply to Area H as identified in Figure 10 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP. This area is important to both municipalities because of the potential for future transportation infrastructure being planned by Alberta Transportation. Both municipalities also have an interest in discouraging premature subdivision in Area H.

- 5.9.1 The general purpose and intent of the IDP Reserve and Referral Policy Area H is to address lands outside the Growth Scenario and beyond the 2044 time horizon of the Capital Region Growth Plan, which have been included within the IDP for strategic planning and environmental management purposes and to provide for future considerations that may not be foreseen at the time of adoption of this IDP.
- 5.9.2 Multi-lot subdivision within the IDP Reserve and Referral Policy Area H should not be considered prior to the availability of full municipal services. The existing agricultural and small-scale rural residential land uses within this Policy Area should continue to be supported until such time as contiguous urban land uses and full municipal services have been developed within the Growth Scenario areas.
- 5.9.3 By virtue of the adoption of this IDP, the City of Leduc and Leduc County shall jointly exercise their intermunicipal policy planning authority over the IDP Reserve and Referral Policy Area H to influence major regional or provincial infrastructure initiatives.
- 5.9.4 Leduc County and the City of Leduc shall jointly demonstrate environmental stewardship over the IDP Reserve and Referral Policy Area H to monitor and assist in the protection of water quality and flows, which may affect the major creeks that flow north from this Policy Area into the rest of the IDP Area and Saunders Lake.
- 5.9.5 Development of intensive agricultural uses within the IDP Reserve and Referral Policy Area H shall be subject to intermunicipal consultation and agreement.
- 5.9.6 Area H indicates a general direction for long-term urban growth beyond the 2044 time horizon of the Capital Region Growth Plan, which has the potential to be included within the jurisdiction of the City of Leduc. Subject to future annexation approvals and depending on location and growth management priorities, certain lands in IDP Policy Area H may be included within the jurisdiction of the City of Leduc, while other lands in IDP Policy Area H may remain within the jurisdiction of Leduc County.

5.10 AREA I — OPEN SPACE AND GREENWAYS

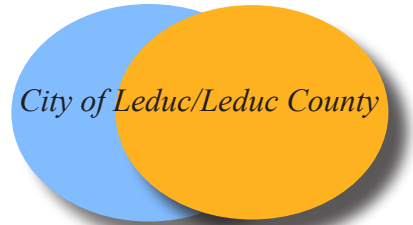
The Open Space and Greenways Policies shall apply to Area I as identified in Figure 10 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.

- 5.10.1 The general purpose and intent of the Open Space and Greenways Policy Area I is to establish the foundations for a regional system of public open spaces, trails, and natural areas to benefit future generations within the Leduc area.
- 5.10.2 Leduc County and the City of Leduc will work together with local community groups and both provincial and federal jurisdictions to ensure appropriate protection and management of public open spaces, trails, and natural areas within the Open Space and Greenways Policy Area I.
- 5.10.3 Leduc County and the City of Leduc will collaborate with other levels of government and non-governmental, charitable, and community service organizations to facilitate the acquisition of privately owned land (or the rights of public access to such privately owned land) for the purposes of creating and protecting public open spaces, trails, and natural areas within the Open Space and Greenways Policy Area I.
- 5.10.4 Public open spaces, trails, and natural areas within the Open Space and Greenways Policy Area I shall be planned and managed in order to protect and enhance natural features such as ravines, natural vegetation, habitat, soil, groundwater, and surface water within water bodies such as creeks and Saunders Lake. The planning for open space, trails, and natural areas, including their access, shall be included at the Area Structure Plan (ASP) stage. The ASP shall contain the policy framework that explains how these elements will be addressed and managed in order to support a regionally connected network.
- 5.10.5 Subject to joint intermunicipal planning and management, natural areas within the Open Space and Greenways Policy Area I shall serve a variety of conservation, educational, and passive recreational needs.
- 5.10.6 Land acquisition, planning, and management activities for public open spaces, trails, and natural areas within the Open Space and Greenways Policy Area I shall include initiatives to conserve and protect historic buildings and sites as well as prehistoric and palaeontological features of significant heritage value to the Leduc area.
- 5.10.7 Where appropriate, the City and County will cooperate to conduct Historic Resources Overviews (HRO) and Historic Resources Impact Assessments (HRIA) for submission to Alberta Culture and Community Spirit in accordance with the requirements of the Historical Resources Act.
- 5.10.8 Subject to future annexation approvals and depending on location, growth management, environmental, and recreational priorities, certain lands in IDP Policy Area I may be included within the jurisdiction of the City of Leduc, while other lands in IDP Policy Area I may remain within the jurisdiction of Leduc County.

5.11 AREA J - BUSINESS TO GREENWAYS TRANSITION

The Business to Greenways Transition shall apply to corresponding areas identified in Figure 10- Intermunicipal development Plan Policy Areas. These Area Policies shall apply in addition of the General Policies contained in Section 4.0 of the IDP.

- 5.11 .1 The general purpose and intent of Area J - Business to Greenways Transition is to ensure that Saunders Lake, Telford Lake and their surrounding natural habitats are maintained in a healthy and natural state, to promote a development typology with a higher aesthetic appeal, and to ensure planned access points for to greenways for low-impact recreational uses. This is accomplished by providing a buffer of well-designed low-impact business development to help appropriately transition from lakeshores and their protected greenway areas to neighbouring business areas.
- 5.1 1 .2 ASPs and subsequent plans affected by Area J - Business to Greenways Transition must demonstrate how they will minimize human-produced impacts (such as noise, light, air and water pollution) onto adjacent natural areas, lakes and natural habitats, recreational users and nearby properties. They must also demonstrate where publicly accessible connections will be created in order for pedestrians, bicyclists, and other low-impact recreational users will access lakeside open space, greenways and trail systems.
- 5.11 .3 Land uses within Area J - Business to Greenways Transition shall be limited to a mix of high end commercial, office, institutional, business and light industrial uses that minimize off-site noise, light, air and water pollution. Building, site layout, and landscape standards for the Business to Greenways Transition shall exceed the standards for typical light industrial development.
- 5.11 .4 Lands in IDP Policy Area J located within the City of Leduc at the passing of this Bylaw will remain within the jurisdiction of the City of Leduc and Lands in IDP Policy Area J located within Leduc County at the passing of this Bylaw will remain within the jurisdiction of Leduc County.



6.0 IDP IMPLEMENTATION

The Municipal Government Act (MGA) requires that IDPs include:

- i. “a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the plan;
- ii. a procedure to be used by one or more municipalities to amend or repeal the plan; and
- iii. provisions relating to the administration of the plan.”

6.1 INTERMUNICIPAL DEVELOPMENT PLAN (IDP) COMMITTEE

6.1.1 OVERVIEW

An IDP Committee shall oversee the implementation of the IDP and serve as a forum to address any intermunicipal issues that may arise.

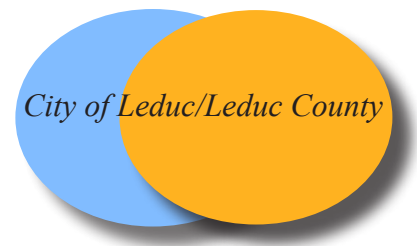
6.1.2 COMPOSITION OF THE IDP COMMITTEE

The IDP Committee shall consist of three (3) elected officials appointed by each municipal Council and representatives from each municipal administration.

6.1.3 RESPONSIBILITIES OF THE IDP COMMITTEE

The IDP Committee shall facilitate the ongoing sharing of information among elected officials and staff from both municipalities. The IDP Committee will also provide a forum for review and comment on a range of topics identified within the IDP. Responsibilities of the IDP Committee may include, but shall not necessarily be limited to:

- making recommendations on intermunicipal matters to the respective municipal Councils
- monitoring the progress of the IDP, including implementation actions identified in the IDP
- acting as a review body for any proposed IDP amendment, area structure plan, subdivision, or development application that may have a significant impact within the IDP area or a detrimental effect on either municipality
- providing a forum to develop and recommend economic development initiatives to the respective municipal Councils



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- reviewing and making recommendations to the respective Councils on any proposed amendments to the IDP
- reviewing and making recommendations to the respective Councils on any proposed applications for annexation.

6.1.4 ADMINISTRATIVE PROCEDURES

The IDP Committee will be supported by the administrations of both municipalities. Administrative procedures will include:

- establishing meeting dates and locations, producing agendas, and other matters as necessary
- keeping minutes of IDP Committee meetings
- convening meetings annually or at the request of either municipality as necessary.

6.2 AREA STRUCTURE PLANS AND AREA REDEVELOPMENT PLANS

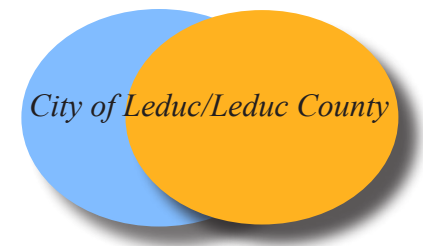
6.2.1 OVERVIEW

The IDP establishes a broad policy framework for land use, transportation, municipal services, environmental management, parks, and open space. More detailed planning in Area Structure Plans or Area Redevelopment Plans will be conducted in accordance with the provisions of the MGA. Leduc County and the City of Leduc agree that future development within the IDP area should require the prior adoption of an Area Structure Plan or Area Redevelopment Plan by the respective municipal Council.

6.2.2 ASP AND ARP REQUIREMENTS

Given that Leduc County and the City of Leduc have different requirements for Area Structure Plans (ASPs) and Area Redevelopment Plans (ARPs), the two municipalities agree that future ASPs and ARPs within the IDP area should address:

- the general location and types of land uses proposed
- impacts on adjacent uses and the environment
- provisions for setbacks and buffers
- information on proposed residential density and housing types



- major physical topographic features
- remedial measures relating to environmental hazards on or near contaminated or environmentally sensitive areas, which may include but are not limited to contaminated soils, landfill sites, sewage lagoons, flood plains, high water tables, sour gas sites, rail rights-of-way, slopes greater than 15%, or unstable slopes
- internal and external traffic circulation, including impacts on surrounding transportation systems
- groundwater supply, water table conditions, and soil percolation rates
- soil conditions as they pertain to sewage disposal systems and the construction of roads and building foundations
- provision of full municipal infrastructure and utility services for all development within the proposed ASP or ARP
- provision of servicing and access to adjacent developments
- location of public utility lots and corridors
- proposed locations for parks, schools, linear parks and trail connections
- provision of and impacts on community services, including fire and police protection
- provision of municipal and environmental reserve, including buffers or screening to mitigate potential land use conflicts
- protection and integration of natural areas
- proposed phasing of development
- other information that the two Councils may consider necessary.

6.3 PLAN ADMINISTRATION, REVIEW, AMENDMENT AND REPEAL

6.3.1 OVERVIEW

The MGA requires that IDPs include “*provisions relating to the administration of the plan*” and a “*procedure to be used by one or more municipalities to amend or repeal the plan.*”

6.3.2 ADMINISTRATION OF THE IDP

Leduc County and the City of Leduc will administer provisions of the IDP for lands within each respective jurisdiction.

6.3.3 REVIEW, MONITORING, AND AMENDMENT OF THE IDP

At the end of five years after IDP approval, both Leduc County and the City of Leduc agree to a mandatory review and, if necessary, amendment of the IDP. Besides that five-year review, separate review of the IDP may be warranted by:

- amendments to Capital Region Board policies, plans, requirements, or growth projections
- significantly new or unexpected development in the Capital Region or the Leduc Area, either through private investment or public expenditure on infrastructure
- unforeseen economic shocks or volatility, in the form of either extreme growth or recession
- dramatic changes in energy production or consumption, including the development and use of alternative energy sources
- technological advances that may affect land development, employment, industry, communications, housing, or transportation
- changes in public transit service, transportation infrastructure, or transportation behavior
- major changes in provincial legislation governing municipalities or land use planning
- major reorganization of local government at the provincial or regional level, including major adjustments to municipal territories.

Monitoring Infrastructure – Both municipalities shall cooperatively monitor infrastructure capacity and servicing needs, with particular attention to opportunities for intermunicipal collaboration in the provision of municipal infrastructure and services.

6.3.4 IDP AMENDMENTS

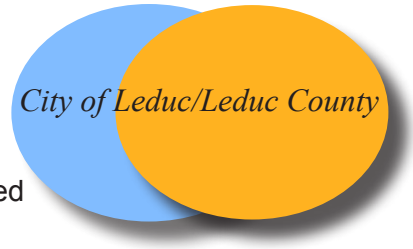
The City and County will make best efforts to keep the IDP up to date by amending it from time to time, subject to the agreement of both municipal Councils. Amendments may include changes to policy (textual amendments), boundaries, or other matters as may be appropriate. IDP amendments may be initiated by either municipality. When appropriate, either municipality may bring forward IDP amendments at the request of private landowners or developers. In order to implement any agreed amendments, both municipal Councils will be required to adopt bylaws amending the IDP in accordance with the requirements of the MGA.

6.3.5 REPEAL OF THE IDP

If one or both municipalities deem the IDP no longer effective, both municipalities will be required to pass bylaws to repeal the Intermunicipal Development Plan. The procedure for passage of the repealing bylaws will be in accordance with the provisions of the MGA. In addition, the following procedures should be followed prior to the final actions of repealing the bylaws:

- One municipality will give six (6) months written notice to the other municipality, along with reasons of the intention to repeal the IDP.
- Subsequent to the initial notice proposing repeal of the IDP, the two municipalities may engage in attempts at the mediated resolution of issues.
- Within sixty (60) days of the date of the notice provided by the initiating municipality, a meeting of the two Councils shall be held to review the concerns raised. Following the joint Council meeting, the municipality filing the notice may either withdraw its notice by providing a letter in writing to the other municipality, or proceed to give First Reading to a bylaw to repeal the Intermunicipal Development Plan.
- In the event that First Reading is given to a bylaw to repeal the IDP, a process of mediation shall be engaged in an effort to resolve the matter prior to the Council considering Second Reading of the bylaw to repeal the IDP.
- If mediation is not successful within six (6) months of the initial written notice to repeal the IDP, then both municipalities may proceed to pass bylaws to repeal the IDP at Public Hearings held in accordance with the MGA.
- The IDP will be considered repealed upon one municipality passing the necessary bylaw.

In the event that the IDP is repealed, the two municipalities shall amend their Municipal Development Plans to address intermunicipal issues in accordance with the MGA. In the event that the required amendments, in the opinion of the neighbouring municipality, have or may have a detrimental effect on it, the matter may be appealed to the Municipal Government Board in accordance with the provisions of the MGA.



6.4 CIRCULATION AND REFERRAL PROCESSES

6.4.1 OVERVIEW

The continued referral of applications for land use redesignation, subdivision, development approval, statutory plans, amendments, and other studies and documents is essential to maintaining open communications and to addressing and resolving intermunicipal issues on an ongoing basis. The IDP Circulation and Referral Area is shown in Figure 2 – Intermunicipal Development Plan Area. Certain circulation policies will also apply to lands within the IDP Reserve and Referral Policy Area H.

6.4.2 INTERMUNICIPAL CIRCULATION AND REFERRALS

Leduc County and the City of Leduc will continue the reciprocal referral of planning proposals, in accordance with the Planning Proposal Referrals and Response Periods stipulated in this IDP.

6.4.3 PLANNING PROPOSAL REFERRALS AND RESPONSE PERIODS

Both municipalities agree to refer the following planning proposals in areas within 0.8 kilometre on either side of their common municipal boundaries:

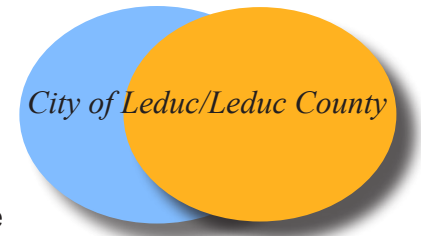
- MDPs and MDP amendments (28 day response period)
- ASPs, ARPs, and amendments (21 day response period)
- land use redesignations (21 day response period)
- subdivisions (21 day response period)
- development permits for discretionary uses (21 day response period)

In order to ensure that the proper information is circulated to the appropriate municipal authorities, official circulations will be sent by mail to the respective Directors of Planning, while additional information may be conveyed by electronic means such as facsimile or email.

In addition to these referral requirements, either municipality may circulate planning proposals, land use bylaw amendments, statutory plans, or amendments to statutory plans in areas beyond 0.8 kilometre from either side of the common municipal boundaries if either municipality considers that the subject planning proposal, land use bylaw amendment, statutory plan, or amendment to a statutory plan may have traffic, environmental, noise, odour, or other deleterious effects on the neighbouring municipality. More specifically, this circulation policy will apply to lands within the IDP Reserve and Referral Policy Area H.

Both municipalities shall agree in advance to appropriate response periods for circulation of new land use bylaws or land use bylaw amendments and any new statutory plans or amendments to existing statutory plans such as MDPs, ASPs, or ARPs.

In the event that either municipality does not reply within, or request an extension to, the specified response period, it will be assumed that the responding municipality has no comment or objection to the referred planning proposal.



6.5 INTERMUNICIPAL DISPUTE RESOLUTION

6.5.1 OVERVIEW

Alberta Municipal Affairs has been promoting and acting as a resource in Alternative Dispute Resolution as a process for resolving intermunicipal planning issues. The implementation of an intermunicipal dispute resolution mechanism is a requirement of all IDPs pursuant to the MGA. In order to satisfy this requirement and to ensure that the principles of fairness and due process are respected, a dispute resolution process consisting of the following five stages is established in this IDP.

Stage I	Administrative Review
Stage II	IDP Committee Review
Stage III	Municipal Councils
Stage IV	Mediation
Stage V	Appeal

This process is designed to maximize opportunities for discussion and review with the goals of resolving disagreements and minimizing delays.

For the purposes of this IDP, *“initiating municipality”* means the municipality in which the land subject to a proposal is located. *“Proposal”* means:

- a land use redesignation
- an Area Structure Plan (ASP)
- an Area Structure Plan amendment
- an Area Redevelopment Plan (ARP)
- an Area Redevelopment Plan amendment

- an IDP amendment
- a Municipal Development Plan (MDP)
- a Municipal Development Plan amendment
- a proposal regarding the provision of municipal servicing such as water, sanitary sewer, stormwater management, or franchise utilities
- a proposal regarding the provision of municipal roadways facilities and related infrastructure
- a proposal regarding the provision of local or regional community or recreation facilities
- a proposal regarding cost-sharing agreements between the two municipalities;
- a proposal for annexation of land from one municipality to another
- a decision of the respective municipal Assessment Review Board regarding property tax assessment
- any other matter that either municipality considers worthy of intermunicipal review.

“Responding municipality” means the other municipality. Section 6.5 Circulation and Referral Processes outlines the circulation and referral process that would apply to such proposals.

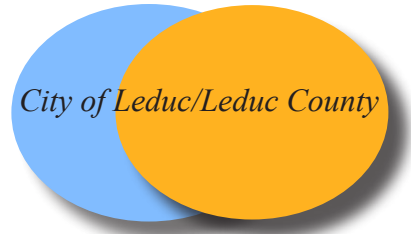
6.5.2 DISPUTE RESOLUTION PROCESS

The Following are the dispute resolution procedures agreed to by both Leduc County and the City of Leduc:

Stage I: Administrative Review

1. The initiating municipality will ensure that complete information addressing relevant criteria is provided in support of all site-specific applications or that all statutory plan processes are sufficiently documented.
2. Upon circulation of a proposal, the administration of the responding municipality will undertake a technical evaluation of the proposal and will provide any necessary comments to the initiating municipality.
3. Both municipalities will determine whether a proposal can be processed without being referred to the IDP Committee.
4. In the event that a proposal cannot be processed at the administrative level, either municipality may refer that proposal to the IDP Committee for review or mediation.

Note: Each municipality will be responsible for determining the degree of discretion to be delegated to each respective administration in the review of proposals.



Stage II: IDP Committee Review

1. In the event that a proposal is referred to the IDP Committee, an IDP Committee meeting will be scheduled and the administrations of both municipalities will present their positions on the proposal.
2. After consideration of a proposal the IDP Committee may:
 - a) provide suggestions back to both administrations with respect to revisions to the proposal that should be considered to make it more acceptable to both municipalities;
 - b) if possible, agree on a consensus position in support or in opposition to the proposal, to be presented to both Councils; or
 - c) conclude that no initial agreement can be reached and that a consensus position of the IDP Committee will not be presented to both Councils.
3. If agreed to by both municipalities, a facilitator may be employed to help the IDP Committee work toward a consensus position.
4. If a proposal cannot be satisfactorily processed following IDP Committee review, then that proposal will be referred to both Councils or the municipalities may choose to pursue mediation.

Stage III: Municipal Councils

1. After receiving the recommendations of the IDP Committee with respect to a particular proposal, each Council will establish a position on the proposal.
2. If both municipal Councils support a proposal, then the approval and, if necessary, IDP amendment processes can be completed. If neither Council supports the proposal, then no further action will be required.
3. If the two Councils cannot agree on a proposal, then the matter may be referred to a mediation process.
4. In the event that the two municipalities agree to mediation, the initiating municipality will not give approval in the form of second and third readings to the pertinent bylaws until mediation has been pursued.

Stage IV: Mediation Process

1. The following will be required before a mediation process can proceed:
 - a) agreement by both Councils of an equal number of elected officials to participate in a mediation process;
 - b) appointment by both Councils of an equal number of elected officials to participate in a mediation process;

- c) engagement, at equal cost to both municipalities, of an impartial and independent mediator agreed to by both municipalities; and
 - d) approval by both municipalities of a mediation schedule, including the time and location of meetings and a deadline for completion of the mediation process.
- 2. If agreed to by both municipalities, any members of the IDP Committee or administrative staff from either municipality who are not participating directly in the mediation process may act as information resources either inside or outside the mediation room.
- 3. All participants in the mediation process will be required to keep details of the mediation confidential until the conclusion of the mediation.
- 4. At the conclusion of the mediation, the mediator will assist the parties draft their own memorandum of understanding that forms the basis of their agreement.
- 5. If a mediated agreement is reached, then that agreement will be referred to both Councils for action. Both Councils will also consider the mediator's report and respective positions of the municipal administrations with respect to the mediated agreement. No mediated agreement will be binding on either municipal Council and all mediated agreements will be subject to the formal approval of both Councils.
- 6. If a mediated agreement cannot be reached or if either Council does not approve a mediated agreement, then the appeal process may be initiated.

Stage V: Appeal Process

- 1. In the event that the mediation process fails, the initiating municipality may pass a bylaw to implement the proposal (e.g. a land use bylaw amendment or an Area Structure Plan).
- 2. If the initiating municipality passes a bylaw to implement the proposal, then the responding municipality may appeal that action to the Municipal Government Board under the provisions of Section 690 of the MGA.
- 3. The responding municipality must file a notice of appeal with the Municipal Government Board and give a copy of the notice of appeal to the initiating municipality within thirty (30) days of the passage of the disputed bylaw.

6.6 IMPLEMENTATION AND GROWTH MANAGEMENT

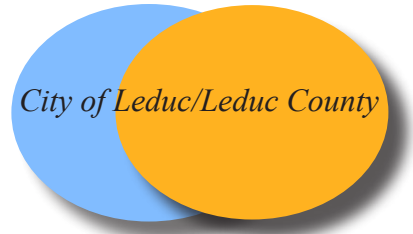
6.6.1 OVERVIEW

The status quo of intermunicipal relations in many parts of Alberta has often resulted in contentious annexations and costly intermunicipal disputes between municipalities. The City of Leduc and Leduc County agree that such types of relations are not acceptable for these two municipalities. This IDP acknowledges the need for intermunicipal cooperation in accommodating and planning for future growth in both municipalities.

Leduc County and the City of Leduc already benefit from intermunicipal agreements and regional service commissions. The current cooperative situation can be referred to as “status quo plus” whereby these two municipalities have recently taken advantage of various alternative approaches to intermunicipal growth management. The 2008 Joint Sustainable Growth Study adopted by these two municipal Councils is one example of the innovative approaches to growth management that Leduc County and the City of Leduc have undertaken together.

The City of Leduc and Leduc County share a long-term interest in exploring alternative models of governance, such as amalgamation or establishment of a Specialized Municipality. Given the cooperation and progressive approach shared by these two municipalities, along with the overall potential for growth and development in this part of the Capital Region, the scale and strength of such a large municipal jurisdiction could yield important benefits for local businesses, industries, and residents. As these two municipalities mature, they may evolve toward alternative models of governance, such as amalgamation or establishment of a Specialized Municipality, which could achieve significant economies of scale and greater efficiencies in the provision of services.

The City of Leduc and Leduc County may jointly take incremental steps in their evolution toward future consideration of alternative models of governance. In the interim, these two municipalities may enter into more innovative intermunicipal agreements to jointly provide and pay for a broader range of services. Other interim measures could include the gradual amalgamation or consolidation of municipal departments or the establishment of an intermunicipal planning commission or an intermunicipal subdivision and development appeal board.



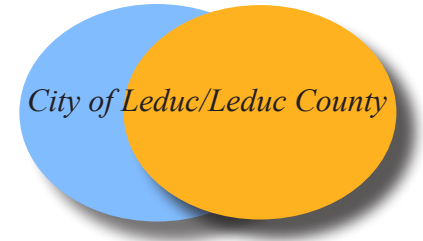
Prior to consideration of alternative models of governance, annexation will still be considered an appropriate growth management tool, provided such annexation is justified in accordance with principles that satisfy the growth, development, and service provision interests of both municipalities.

This Intermunicipal Development Plan provides for the possibility of amalgamation or establishment of a Specialized Municipality within which respective urban service and rural service areas may be designated. Exploratory discussions with all neighbouring Towns and Villages that share boundaries with Leduc County would be necessary prior to consideration of alternative models of governance.

6.6.2 INTERMUNICIPAL GROWTH MANAGEMENT PRINCIPLES

1. **Sustainability** – Growth management and development of an appropriate balance and mix of land uses within the IDP area shall conform to the Guiding Principles of the Sustainability Pillars outlined in section 1.3 of the IDP:
 - Smart Growth
 - Creating Vibrant Communities
 - Environmental Stewardship
 - Economic Development
 - Responsible Governance
2. **Land Supply** – Both municipalities require a supply of land within their respective boundaries, which can be feasibly and efficiently developed over approximately 30 years for residential, commercial, industrial, and institutional uses. This long-term land supply shall provide for efficient long-term community planning, healthy and competitive residential and non-residential markets, and greater certainty and stability with respect to long-term development and land uses for the benefit of the municipalities, landowners, developers, and the general public.
3. **Logical Boundaries** – Consideration should be given to the geographic or natural barriers which may serve as logical boundaries between jurisdictions to enhance community identity and to avoid the fragmentation of land.

4. **Contiguous Development** – New urban growth areas shall be developed contiguous to existing urban development.
5. **Fiscal Responsibility** – Municipal jurisdiction should be based upon the long-term ability of both municipalities to manage the costs of growth and provide responsible fiscal management and accountability to all landowners and taxpayers in the Leduc area.
6. **Fiscal Sustainability** – Both municipalities require an appropriate balance of residential to non-residential tax assessment base to ensure ongoing fiscal sustainability at reasonable taxation levels, and specifically to allow each municipality to provide appropriate levels of municipal services in a fair, efficient, accountable, and fiscally responsible manner.
7. **IDP Committee** – Pursuant to the provisions of section 6.1 of this IDP, the IDP Committee shall serve as the primary intermunicipal body with responsibility for monitoring development, managing growth, and implementing intermunicipal policies.



6.6.3 INTERMUNICIPAL AGREEMENTS

1. The City of Leduc and Leduc County will continue to explore opportunities to enter into cost or revenue sharing agreements to facilitate development or the provision of certain municipal services. For example, both municipalities may agree:
 - to jointly provide and pay for a broader range of infrastructure and services
 - to anticipate growth by cooperating in planning, design, and cost sharing for joint community services and facilities, including open space and recreational facilities
 - to consider joint development of special public works in advance of development
 - to share infrastructure and services
 - to share revenues from special properties or unique developments that may generate substantive and unique costs to either municipality or which may be of significant interest to both municipalities
 - to pursue regional economic and community development
 - to encourage sustainable development, promote environmental stewardship, and enhance the quality of life for residents of both municipalities.

2. Any cost or revenue sharing initiatives undertaken by Leduc County and the City of Leduc shall be equitable and beneficial to both municipalities.
3. The City of Leduc and Leduc County will consider harmonizing servicing standards where direct sharing of services is not appropriate or feasible.

6.6.4 ANNEXATION

Section 3.2.3 of this Intermunicipal Development Plan identifies potential urban growth areas to the west and south of the current City of Leduc boundaries. Although it is recognized that rates of growth, development pressures, the policies of the Capital Region Board, and the density targets of the Capital Region Growth Plan may change over time, future annexation applications shall generally conform to these potential urban growth areas.

Principle of Collaboration – The municipalities shall work together in the spirit of collaboration and cooperation for the greater good of the broader Leduc community, while respecting each municipality's unique identity, growth interests, and local autonomy.

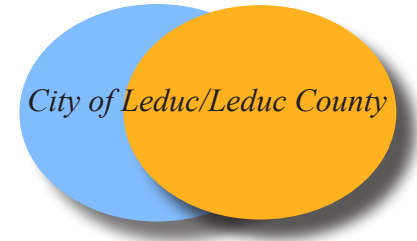
Primary Criterion of Annexation – Any annexation proposal shall be based upon the agreed principle that both municipalities require a supply of land within their respective boundaries, which can be feasibly and efficiently developed over approximately 30 years for residential, commercial, industrial, and institutional uses. Land for which full municipal servicing has been installed is not part of a 30 year land supply.

Information Required to Support Annexation

Certain information shall be provided for annexation proposals to be supported by both municipalities:

1. **Municipal Government Board Annexation Principles** – Annexation proposals shall address any annexation principles established by the Government of Alberta or the Alberta Municipal Government Board, which the Board considers when reviewing annexation applications.

2. **Approved Plans and Studies** - Annexation proposals shall demonstrate consistency with the identified growth areas for the City of Leduc and Leduc County, as approved in this IDP. Annexation proposals shall also be consistent with the Municipal Development Plans, economic development plans, transportation and utility servicing plans, and other related infrastructure plans of each municipality.
3. **Efficiency** – Annexation proposals shall provide a long-term supply of land for growth to reduce the need for numerous incremental annexations.
4. **Population** – Annexation proposals shall demonstrate that recent past and projected future population trends indicate that a 30-year supply of developable residential land is not available within existing municipal boundaries.
5. **Density** – Annexation proposals shall demonstrate that new residential development within any proposed annexation territory will be consistent with the policies of the Capital Region Board and the density targets of the Capital Region Growth Plan.
6. **Premature Development** – Annexation proposals shall demonstrate that lands within any proposed annexation territory will be protected from premature development that could interfere with or prejudice future development in accordance with the development concepts identified in Figure 10 – Policy Areas.
7. **Logical Extensions of Growth** – Annexation proposals shall confirm the ability of both municipalities to logically extend growth so that transportation and infrastructure servicing can be developed, maintained, and used efficiently.
8. **Infrastructure** – Annexation proposals shall demonstrate that the infrastructure required to service new development within any proposed annexation territory can be efficiently extended from existing or proposed infrastructure systems.
9. **Administration of Services** – Annexation proposals shall confirm that services within both municipalities can be administered and delivered in a cost-effective, efficient, and coordinated manner.



10. **Natural Environment** – Annexation proposals shall demonstrate sensitivity and respect for key environmental and natural features.
 11. **Assessment and Compensation** – Annexation proposals shall include information on whether assessment conditions for private lands within the proposed annexation territory are to be considered. Annexation proposals shall also include information on any compensation that the annexing municipality may agree to pay to the annexed municipality for lost tax revenue over a certain period of time.
 12. **Annexation Process** – Annexation proposals shall confirm that both municipalities will adhere to the annexation process outlined in the Municipal Government Act.
 13. **Public Consultation** – Annexation processes shall include public consultation as required by the Municipal Government Act and the Municipal Government Board.
- 6.6.5 AMALGAMATION, SPECIALIZED MUNICIPALITY, OR OTHER ALTERNATIVE GOVERNANCE MODELS
1. Notwithstanding this IDP and the current positive intermunicipal relations between the City of Leduc and Leduc County, both municipalities agree that alternative models of governance, such as amalgamation, the establishment of a Specialized Municipality, or other forms of governance that may not be foreseen, should be explored for consideration in the long term.
 2. Irrespective of any consideration of alternative models of governance, Leduc County and the City of Leduc will continue:
 - to respect the principles of the IDP policies that refer to responsible growth management
 - to provide for transitional growth management tools, including justified annexation
 - to explore further opportunities to cooperate, jointly manage growth, and share infrastructure and services.
 3. Consideration of alternative models of governance should be based on the general principles of:
 - environmental, economic, social, and fiscal sustainability of the Leduc region
 - participatory and innovative governance that is equitable and inclusive.

4. Consideration of alternative models of governance should take into account, at a minimum:
 - relative short-term and long-term costs, time frames, and effectiveness of alternative forms of governance
 - current and future population and employment levels
 - evaluation of financial impacts to taxpayers
 - evaluation of impacts to service levels
 - incorporation of public engagement on the issue of alternative forms of governance
 - aspirations of other municipal jurisdictions in the region with respect to alternative forms of governance.
5. Prior to any consideration of alternative models of governance, the two municipalities may consider interim amalgamation or consolidation of administrative departments or committees such as an intermunicipal planning commission or an intermunicipal subdivision and development appeal board.
6. Prior to consideration of any alternative form of governance, Leduc County and the City of Leduc will conduct early and ongoing exploratory discussions of governance models with all neighbouring Towns and Villages that share boundaries with Leduc County.
7. Both municipalities will engage in joint research and a comprehensive stakeholder and public consultation program prior to any process to implement an alternative form of governance.

