BYLAW NO. 1211-2025
SCHEDULE A

Fraser
Area Structure Plan

SE-25-49-25-W4M

PREPARED FOR: MELCOR

IN THE: CITY OF Leduc

February 2025

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1.0 Introduction

1.1 Purpose

The purpose of an Area Structure Plan (ASP) is to establish a framework for future development of land within a defined boundary. The authority to approve and implement ASPs is identified in the Municipal Government Act (MGA), Section 633, as the jurisdiction of individual municipalities.

This ASP has been completed to describe the future pattern of development within the SE-25-49-25-W4M which is entirely within the City of Leduc. This ASP meets all requirements set forth by the MGA and the City of Leduc regarding ASP content and required policies.

The City of Leduc Area Structure Plan & Outline Plan Guidelines specify that an ASP within the City of Leduc shall address the following:

- Reason for the type of development proposed
- Benefits for the City and the community
- Legal land description and current land ownership
- The land's relationship with the surrounding context, land uses, and neighbourhoods
- Site conditions and topography
- The manner which directly affected stakeholders are able to participate in the ASP process
- Types and locations of proposed land uses, housing types, and estimated population generation
- Location, configuration, and areas of proposed land uses including residential, commercial, parks and open spaces, and public land (Municipal Reserve & Public Utility Lot) dedications.
- Identification of environmentally sensitive areas and Environmental Reserve
- Servicing infrastructure for all utilities (water, sanitary sewer, storm water management, and franchise utilities)
- Transportation servicing including types of roads, road hierarchy, impacts and limitations of existing rights-of-way, multiway linkages, and cost sharing opportunities
- Timing of construction and implementation of development
- Associate mapping and other supplementary graphics and information required to effectively and clearly communicate the ASP and proposed land use concept

The Fraser ASP has been prepared in accordance with the MGA and is consistent with all relevant policies established by the Edmonton Metropolitan Region Growth Plan (EMRGP) and City of Leduc bylaws. Key statutory and non-statutory documents which have informed this Plan are explored in detail in **Section 4.0 – Policy Context** and **Appendix A – Policy Compliance**.

The rationale for preparation of this ASP is to proactively and comprehensively plan adequate land to accommodate projected urban growth and to implement planning and design objectives identified in

senior statutory planning documents. The key benefits to the City and to the community of the Fraser ASP are:

City-Wide Benefits

- Accommodating projected future growth and managing growth pressures in Leduc in a planned and orderly manner.
- Identifying development objectives and providing future land use information to the public.
- Providing direction regarding provision of park spaces for public use and recreation and identifying connections to adjacent neighbourhoods and services.
- Protecting natural areas and habitats to support local and regional wildlife.
- Expand housing choice and support affordability within the City.

Community Benefits

- Providing certainty to current and future residents regarding land uses and development patterns in their community.
- Providing preliminary development timelines to manage new residents' expectations and to help guide household planning assumptions and decisions.
- Integrate multiple housing forms and price points within the development to enhance household and demographic diversity throughout the community.

1.2 Location

The lands contained in this ASP have been previously planned and approved by Council as the SE ¼-25-49-25-W4 Area Structure Plan (Original Bylaw 381-96, with subsequent amendments through Bylaw 461-2000, and 504-2001). This previously approved ASP included residential, commercial, and park spaces. This plan is subject to the Edmonton International Airport Vicinity Protection Area Noise Exposure Forecast (AVPA NEF) contours which restricted development in and around projected flight paths.

The AVPA was revised on May 21, 2023. Residential uses are now permitted to be developed throughout the ASP area. New regional and local planning policies, including updates to the City of Leduc Municipal Development Plan (MDP), have been adopted since the original ASP was approved. This ASP has been prepared to meet current legislative requirements and to expand the scope of proposed residential development in response to the new AVPA regulations.

The ASP is defined by the following boundaries:

North – Quarter section boundary SE-25-49-25-W4M

East – Quarter section boundary SE-25-49-25-W4M (Lions Park Road)

South – Quarter section boundary SE-25-49-25-W4M (Rollyview Road)

West – Quarter section boundary SE-25-49-25-W4M (Black Gold Drive) and north-west boundaries of Lot 1 MR, Block 21, Plan 1020516 within the SW-25-49-25-W4M

The ASP is located approximately 800 meters south of Telford Lake. William F Lede Regional Park and the Leduc Recreation Centre are located to the north and northwest. The Christ the King High School and Daystar Church are located directly south of Rollyview Road.

The existing community of South Park is located to the west. The Caledonia and Meadowview Park communities are located to the south. The lands to the southeast include the Eaton & Emery Area Structure Plan. The lands directly to the east are within the City of Leduc and are identified as future development lands in the 2024 Municipal Development Plan.

Existing commercial and multi-family development at the corner of Rollyview Road and Black Gold Drive is included within the ASP to ensure integration and long-term servicing is properly considered.

The Fraser ASP is surrounded by existing and planned residential development. Public amenities to the north include major public parks and recreation investments. This urban context is highly appropriate for urban residential development and is a logical priority for connection to existing municipal services and immediate development.

2.0 Development Area

2.1 Legal Description

This ASP consists of ten titled parcels including previously dedicated Municipal Reserve (MR) and Public Utility Lots (PUL) comprising a total of approximately 65.40 hectares. Land ownership at the time of ASP preparation is shown in the following **Table 1 – Land Ownership** and **Map 2 – Land Ownership**.

Table 1 - Land Ownership

Lot Ref #	Legal Address	Landowner	Proponent	Title Area (ha)
1	SE-25-49-25-W4M	Melcor Developments Ltd.	Yes	16.20
2	Plan 1020517, Blk 21, Lot 10	Melcor Developments Ltd.	Yes	25.80
3	Plan 1020516, Blk 21, Lot 9	City of Leduc	No	0.57
4	Plan 1321360, Blk 21, Lot 4 MR	City of Leduc	No	0.67
5	Plan 0125217, Blk 21, Lot 6 PUL	City of Leduc	No	0.36
6	Plan 0125217, Blk 21, Lot 5	959630 Alberta Inc.	No	0.86
7	SE-25-49-25-W4M	City of Leduc	No	16.20
8	Plan 0125217, Blk 21, Lot 4	1959863 Alberta Ltd.	No	0.33
9	Plan 9021045, Blk 21, Lot 1 MR	City of Leduc	No	2.58
10	Plan 9021045, Blk 21, Lot 2 PUL	City of Leduc	No	1.83
			Yes = 64% of ASP	Total: 65.40 ha

2.2 Existing Land Uses

The Plan area includes a range of public and private zoning districts including Urban Reserve (UR), Mixed-use Neighbourhood (MUN), General Commercial (GC), General Recreation (GR), & Direct Control (DC-10) as shown below. All previously developed lands within the SE-25-49-25-W4M are included in this ASP to ensure comprehensive integration with future development.

Figure 1: Existing Land Use Districts

One habitable residence and agricultural structures are located near the centre of the plan. Limited agricultural activities have historically been present throughout the quarter section generally limited to livestock rearing. The east 40-acre parcel is currently districted GR and is owned by the City of Leduc and contains the Leduc Lions Campground & RV Park, a solar farm, and public multiway trails which are part of the Trans-Canada Trail system.

Two multi-family apartment buildings and a local commercial strip mall have been developed in the southwest corner along Rollyview Road and Black Gold Drive and are currently districted DC(10). The existing area zoned GC has not been developed and shall be subject to rezoning to facilitate this ASP.

One stormwater management facility (SWMF) is located in the northwest corner of the ASP adjacent to the Leduc Recreation Centre. This SWMF includes a gravel parking area and is adjacent to previously dedicated municipal reserve lands to the north and west. Two publicly accessible municipal reserve parcels have been dedicated in the northwest portion of the Plan adjacent to the existing SWMF. See **Map 2 – Land Ownership** and **Map 3 – Existing Conditions** for locations of existing parcels and features.

2.3 Well Site Information

Based on Alberta Energy Regulator (AER) and industry record searches, there are no active or abandoned pipelines or well sites known to be located within the ASP limits. One abandoned well (Imperial Oil, #J0004494X) is located adjacent to the east limits of the ASP within the Lions Park Road right-of-way (see **Map 3 – Existing Conditions** for well site location). This well has been abandoned and reclaimed.

Table 2 - Well Site Information

License #	Location	Company	Status
J0004494X	SW-30-49-24-W4M	Imperial Oil Resources Limited	Reclaimed-Exempt (Abandoned)

As per AER Directive 079, the minimum development setback to an abandoned well is 5.0m. According to the location information available, the well and setback fall entirely within the Lions Park Road right-of-way and will have no impact on the proposed development. The well will be located and assessed at the subdivision stage to confirm if the 5.0m setback affects any of the proposed developable land within the ASP or if any additional setbacks are required.

2.4 Background Studies

2.4.1 Environmental Site Assessment

An *Environmental Site Assessment Phase 1* (ESA) was completed by Hoggan Engineering & Testing in 2023. The report investigated historical land uses and activities that pose potential environmental concerns.

Historical Air Photo Review

Air photo review was completed through the Environmental Site Assessment process to determine land use changes and disturbances from 1949 to 2022. From 1949 to 1960 the site remained largely tree covered with wetlands. A farmyard was noted in the southwest corner of the site. One new residence with multiple outbuildings was noted in 1966 within the southeast portion of the site with driveway access directly to Rollyview Road. A dugout was excavated adjacent to Rollyview Road which has remained in place since.

Photos from 1974 show the construction of a new residence and farm structures near the centre site with a long driveway access to Rollyview Road. This residence is currently the only occupied dwelling within the ASP and its driveway remains the primary access to the centre of the quarter section.

The SWMF in the northwest corner was constructed prior to 1982 and remains in its original configuration to the current day. Some stockpiles of soil were made at this time east of the stormwater facility.

The Leduc Lions Campground first appears in aerial imagery in 1988 and has slowly expanded to the present day. Aside from the campground, the site remains largely unchanged from 1988 to 2002.

Commercial and multi-family developments which front onto Black Gold Drive and Rollyview Road have been completed in the southwest corner of the ASP dating to approximately 2002. Evidence of the solar farm installation in the east parcel is noted in 2020.

Topography

The site topography is generally flat with low areas throughout the central portion of the site (see **Map 3 – Existing Conditions** for elevation contours)**.** The drainage pattern is predominantly from the southeast to the northwest through the central wetland complex and towards the existing SWMF. An old soil stockpile is present in the northwest corner of the site, east of the stormwater facility. Site elevations range approximately 9.0 meters from roughly 733.0m to 742.0m above sea level.

Current Surface Conditions

The site is vegetated with grass and weed cover. The west half of the site is primarily pastureland. The north half of the site is generally tree-covered with some signs of aquatic vegetation indicative of wetlands or floodplains.

The central residence and associated out-buildings were noted. An abandoned house located in the south-central area was noted as partially demolished and has been subsequently removed. The central parcel was used as RV storage from 2008 to 2022. Many vehicles were stored on the site when the report was prepared. Some limited evidence of hydrocarbon staining was noted in relation to the RV and vehicle storage areas, specifically in relation to the garage, barn, and Quonset area.

Sub-Surface Conditions

A former maintenance yard operated by the City of Leduc is located roughly 500 meters north of the subject property. Salt contamination has been identified in both shallow and deep groundwater and surface soils due to historical snow and salt storage. Contamination is known to be both on and off-site.

However, contamination modelling indicates that salt migration trends northward towards Telford Lake away from the Plan area.

The Leduc Recreation Centre in the northwest corner of the site was also formerly used as a snow storage site. Salt contamination of shallow groundwater and soils has also been identified in this area. A recent report on the contamination indicates that no off-site contamination has been found, however, a previous ESA has indicated that shallow groundwater flow in the area was to the southeast, towards the subject site. The City of Leduc is engaged in ongoing groundwater monitoring. The risk for potential ingestion or irrigation impacts is considered low.

2.4.2 Biophysical Assessment

A *Biophysical Assessment* (BA) is required by the City of Leduc in support of a proposed ASP. The BA was completed by Spencer Environmental Management Services in 2023 which included database review, historic air photo review, and field investigations. Spencer assessed the onsite flora and fauna, as well as identifying, delineating, and classifying wetlands and natural features throughout the ASP as required by the Water Act, Alberta Wetland Policy, and the Alberta Wetland Classification System (AWCS). The BA also identifies potential environmental conservation recommendations and priorities.

Vegetation

The study area is located within the Central Parkland Natural Subregion which typically includes a mosaic of forests and grasslands. Some plant communities have established as a result of human activity. No rare plants were observed during summer field investigations.

Upland plant communities include naturalized grassland over the majority of the study area and some deciduous forest. No native grasses were observed. Several native shrubs and forbs were observed near forest edges spreading into the grassland community including saskatoons and prickly rose. Several noxious weeds, including creeping thistle, white cockle, and common tansy were scattered throughout the ASP with higher concentrations observed at the south end of the study area and near the northwest SWMF excavations and stockpiles.

The deciduous forest community was found scattered in small patches with one larger stand surrounding the largest central wetland. Smaller forest patches contained relatively small trees with the largest canopy trees approximately 10.0m to 15.0m in height. The larger central stand includes some areas with mature trees up to 20.0m tall. The most mature forests are located bordering the west half of the central wetland and are predominantly aspen and balsam poplar. No noxious or prohibited weeds were found in the forest area.

Wetlands

Provincial watercourse mapping shows no known watercourses within the study area. Surface water features are limited to natural wetlands, a stormwater management facility in the northwest corner, one dugout along the south edge of the quarter section, and one dugout within the boundaries of the natural wetland in the northeast quadrant of the quarter section. Naturalized plant communities have been established along the margin of the stormwater facility.

Natural wetlands within the study area are typical of the subregion. Fifteen wetlands were identified, and all are classified as graminoid marsh or shrubby swamp. Wetlands identified by classification are shown on **Map 3 – Existing Conditions**. No standing water was observed in any wetlands, aside from the dugout areas. Generally, all wetlands were located in isolated depressions and no obvious inlets or outlets were observed. Wetland assessments were completed as per the AWCS for all confirmed wetlands. No crown claimable wetlands were identified by the province.

The central wetland is by far the largest in the study area comprising ±6.7 ha. This marsh wetland contains a mix of shrubby swamp and open water within the east dugout area. The dugout was identified to have been constructed after 1993 and before 2007. Saturated soils were present, but no standing water was observed beyond the dugout. Aerial photos suggest the presence of a drainage ditch connecting the dugout with the west ditch of Lions Park Road which may provide some hydrological connectivity.

Wildlife

The ASP lands hold the potential to support small populations of many wildlife species that regularly occur in central Alberta. Most wetlands are surrounded by complimentary high-quality upland habitat and are therefore attractive to a suite of species that require these varied habitats and naturalized land cover.

Mammals including moose and deer are known to frequent this parcel. Tracks from both species were observed. Coyote tracks were also observed and are expected to be common. Small mammals including vole, mice, hares porcupine and squirrels are also expected to be common in forested areas, with Richardson’s ground squirrels in grassland areas. Neither beaver nor muskrat were observed within the dugouts, although this is potential habitat for both.

The ASP area contains good habitat for multiple bird species. Younger forests are expected to support generalist species such as sparrow, crow and robin. Wetlands, specifically the large central wetland with the largest trees and dugout, have the potential to support water-dependent species, certain hawk species, and woodpeckers.

No special status animal species have been historically identified within or immediately adjacent to the study area or were observed during field investigations.

Wildlife Connectivity

The natural forests, wetlands, and pastures provide opportunities for wildlife movement throughout study area and the Telford Lake region, including animals and migratory birds. These lands function as a wildlife corridor within the ASP and to the areas north of the ASP.

Conservation Guidance

Natural areas within the ASP are identified by the City as an Environmentally Significant Area and are desirable to retain. It is recommended that the most mature forests and largest central wetland be retained as much as possible, and that connectivity between these features and Telford Lake be protected. Spencer has identified this central wetland and forest area as the Highest Conservation Value Area (HCVA) and recommends prioritizing protection of these features with particular focus on wildlife connectivity to the north, and between the SWMF to the northeast corner of the ASP.

2.4.3 Geotechnical Investigations

Geotechnical investigations including borehole drilling and monitoring have been completed by Hoggan Engineering & Testing. The majority of the borehole investigations and field work were completed in 2023. A recent geotechnical report was completed by the same company for the west parcel in 2016. The 2023 geotechnical report includes results and analysis of all boreholes and has been submitted under separate cover. The results and conclusions of the investigation are summarized below.

Field Investigation & Laboratory Testing

Soil samples taken by a mobile drilling rig were completed in 2023 to augment the existing 2016 investigations. Four testholes were drilled to depths between 4.7m and 8.8m depth during 2016 geotechnical investigations. Six testholes were drilled in 2023 to depths of 7.3m to 8.8m. Borehole locations are noted on **Map 3 – Existing Conditions.** Soil samples were recorded and kept for laboratory testing and measured with Standard Penetration Tests at 1.5m intervals. Piezometric standpipes were inserted into the testholes for groundwater measurement and backfilled with a bentonite cap to prevent surface water infiltration. The groundwater table was considered moderate to high, ranging from 2.1m to 4.3m below surface after 14 days.

Laboratory Testing was completed for all soil samples. Topsoil depth ranged from 0mm to 910mm at testhole locations. A layer of clay-till extended approximately 1.7m to 3.4m below surface. Sandstone and shale bedrock were encountered below clay-till in all testholes.

Geotechnical Recommendations

Analysis of soil samples indicates that site conditions are satisfactory for single family residential subdivision development with standard concrete footing foundations. The presence of shallow water table will necessitate additional foundation or fill requirements in low areas, such as the northeast and south-central areas.

Site grade should be designed as high as possible, especially in areas with the highest observed water table. It is recommended that qualified geotechnical personnel inspect excavations and areas of engineered fill prior to construction and to recommend mitigation strategies where appropriate.

2.4.4 Agricultural Impact Assessment

An *Agricultural Impact Assessment* (AIA) was completed by Select Engineering Consultants Ltd. in March 2024. The purpose of the assessment is to explore the impact of urban development on agricultural lands within the area. The AIA has been completed as per EMRB Growth Plan requirements.

The AIA concludes that the proposed development aligns with the City growth and planning objectives and is adjacent to currently built-up areas. This land is a logical location for future development that is needed by the municipality. The lands are not currently in agricultural production and converting these lands to residential use will not negatively impact other areas that are being utilized for agricultural purposes nearby.

2.4.5 Historical Resources

A *Statement of Justification* was prepared by The Archaeology Group and submitted to the Alberta Ministry of Arts, Culture and Status of Women in February 2024. No archaeological resources were identified or expected in the Plan area. Historical Resources Act clearance was received on March 28, 2024.

3.0 Planning Process

3.1 Planning Process

The ASP planning process is a multi-step process which involves multiple stakeholders and reviews. Ultimately, all ASPs are approved by City Council. The ASP process is driven by the applicant. All fees and costs associated with preparation of the ASP are the responsibility of the applicant. The typical ASP process within the City of Leduc is outlined below.

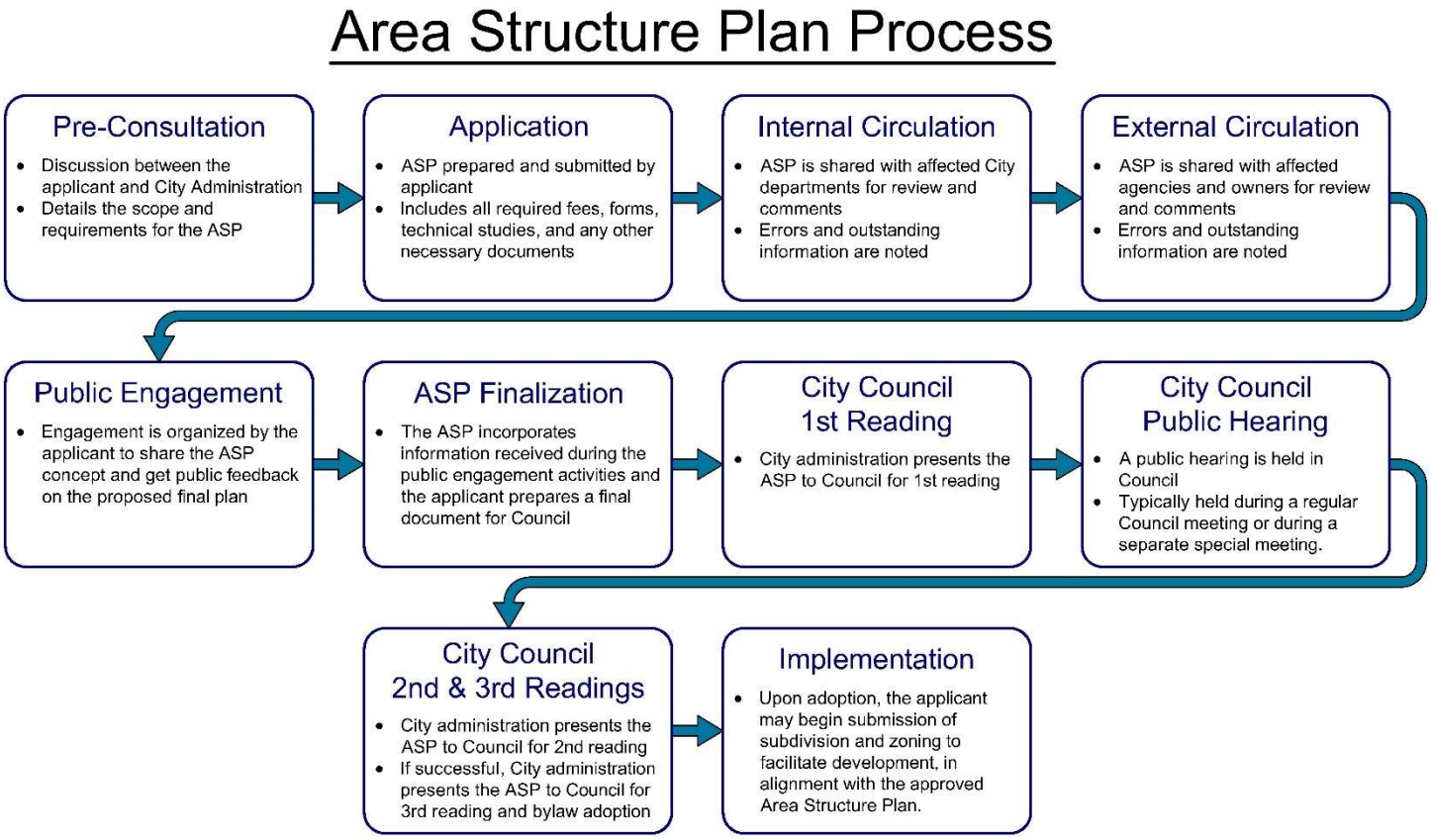


Figure 2: Area Structure Plan Process Flow Chart

The consultation process proceeded in accordance with Leduc's *Area Structure Plan and Outline Plan Guidelines* (September 2013). The following is a summary of consultation activities that supported the ASP process.

Pre-application consultation meetings were held with City administration on June 21, 2023 and August 8, 2023. The pre-application meetings involved representatives from all relevant civic departments. The purpose of the meetings were to present preliminary background information and neighbourhood design concepts, identify technical constraints, discuss the scope of required site investigations, review the ASP process, and to discuss general comments from City departments and review agencies.

On November 7, 2024, a public Open House was held by the applicant which invited City Council, stakeholders, adjacent landowners, and the public to view and discuss the proposed plan. A formal presentation and Q&A session was held for all attendees. The Open House provided information outlining

the ASP land use concept and planning process. Community and stakeholder feedback was collected on the proposed plan.

In accordance with the MGA, landowners were notified of the Public Hearing to be given the opportunity to provide written comments or register to speak in front of City Council. A public hearing was held to hear parties affected by the proposed bylaw prior to receiving approval by City Council.

3.1.1 Plan Amendment

Over the normal course of development, this Plan may require amendment in response to changing market conditions and/or development objectives after initial approval is granted. All amendments shall remain consistent with senior planning documents and must be approved by Council. Amendments shall follow established City procedures.

4.0 Policy Context

4.1 Overview

The Fraser ASP has been prepared in compliance with all applicable provincial legislation and this Plan is consistent with all relevant statutory plans and municipal objectives, regional plans, and all City of Leduc plans and policies. Key plans and policies are summarized below. Policy compliance is summarized in additional detail in **Appendix A – Policy Compliance**.

4.2 Provincial And Regional Legislation and Statutory Plans

Municipal Government Act

The *Municipal Government Act* empowers municipalities to adopt an ASP as a statutory document for the purposes of providing a development framework to guide land use, subdivision, and development within a specific area. Guidelines for ASPs include necessary plan contents and public engagement requirements.

Provincial Land Use Policies, Alberta Land Stewardship Act, and Land Use Framework

Section 622(3), Part 17 of the MGA stipulates that all statutory plans must be consistent with provincial Land Use Policies. The provincial Land Use Policies contain eight sections which address plan implementation, planning approaches, municipal interaction, and specific planning issues. The Fraser ASP is consistent with all goals set out in the Land Use Policies.

The *Alberta Land Stewardship Act* (ALSA) is the enabling legislation that supports the *Land Use Framework* (LUF). As per MGA Section 638(1), all statutory plans must be consistent with all other plans adopted by the municipality, including the ALSA. Regional plans enacted through the ALSA will prevail over any statutory plan to the extent of any conflict or inconsistency.

The purpose of the LUF is to manage and sustain Alberta's economy while providing a balance of social and environmental goals of Albertans. The vision of the LUF is that **'Albertans work together to respect and care for the land as the foundation of our economic, environmental, and social well-being'**. This vision is intended to promote the following outcomes:

1. Healthy economy supported by our land and natural resources
2. Healthy ecosystems and environment
3. People-friendly communities with ample recreational and cultural opportunities

This ASP aligns with the vison of the LUF and supports all desired outcomes.

Edmonton Metropolitan Region Growth Plan

The *Edmonton Metropolitan Region Board Regulation* (Alberta Regulation 189/2017) enabled legislation which established the Edmonton Metropolitan Region Board and subsequent regional growth planning. The Edmonton Metropolitan Region Growth Plan (EMRGP) was created by the EMRB and was adopted on October 2017 with a subsequent amendment approved in January 2020.

The EMRGP provides an integrated policy framework to plan for and manage all components of urban growth in the Edmonton region through a comprehensive approach representing all 14 member municipalities. This ASP has been designed to comply with the Communities and Housing objectives of the EMRGP, including achieving a minimum residential density target of 35 units per net residential hectare (upnrha) for greenfield development within the City of Leduc.

4.3 City of Leduc Statutory Bylaws and Guiding Policies

City of Leduc Municipal Development Plan (1166-2023)

The MDP sets out the guidelines for orderly growth and long-term development implementation. The MDP provides a comprehensive land use policy framework which identifies development objectives and projected growth patterns within the City. The City of Leduc MDP was most recently updated through a comprehensive public planning process in 2023/2024.

The MDP identifies the entire Fraser ASP area as future residential development based on factors including sustainable growth, infrastructure, economic development, the environment, tourism, recreation, culture, social wellness, and safety. This ASP is consistent with the MDP land use plan and policies.

City of Leduc Land Use Bylaw (Bylaw 809-2013)

All development within the ASP shall be subject to the City's *Land Use Bylaw* (LUB). All land uses shall be consistent with the intended land use districts. Land use districts shall be designated through LUB map amendments and approved by Council prior to development being initiated and proposed land uses being enacted. All Land Use Bylaw amendments require a statutory public hearing prior to approval by Council.

Unique land uses and districts may be considered to support innovation and the City's development objectives. Land uses which do not conform to existing districts may require LUB text amendments or direct control districts which must be approved by Council. All costs of such proposals shall be borne by the applicant at the time of application. Significant changes to proposed land uses may require amendment of this ASP and/or other approved plans to ensure consistency with all relevant and applicable plans and policies is maintained.

City of Leduc Transportation Master Plan (2018)

This ASP complies with the current *City of Leduc Transportation Master Plan*. This ASP utilizes the information and objectives from the TMP to ensure a functional and efficient transportation network within the Plan area.

City of Leduc Neighbourhood Design Guidelines (2009)

The purpose of the *Neighbourhood Design Guidelines* (NDG) is to outline the City of Leduc's expectations for the development of new residential areas and forms the basis of urban design within the City.

The primary objectives of the NDG are to create:

- Quality public spaces
- Housing opportunities and choice

- Distinctive and attractive communities
- Walkable communities
- Safe and integrated transportation network

This ASP follows the NDG to provide an attractive, efficient, and safe community. All objectives are integrated into the ASP land use concept. The implementation of this ASP will advance the urban design and community development objectives of the City. This plan responds the NDG by focusing on exceptional and diverse public spaces, housing diversity, unique community character, active transportation and an efficient transportation network.

City of Leduc Parks, Open Space Master Plan (2020)

The City of Leduc completed and approved the current *City of Leduc Parks, Open Space and Trails Master Plan* (POST) update in 2020. The purpose of the POST is to ensure that parks in Leduc are well managed, fiscally and ecologically sustainable, safe, accessible, natural, and enrich the overall quality of life for everyone in the community. The development of the POST included a detailed review of park and open space assets, extensive community engagement, and analysis of community needs and desires. The POST identifies trends in parks and lifestyles and implications for the City and park developers. This Plan has been designed to support the objectives of the POST by providing adequately sized parks, protected natural areas, pedestrian & wildlife connectivity, and adequate amenities & infrastructure. Park design objectives and policies are discussed in detail in **Section 6.1.4** and shown on **Map 6 – Parks, Open Space, & Trails**.

5.0 Land Use Concept

5.1 Neighbourhood Vision

Vision Statement

The Fraser ASP provides guidance for an exceptional residential community supporting active lifestyles with direct access to numerous public recreation opportunities, parks, and natural areas. The community integrates a wide variety of housing forms and commercial opportunities to stimulate walkability, highly social public spaces, and to support affordability for all demographic groups. Parks and multiway connectivity are prioritized throughout the plan. Natural assets and wildlife corridors are protected to support the needs of local wildlife and are connected by a safe and accessible multi-modal transportation network.

Primary Objectives

The Fraser ASP supports a residential neighbourhood designed around a theme of recreation opportunities and access to nature. Residential uses are marked by a variety of housing including single family, semi-detached, townhouse and multi-family buildings. A network of greenways and multiways allow for pedestrian circulation and enjoyment of natural features and local amenities. Regional parks located immediately north are directly connected and residents will enjoy unparalleled access to the Leduc Recreation Centre, William F. Lede Park, and Telford Lake.

The neighbourhood vision and objectives are informed by the *City of Leduc Neighbourhood Design Guidelines*, and the *Parks, Open Space, & Trails Master Plan* to form the basis of urban design for this ASP.

The vision for this residential neighbourhood shall be attained through the implementation of policies which support the following objectives. Development within the Fraser ASP shall:

- Create a unique neighbourhood with a strong identity and sense of place
- Apply urban design principles to inform the location and intensity of land uses throughout the ASP
- Offer a wide variety of housing forms, sizes, and price points
- Support a wide range of household types, sizes and configurations to support diverse demographics throughout the community
- Provide park facilities within an easy walking distance of all residences
- Provide local commercial opportunities and support home-based businesses appropriate with the scale and character of the community
- Ensure compact urban form that provides efficient use of land and infrastructure investment
- Achieve a balanced transportation network that supports active transportation options, future transit routes, and convenient vehicular access

5.2 Land Use Concept Summary

The Fraser ASP has been prepared to address anticipated market demand and residential growth in the City of Leduc. This residential neighbourhood will contain low-density and medium-density housing and will ultimately meet or exceed the minimum residential density targets of the EMRGP. Multi-family and

medium density residential shall be located strategically throughout the community near open space amenities, major roads, and possible future transit routes. Medium-density apartment housing sites will be provided with direct collector road frontage with convenient access to public spaces and recreation amenities. Multi-family housing is also integrated with low density development throughout the ASP.

The land use concept centers around protection of a major natural area and wetland throughout the central portion of the site. This protected natural area is sized to allow for the efficient and viable development of roads and residential areas throughout the ASP while also protecting high-value natural features and ecological functions based on environmental considerations and priorities outlined in the Biophysical Assessment.

Existing commercial and multi-family development along the south and west boundaries of the site shall be extended along the site boundaries to support visibility and viability of businesses. Commercial development is intended to primarily serve the Fraser neighbourhood while also providing convenient access to services by residents from adjacent communities.

The extensive active transportation network includes sidewalks and trails and is designed for exceptional pedestrian connectivity with multiple looping trails adjacent to park spaces, commercial destinations, and which connect to adjacent communities. This plan incorporates the stormwater facility and the central wetland feature into the trail and open space network to further enhance pedestrian connectivity, aesthetics, wildlife corridors, and to protect existing ecological functions. See **Map 4 – Land Use Concept** for illustration of the proposed concept and additional details.

6.0 Objectives and Policies

6.1 Land Use

6.1.1 Residential

The Fraser ASP offers a variety of residential opportunities and housing types to create a welcoming and integrated community supporting a wide range of demographics and households. Affordability for all income levels will be enhanced through multi-family and attached housing options. Low density residential will remain the predominant housing type, consistent with the expectations of residents and the local market demand. Overall housing densities exceed the EMRGP minimum target of 35 units per net residential hectare (upnrha) through provision of a robust mix of lot sizes & unit sizes. This Plan allows for all tenure types (rental, fee simple ownership, and condominium ownership) and provides many investment opportunities in residential and commercial development. Thoughtful site planning and high-quality design will be used throughout the ASP, with specific attention being paid to urban design along primary arterial corridors (Rollyview Road and Black Gold Drive). Design along primary corridors will include consideration for building orientation, architecture, parking locations, landscaping, and pedestrian connectivity throughout the community.

Low Density Residential (LDR) – Areas designated LDR support development of single detached and semi-detached housing. Generally, all units within this district are fee-simple ownership with no common property. The overall target density for residences within these areas is 25 upnrha. LDR housing includes highly efficient narrow lots and zero-lot line products, while also allowing for traditional sized lots and additional 'hidden density' through the development of secondary suites, garage suites, and garden suites. Housing variety within the LDR areas facilitates efficient use of land while also integrating households with various income levels, demographic characteristics, and accessibility requirements.

Low Density Street Oriented Residential (SOR) – Areas designated SOR are primarily intended to be used for townhouses or semi-detached housing and may also include a variety of rear-accessed single detached residential. Street oriented design is facilitated by rear lanes for primary parking and vehicular access. The SOR areas are intended to achieve a target density of approximately 37 upnrha through a significant proportion of multi-family attached housing. SOR areas may accommodate zero-lot-line housing, secondary suites, and garage suites to further increase housing choice, residential density, and in some cases provide rental income opportunities to supplement household costs.

Medium Density Residential (MDR) – MDR areas support the development of planned sites and apartments. Planned sites may contain duplexes, townhouses, and apartment products which are generally owned through a condominium ownership structure with private common areas. The target density of MDR sites is 65 upnrha. MDR development supports smaller households including couples, young families, singles, seniors, and empty-nesters. MDR sites are generally the most affordable housing options, and the mix of products shall be provided subject to market conditions and demand. The flexibility of MDR sites will allow developers to respond to changing housing needs of current and future residents. Inclusion of MDR sites in attractive and central locations within the ASP ensures that social integration is supported, and that household economic status does not exclude or relegate lower income households away from public amenities and attractive locations adjacent to park spaces. MDR sites are

located adjacent to collector roads to support convenient future transit services for households that are most likely to utilize and benefit from these critical public services.

These three categories of housing are comprehensive and include all proposed residential development within the ASP. Please refer to **Section 7.0** for land use areas and population projections.

6.1.2 Urban Village Node

An Urban Village Node is designated in the southeast portion of the Fraser ASP, adjacent to Rollyview Road and Lions Park Road. The Urban Village will create a mixed-use area with a range of housing and lifestyle opportunities for all age groups. The Urban Village will display a more compact urban form with higher densities than those of surrounding neighbourhoods. Appropriate and compatible transitions to the surrounding land uses will be incorporated. An internal central municipal reserve corridor will run the length of the Urban Village, providing a public landscaped greenway for pedestrian movement in a safe and attractive setting. This corridor will create a functional and visual unity within the Urban Village and provide a pedestrian corridor for residents to access the commercial amenities and beyond. Access and egress to the Urban Village will be from the adjacent public roadways. Internal streets will be private and minimized or avoided wherever practical. Direct access to future transit routes via the Urban Village is encouraged.

The Urban Village Node is intended to be developed along with all four corners of the Rollyview Road and Lions Park Road/C.W. Gaetz Road intersection. The policy, design, and timing of development of the other external quadrants shall be completed during the ASP planning processes for each parcel.

Urban Village Residential

The diversity of the Urban Village will be supported by a variety of housing types which may include semi-detached, townhouses, stacked townhouses, and apartments. These diverse housing forms will generally conform with existing City of Leduc Land Use district; however, Direct Control districts may be required to achieve unique combinations of housing. Densities will achieve a minimum 45 upnrha within the net residential urban village area. Approximately 136+ residential units are anticipated to be developed within the Urban Village Node. Development will consider rental and ownership opportunities in support of the City's housing objectives.

Urban Village – Commercial

The Urban Village commercial will include a variety of personal service and retail facilities to serve its own residents. These may include food retail, wellness facilities, personal and business services such as pharmacies, beauticians, travel agencies, financial services, and complementary uses. These retail, commercial, and personal services will be clustered at the southeast corner of the Village to provide visibility to Rollyview Road and provide a buffer between Rollyview Road and residences within the ASP. Commercial is intended to be developed primarily on the ground floor. Residences may be developed on floors above these services.

Urban Village – Site Design Concept

Prior to development of the Urban Village Node, the developer shall prepare a comprehensive site design for approval by the Development Authority. The concept plan will include detailed locations of all land uses throughout the site. The site design should also address urban design considerations as required by the City. The developer shall determine the scope of the required concept planning through a pre-application meeting with the City.

Objectives:

Provide a variety of housing types which serve a wide range of ages, incomes, and lifestyles.

Residential development shall meet or exceed the overall EMRGP density target of 35 upnrha.

Locate higher-density housing along major transportation & multiway corridors to support convenient access to commercial services to ensure future transit routes prioritize the highest proportion of households.

If economic conditions are favorable, create a mixed-use Urban Village Node adjacent to the intersection of Rollyview Road and Lions Park Road consistent with the City of Leduc MDP. Mixed-use may be vertical mixed-use with commercial on the lower floor and residential above, or horizontally in separate buildings within the same site.

Policies:

6.1.2.1 A variety of housing types, including single detached, semi-detached, townhouses, and apartments, shall be developed throughout the ASP.

6.1.2.2 Thoughtful residential and mixed-use site planning along primary transportation corridors shall incorporate high-quality design including consideration of building orientation, architecture styles, parking locations, landscaping, and pedestrian connectivity throughout the community.

6.1.2.3 Mixed-use site development may be achieved vertically (commercial on lower floor and residential above) or horizontally (different uses in separate buildings within the same site).

6.1.2.4 Areas designated as low-density residential shall allow for single-detached and semi-detached dwellings.

6.1.2.5 Areas designated street-oriented residential shall allow for single-detached, semi-detached, and townhouse dwellings.

6.1.2.6 Areas designated medium-density residential shall allow for townhouses, apartments, and other combinations of multi-family housing which meets the overall density identified in **Table 3 – Land Use Statistics**.

6.1.2.7 Street-oriented developments shall be serviced by lanes to provide on-site parking at the rear without impacting on-street parking with front driveways.

6.1.2.8 Apartments and MDR sites shall be developed only on land designated as Medium Density or Urban Village Node and must be located adjacent to a collector roadway.

6.1.2.9 A mixed-use urban village node shall be developed in the southeast portion of the ASP identified on **Map 4 – Land Use Concept** which includes low-density, street oriented, medium density, commercial, a neighborhood park, and multiway access within a 400m (5-minute) walking distance.

6.1.2.10 The urban village node shall be comprehensively planned at the time of subdivision and rezoning to the satisfaction of the City.

6.1.2.11 The urban village node is envisioned as part of a 'four- corners' development in each quadrant of the Lions Park Road and Rollyview Road intersection which are well connected to Rollyview Road and which provide attractive building frontages to Rollyview Road and the internal community.

6.1.2.12 The urban village node may contain mixed-use development with commercial uses on ground floor of multi-storey buildings or within standalone buildings.

6.1.2.13 Public space and active transportation integration shall be designed within the Node to ensure an attractive public gathering space is created during the development of the Node to the satisfaction of the City

6.1.2.14 Development of the Urban Village Node shall only be completed after arrangements for relocation or closure of the Lions Park Campground are agreed to.

6.1.2.15 Overall residential density shall meet or exceed the 35 upnrha target set by the EMRB. Staged development will create subdivisions of varying housing density and shall not require that each individual stage meets the EMRB density target.

6.1.2.16 Neighbourhoods shall consider energy efficient lighting and lighting best practices including LED lighting, strategic placement of buildings, street lighting, illuminated signage, and incorporation of energy efficient technology to minimize waste light, glare, light pollution, and light trespass on surrounding environmental habitats and other land uses consistent with City of Leduc design standards.

6.1.3 Commercial

Commercial services have been included in the ASP to foster a complete community, support sustainability by reducing travel distances to services, and to enhance economic resilience. Proximity to existing commercial areas, specifically downtown, limits the need for extensive commercial development. Multiple scales of commercial development are provided with the intent of serving a range of everyday needs. Home-based businesses will also be supported which comply with the City of Leduc Land Use Bylaw.

The west boundary contains existing commercial development along Black Gold Drive. This area will be expanded and continue to support community-scale retail and services and will be accessed directly from Black Gold Drive and the internal road network.

A major commercial site is located on Black Gold Drive at the west entrance to the community. This area is anticipated to provide for large-format retail such as grocers, professional services, restaurants, and other retail. Large commercial uses will benefit from the visibility and access from Black Gold Drive and are intended to support the Fraser community as well as adjacent communities in Leduc. This commercial area shall be accessible from Black Gold Drive as well as from the internal road network. Multiple

frontages support active transportation and internal pedestrian permeability without the need for an automobile while still providing appropriate exposure and access to the wider community.

Commercial and mixed-use areas are concentrated along arterial corridors (Rollyview Road and Black Gold Drive). High-quality urban design shall be incorporated into all commercial and mixed-use developments which considers building orientation, architectural styles, parking design, landscaping, and pedestrian connectivity throughout the site with a specific focus on arterial corridors. Commercial sites must be accessible and safe at all times.

There is a significant desire to integrate residential and commercial uses into the community fabric and foster a complete community while adding convenience to residents' daily activities. Commercial mixed-use may be considered under existing City of Leduc land use districts or under a direct control district.

Objectives:

- Encourage a wide range of commercial development that meets the needs of residents within the ASP area and the greater community.
- Continue development of commercial along Black Gold Drive.
- Create large-format commercial opportunities along Black Gold Drive.
- Support applications for home-based businesses in appropriate locations throughout the ASP.
- Consideration for direct control districts or other methods for design-focused development within commercial areas to achieve desirable mixed-use development in the Urban Village Node.

Policies:

6.1.3.1 Commercial uses shall be located along arterial or collector roadways to ensure adequate visibility and access in locations identified on **Map 4 – Land Use Concept**.

6.1.3.2 Thoughtful commercial and mixed-use site planning along primary arterial corridors (Rollyview Road and Black Gold Drive) shall incorporate high-quality design including consideration of building orientation, architecture styles, parking locations, landscaping, and pedestrian connectivity throughout the community.

6.1.3.3 Home-based businesses may be permitted within designated residential areas, at the discretion of the City and in compliance with all applicable regulations.

6.1.3.4 Commercial areas shall be developed with high quality design and aesthetics as per the *City of Leduc Neighbourhood Design Guidelines*.

6.1.3.5 Commercial site design and architecture shall be developed to be sensitive to surrounding land uses through the use of design treatments including, but not limited to, setbacks, screening, landscaping, high-quality materials, and visual changes in façade and materials to create an attractive streetscape.

6.1.3.6 Commercial developments shall be directly accessible by multiple modes of transportation including cars, bicyclists, pedestrians, and future transit services.

6.1.3.7 Pedestrian connectivity and universal design shall be provided throughout the commercial site with convenient and safe access through the site for people of all ages at abilities at all times. Elements such as adequate lighting, raised crosswalks, colours, and textured surfaces may be used to support universal accessibility.

6.1.3.8 Commercial developments shall consider energy efficient lighting and lighting best practices including LED lighting, strategic placement of buildings, street lighting, illuminated signage, and incorporation of energy efficient technology to minimize waste light, glare, light pollution, and light trespass on surrounding environmental habitats and other land uses consistent with City of Leduc design standards.

6.1.3.9 Urban design within commercial and mixed-use sites shall prioritize the pedestrian experience through weather protection, enhanced landscaping, unique gathering places, or outdoor furniture.

6.1.3.10 To support the creation of a complete community, mixed-use development shall be considered within the Commercial areas identified in this ASP. Mixed-use development shall not be a requirement for development within the ASP.

6.1.4 Institutional Uses & Urban Services

Institutional uses include, but are not limited to, public facilities such as schools, health care, places of worship, and government offices. Should opportunities for institutional development be proposed by the City of Leduc or other agencies and organizations, which are appropriate for the context and serve important needs of residents, the City shall consider these uses within land designated for commercial development.

Objectives:

- Support contextually appropriate development proposals for institutional uses within designated commercial areas.
- Support institutional contextually appropriate development proposals near existing public facilities, major transportation corridors, commercial services, and medium-density residential.

Policies:

6.1.4.1 ASP amendments may be required to allow for contextually appropriate institutional uses to be developed within designated commercial areas, at the discretion of the City

6.1.5 Parks and Open Space

Public open spaces consist of a mix of natural areas, parks, and greenways with multiway trails. Park spaces also include the stormwater management facility which is integrated into the pedestrian multiway network. See **Map 6 – Parks, Open Space & Trails** for park details and multiway locations.

All residences are located within 250m of a public open space or multiway corridor which is approximately a three-minute walk. Park spaces will be unique, complementary, and connected by multiway trails to ensure all user groups have convenient access to public open space amenities. Park designs and amenities shall be determined through the detailed design and engineering process. Due to the proximity to the existing sports fields and a large off-leash dog park within William F. Lede Park to the north, no

additional sports fields or off-leash parks are proposed within the ASP. However, an urban off leash area may be considered in the Urban Village Node to support development of a more complete community within the Node.

Dedication of public space is subject to the MGA Section 666 which requires developments to dedicate 10% of the gross developable area (as either land or cash-in-lieu) to the City as Municipal Reserve. The gross developable area for the Fraser ASP is approximately 57.8 ha, which requires 5.78 ha of municipal reserve dedication. This ASP proposes all MR dedications in the form of land, wherever possible.

Prior to the completion of this Plan, 3.25 ha of municipal reserve was dedicated within the ASP boundary. Some existing MR lands are required for expansion of the northwest stormwater facility and for road right-of-way purposes. Any areas which are removed from the existing MR inventory for SMWF and road development will be replaced with equal MR dedications elsewhere in the ASP. Approximately 1.34 ha of MR will remain from the previously dedicated areas, with 4.44 ha of new MR dedications required. The precise amount of MR dedications will be determined through the staged subdivision process. Individual subdivisions may utilize Deferred Reserve Caveats (DRC) on title, with all MR being accounted for with the final stage of development.

Park and Open Space Context

The Fraser ASP is advantageously located directly adjacent to the Leduc Recreation Centre, William F. Lede Park and Telford Lake recreation areas. These facilities are regional and serve the entire population of Leduc with high-quality, year-round, recreation opportunities. Multiple sports fields, multiway trails, extensive parking, and a large dog park are located within William F. Lede Park. Amenities provided in these adjacent lands will remain highly accessible to all future residents. See **Map 1 – Context Plan** for more detail. Multiway trails exist along the west side of Black Gold Drive and along the south side of Rollyview Drive. Future multiways will provide connections to these existing trails.

Natural Features

The ASP protects one large wetland. This wetland area is in the central portion of the ASP and extends throughout most of the width of the site. The majority of this wetland area will be dedicated as environmental reserve (ER) and protected from development.

A 10.0m setback from the wetland edge shall be included within the ER area adjacent to municipal reserve, where possible, as a wetland buffer and maintenance access. Where ER is adjacent to private lots, a 15.0m setback to the wetland edge will generally be provided. Grading activities may occur in the setback areas prior to dedication as ER. Vegetation control and maintenance shall be permitted within the setback area. The total area of ER proposed in this plan is +/-6.59 ha. Actual dedications shall be determined at the time of subdivision.

Additional municipal reserve dedications are provided adjacent to the ER which will allow paved multiway development and other amenities to be constructed without impacting or disturbing the ER area. Granular trails shall be permitted within the ER area in accordance with the POST and at the discretion of the City of Leduc. Trails shall be designed to maximize viewpoints and rest stops with at-grade trail outlooks at key locations where interpretive signage, benches, and other amenities can be installed and enjoyed.

Neighbourhood Parks

The *Parks, Open Space, and Trails Master Plan* (POST) identifies a need for neighbourhood-level parks which are intended to serve approximately 2,500 residents and are ≥0.5 ha in size. This Plan proposes three neighbourhood parks distributed throughout the quarter section. General themes for each neighbourhood park are described below and are conceptual in nature.

NW Neighbourhood Park –This park is located between the stormwater facility and protected wetland and will be integrated with the stormwater facility trails. The theme of this park is exercise and fitness. Outdoor areas for all ages are encouraged due to the proximity to the Recreation Centre. Suggested amenities may include picnic tables, playground equipment, climbing structures, bike riding & granular trails such as 'pump tracks', and senior's fitness equipment. The central location of this park also lends itself well to programmable gathering spaces such as gazebos, amphitheaters, seasonal ice rinks, and innovative flexible community spaces. This park will link the SWMF and wetland trails and will provide pedestrian access between the south and north residential areas.

SW Neighbourhood Park – The theme of this park will be to serve residences with a "Tot Lot' designed for local children under 10 years of age. This park is located behind existing multi-family and commercial areas and is intended to provide a picturesque buffer between existing development and low-density housing to the north. The park is intended to enhance the commercial site with a nearby public recreation amenity. Access is available from adjacent streets to increase visibility, permeability, and safety. Appropriate amenities include playground equipment and seating areas. The multiway trail network will connect the southwest park with other parts of the community and park spaces.

SE Neighbourhood Park – The southeast park is located within the Urban Village Node. The theme is similar to the southwest park & will provide a playground for older children than the SW Tot Lot (ages 10+) but will also be encouraged to install equipment for younger ages as well. This park will include public gathering spaces such as a plaza or public square to stimulate adult social activity near the mixed-use commercial. Enhanced amenities and development of the public park will be provided in collaboration between the developer and the City to meet urban design objectives. This quadrant is anticipated to contain the highest residential density and most affordable homes. To create an exceptional living experience for young families and apartment tenants, the multiway within the park will encourage active transportation and safe travel throughout the community. This park is located along the Trans Canada Trail multiway and will provide seating for trail users to rest and enjoy the park space.

Parking for neighbourhood parks will be generally limited to street parking, as these parks are primarily intended for local use and pedestrian access. Parking for the NW park includes the existing parking west of the SWMF which is connected to the park by paved trails less than 200m away and provides a convenient location for visitors to park without increasing traffic within the ASP road network.

Stormwater Facility

The existing stormwater facility will be integrated into the open space network through the construction of a multiway trail along the east, west, and north perimeter. This trail will connect the internal multiway network and the existing multiway north of the ASP and provide access to the public from the Leduc Recreation Centre parking lot. Amenities including benches and other furniture may be installed around

the pond adjacent to multiway trails. Extensive equipment is not anticipated, to avoid conflict with stormwater functions.

Multiway & Trail Network

This ASP proposes a comprehensive multiway network throughout the Plan which transects the site from north to south and from west to east.

Multiway Trails – Standard multiway development includes pedestrian facilities that are hard-surfaced with a width of 3.0m. Multiways are proposed along internal collector roadways and greenway corridors. Multiways are designed to connect to adjacent areas and communities to create a continuous community-wide active transportation network. Multiway trails shall be maintained with snow clearing to support year-round use.

Nature/Granular Trails – Granular trials will provide access to nature for passive recreation and wildlife viewing which shall include interpretive signage for education purposes and directional signage for navigation and warning for users with accessibility limitations. Granular trails are proposed within sensitive natural areas and are constructed of shale or stone materials. As per the POST, these trails can be located within environmental reserve or other sensitive open space while minimizing construction and maintenance impacts within these areas.

The trails within the environmental reserve shall be granular surfaced to limit environmental impacts and construction disturbance. Granular trails will be located along the north edge of the ER and bisecting the ER and will link the paved multiway trails. Granular trails will not be cleared of snow and may not be accessible to people with limited mobility or mobility devices (wheelchairs or scooters) in any weather condition.

Greenways & Linear Parks

Greenways and linear parks are intended to include paved multiway trails for active transportation. Construction of trails will require removal of the existing Trans Canada Trail which currently extends from Rollyview Road to William F. Lede Park. Greenways will be within a minimum 10.0m wide corridor. The north greenway link between the central wetland and north boundary shall be a minimum 30.0m (100’) wide to support wildlife connectivity between the ER area and Telford Lake. A linear park corridor which includes a paved multiway trail follows the south edge of the central wetland, connecting the east greenway to the SWMF and the Leduc Recreation Centre.

Wayfinding and Interpretive/Educational Signage

This ASP proposes a multiway and park network which will benefit from wayfinding and interpretive signage. Wayfinding and interpretive content will be developed in close collaboration with City staff to determine an appropriate scope of the signage program and to include accurate and relevant information. Signage may take the form of wayfinding directional signage, small graphic signs, and larger information panels with mapping, images, and text. The intent will be to ensure signs are helpful, interesting, and playful.

Existing Campground

The existing Leduc Lions Campground may continue to operate during the initial stages of development of the ASP. The timing of relocation or removal will be subject to ongoing negotiations between the City, the campground, and any other affected landowners. Development of this area will be subject to agreement between the City and any other affected stakeholders and is anticipated to be completed after relocation of the Lions Park Campground is initiated.

Objectives:

The critical design objectives for the open space network are:

- Dedicate 10% of developable land as municipal reserve, avoiding cash-in-lieu wherever possible.
- Provide neighbourhood-scale parks (+/- 0.5ha in size).
- Provide convenient public access to natural areas and parks for pedestrians and vehicles.
- Relocate Trans Canada Trail multiway connections disturbed by construction.
- Connect all neighbourhood park spaces with multiway trails.
- Provide multiway trails along collector roadways to prioritize pedestrian access and active transportation from multi-family and commercial sites.
- Provide unencumbered wildlife corridors between the protected natural area, William F. Lede Park/Telford Lake, and the SWMF.
- Develop paved trails within all linear parks and greenways.
- Develop paved trails adjacent to the stormwater management facility to encourage safe recreational use and access from the Leduc Recreation Centre and regional parks north of the ASP.
- Develop gravel trails adjacent to the protected central wetland within environmental reserve areas to limit environmental disturbance while supporting access and enjoyment of these features.
- Develop and implement a consistent wayfinding and interpretive signage program in collaboration with the City throughout parks and open spaces within the Fraser ASP.
- Develop the existing Lions Campground after relocation strategy has been determined.

Policies:

6.1.5.1 Parks and open spaces shall be provided generally consistent with **Map 6 – Parks, Open Space & Trails**.

6.1.5.2 Municipal Reserve equal to 10% of the gross developable area of the ASP shall be dedicated to the City of Leduc consistent with **Map 4 – Land Use Concept** wherever possible.

6.1.5.3 Cash-in-lieu of Municipal Reserve shall be considered in extenuating circumstances at the discretion of the City of Leduc.

6.1.5.4 Any Municipal Reserve lands that are impacted by SWMF expansion or roadway surfaces within existing Municipal Reserve shall be compensated with equal new Municipal Reserve dedications to ensure not net loss of public open space.

6.1.5.5 Park design shall consider and incorporate universal accessibility into the design of all parks and public spaces to support safe access. Considerations shall include hard surfaced pathways, avoidance of steep grades on trails, and clear demarcation of granular trails which may be difficult to navigate.

6.1.5.6 Educational signage shall be provided around the wetland at the time of park and trail development. Designs shall be prepared by the developer in collaboration with the City of Leduc and approved during the detailed design process.

6.1.5.7 The central wetland and setback areas shall be designated as Environmental Reserve as outlined on **Map 4 – Land Use Concept**, in accordance with Section 644 of the MGA.

6.1.5.8 During construction, tree clearing, grading, and earthworks activities shall be permitted within wetland setback areas to ensure adjacent lots are not subject to flooding or other drainage issues due to proximity to the wetland edge.

6.1.5.9 Wetland areas which are to be removed shall be compensated for at the time of development. Compensation requirements shall be determined through a provincial Water Act approval.

6.1.5.10 Low impact development best practices are encouraged to be incorporated into stormwater management plans, including a surface bioswale which will convey stormwater to the central wetland which is intended to support the post-development ecological viability of the wetland area.

6.1.5.11 Multiway trails shall be developed along collector roadways, within all neighbourhood parks, linear parks, greenways, and adjacent to the SMWF.

6.1.5.12 Multiway trails which meet the boundaries of this ASP shall be extended to connect with existing trails, wherever possible.

6.1.5.13 Granular trails shall be developed along the north edge of the central wetland within the Environmental Reserve area to allow controlled public access and enjoyment of this area.

6.1.5.14 The open space network shall provide unencumbered wildlife corridors (no fences) between the northwest SWMF, central wetland complex, and north ASP boundary.

6.1.5.15 Consideration shall be given for additional wildlife connections to adjacent development lands and preservation of wildlife connectivity through the detailed design process.

6.1.5.16 Stormwater management and natural area design shall adhere to all airport regulations and shall minimize bird and wildlife attractants such as food sources and creation of habitat.

6.1.5.17 Relocation plans for the Lions Campground shall be determined and agreed to prior to development activities which will impact functionality of the campground.

6.1.5.18 Road and utility connections may be completed within the north end of the campground parcel as required, provided that such infrastructure does not impact the viability of the campground prior to its relocation.

6.1.6 Energy Infrastructure

No oil and gas pipelines or well sites are located within the Plan area. One abandoned and reclaimed well site is located adjacent to the east boundary of the ASP with the Lions Park Road right-of-way.

Development of Lions Park Road and any other land uses adjacent to this capped well must be completed safely to ensure all dangers are properly mitigated now and in the future.

Objectives:

Critical design objectives for adjacent energy infrastructure are:

- Roadway improvement within the Lions Park Road right-of-way shall be completed safely.
- Ensure the integrity of any affected oil and gas infrastructure or well sites during development.
- Any development within the ASP which is adjacent to this well site and within AER or City of Leduc setback requirements shall be designed to ensure long-term safety and risk mitigation.

Policies:

6.1.6.1 All development near any abandoned well site shall be completed in coordination with the infrastructure owner and the City of Leduc in accordance with all applicable provincial and municipal regulations and AER guidelines (Directive 079) in effect at the time of development.

6.1.7 Transportation Network

The Fraser ASP provides sufficient access and circulation to existing roadways to support the proposed development. The transportation network is shown on **Map 7 – Transportation Network**. Transportation design shall adhere to, and support, the City of Leduc Transportation Master Plan in effect at the time of development.

A Traffic Impact Assessment (TIA) was prepared by Al-Terra and submitted under separate cover in support of this ASP which details the impacts of background and development traffic and recommended roadway design and traffic mitigation strategies. Transportation infrastructure shall be consistent with the recommendations of the TIA and will be constructed in a staged manner as development progresses.

The proposed transportation network includes arterial roads, collector roads, local roads, and lanes (alleys) for vehicular use. Additionally, trails and sidewalks are designed to support all forms of active transportation.

Opportunities for transit servicing were considered throughout the road network planning process. Expanded transit services may be conveniently located and implemented along all collector roadways. Although there are no current plans for expanded transit services, this proactive approach prepares the ASP for enhanced services which are anticipated to occur at some time in the future. Transit services to the Leduc Recreation Centre operate on Black Gold Drive adjacent to the west boundary of the ASP. There is a clear opportunity to expand transit services into the Fraser ASP if warranted by future transit demand.

Arterial Roads

Rollyview Road along the south boundary of the ASP and Black Gold Drive along the west boundary are the primary accesses and are classified as 4-lane undivided arterial roads. One all-directional access from each Rollyview Road and Black Gold Drive into the ASP will be provided approximately in the centre of the ASP. The number of all-directional accesses permitted from Rollyview Road is limited to 400m

spacing by City arterial road design standards. One right-in-right-out intersection may also be constructed along each Rollyview Road and Black Gold Drive to access the existing MDR in the southwest portion of the ASP and the commercial areas adjacent to Black Gold Drive.

Arterial road right-of-way will be dedicated to the City as right-of-way along the south and west boundary of the ASP. Dedications shall be of width consistent with previously dedicated arterial widening along the west half of the quarter section.

Rollyview Road may be developed to include roundabout intersections at Black Gold Drive and Lions Park Road. Road right-of-way widening shall be dedicated to the City based on plans in effect at the time of development to enable roundabout construction, at the discretion of the City. Costs of development for the roundabout at Rollyview Road and Black Gold Drive shall be shared between all benefiting landowners. Details of cost sharing agreements shall be determined during the Development Agreement process.

Future upgrades to Rollyview Road may impact access to the existing MDR site adjacent to Rollyview Road. A secondary access shall be provided from the internal road network as noted on **Map 7 - Transportation Network**.

Collector Roads

Collector roads are located on the west (Lede Park Road) and the east (Lions Park Road) boundaries of the ASP. These roads will provide access to the ASP internal road network from the northwest and east. Internal collector roads connect the Rollyview Road and Black Gold Drive accesses throughout the community as shown on **Map 7 – Transportation Network**. These internal collectors are the primary internal roads which support the highest level of traffic. All apartment multi-family sites, commercial sites, and potential transit routes are located on collector roads to ensure roadway capacity is available to support high-density and large vehicle traffic (i.e. commercial and transit vehicles). Collector roads will be developed to an urban standard with curb and gutter and will contain a sidewalk on one side, and a multiway trail on the other. Road widening dedications shall be required along Lions Park Road to accommodate future road improvements. The ultimate extent of additional road dedications will be determined through the subdivision process. The intersection of Black Gold Drive and Lede Park Road is to be signalized. The intersection of Lede Park Road to the north development area within the ASP shall be constructed as a roundabout.

It is desirable to avoid front-accessed housing along collector roads wherever possible, and for this reason lanes are provided for low density street-oriented housing along collector roads to facilitate primary rear accesses and increase available on-street parking.

Local Roads

The local road network provides convenient access to residential uses where lowest traffic volumes are anticipated. Roads shown in this ASP are conceptual and subject to revision at the time of subdivision. Local roads will contain sidewalks on both sides of the road to promote active transportation.

Transit

The City of Leduc currently operates limited transit services including regular routes and on-demand services known as Leduc Assisted Transportation Service for seniors and people with disabilities (LATS). LATS services include wheelchair lifts and represent a critical mobility service for the community. All new communities should be designed to allow for LATS services on all roads, and future general transit services on all collector and arterial roadways.

The current transit network has limited routes and is not anticipated to extend into the Fraser ASP at this time. One existing bus route currently serves the Leduc Recreation Centre and utilizes Black Gold Drive along the west boundary of the ASP. Residents will be able to easily access this bus route prior to expansion of bus services in the future.

Transit opportunities are not limited only to traditional bus services but should also provide consideration for on-demand services, should such services become available locally in the future.

Emergency Response Services

Access to all residences & businesses shall be designed to the satisfaction of emergency service providers (fire and police). Staged development may include interim emergency access for each stage, where necessary, to ensure safety is maintained throughout the development process. Park spaces shall be accessible via adjacent roadways and in some cases by upgraded multiway trails where required by emergency services.

One upgraded emergency access multiway link capable of handling vehicular traffic is proposed east of the SWMF within the northwest neighbourhood park to connect the north and south residential areas.

Objectives:

- Provide a safe and effective transportation network based on a hierarchy of arterial, collector and local roads which effectively serve the community and provide connections to adjacent neighbourhoods and the regional transportation network.
- Accommodate the development of a safe and accessible multi-modal transportation system including vehicles, transit, cyclists and pedestrians.
- Provide a high-quality multiway and trail network which encourages active transportation and prioritizes safety and comfort of pedestrians.
- Emergency services will be provided with adequate access to all properties at all stages of development.

Policies:

6.1.7.1 Transportation network design shall adhere to, and support the intent of, the City of Leduc Transportation Master plan.

6.1.7.2 The transportation network shall incorporate a network of streets that provide a high degree of connectivity and access between residential, open space, and commercial/institutional uses.

6.1.7.3 The transportation network shall include a system of multiway corridors to facilitate active transportation.

6.1.7.4 Roadways and multiways shall be designed and constructed in accordance with the City of Leduc Engineering Design Standards, and upgrades to roadways shall be undertaken in accordance with City policy.

6.1.7.5 All-directional access from Rollyview Road shall be limited to one central intersection consistent with the City's 400m arterial roadway design intersection spacing.

6.1.7.6 One right-in right-out access each shall be permitted along Rollyview Road.

6.1.7.7 One right-in right-out access each shall be permitted along Black Gold Drive

6.1.7.8 The intersection of Lede Park Road and the north development area of the ASP shall be constructed as a roundabout.

6.1.7.9 The intersection of Lede Park Road and Black Gold Drive shall be signalized at the time of development of the northwest entrance to the community.

6.1.7.10 All apartment multi-family sites and commercial sites shall have direct access to an arterial or collector roadway.

6.1.7.11 The design of collector roadways shall accommodate multiple modes of transportation including transit, vehicles, cyclists, and pedestrians and shall generally include a multiway trail on one side of the collector roadway and boulevard sidewalks on the one side of the roadway.

6.1.7.12 Low-density street-oriented housing which face onto collector roadways shall be serviced by lanes to facilitate rear access where possible to maintain an attractive streetscape and support on-street parking unencumbered by front driveways.

6.1.7.13 One upgraded multiway link capable of handling emergency vehicle traffic shall be provided within the MR identified on **Map 7 – Transportation Network** to connect the north and south residential areas.

6.1.7.14 Traditional transit services shall utilize the internal collector road network to serve the community. Medium density and multi-family housing shall be strategically located adjacent to the collector and arterial road network. The internal collector road network will provide roads of sufficient width and capacity for transit vehicles, as well as direct access to the largest concentrated populations and commercial destinations within the ASP.

6.2 Servicing

The lands within the Fraser ASP will be fully serviced with municipal utilities including the water network, sanitary sewer, storm sewer, and stormwater management facilities along with shallow utilities that include power services, street lighting, gas, and telecommunications infrastructure. The details of the proposed servicing scheme are further defined through a *Neighbourhood Design Brief* submitted under separate cover (Al-Terra, 2024). Further refinement of the proposed servicing scheme will occur in a staged manner with detailed engineering designs and approvals on a stage-by-stage basis as development advances. The ASP is strategically designed to extend infrastructure and services in the most cost-effective and efficient way possible. Preliminary servicing considerations are outlined below.

6.2.1 Sanitary Sewer Servicing

The sanitary sewer infrastructure for the Fraser ASP lands will consist of a gravity system designed to handle sanitary flows within the neighborhood. There are existing sanitary sewers within the South Park and Meadowview neighbourhoods in proximity to the Fraser ASP area. It has been identified that these existing sanitary sewers do not have adequate downstream capacity to accommodate the flows from the Fraser ASP area. The Fraser ASP development proposes connecting to an existing 600mm sanitary sewer approximately 600m north of the Fraser ASP area. Refer to **Map 8 – Offsite Sanitary System** and **Map 9 – Onsite Sanitary System** for additional details.

Further refinement of the proposed sanitary servicing scheme including sizing and pipe slopes will occur with detailed engineering designs. Sanitary servicing within the neighborhood will be in accordance with the City of Leduc's Sanitary Sewer Master Plan.

Objectives:

- To provide full sanitary sewers and servicing capacity to all developable lands and to sustainably meet the needs of the ASP, consistent with City of Leduc engineering standards.

Policies:

6.2.1.1 Sanitary sewer infrastructure shall be provided consistent with the approved Sanitary Servicing Plan to the satisfaction of the City of Leduc.

6.2.2 Stormwater Management & Surface Drainage

Major stormwater flows and surface drainage for the Fraser ASP area will be accommodated within the existing stormwater management facility (SWMF) located in the NW corner of the ASP boundary. This existing SWMF will require modifications to be functional with the planned Fraser ASP development. The existing SWMF currently services a portion of the South Park development to the west and existing development along Rollyview Road and Black Gold Drive. Refer to **Map 10 – Stormwater Management & Surface Drainage** for additional details.

The SWMF will provide temporary stormwater storage for peak events as well as stormwater treatment prior to discharge to the downstream system. The stormwater flow captured by the SWMF will be released in a controlled manner to the existing downstream sewers at the maximum release rate of 3.0 L/s/ha. as required in the City of Leduc Engineering Design Standards.

The modifications required to the SWMF to proceed with development would include expansion to the footprint of the SWMF to provide additional storage capacity, the installation of an outlet control manhole to restrict the maximum outflow to municipal and provincial requirements, and updates to the inlet locations in which flow enters the SWMF to provide maximum treatment prior to outlet release to the downstream system.

Within the Fraser ASP Biophysical Assessment, it was identified that careful consideration is required of the pre-development versus post-development catchment areas and associated water balance analysis. A portion of the post-development Fraser ASP lands are intended to direct minor and major flow towards the Highest Conservation Value Area (HCVA) wetland that is to remain in the central area of the ASP

boundary. This is being proposed to provide a source of water to the wetlands and to maintain a hydrological regime that will promote ecological integrity and the persistence of wetland plant communities dominated by native species. This drainage will be conveyed towards the wetland through sewer and surface flow. Stormwater treatment will be required prior to discharge into the wetland to prevent an overabundance of contaminants reaching this environmentally sensitive area. Pre-treatment is intended to be completed by routing the flow through a bioswale leading from the road network to the wetland. Further review of Low Impact Development (LID) design will be completed as part of detailed engineering designs as development advances. The intent of LID principles includes increasing stormwater infiltration, improving sedimentation and water quality entering the wetland, and to help manage runoff rates.

Objectives:

- To provide a reliable and adequate stormwater management system that enhances the quality of runoff and safeguards against flooding
- To ensure that sufficient runoff into the central wetland is maintained to support the viability of the wetland ecosystem.

Policies:

6.2.2.1 Stormwater management shall be designed and constructed in compliance with City of Leduc engineering standards to the satisfaction of the City of Leduc.

6.2.2.2 Stormwater servicing shall occur by gravity only.

6.2.2.3 Hydrological connectivity to the central wetland will be maintained to support the sustainability of the wetland ecosystem and functions. Hydrological connectivity will be identified in the Neighbourhood Design Brief to illustrate how this is being achieved at the time of detailed design and as required for any Water Act approvals.

6.2.2.4 LID principles and best practices are encouraged to be incorporated into the surface stormwater drainage at the outfall locations to the bioswales that convey water into the central wetland and Environmental Reserve area and provides hydrological connectivity.

6.2.2.5 Landscaping of LID and SWMF features are encouraged to incorporate native vegetation and naturalized plant species to minimize future irrigation requirements, where appropriate.

6.2.3 Minor Storm System

Stormwater management for minor flows within the Fraser ASP area will be accommodated an underground storm sewer network. The storm sewer network within the subject area will be a gravity system sized to accommodate the 1:5-year storm event flows within the neighbourhood without surcharging. The proposed minor flow sewers servicing Fraser are proposed to drain to either the existing Fraser SWMF located in the northwest corner of the subject area or to the proposed central ER. Refer to **Map 11 – Minor Storm System** for additional details.

Objectives:

- To provide full storm sewers and servicing capacity to all developable lands and to sustainably meet the needs of the ASP, consistent with City of Leduc engineering standards.

Policies:

6.2.3.1 Storm sewers shall be designed and constructed in compliance with City of Leduc engineering standards to the satisfaction of the City of Leduc.

6.2.3.2 Storm sewer servicing shall occur by gravity only.

6.2.3.3 LID principles and best practices are encouraged to be incorporated into the storm sewer network at the outfall locations to the bioswales that convey water into the central wetland and Environmental Reserve area.

6.2.4 Water Servicing

The provision of water service to the Fraser ASP area will involve extending water mains from the adjacent roadways just outside of the ASP boundary. The water servicing plan within the neighborhood will adhere to the specifications and configuration outlined in the City of Leduc's Water Master Plan Update (AECOM, 2021). The water mains will be designed to accommodate peak hour flows and fire flows combined with maximum daily demand for the development forms outlined within the Fraser ASP. In accordance with City of Leduc requirements, water looping and pipe sizing requirements will be incorporated and detailed in a Hydraulic Network Analysis approved by the City of Leduc before development commences. Please refer to **Map 12 – Water Servicing** for additional detail.

Objectives:

- To ensure provision of piped water services to all developable lands to meet the needs of the ASP lands, consistent with City of Leduc engineering requirements and with trunk sizing specified by the City of Leduc.

Policies:

6.2.4.1 Water system infrastructure shall be provided in accordance with an approved Hydraulic Network Analysis to the satisfaction of the City of Leduc.

6.2.5 Shallow Utilities

Shallow utilities, including power, street lighting, gas, and telecommunication are proposed to be extended into the Fraser ASP area. These utilities will be provided as shallow buried utilities within the road right-of-way and through easements on private lands as required. Electricity for the project will be provided by Fortis Alberta. Gas for the project will be provided by Apex Utilities.

Objectives:

- To economically provide reliable municipal shallow utility servicing to all users within the plan area.

Policies:

6.2.5.1 All shallow utility infrastructure required to provide services to the development shall be located underground.

6.2.5.2 The proponent shall work with third-party utility providers to coordinate design and installation of shallow utilities on a stage-by-stage basis.

6.3 Development Staging

Staging of development will occur from the west to east. Conceptual staging direction is identified on **Map 13 – Staging Concept**. Staging boundaries shall be determined during the subdivision design process and shall be flexible to accommodate changing market conditions and project financing considerations.

Development Staging

The Fraser ASP will be developed in stages which will generally proceed from the west boundary to the east. Stage boundaries and sizes shall be determined at the time of subdivision and will responds to market conditions. Stages shall provide all required municipal services required to support each proposed stage to the satisfaction of the City prior to subdivision approval.

The ASP contains two distinct areas – one area north of the protected central wetland and the area to the south. Both of these areas can be developed independently. The direction of development for both areas remains from west to east. The developer will retain discretion as to which area is first initiated and the priority of development for each subsequent stage through build-out.

Timing of Development

Construction of the Fraser ASP is intended to commence in 2025 and is anticipated to take approximately 15 years to reach full build-out. The timing of development will be dependent on market demand, developer financing, and installation of offsite infrastructure.

Development of the east 40-acre parcel will be subject to removal of the existing campground and solar farm. The western portion of the Plan has been designed to be developed without the removal of the existing campground, which is currently owned by a non-participating landowner.

Objectives:

- To develop land in accordance with the City of Leduc policy framework.
- To develop the ASP lands in a logical and cost effective manner.

Policies:

6.3.1.1 The direction of development shall generally occur as outlined on **Map 13 – Staging Concept**.

6.3.1.2 Development shall generally be consistent with the land use concept included in **Map 4 – Land Use Concept.** Minor variations to this concept resulting from the detailed design process shall be permitted, at the discretion of the City of Leduc.

6.3.1.3 The interim use of all lands located in the Fraser ASP shall remain permitted until such time as non-participating owners choose to develop the lands as per the approved ASP.

6.3.1.4 The Leduc Lions Campground shall be allowed to continue operating during the initial stages of development of the Fraser ASP, however, such use shall require cooperation for installation of infrastructure or roads and shall not inhibit any landowner's ability to proceed with development of their lands in accordance with this ASP in any way.

7.0 Land Use and Population Statistics

Table 3 – Land Use Statistics

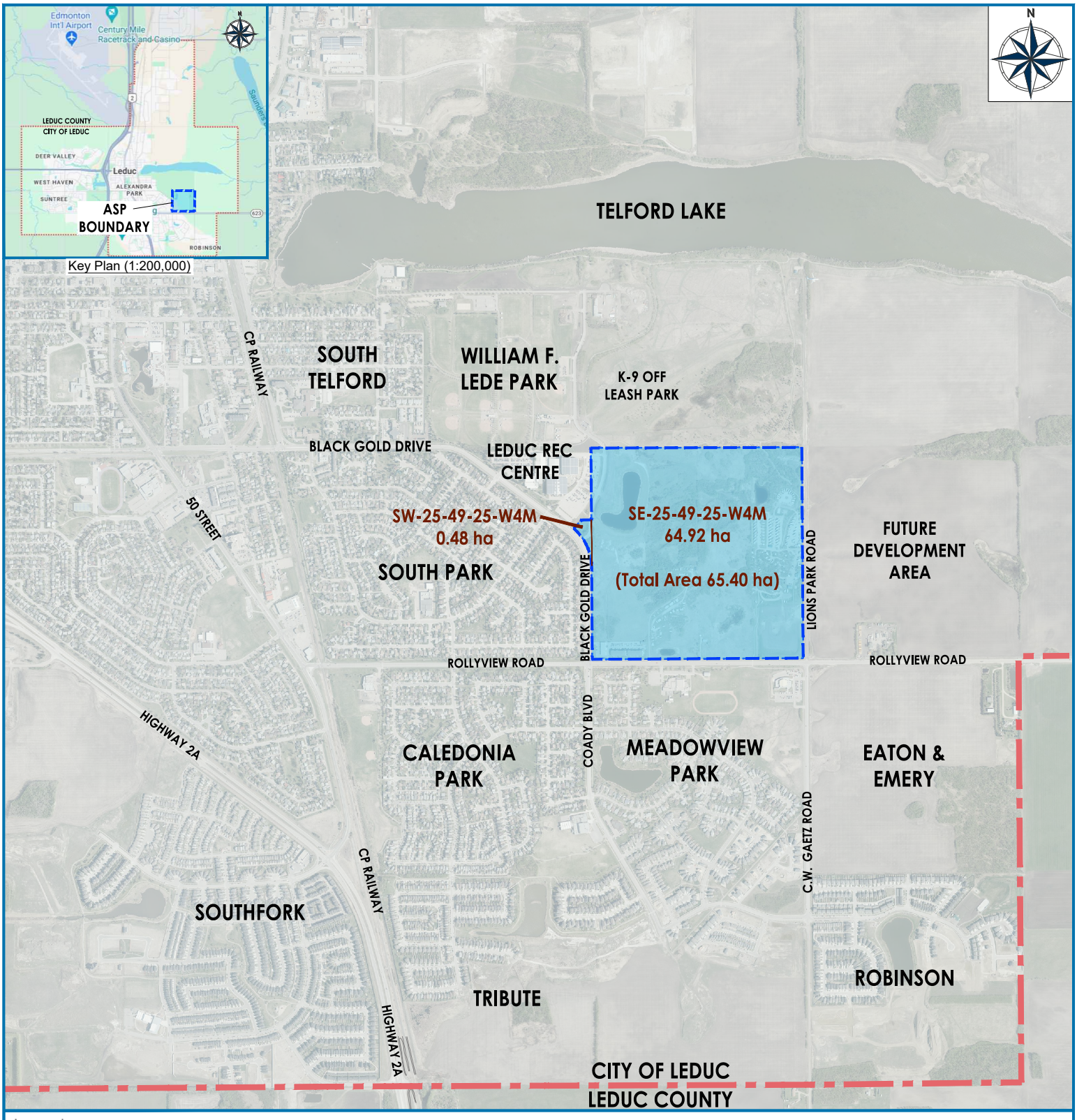
Land Use	Area (ha)	Percent of GDA	
Gross Area	**65.40**		
Arterial Widening – Rollyview Road	0.98		
Environmental Reserve	6.59		
Gross Developable Area	**57.83**	**100.0%**	
Land Use (Includes Existing Developed Lands)			
Commercial	**3.55**	**6.1%**	
Municipal Reserve & Open Space	**6.19**	**10.7%**	**Total MR Owing = 5.78 ha**
Neighbourhood Parks/Greenways	4.45	7.7%	
Retained Existing MR Dedications	1.34	2.3%	
City Owned Urban Reserve	0.39	0.7%	**No MR Credit for Lot 9, Blk 21**
Public Utility Lot	**4.48**	**7.8%**	
PUL	0.07	0.2%	
SWMF	4.41	7.6%	
Collector Roads	**5.25**	**9.1%**	
Lions Park Road Widening	0.25	0.4%	
Internal Collector Roads	5.00	8.7%	
Local Roads & Lanes	**6.80**	**11.8%**	
Total Non-Residential Area	**26.32**	**45.5%**	
Net Residential Area (NRA)	31.56	54.5%	

*Note – Land use statistics are based on CAD linework and may not match title areas. Confirmation of areas and required public dedications shall be verified at each stage of development through the subdivision process.

Table 4 – Population Estimates

Residential Land Use	Area (ha)	Density (upnrha)	Units	People/Unit	Population
Low Density Residential (LDR)	16.50	25	413	2.8	1,157
Street-Oriented Residential (SOR)	7.15	37	265	2.8	742
Mixed-Use Node	3.02	45	136	2.8	381
Medium Density Residential	4.89	65	318	1.8	572
Total	**31.56**	**35.9 (proposed)**	**1,132**		**2,852**
Gross Unit Density		**19.6**			
Net Unit Density		**35.9**			
Gross Population Density		**49.3**			
Net Population Density		**90.3**			

8.0 Maps



Legend

City of Leduc Boundary

Area Structure Plan Extents

Image Source: City of Leduc
Scale 1:20,000
January 18, 2025

FRASER
AREA STRUCTURE PLAN

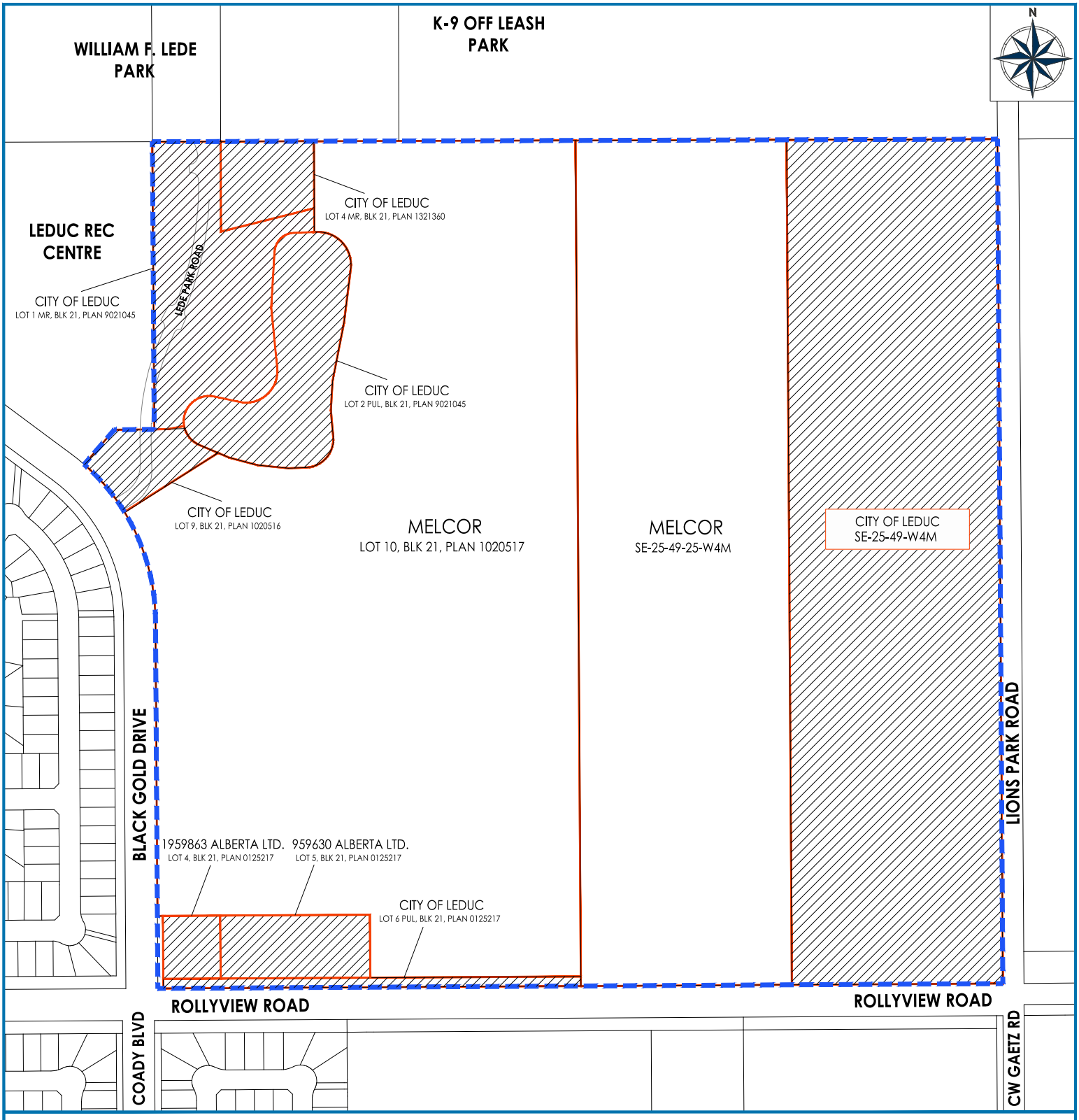
Figure

Map 1

Title

Context Plan

Al-Terra



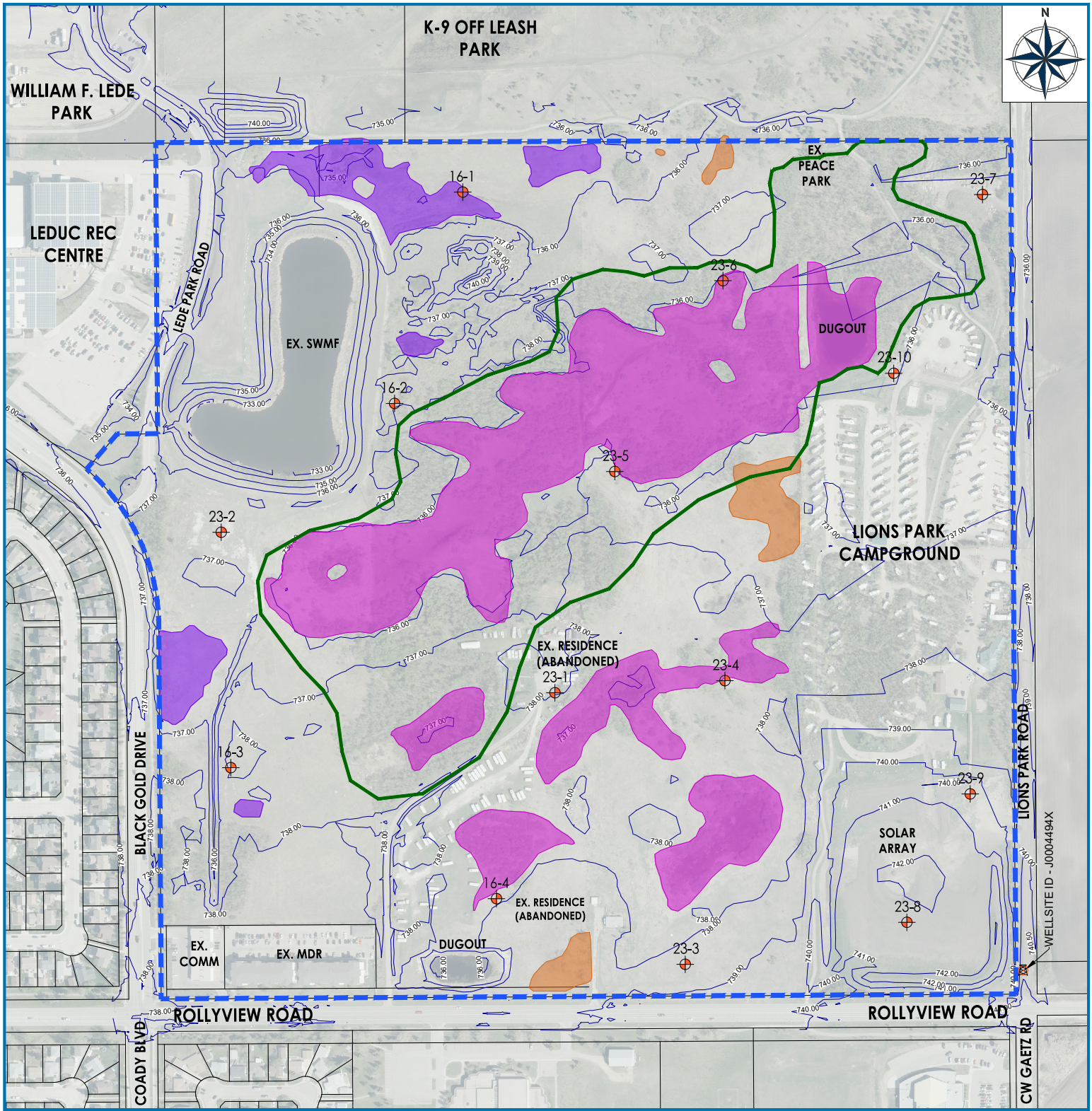
FRASER
AREA STRUCTURE PLAN

Figure

Map 2

Title

Land Ownership



Legend

- ASP Boundary
- Existing Property Lines
- Contours (1.0m Interval)
- Reclaimed Wellsite & ERCB Setback
- Geotechnical Borehole Locations
- Existing Temporary Shrubby Swamp
- Existing Seasonal Graminoid Marsh
- Existing Seasonal Shrubby Swamp
- Highest Conservation Value Area (HCVA)

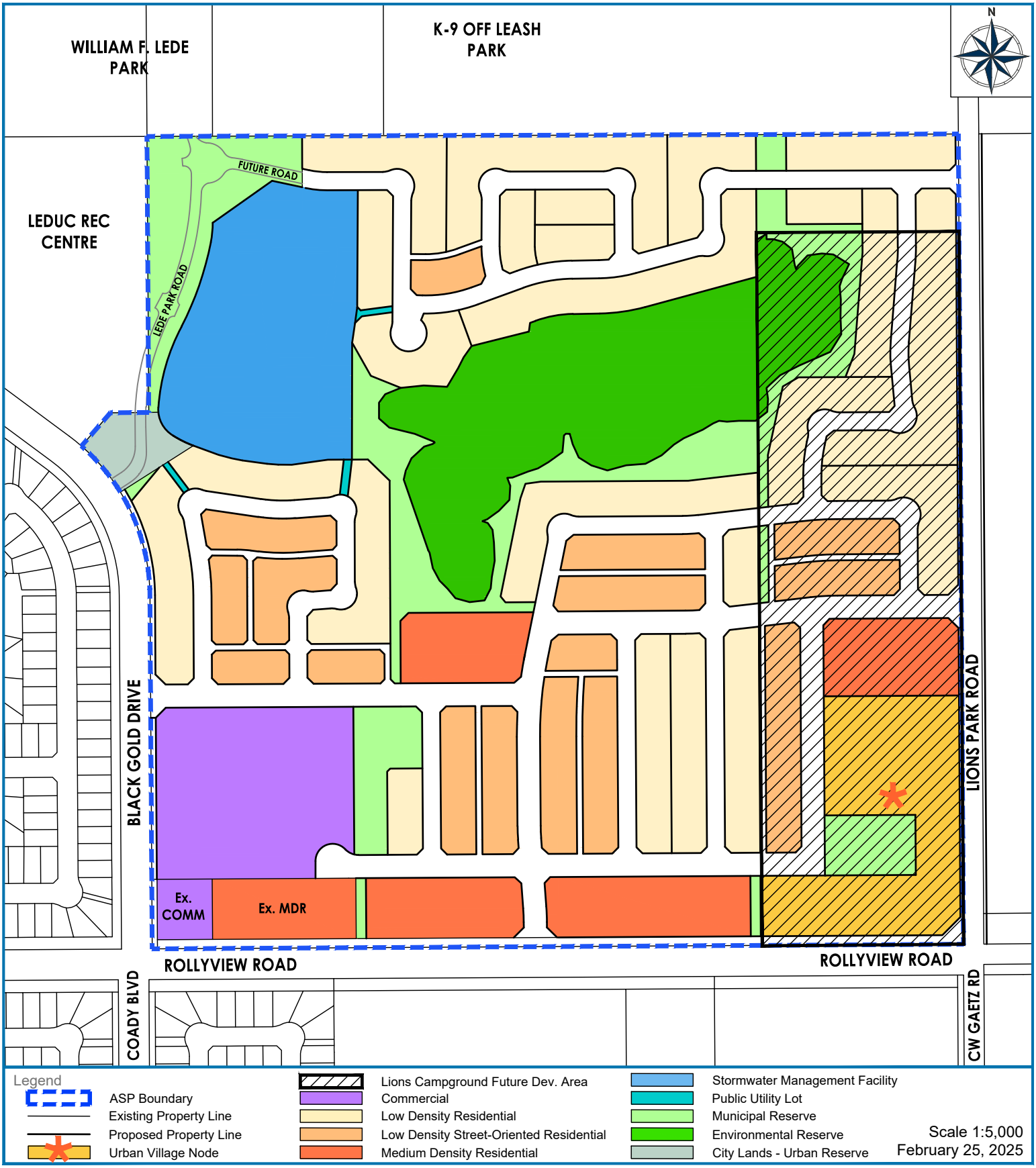
Image Source: City of Leduc
Scale 1:5,000
January 18, 2025

FRASER
AREA STRUCTURE PLAN

Figure
Map 3

Title
Existing Conditions

Al-Terra



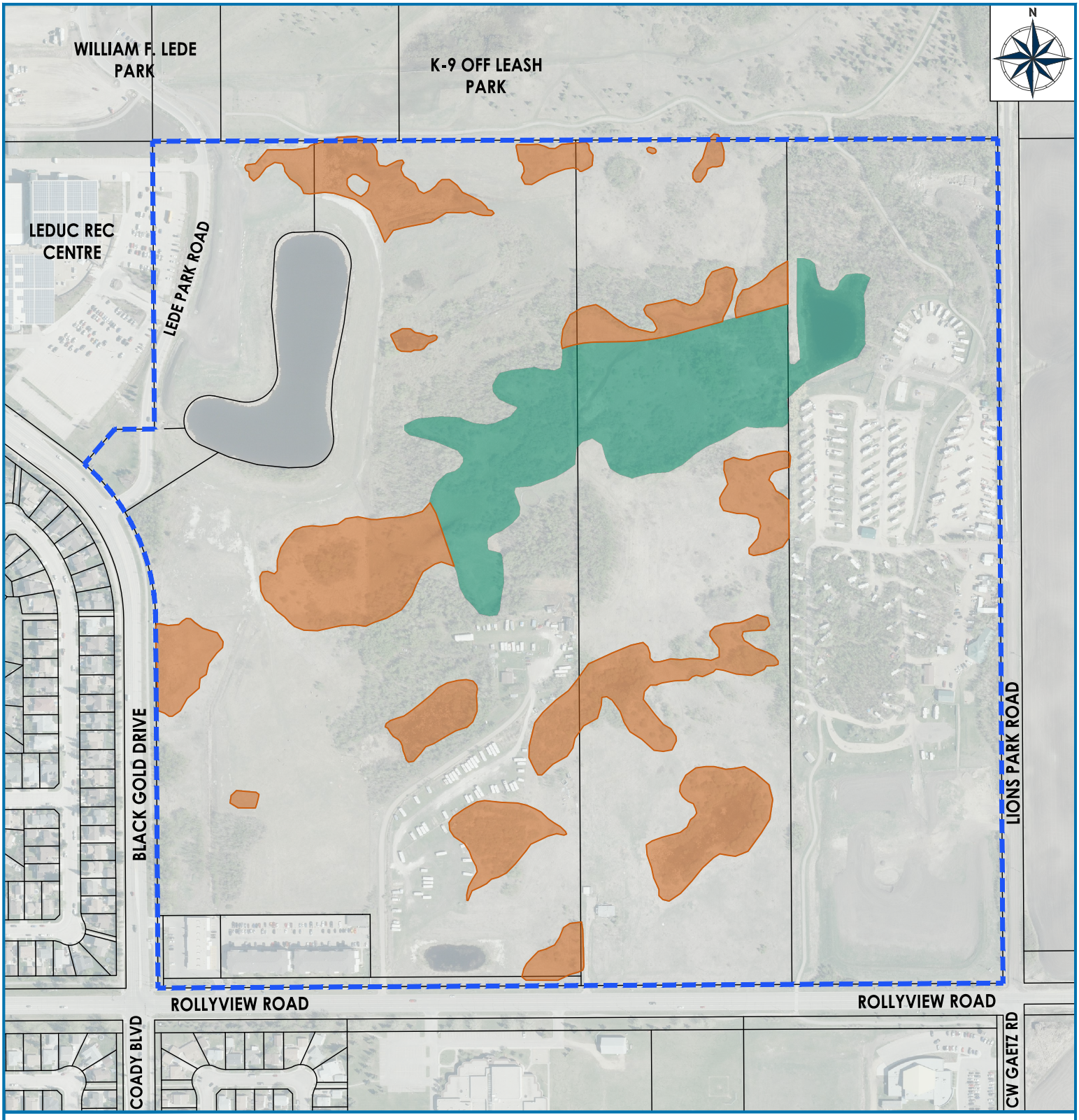
Note: All lines, areas, and boundaries shown are conceptual and are subject to variation.

FRASER
AREA STRUCTURE PLAN

Figure
Map 4

Title
Land Use Concept

Al-Terra



Legend

- ASP Boundary
- Protected Wetlands Area
- Proposed Wetland Removals

Scale 1:5,000
January 18, 2025

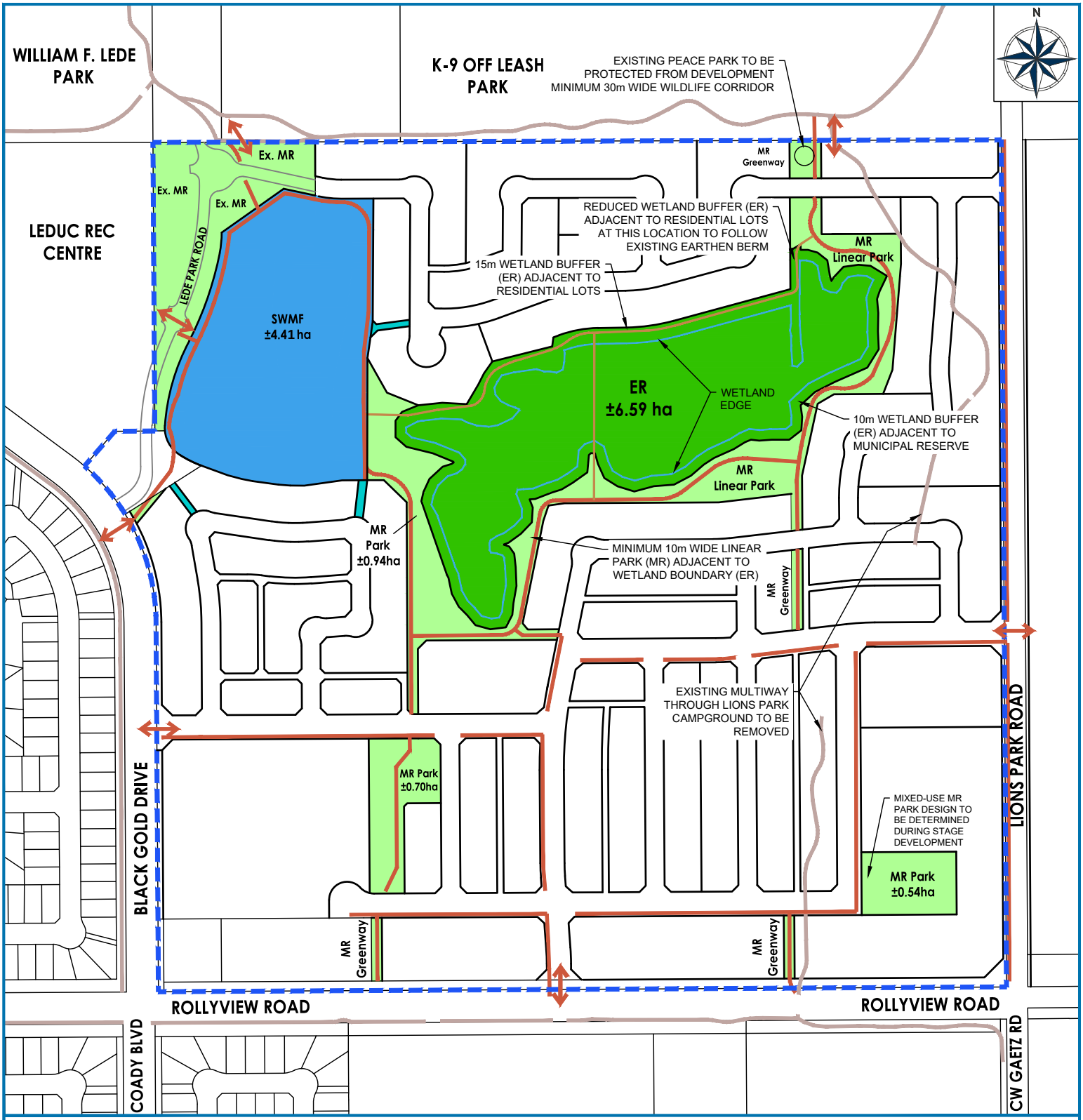
Note: All lines, areas, and boundaries shown are conceptual and are subject to variation.

Al-Terra

FRASER
AREA STRUCTURE PLAN

Figure
Map 5

Title
Wetland Impacts



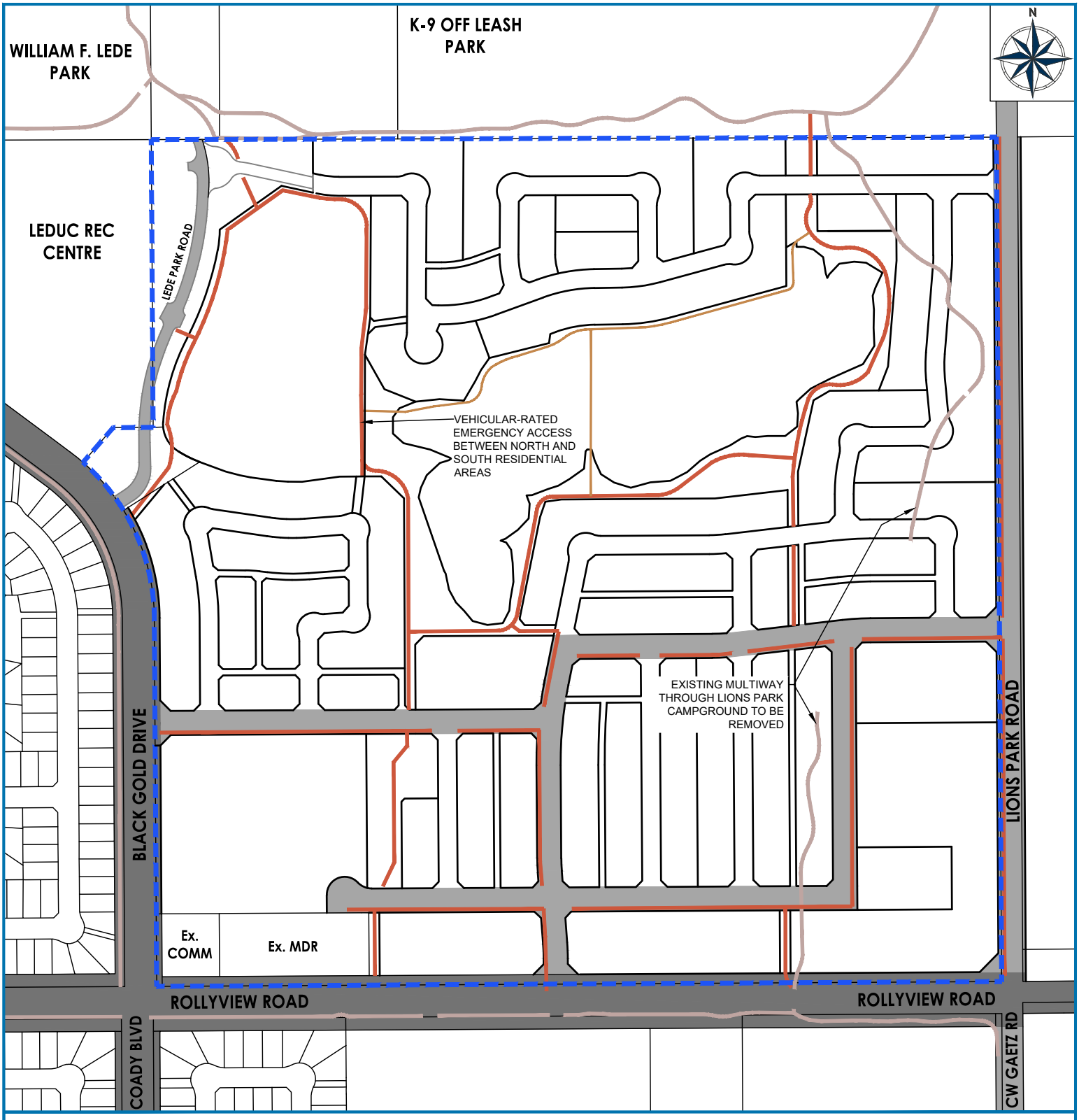
Note: All multiways shown are conceptual and subject to variation at the discretion of the Development Authority. All lines, areas, and boundaries shown are conceptual and are subject to variation.

Al-Terra

FRASER
AREA STRUCTURE PLAN

Figure
Map 6

Title
Parks, Open Space & Trails



Scale 1:5,000
February 25, 2025

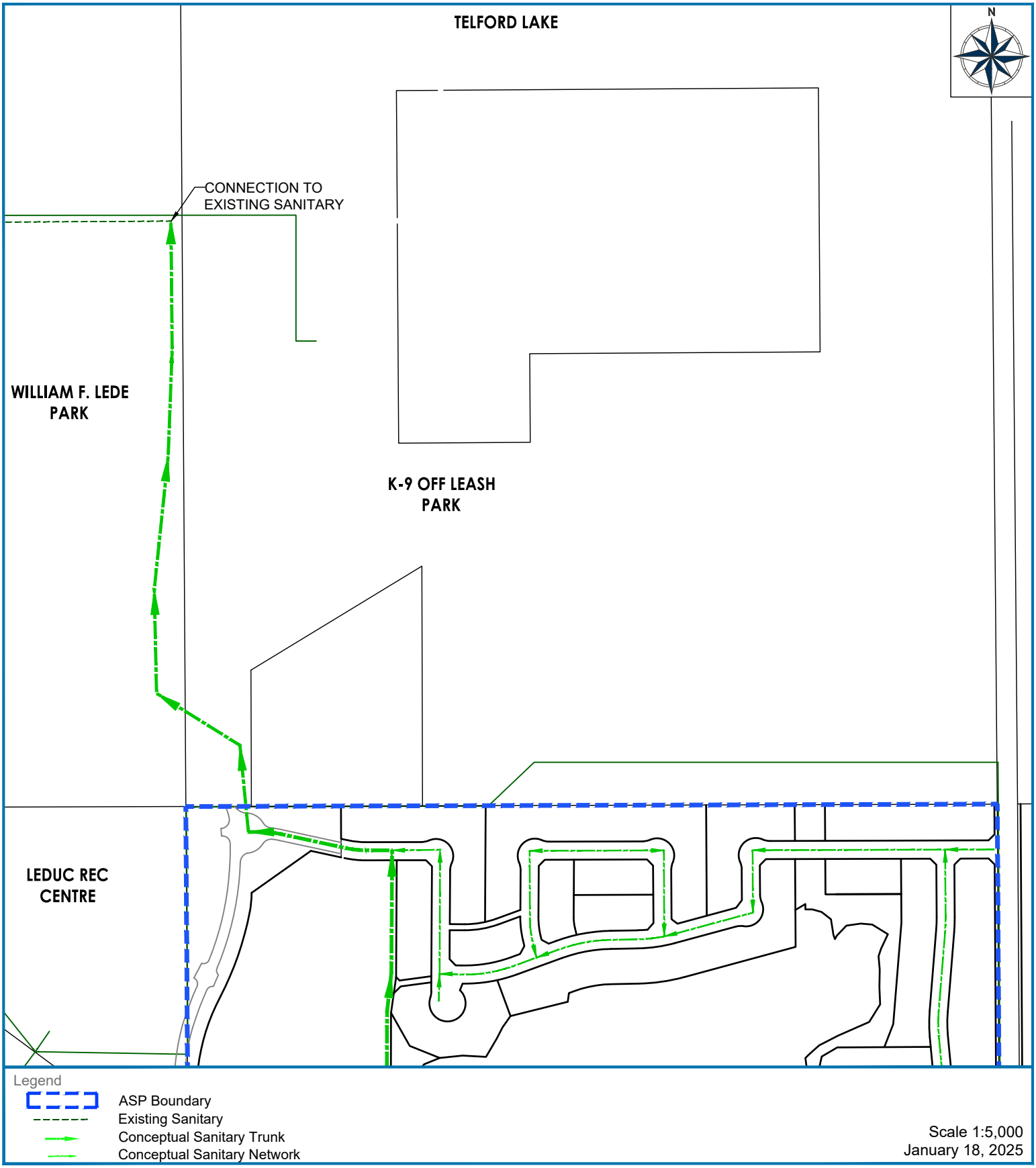
Note: All multiways shown are conceptual and subject to variation at the discretion of the Development Authority. All lines, areas, and boundaries shown are conceptual and are subject to variation.

Al-Terra

FRASER
AREA STRUCTURE PLAN

Figure
Map 7

Title
Transportation Network



Note: All lines, areas, and boundaries shown are conceptual and are subject to variation.

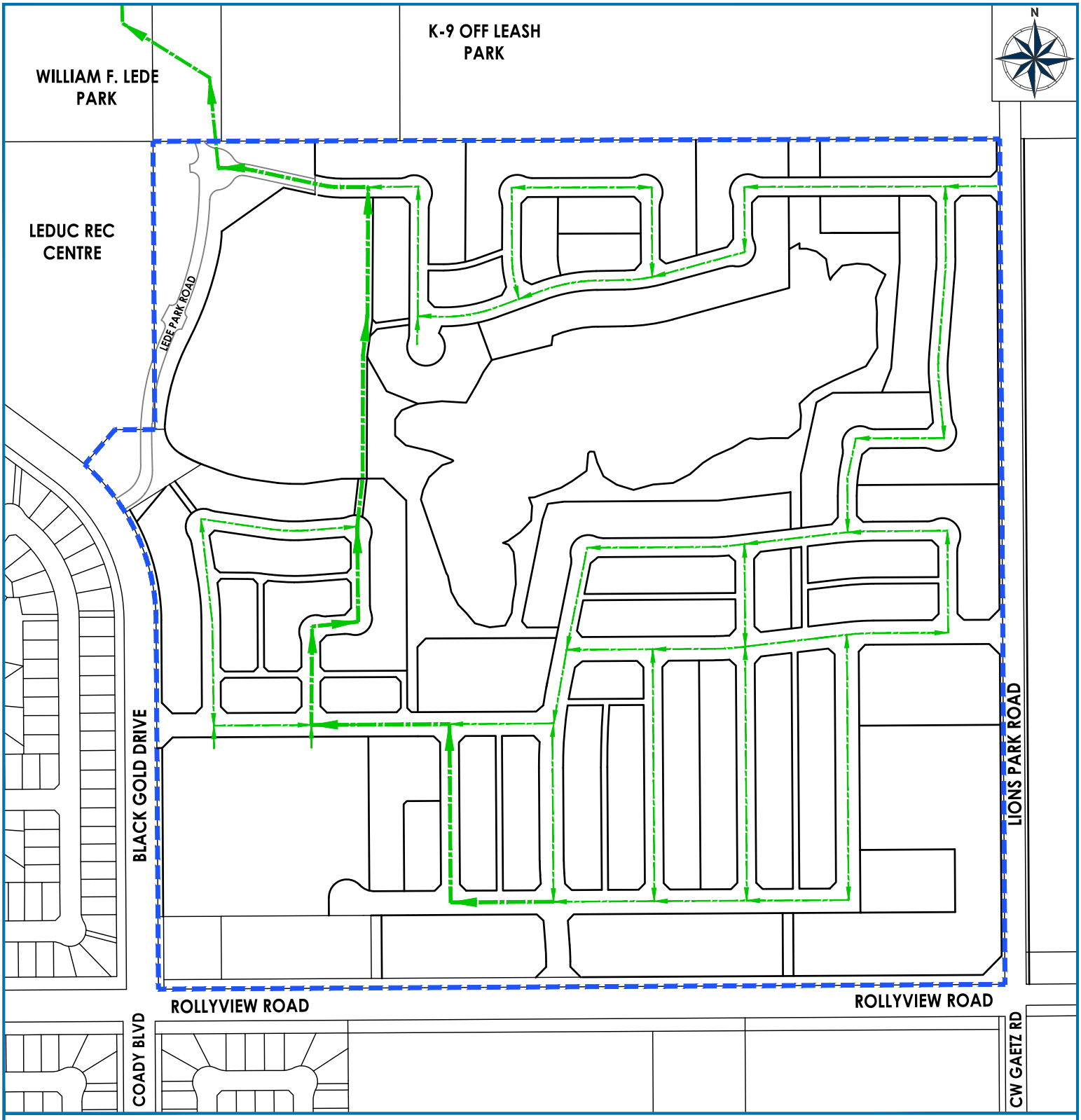
FRASER
AREA STRUCTURE PLAN

Figure

Map 8

Title

Offsite Sanitary System

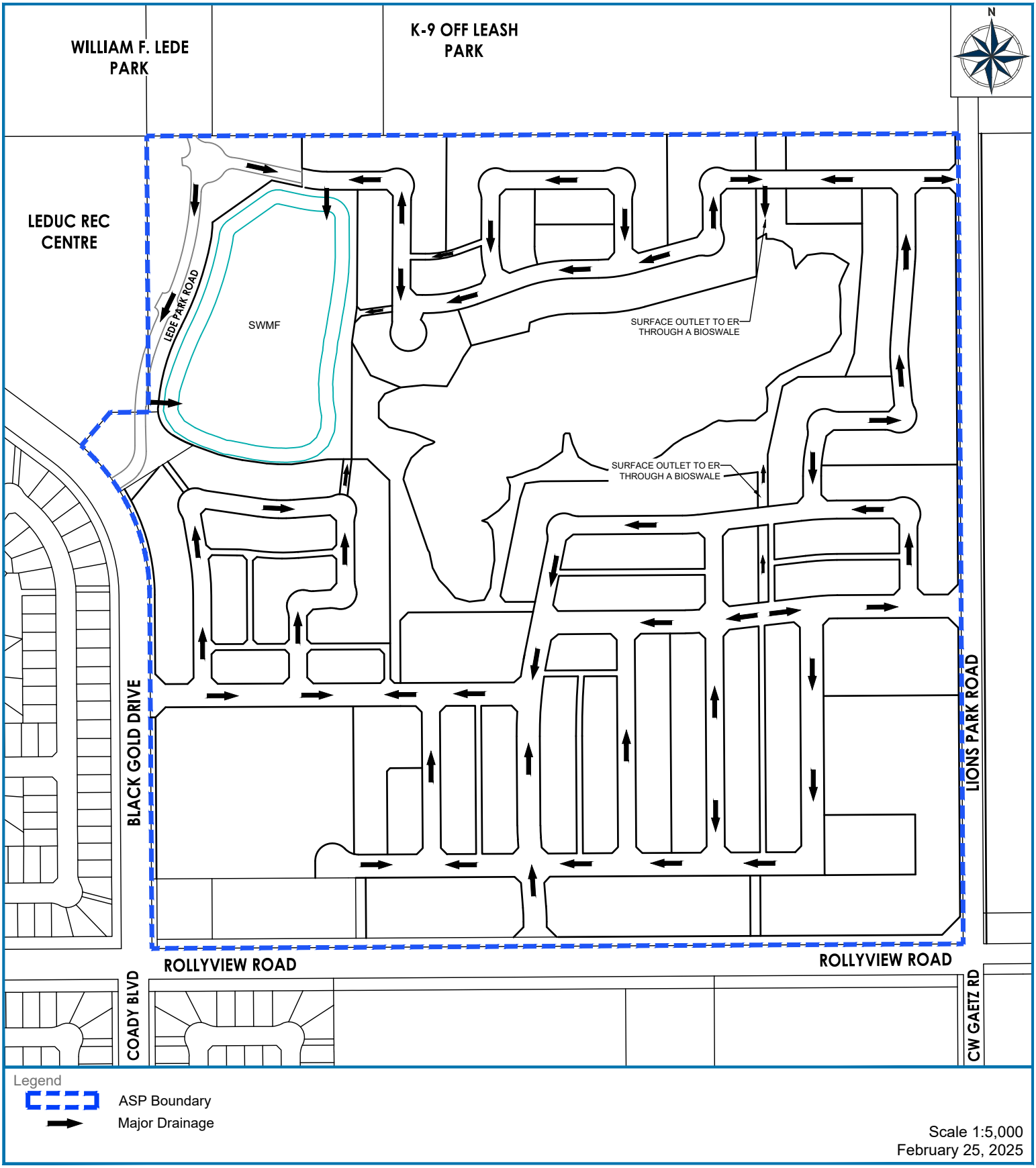


Note: All lines, areas, and boundaries shown are conceptual and are subject to variation.

FRASER
AREA STRUCTURE PLAN

Figure
Map 9

Title
Onsite Sanitary System

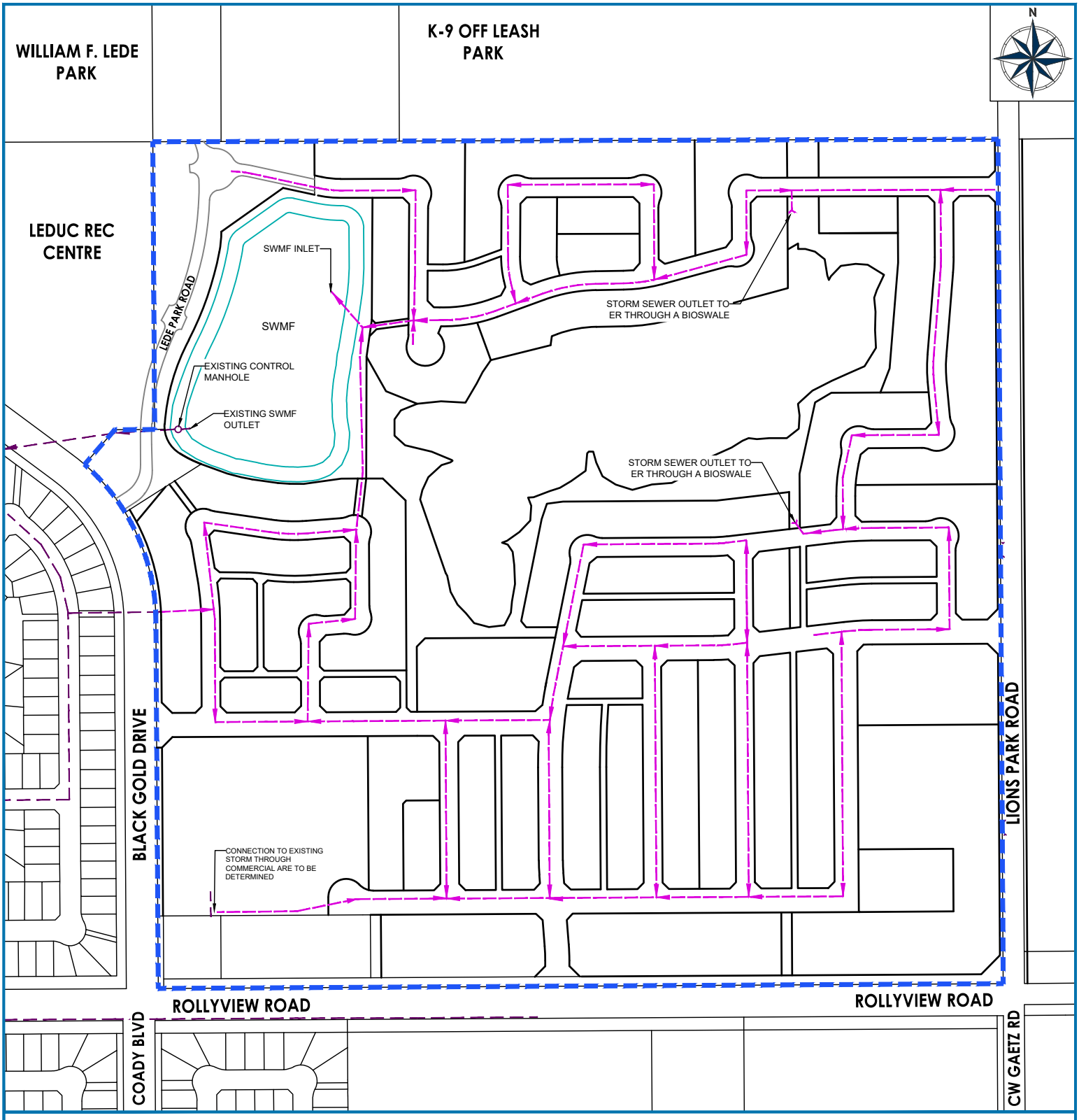


Note: All lines, areas, and boundaries shown are conceptual and are subject to variation.

FRASER
AREA STRUCTURE PLAN

Figure
Map 10

Title
Stormwater Management & Surface Drainage



Legend

- ASP Boundary
- Existing Storm Sewer
- Conceptual Storm Sewer Network

Scale 1:5,000
February 25, 2025

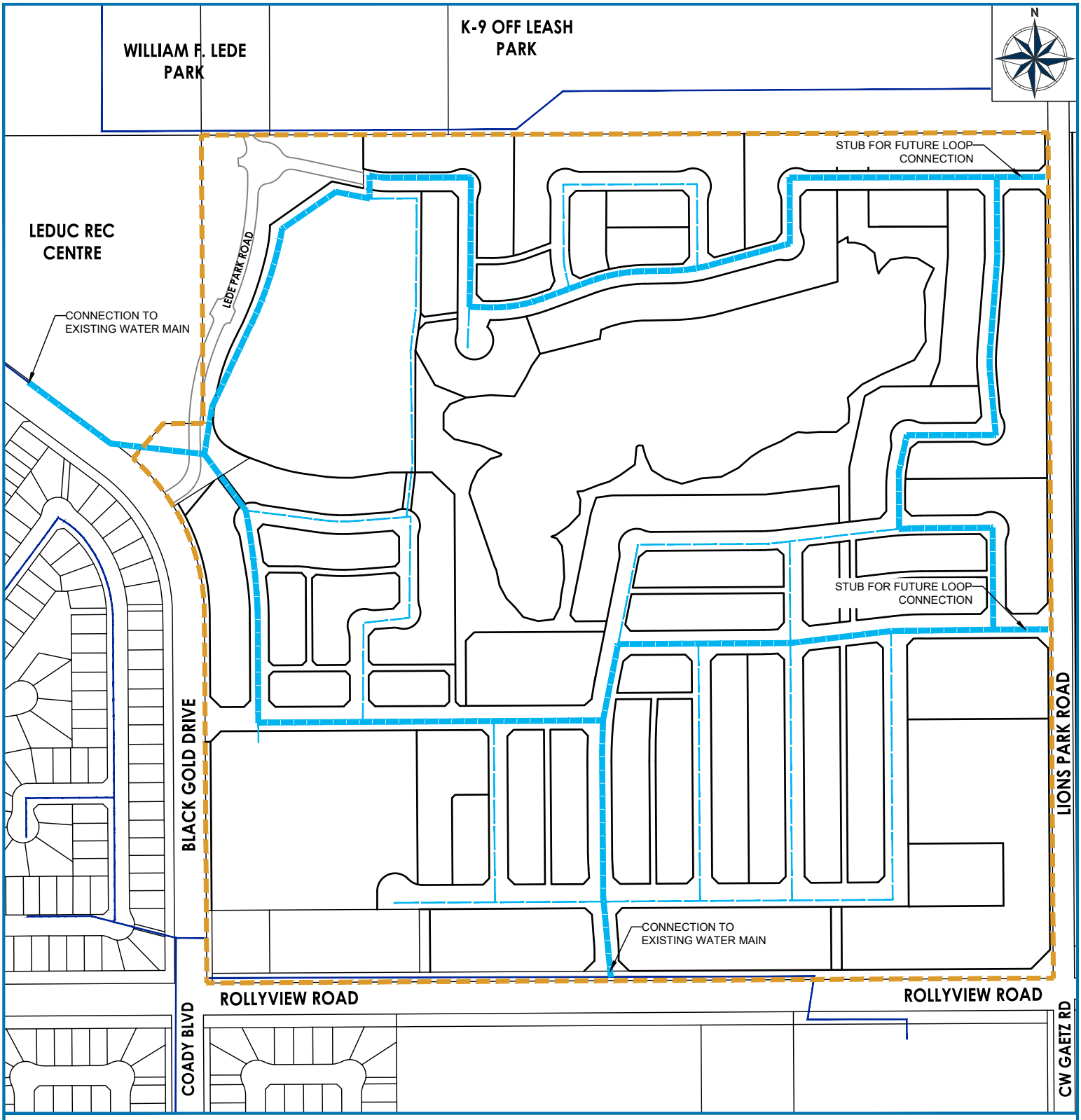
Note: All lines, areas, and boundaries shown are conceptual and are subject to variation.

FRASER
AREA STRUCTURE PLAN

Figure
Map 11

Title
Minor Storm System

Al-Terra



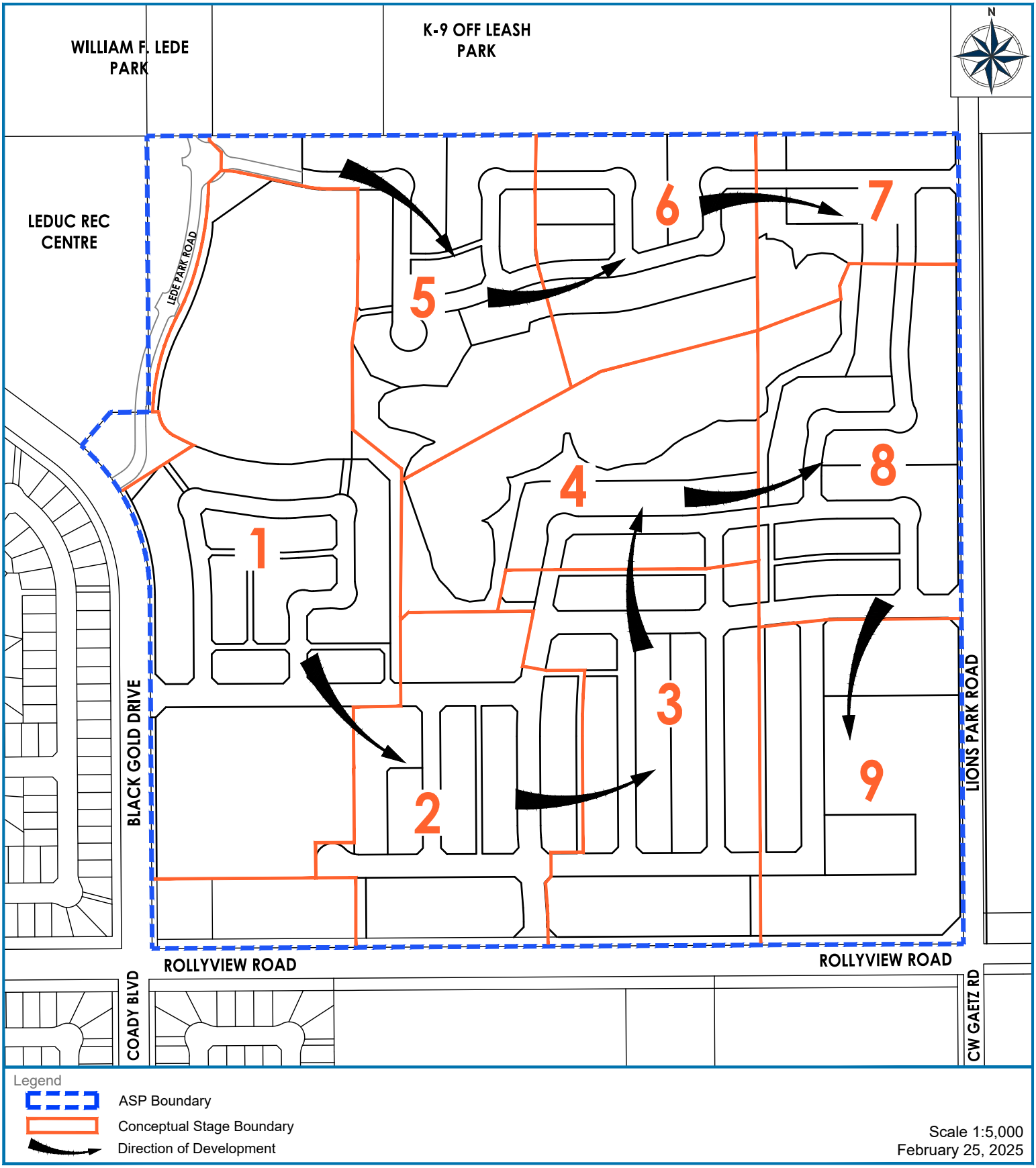
Note: All lines, areas, and boundaries shown are conceptual and are subject to variation.

Al-Terra

FRASER
AREA STRUCTURE PLAN

Figure
Map 12

Title
Water System



Note: All lines, areas, and boundaries shown are conceptual and are subject to variation.

FRASER
AREA STRUCTURE PLAN

Figure
Map 13

Title
Staging Concept

Appendix A

Policy Compliance

Appendix A – Policy Compliance

Edmonton Metropolitan Region Growth Plan

EMRB Growth Plan	Fraser ASP
Policy Areas 1: Economic Competitiveness and Employment	
1.2 - Promote job growth and the competitiveness of the Region's employment base	
1.2.2 - Employment growth will be accommodated in: c) within urban communities and within centres in a compact form	This ASP creates small-scale and local service business employment opportunities within the Leduc city limits with diverse housing and a compact urban form.
1.4 - Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce	
1.4.1 - To improve housing diversity in the Region, market affordable and non-market housing will be planned and developed within close commuting distance to major employment areas and within centres, appropriate to the level of service and amenities identified in Table 1B.	This ASP proposes a wide range of housing to meet market affordability needs of a range of demographics and households. Housing will be within close commuting distance to major employment areas which supports affordability through convenient access to local and regional employment areas.
1.4.3 - 3 To attract and retain a diverse range of workers, complete communities will be planned and developed appropriate to the scale and level of service identified in Table 1B and in accordance with the policies in the Communities and Housing policy area	This ASP is planned to provide an amenity-rich community which is built to meet the objectives of the Communities and Housing policies of the EMRGP, including access to services, employment, and recreation opportunities which will aid in attracting & retaining workers and business investment.
Policy Area 2: Natural Living Systems	
2.1 - Conserve and restore natural living systems through an ecological network approach	
2.1.1 - Natural living systems of regional, provincial and federal significance identified on Schedule 4 will be conserved in addition to other natural features identified for protection under provincial and federal legislation to maintain and enhance the Region's biodiversity	There are no Provincial or Federal protected significant natural areas or natural living systems identified on Schedule 4 within the ASP. However, a local Environmentally Significant Area is identified as part of the Telford Lake ESA which extends into the north half of the ASP. The highest priority conservation areas of this ESA and its functions are protected as Environmental and Municipal Reserves.
2.2 - Protect regional watershed health, water quality and quantity	
2.2.1 - The provincial Water for Life and Alberta's Strategy for Sustainability will guide statutory plans, regional plans and regional infrastructure projects to protect, enhance, and restore the water quality in the Region. Statutory plans, regional plans and	A Biophysical Assessment was produced which identified the natural features within the ASP. A number of wetlands were identified; however, none were deemed crown-claimable by the Province. This ASP is planned around the protection of the highest value natural areas. Buffers, including significant areas of adjacent upland habitat and

regional infrastructure projects will include policies and initiatives to: d. conserve wetlands with sufficient buffers to maintain their water quality and hydraulic function, as well as upland habitat necessary to support the life cycle needs of the wetland ecosystem.	wildlife corridors, protect wetlands and allow them to sustain their ecological functions, within the context of planned urban development as outlined in the EMRGP and the City of Leduc MDP.
2.3 - Plan development to promote clean air, land and water and address climate change impacts	
2.3.1 - The planning, design and construction of new development and infrastructure in greenfield areas and built-up urban areas will incorporate low-impact development and green building practices.	This ASP promotes low impact development through the retention of a large wetland area and the use of this wetland for stormwater management. LID principles will be used to effectively incorporate this wetland into the stormwater network and to enhance water pre-treatment before stormwater enters the wetland area.
2.3.4 - Adapting to climate change and climate variability will be pursued through risk prevention and management by: a. supporting ecosystem based adaptation approaches including but not limited to: flood plain, wetland and forest management solutions;	Climate resiliency through ecosystem based adaptation approaches will be enhanced with the retention of significant natural areas including wetlands and forests.
Policy Area 3: Communities and Housing	
3.1 - Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all ages	
3.1.1 - Built-up urban areas and greenfield areas will be planned and developed as complete communities generally in accordance with Table 1B.	This ASP provides a compact mix of residential and commercial uses which support a complete community within the 'Metropolitan Area' of the EMRGP Table 1B.
3.1.4 - In the metropolitan area, greenfield areas will be planned and developed as complete communities that: a. are compact, contiguous, and incorporate a mix of uses; b. are accessible and age-friendly; c. provide a diversity of housing options in terms of density and built form; d. achieve the minimum greenfield density, in accordance with Schedule 6; e. incorporate an interconnected street network and urban form to support active transportation; f. integrate local services, amenities, institutional and	This ASP supports the objectives of urban growth in the metropolitan area identified in the EMRGP with compact and contiguous urban development, diverse housing, appropriate greenfield housing density, an interconnected and multi-modal transportation network, walkable distances to services where possible, incorporation of higher density housing adjacent to major transportation corridors, and accessible parks, open spaces, and trails throughout the community.

commercial uses with residential development, within buildings and/or within a five-minute walk (400 metres); g. incorporate higher density uses along existing and planned transit corridors and at major transit stations; and h. provide high quality parks, trails and open spaces.	
3.1.5 - Built-up urban areas and greenfield areas will be planned and developed to provide municipal public services and open spaces to support population growth.	The Fraser ASP is planned to provide convenient access to existing public services and to provide an extensive public open space network with a wide variety of open spaces to support recreation needs a growing population within the community and adjacent communities.
3.2 - Plan for and promote a range of housing options	
3.2.1 - Housing will be planned and developed to address the changing demographics in the Region by including housing that offers a diversity of types, forms and levels of affordability to support a variety of lifestyle options, income levels and to meet the needs of all residents.	This ASP proposes housing densities aligned with the EMRGP. Flexibility to adapt to market conditions and support a diversity of incomes will be maintained throughout the build-out of the ASP with opportunities for multiple residential housing types within each residential land use category, including higher-density and multi-family housing options throughout the ASP.
3.2.3 - The greatest density and diversity of housing in terms of type, form and affordability, including row housing and low, mid and high-rise buildings, will be directed to centres and areas with existing or planned regional infrastructure, transit and amenities, at a scale appropriate to the community	This ASP is planned to ensure higher-density housing is advantageously located near existing regional infrastructure and primary transportation corridors. Higher-density areas are integrated within the community at appropriate locations and scale.
Policy Area 4: Integration of Land Use and Infrastructure	
4.1 - Establish a compact and contiguous development pattern to accommodate employment and population growth	
4.1.2 - Employment and population growth will be accommodated in a compact form and a contiguous pattern within existing urban communities.	This ASP is directly adjacent to existing urban development and proposes contiguous urban development with the existing urban fabric of the City of Leduc.
4.3 - Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities	
4.3.1 - Greenfield areas shall be part of a new statutory plan and planned, developed and phased in a contiguous pattern to: a. achieve the minimum greenfield density as identified in Schedule 6;	This ASP has been planned to meet the EMRGP density target and provide a mix of residential and employment lands. This Plan incorporates sustainability objectives including protection of natural areas and efficient infrastructure provision which supports a

b. provide a mix of land uses in a compact form, including a mix of residential and employment uses to support the creation of complete communities; c. incorporate innovative and sustainable development standards to achieve compact development; d. incorporate an interconnected street network and open space network to support active transportation and transit viability, where applicable; and e. provide for a mix of housing forms and housing options that are attainable in areas close to existing and planned major and local employment areas and multi-modal transportation access.	complete community. An interconnected multi-modal transportation network is planned which supports vehicular access, active transportation, and future transit services. A mix of housing forms are permitted throughout each residential policy area including various multi-family housing options which will benefit from proximity to local and regional employment areas and an integrated multi-modal transportation network and priority location adjacent to primary roadways and active transportation corridors.
4.3.2 - Greenfield areas will only be considered for development in locations that meet all of the following criteria: a. are part of an existing urban community; b. are contiguous to planned areas approved through a statutory plan or are adjacent to existing or planned infrastructure or support the logical and orderly extension of infrastructure; c. have long term municipal storm, water and wastewater ser vicing capacity to accommodate the planned development; d. an agricultural impact assessment has been completed to identify the potential adverse impacts of the proposed development on prime agricultural lands and existing agricultural operations, in accordance with the policies in the Agriculture policy area; and e. if the lands are part of a new area structure plan including or adjacent to prime agricultural lands as identified on Schedule 11, an agricultural impact assessment shall be completed by a qualified professional in accordance with Policy 6.2.5	This statutory ASP is within a greenfield development area and is appropriate for immediate development due to its proximity to, and location within the existing City of Leduc boundaries, being contiguous with existing urban development, and has access to all necessary municipal servicing infrastructure and orderly extension thereof. EMRGP Schedule 11 indicates this area is ≥40% Class 4 Soil (Prime). This land has not been historically used for extensive agriculture; however, an Agricultural Impact Assessment has been completed as per the EMRGP policy 6.2.5.
Policy Area 5: Transportation Systems	
5.2 - Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable and attractive alternatives to private automobile travel, appropriate to the scale of the community	

5.2.3 - Active transportation networks and facilities will be integrated into transportation and land use planning to provide safe, comfortable and reliable travel for pedestrians and cyclists within greenfield areas and built-up urban areas, and provide non-motorized linkages to transit services, adjacent neighbourhoods and employment and recreational destinations, where applicable.	This ASP focusses on the provision of a highly integrated active transportation network which will connect pedestrians and cyclists with adjacent communities and employment areas. These connections support a mode shift towards active transportation by providing convenient, comfortable, and safe access to adjacent residential neighbourhoods, recreation destinations, and employment areas. Convenient access to future transit services and routes is enabled along internal collector roadways.
Policy Area 6: Agriculture	
6.1 Identify and conserve an adequate supply of prime agricultural lands to provide a secure local food source for future generations	
6.1.3 In the metropolitan area, prime agricultural lands identified through the land evaluation and site assessment tool shall be conserved for agricultural purposes for as long as possible, recognizing that these lands will urbanize over time to accommodate growth.	EMRBGP Schedule 11 indicates this area contains prime agricultural lands. These lands will remain with the potential for agricultural activity leading up to urban development being completed. An *Agricultural Impact Assessment* has been completed. These lands have not been utilized for extensive agricultural purposes and do not currently contain active agricultural operations.
6.2 Minimize the fragmentation and conversion of prime agricultural lands for non-agricultural uses	
6.2.4 In the metropolitan area, the fragmentation and conversion of prime agricultural lands for non-agricultural uses will only be considered when the proposed development meets all of the following criteria: a. the lands are contiguous with built-up urban areas and/or planned areas; b. the lands are required to accommodate municipal employment and population projections in accordance with Schedule 1; c. if residential uses are proposed, the lands are within a proposed statutory plan in conformance with the applicable minimum greenfield density identified in Schedule 6; d. an agricultural impact assessment has been completed to identify the potential adverse impacts of the proposed development on agricultural lands and existing agricultural operations on-site and off-site in the surrounding area; and e. mitigation measures recommended through an agricultural impact assessment are incorporated in the planning and design of the proposed development to minimize potential	The development of this ASP is contiguous with existing urban development in the City of Leduc and its development will not fragment prime agricultural land. This ASP meets the criteria set forth for urban development by accommodating projected growth needs of the City of Leduc, meeting EMRB density targets, and incorporating mitigation strategies identified in the *Agricultural Impact Assessment*. This ASP does not contain lands that are currently in agricultural production and development of these lands will not fragment or inhibit agricultural activities on any adjacent lands or in the region.

adverse impacts on agricultural lands and active agricultural operations on-site and off-site in the surrounding area from near neighbour impacts of urban growth.	
6.2.5 An agricultural impact assessment prepared by a qualified professional shall be required when a new area structure plan proposes development in a greenfield area that contains prime agricultural land as identified on Schedule 11. The application and contents of an assessment may be subject to review following completion of the Regional Agriculture Master Plan. The assessment shall: a. describe the proposed development and contextual factors; b. determine potential adverse impacts on agricultural lands and active agricultural operations on-site and off-site in the surrounding area; and c. recommend measures to buffer, mitigate and minimize potential land use conflicts	As per Policy 6.2.5, an *Agricultural Impact Assessment* was completed for the ASP. The assessment describes the contextual factors, potential adverse impacts to on-site and off-site agricultural operations, and mitigation strategies to minimize such impacts and potential land use conflicts. The *Agricultural Impact Assessment* has confirmed that development of the ASP will not adversely affect adjacent agricultural activities. Perimeter roadways proposed in this Plan create clear boundaries and buffers to adjacent agricultural lands and minimize potential for land use conflicts throughout the development horizon.

City of Leduc Municipal Development Plan (1168-2023)

City of Leduc Municipal Development Plan	Fraser ASP
2.1 – Complete Communities	
Goal: The City of Leduc will be a complete and well-planned community.	
2.1.1 – Land Development	The Fraser ASP adheres to the MDP land development policies by creating a statutory plan to guide all future subdivision and redistricting within the development and is consistent with all City of Leduc master plans. All required background studies have been prepared to support the ASP preparation. Preliminary engineering studies have been undertaken to demonstrate municipal servicing and provide servicing concepts for provision of all services.
2.1.2 – Contiguous & Efficient Growth	This ASP is directly adjacent to existing ASPs and proposes development contiguous with the City's existing urban development.

	Offsite municipal infrastructure required to service the ASP shall be connected to at the developer's expense. This ASP complies with the greenfield density targets set forth by the EMRGP. The accelerating growth of the City of Leduc requires significant investment in planning future growth areas to ensure sufficient land supply is available for development over the long term. By proactively preparing this ASP, more competition for land development is stimulated in Leduc which creates more supply, affordability, and housing options for current and future residents. This plan supports mixed-use developments in strategic locations along transportation corridors and within the Urban Village Node. Mixed-use buildings are also encouraged but are not mandatory due to unfavourable economics of mixed-use buildings within smaller urban communities.
2.1.3 - Housing	This ASP provides for a wide range of housing types throughout the Plan. Integrated housing creates opportunities for a range of household demographics and creates a welcoming and diverse community and reduces economic stratification within the community. Multi-family sites are strategically located along transit corridors to appeal to seniors and support future transit services for seniors and lower income households.
2.1.4 – Commercial Development	Commercial development within the ASP includes small-scale commercial, large format commercial, and home-based businesses. Commercial frontage is pedestrian oriented by providing trails and convenient pedestrian connections to encourage active transportation.
2.1.5 – Urban Design	Urban design principles and the Leduc *Neighbourhood Design Guidelines* have been integrated into the ASP to create a unique community character. A wayfinding and educational signage program will enhance the sense of place and create a

	welcoming, interesting, and unique environment for all to enjoy.
2.1.6 – Natural Areas and Open Space	Municipal and Environmental Reserves are integrated to create an extensive open space network which is connected by a multi-modal transportation network. All residences are located within 250m (less than a 5 minute walk) to public open space.
2.1.7 – Development Constraints	Existing constraints to development are identified on **ASP Map 3 – Existing Conditions**. Road widening for arterial roadways, transitional land uses, and protected natural areas are integrated into the ASP land use concept.
2.2 – Environmental Sustainability	
Goal: The City of Leduc will be a community leader in environmental sustainability and stewardship.	
2.2.1 – Environmental Sustainability	This ASP provides a balanced approach to urban development and protection of natural areas by focusing preservation on high-value areas and supporting adequate urban development for economic viability. The success of the project relies on retention of key natural features for environmental, aesthetic, and recreational purposes. Mitigation measures to protect the ecological functions of the protected central wetland area include ensuring post-development stormwater is directed into the area and that it is pre-treated within bioswales or other technology before entering the Environmental Reserve area.
2.2.3 – Clean Air, Greenhouse Gas Reduction and Energy Efficiency.	This ASP supports greenhouse gas reduction by prioritizing active transportation and locating higher-density housing along potential future transit routes.
2.2.6 – Urban Forest and Natural Habitats	Granular trails are proposed within protected sensitive natural areas which enable recreational access while limiting disturbance to these areas. Key upland habitat areas are located within MR and ER which will support retention of mature trees where possible.
2.3 – Economy and Local Jobs	
Goal: The City of Leduc will strengthen and diversify its economy, making it more resilient.	
2.3.1 – Local Economic Development	The size of commercial areas are consistent with the scale of growth anticipated for the City of Leduc and considering the site's proximity to existing commercial areas and employment

	lands. This ASP supports home-based businesses throughout the development to create economic opportunities and enhance resilience.
2.4 – Infrastructure and Utilities	
Goal: The City of Leduc will ensure the efficient provision of infrastructure and utilities	
2.4.1 - Infrastructure	This ASP has been developed to demonstrate efficient and economical servicing for all proposed developments and is based on engineering and servicing studies.
2.4.2 – Communication Infrastructure	ROW's will be provided at the subdivision stage for all telecommunications infrastructure on a staged basis to the satisfaction of the telecommunications provider.
2.4.3 – Water Resources	All water infrastructure shall be provided consistent with the City of Leduc Water Master Plan and will supply all required potable water and water distribution needs.
2.4.4 - Stormwater	The existing stormwater facility will be expanded to accommodate all proposed development needs in accordance with all applicable development requirements. The conservation of the central wetland area is supported by integration of stormwater flows into the area to sustain the wetland ecology, including low impact development for pre-treatment areas leading into the wetland.
2.4.5 - Wastewater	All wastewater infrastructure has been designed, and shall be constructed, in accordance with the *City of Leduc Wastewater Master Plan*.
2.5 – Transportation and Mobility	
Goal: The City of Leduc will provide safe and reliable multi-modal transportation to the region and all parts of the city for all users.	
2.5.1 - Transportation	The proposed multi-modal transportation network prioritizes active transportation and future transit routes including an extensive multiway network with multi-family and commercial development located along collector and arterial roadways. The transportation network is based on a *Traffic Impact Assessment* completed in support of the ASP and which adheres to the City of Leduc's *Transportation Master Plan*. The proposed compact urban form efficiently utilizes investments in the transportation network to serve residents and to responsibly manage infrastructure costs.

2.5.2 - Transit	This plan provides consideration for future transit routes by providing convenient central collector roads which are highly accessible from the multiway network, and by locating higher-density housing adjacent to the collector roadways.
2.5.3 – Walkability and Accessibility	The pedestrian and open space networks are designed to provide convenient universal access and year-round use between all residential areas, recreation destinations and commercial sites. Access points to existing and future developments adjacent to the ASP are identified and protected.
2.6 – Recreation and Parks	
Goal: The City of Leduc will enhance its network of recreational opportunities and parks to meet various needs.	
The open space network consists of parks, trails, greenways, and natural areas. Trailheads are conveniently located and are clearly identified with attractive signage to ensure ease of access and navigation through the ASP. The ASP is connected to adjacent regional parks and recreation facilities and provides a mix of neighbourhood parks and natural areas internally. Park spaces include a variety of programed and informal spaces, which encourage year-round use by all different demographic groups within the community. This ASP has been designed in implement the goals and objectives of the City of Leduc *Parks, Open Spaces and Trails Master Plan* to ensure open space development serves the long-term needs of local resident and the City at large. Parks and open spaces are connected by an extensive multiway trail system which will be implemented in stages, beginning with the first stage of development. Natural areas are integrated into the open space network to encourage safe and sustainable access to these features so that residents may enjoy them in perpetuity.	
2.7 – Arts, Culture, and Heritage	
Goal: The City of Leduc will be a hub of arts and culture that values and protects its tangible and intangible heritage.	
This Plan honours the natural heritage of the area by protecting high-value natural areas and creating an interesting and unique educational signage program to help residents understand and support ecological protection. Other opportunities for arts and culture integration will be considered at the site-development stage and will be encouraged.	
2.9 – Agriculture	
Goal: The City of Leduc will support agriculture in the region through compact urban development that provides services to the agricultural industry, and by promoting urban agriculture opportunities in the community.	
The Fraser ASP is not located on land historically used for extensive agricultural activity and its development will not fragment local agricultural lands. Topsoil recovery and re-use resulting from grading activities will be pursued where possible.	

City of Leduc Neighbourhood Design Guidelines (2009)

City of Leduc Neighbourhood Design Guidelines	Fraser ASP
2.1 – Neighbourhood Structure	
2.1.1 – Defined Edge Residential neighbourhoods should have well-defined edges that are obvious to area residents. Common neighbourhood edges are urban infrastructure (i.e: arterials roads or rail lines) and natural areas (i.e.: ravines or major tree stands).	The ASP retains defined edges on all sides. To the north is the William F. Lede park and Telford Lake area with numerous recreation opportunities. The west boundary is marked by Black Gold Drive (collector road) and the Leduc Recreation Centre. and the east boundary is Lions Park Road (collector road). The south boundary is Rollyview Road (arterial road).
2.1.2 – Walkable Neighbourhoods should be compact and typically have a radius of 400 metres, which represents a reasonable walking distance from the centre of the neighbourhood to services and amenities.	The ASP strives to create a complete and walkable community. The site covers one quarter section which is 800m wide, representing a roughly 400m radius from the centre of the ASP to all boundaries. This radius creates a walking distance of approximately 5 minutes from the centre to any other part of the ASP, and approximately a 10 minute walk to traverse the side from edge to edge.
2.1.3 – Complete neighbourhoods Residential neighbourhoods should include (1) housing; (2) places for gathering, playing and enjoying nature; and (3) daily goods and services that are within easy walking distance of residences	This ASP includes diverse housing integrated into each area of the community, extensive public open space including a large central protected natural area and a variety of conveniently accessible park spaces. All residential areas are well connected to the commercial areas by an attractive multiway network providing convenient active transportation options to local commercial sites, open spaces, and neighbours.
2.1.4 – Housing options Residential neighbourhoods should provide (1) a range of housing types and sizes (i.e.: single-detached, multiplexes, townhomes and apartments); (2) a variety in housing styles and architecture; (3) the full spectrum of housing affordability, from affordable entry-level to executive housing; and (4) both homeownership and rental opportunities.	This ASP provides diverse housing types and sizes throughout the community including single-family, semi-detached, townhouses, and apartments. This variety supports affordability and integration of many demographics within all parts of the community, reducing social stratification of high-income and large households from low-income and small households. Investment in all ownership forms are supported, from fee-simple, to condo ownership, and rentals.
2.1.5 – Neighbourhood themes Creation of a consistent neighbourhood character or theme is encouraged. For example, similar landscape material, public art,	The neighbourhood has a strong theme of open space and recreation based on its extensive open space network and proximity to existing recreation

decorative signage and/or street lighting, and other streetscape elements may be used.	amenities. The theme is bolstered by an educational sign and wayfinding program.
2.1.6 – Entrance features Decorative entrance features should be located at main neighbourhood access points, which are typically located at major collector and arterial street intersections. Small scale entrance features are encouraged at secondary neighbourhood access points, which are typically located along major roadways.	Entrance features at the entrances to the community shall be considered during the subdivision process which support and identify the unique character of the neighbourhood.
2.1.7 – Focal Points Neighbourhood focal points are encouraged, such as park spaces, urban plazas, mixed-use developments, multiway access features or decorative islands.	The neighbourhood has been designed with accessible focal points distributed throughout the community as parks, greenways, local business areas, and large multi-family sites are prioritized at highly visible locations.
2.1.8 – Energy-efficient design Street orientation in relation to the sun, the strategic placement of buildings, incorporation of energy efficient technology—such as LED lighting, and lighting (street lights and private signage) designed to reduce light pollution—and the strategic use of landscaping material should be implemented to contribute to the energy efficiency of the community.	Street lighting and building design will be addressed during the subdivision and site design process and shall comply with City of Leduc design standards.
2.2 – Natural Features and Environmental Sensitive Design	
2.2.1 – Natural areas & wildlife corridors Natural areas, such as ravines and tree stands, and known wildlife corridors shall be protected using appropriate municipal reserve and environmental reserve allocations	This ASP protects high-value environmentally significant areas and wildlife corridors identified by the City and the Biophysical Assessment and preserved as Environmental Reserve and buffered by Municipal Reserve.
2.2.2 – Protect natural features A buffer area is encouraged around existing natural features, such as tree stands or ravines, to minimize the impacts of development and to help conserve the feature. Provide public access where appropriate.	Buffers are proposed within and around all Environmental Reserve dedications to minimize impacts of development on the ecological features. Multiway trails are adjacent to Environmental Reserve are located within Municipal Reserve to maintain public access and reduce construction impacts on the protected natural areas.
2.2.3 – Reduce Water dependence Efficient use of water through the use of natural drainage, use of permeable surfaces and drought tolerant landscaping, where appropriate, is encouraged.	Natural stormwater drainage is designed to maintain flows into the Environmental Reserve area to sustain the ecological functions and groundwater recharge.
2.3 – Land Use Distribution	
2.3.1 – Compact building form Increased land efficiency and a reduced urban footprint are encouraged. Housing diversity	This ASP provides land efficiency through compact housing and a range of housing types including traditional low density residential, zero-

(multifamily, 2-stories, bungalows, etc.) and a range of housing types (ie: entry-level, move-up and executive housing) must be provided within each neighbourhood.	lot line housing, semi-detached housing, townhouses and apartments throughout the neighbourhood.
2.3.2 – Mixed-use Mixed-use buildings, blocks and/or village centres are encouraged in appropriate locations in all residential neighbourhoods. Consideration should be given to providing good vehicle, pedestrian and future public transit access, high quality urban design features, and appropriate parking in such areas.	An Urban Village Node is proposed as identified in the City of Leduc MDP which provides for the full range of proposed housing within a 250m wide node including local commercial opportunities, future transit route, a neighbourhood park, and a greenway connecting to the rest of the community and to adjacent developments.
2.3.3 – Density Higher-density developments should be located in close proximity to future transit routes, neighbourhood entranceways, major roadways, planned commercial and mixed-use areas, and park space.	The highest density sites within this Plan are located adjacent to arterial and commercial roadways generally within a 400m walking distance of local commercial sites and numerous park spaces, including the central wetland.
2.3.4 – Walkability Housing should be located within 400 meters or a reasonable walking distance of daily goods and services, such as parks, convenience stores, schools and identified future transit stops. Consideration should be given to providing direct pedestrian routes to destination points. Secure bike parking and storage space should be provided at all retail and service locations.	The majority of housing is located within 400m of local commercial developments. Due to the large central wetland area, the north residential area is slightly outside of the ideal 400m distance. However, this area is provided with close access to extensive recreation amenities and convenient multiway connections to the proposed commercial sites, encouraging active transportation to local commercial services. All residences are located within 250m of public open space.
2.3.5 – Noise mitigation Noise mitigation measures, such as berms and noise attenuation fences, are to be implemented when locating residential land uses near major sources of noise. The type and style of such noise mitigation measures chosen should fit with and enhance the neighbourhood theme.	Noise mitigation along Rollyview Road is primarily achieved by locating commercial and multi-family developments along this boundary. Additional noise mitigation requirements identified through the subdivision process will be determined during detailed site design and engineering.
2.4 – Street Network	
2.4.1 – Connectivity The residential street pattern should promote pedestrian and vehicle connectivity, allow for long-term flexibility in land use, and aim to reduce road infrastructure. Consideration should be given to traditional, modified or fused grid street designs. Cul-de-sacs and dead-end streets must provide for and enhance pedestrian connectivity throughout the neighbourhood and access to services. Smaller block faces are	The internal road network is based on a modified grid pattern with no long cul-de-sacs or dead ends. The multiway system is prioritized along all collector roads and parks to provide multiple walking loops and additional links between the north and south residentials areas to encourage active transportation.

encouraged, as they allow for better continuity for both pedestrians and vehicles, break up on-street parking, and provide for an interesting streetscape.	
2.4.2 – Public transit Potential transit routes and key transit stops must be considered in all neighbourhood plans. Most households should have a potential transit stop located within 400 meters. Consider locating appropriate and supportive land uses along potential transit routes, such as mixed-use and higher density developments. To minimize the impact on residents, potential bus stops should be located adjacent to parks, open spaces or commercial sites. If necessary, potential bus stops may be located along the flanking side of a corner lot.	This ASP has considered future transit routes along all internal collector roadways and has located commercial, multi-family, and multiple park sites and multiway trails to ensure convenient pedestrian access to potential future transit routes along collector roads.
2.4.3 – Design focused Street alignments should reinforce focal points and distinctive neighbourhood features. Decorative islands can be both a neighbourhood focal point, as well as provide for the efficient and safe movement of traffic.	Street alignments prioritize access to multi-family, commercial, and park sites to enhance the visibility and accessibility of neighborhood focal points and enhance the attractiveness and convenience of higher-density areas of the ASP.
2.4.4 – Integrated Road infrastructure should be integrated with the multiway to create a fully-connected transportation system that allows for diversity in transportation options and provides interesting and multiple routes options for pedestrians and cyclists. Consider dedicated bicycle lanes along primary collector roads.	The road network integrates multi-modal transportation as a key aspect of road network design. Pedestrians and cyclists have multiple multiway options along all collector roads and throughout the community to ensure active transportation is interesting, safe, and convenient.
2.4.5 – Traffic control Consideration must be given to the safe integration of pedestrians, cyclists and vehicles in the design of a residential street network. Consider the appropriate location of crosswalks, four-way stops and other traffic control mechanisms.	The active transportation network is integrated to the community with highly visible dedicated mid-block crossings, greenways which separate pedestrian traffic from vehicles, multiways along collector roads to enhance safety, and a simple grid system of road to reduce blind spots and increase pedestrian visibility and permeability.
2.4.6 – Safety Traffic calming should be provided at major pedestrian intersections and crossings. Consider curb extensions, decorative islands or special pavement treatments. Traffic-calming technique should be consistent through the neighbourhood to promote driver familiarity	Traffic calming measures including curb extensions, pedestrian crossing infrastructure, and other treatments will be determined during the subdivision and detailed road design process and shall conform to all City of Leduc design standards.

2.5 – Streetscape	
2.5.1 – Attractive streets Create an attractive streetscape through urban design. Consider landscaped boulevards and decorative fencing. Enhanced landscape boulevard treatments and the use of hardy, large canopy trees are encouraged along primary collector roads.	Landscaping of boulevards and tree plantings within parks will be determined during the detailed design of roadways and park spaces throughout the community. Boulevard tree planting and other features which separate pedestrians from vehicular traffic are desirable on collector roadways.
2.5.2 – On-street parking The appearance of on-street parking should be addressed. Consider integrating parking spaces in landscaped cul-de-sac islands, using landscaped curb extensions and/or shorter blocks to break up on-street parking. Snow storage must be considered in any streetscape design.	Snow storage and on-street parking will be considered during the detailed subdivision and design process to ensure adequate space for parking and snow storage is provided, as per City standards.
2.5.3 – Walkability Sidewalks should be provided along all street frontages and be free of obstructions such as light standards, fire hydrants and trees.	Sidewalks and/or multiway trails will be provided along all street frontages to enhance pedestrian connectivity and support universal year-round accessibility.
2.5.4 – Pedestrian-friendly streets Create pedestrian-friendly streets through attractive building façades, interesting and varied landscaping, appealing human-scale architecture, and interesting streetscape elements.	Collector roads will generally be developed with street-oriented housing and accessed by rear lanes. This will create pedestrian friendly streetscapes along high visibility corridors and support active streets and separation of vehicular traffic from pedestrian traffic along primary roads.
2.5.5 – Residential streetscapes Reinforce residential streetscapes by locating buildings close to the street, particularly at main neighbourhood entrances. Comprehensively planned townhouse developments should include front-facing units along the public street and institutional and commercial uses should be located close to the street, with parking provided in the rear.	Street-oriented housing will incorporate smaller setbacks from the road to create an urban feel and create a sense of activity near the street. Parking areas will be located away from major roads behind multi-family and commercial buildings where possible.
2.6 – Parks, Public Spaces & Multiway	
2.6.1 – Integrated An interconnected open-space system should be implemented, which integrates the multiway, parks and natural areas within neighbourhoods and adjacent to neighbourhoods.	The ASP includes a highly integrated and convenient open space and multiway network which connects residential areas with key destinations including park spaces, commercial sites, and adjacent communities to promote active transportation and enhance pedestrian experience.
2.6.2 – Year-round use Design main pedestrian routes for year-round use. Consider appropriate plantings and	Multiway trails are hard-surfaced and designed to be cleared of snow and easily traversable in all seasons. Pathways will benefit from tree plantings

pathway locations that provide windbreaks and allow for winter sun exposure.	to provide a comfortable experience including shade and protection from the elements.
2.6.3 – Native and/or low maintenance plantings The use of native and/or low maintenance vegetation, and landscape design is encouraged. Consider clustering plantings or placing plantings in beds to allow for the efficient maintenance of vegetation and the surrounding grassed areas.	Native and low maintenance plants are desirable for sustainability. Landscaping and planting details will be determined during detailed landscaping design.
2.6.4 – Public art The incorporation of public art in parks and public spaces is encouraged.	Public art in the form of unique educational signage is incorporated throughout the open space network. Additional opportunities for public art shall be considered during the detailed park site design process, detailed design of commercial and multi-family sites, and during design of community entrances.
2.6.5 – Timely development Multiway and parks are to be installed early in the development process and alongside residential development to ensure residents of a developing neighbourhood have access to park space and the multiway.	The multiway network development will be initiated in the first stage of development and expanded in each stage. Residents will have access to park spaces and connections to adjacent communities at all times.
2.6.6 – Accessible parks Parks and other public places are to be highly visible and easily and safely accessible by pedestrians and cyclists. Vehicle access and parking should be considered for community parks and larger neighbourhood parks and public areas. Most homes should be located within 400 meters of a park or open space.	Street frontages for parks are prioritized to ensure visibility and promote safe access and enjoyment of park spaces. Park spaces are generally connected by multiway trails and all residences are designed to be within 250m of a public park space. Street crossings are clearly marked and designed at high-visibility locations.
2.6.7 – Accessible multiways Multiway access points are to be highly visible and easily and safely accessible by pedestrians and cyclists. Consideration should be given to increased pathway widths, higher quality landscape features, and/or decorative paving patterns at trail heads and access points.	Accesses to multiways conveniently located, easily identifiable, and will be enhanced with wayfinding signage. Landscaping details will be determined during detailed design. The visibility and safety of multiway access points have been prioritized during the ASP design.
2.6.8 – Diversity A diversity of public places is encouraged in each neighbourhood, which may include squares, plazas, multiway, passive parks, active parks and natural areas.	This ASP proposes a range of park spaces from playgrounds to linear parks, and nature trials. All park spaces are connected through a multi-modal transportation network which supports convenient access to all different park spaces for all residents. The park network is distributed throughout the community to create multiple walking loops and ensure all demographics can easily access all types of park spaces. Themes of

	park spaces have been identified in this ASP to ensure a network of interesting and unique public spaces and to reduce duplication of amenities.
2.6.9 – Gathering places Main gathering spaces should be specifically designed and provided in each neighbourhood. Such areas should be highly visibility, provide good accessibility, be aesthetically pleasing and be the main focal points of the neighbourhood. Consideration should be given to seating, shade, windbreaks and play structures. School sites are encouraged to be the main gathering places of neighbourhoods and be integrated with other public spaces, such as parks, to increase their size and prominence.	Gathering places will be predominantly provided within neighborhood parks throughout the community. Seating areas are to be provided in all parks and greenway corridors. Trees and other landscaping features will add aesthetic beauty to all park spaces, while additional unique amenities will be further explored during detailed design work and developed within each neighbourhood park. This will create a network of unique gathering places. All park spaces are connected by trails and sidewalks for residents to easily access and congregate within.
2.6.10 – Stormwater management facilities (SWMF) Storm Water Management Facilities (SWMF) should be designed as usable, attractive and prominent public spaces within neighbourhoods. It is encouraged that such places be integrated with parks to increase their size and functionality. Consideration should be given to creating the SWMF as a neighbourhood focal point, providing appropriate park infrastructure, integrating with the multiway system and providing opportunities for parking.	The stormwater facility is designed with multiway trails and will encourage public use as a safe open space amenity. The facility will be a neighbourhood focal point and part of the entry experience into the north residential area. Existing parking areas on the west side of the facility will be retained to support visitors from outside of the community and multiway trails will connect the facility to other park spaces and natural areas within the community. Due to fluctuating water levels around the facility, installed amenities adjacent to the facility will be limited to adjacent park space bordering the SWMF.
2.6.11 – Public access Public access to open space features of a neighbourhood—such as natural areas, parks and SWMFs—must be provided. When homes back onto such areas, consider providing multiway or clearly designated public park space around the feature. Such public accesses must be clearly indicated on all marketing material for the subdivision to ensure lot purchasers are aware of public accessible areas.	Public year-round access will be provided to all park spaces. Public accesses will be clearly identified with wayfinding signage and all marketing materials for homes adjacent to public spaces and trails will be clearly identified to ensure future owners are informed and aware of their presence.
2.6.12 – Playgrounds To increase visibility, accessibility and safety, playground structures are to be located with clear visibility to public streets.	Proposed playground areas contain significant street frontage to ensure high visibility and promote safety for all users. Playgrounds are highly visible from adjacent residences and multi-family buildings to increase the 'eyes on the street' and passive community surveillance.
2.6.13 – Plazas and squares Plazas or squares are encouraged adjacent to or	The community commercial area and park spaces within and adjacent to the Urban Village Node are

within neighbourhood mixed use centres and higher density developments. Consideration should be given to including decorative street furniture, a combination of interesting landscaping features, signage and decorative lighting.	encouraged to contain public gathering places and plazas. Such gathering places will encourage pedestrian access and support a lively streetscape where people enjoy socializing and spending time.
2.7 – Siting, Sizing & Building Design	
2.7.1 – Lot diversity A mixture of different lot sizes and dimensions that will accommodate a variety of dwelling types is encouraged. Continuous rows of small frontage lots are strongly discouraged.	This ASP enables a wide range of housing lot sizes. Diversity of house widths along blocks will be encouraged to make the streetscape more interesting and to integrate various households throughout the ASP.
2.7.2 – Housing style A variety in housing style and design is encouraged. Consider providing a variation in rooflines, window placement, materials, colour and porches. Significant and abrupt changes in building height are, however, discouraged. Repetition of a similar housing designed is also discouraged. A minimum of three dwellings between the same housing style is suggested.	Architectural treatments shall be determined at the time of subdivision and building permitting. It is encouraged that repetition of housing be avoided and that multiple housing types and styles are included on all blocks.
2.7.3 – Transitioning Appropriate transitioning between high, medium and low density housing is required to provide for a logical neighbourhood form and structure.	Transitioning between various housing densities is considered in the design of this ASP, but this plan also encourages a diversity of housing to be closely integrated. A balanced approach to housing styles and heights will be encouraged, and integration of multiple adjacent housing forms will be supported.
2.7.4 – Multifamily individuality Emphasizing individual units of townhouses and multi-plex buildings in a way that contributes to the overall character of the neighbourhood is encouraged. Consider off-setting alternating units, using varying exterior fixtures or defining different roof forms.	Multi-family housing will provide unique architectural details in compliance with these guidelines and will enhance distinction between units with colour differentiation where possible. Varied setbacks and finishes may aid in the creation of unique housing and an interesting streetscape and will be determined during detailed design activities.
2.7.5 – Views and vistas Views and vistas from private dwellings to prominent site features—such as natural areas, parks or focal points—are encouraged.	With the extensive park network, beautiful views and vistas from residences have been designed to be plentiful. Additionally, the location of multi-family sites near park spaces will create and prioritize attractive views for multi-family buildings.
2.7.6 – Porches Front porches, low-profile courtyards (patios) and verandas are encouraged.	Street-oriented housing will be encouraged to include front porches and patios to energize the street and create safety through visibility and passive surveillance. Enhanced front entryways along collector roadways will be prioritized for all

	forms of housing to enhance the urban feel of the community and create a welcoming sense of community and interaction with the street for residents and visitors.
2.7.7 – Garages Front-attached garages should not dominate the front façade of dwellings. Consider off-setting individual doors on homes with double or triple car garages or aligning or recessing the garage with the front façade of the home.	Front garages will be avoided as much as possible along collector roads and with street-oriented housing. Traditional front-garage products remain desirable and will be primarily located along local roads.
2.7.8 – Energy efficiencies Incorporation of energy-efficient technologies and building design is encouraged. Consider high-efficiency building materials (insulation and windows) and appliances, as well as positioning the building and using appropriate landscaping to take advantage of passive solar opportunities. Technologies that are visible and may impact the buildings appearance, such as solar panels, must be appropriately incorporated into the overall house design.	Energy efficient building technologies will be considered during the site development and building permit processes. Adoption of technology such as solar panels will be at the discretion of the homeowner and/or developer during architectural design processes.
2.7.9 – Integrating non-residential uses The façade of non-residential and mixed-use buildings should be designed to blend with the surrounding residential neighbourhood. Consider the building architecture, colour, materials and landscaping. Building signage should be compatible with the surrounding neighbourhood and respect the building form and architectural features. Down-casted lighting is encouraged to limit potential impacts to surrounding properties.	Non-residential uses will be encouraged to blend in with the style and scale of adjacent residential development, while still creating unique local character and drawing attention to business activities. Building signage and commercial lighting will be sensitive to adjacent properties.

City of Leduc Parks, Open Space, and Trails Master Plan (2020)

City of Leduc Parks, Open Space, and Trails Master Plan	Fraser ASP
5.2.1 – Access & Connectivity	
5.2.1.1 - Berms/Buffers & PUL/Walkway	
It is recommended that berms/buffers along arterial or other roads should not be taken as Municipal Reserve and since multiway should be accommodated in road rights of way, the berms/buffers category is no longer required.	Road widening along Rollyview Road is proposed to be dedicated as PUL, consistent with previously dedicated widening along that corridor. Multiway trails will be located within the road ROW and adjacent PUL.
It is recommended that the City review opportunities to upgrade existing walkways in PUL/walkway corridors to multiway standards as	PUL walkways and MR greenway corridors proposed in this ASP contain multiways linked to the internal multiway network.

part of an ongoing improvement program. All future PUL/walkways should include multiway as per the Minimum Landscape Design and Construction Standards.	
5.2.1.2 – Active Transportation	
Current standards designate multiway for all arterial and major collector roads. It is recommended that multiway be included as part of future road upgrading, where necessary.	Multiways are proposed along all internal collector roadways. A multiway trail currently exists along the south side of Rollyview Road (arterial) and west side of Black Gold Drive which the multiway network will connect to.
5.2.1.3 – Multiway	
As Area Structure Plans are submitted, it is recommended that Community Development continue to ensure that multiway loops around the neighbourhood along Arterial roads and internal to the neighbourhood along collector roads are provided as part of the neighbourhood development requirements. Each subdivision should be connected east/west and north/south.	Multiple multiway loops are integrated into this ASP to ensure interesting and convenient access to multiways and local destinations. External connections are provided on all sides of the ASP to connect to existing and future adjacent developments. Trails and connections will be constructed on a staged basis as development progresses.
5.2.1.4 – Nature Trails	
Leduc has a growing number of nature trails (shale/granular pathways) within parks, Environmental Reserve and open space areas. Access to nature for passive recreation and wildlife viewing is a growing activity and the future acquisition and development of the Sawridge Lands on the north side of Telford Lake, will provide a great opportunity to increase the extent of nature trails in the City. The suggested enhancements associated with these trails include directional and interpretive signage and naturalization planting.	This ASP contains a large central natural area which is to be protected as Environmental Reserve. It is desirable that this area be accessible and that residents be able to enjoy it. To reduce disturbance for trail construction, a granular nature trail will be developed along the north boundary of the feature which is within Environmental Reserve. The wayfinding program will include identification of this trail.
5.2.2 – Nature and Environment	
5.2.2.1 – Environmental Reserve/Conservation Reserve	
To address the objectives of the City of Leduc Environmental Plan - Phase 1 (Urban Systems, 2012), it is recommended that the actions defined in the Plan be implemented to strengthen a commitment to the effective management of natural areas within the City of Leduc's parks, open space and trails resource base: • To implement the recommendations of the Telford Lake Master Plan. • To enhance the urban tree canopy by considering the implementation of the strategies	This plan preserves a large Environmental Reserve area within the centre of the ASP. This area protects wildlife corridors and connection to the Telford Lake area and includes adjacent upland habitat to ensure a sustainable ecosystem. This ER is a central feature of the plan and trails within and adjacent to the ER allow residents to enjoy the features while reducing negative impacts. Granular trails are provided within the ER, while paved multiways are provided in linear parks dedicated as Municipal Reserve adjacent to

in the Urban Forestry Plan. • Building of more pollinator gardens. • To continue to provide and expand community gardens. • To protect natural areas and facilitate habitat restoration. • To complete a natural habitat inventory for the community that also addresses wildlife movement. • To enhance efforts to connect residents with the natural environment through the provision of naturalized park areas. • To continue to enhance the multiway system by providing educational opportunities on the natural environment - interpretive trails, viewing blinds, lookouts. Natural areas or Environmental Reserves would not include multiway but could include nature trails if possible.	the ER. The wayfinding and educational signage program will create opportunities for residents to learn about the area and help protect it from detrimental activities.
5.2.2.2 - Environment and Landscape Naturalization	
Parks and open space in Leduc should be designed and managed to reflect the City's environmental policy as summarized in Section 2.3. This includes an increase in naturalized landscape and increased native tree planting.	Park spaces shall be designed to meet all City policies. Landscaping design will consider native plantings and naturalized landscaping through the detailed design process.
5.2.3 - Facilities	
5.2.3.6 Playgrounds	
The City of Leduc will continue working with developers to build playgrounds within neighbourhoods and create longer destination playgrounds.	This ASP outlines multiple locations and themes for playgrounds within neighbourhood parks which are strategically located to serve higher-density areas of the ASP and prioritize accessibility.
5.2.3.3 Neighbourhood Parks	
Each new site needs to be evaluated in the context of all parks within the neighbourhood as a balance of amenities and facilities can be provided without replicating exactly the same elements in all parks.	A range of neighbourhood parks are proposed throughout the ASP, each with unique character. Duplication of park amenities provided in the adjacent William F. Lede Park and between neighbourhood parks are avoided to create a unique and interesting network of places which people enjoy travelling to.
5.2.3.4 Stormwater Management Facilities (SWMF)	
SWMF (wet and dry ponds, constructed wetlands) in new subdivisions serve an important and required utility function and are developed as part of the utility infrastructure of the City with a primary function of managing	The existing SWMF serving the ASP will require modification. The SWMF is, and will remain, an aesthetic feature that will mark the northwest edge of the community and future entrance into the north residential area.

stormwater. These facilities also provide an important 'natural' and aesthetic feature in neighbourhoods. SWMF are not eligible for municipal reserve credit in Leduc. Linear Parks/Greenways can be developed adjacent to the SWMF (beyond the Freeboard line) in the public access portion (15% Frontage). It is recommended that the City of Leduc continue to maintain its standard of providing MR credit for Linear Park development to provide neighbourhood access to the pond or wetland for sitting, viewing, gathering, and aesthetics. It is also recommended that within the pond area (within the PUL), that the City require the development of a multiway around the pond (or around 50% if there is public access on two sides), and above the 1:25 water level. The multiway will serve to increase public access to the pond, and to nature, as well as to improve neighbourhood walkability	A multiway link is provided along the east side of the SWMF and integrated into the multiway and open space network to encourage public access and enjoyment of this amenity and to enhance regional active transportation connectivity. Municipal Reserve parcels surround the SWMF and provide opportunities for parking and park amenities adjacent to the SWMF.
5.2.4 - Amenities	
It is recommended that the City maintain an annual budget for the replacement and installation of new park amenities to ensure that user experience and safety remains at current levels. This includes trash receptacles, benches, picnic tables, bike racks, view points, lighting at key locations, directional and entry signage.	This ASP will benefit over time from City investments in park spaces as parks mature. Initial park development will be completed by the developer, but as the developed parks will be owned by the City, future improvements will be part of the municipal budget and redevelopment process.
5.2.5 - Safety	
Safety and security is a fundamental requirement for users of the parks and open spaces network. Elements of the creation of safe public spaces are identified in Crime Prevention Through Environmental Design (CPTED) principles. These principles are often used by local law enforcement agencies to assess risk minimization for public spaces. Common elements that can make a public space safer include wayfinding, signage that clearly identifies the acceptable uses and hours of operation of the area, consideration of visibility of the area from adjoining homes or streets and the restriction of access by public vehicles. Promotion of year-round activities as well as maintenance of the space, to show that it is being cared for, are other aspects to consider. CPTED principles are referred to in the City's	Park spaces within the ASP have been designed to be safe and accessible. CPTED principles have been incorporated which maintain visibility into park spaces and limit opportunities for undesirable activities. Principles integrated into the park network include access control through public roadways and accessible high visibility corridors, natural/passive surveillance from adjacent properties and other park users, and territorial reinforcement through wayfinding, signage, and clear boundaries to create year-round activity throughout all park spaces and limit intrusion into private areas. Park safety will be supported by ongoing maintenance which will be the responsibility of the City of Leduc.

minimum landscape design and construction standards	
5.2.6 – Management and Maintenance	
5.2.6.1 Service Delivery Responsibility	
To create and deliver the impressive City of Leduc POST system takes a number of departments and stakeholders. It is recommended that the City of Leduc follow the functions and responsibilities described in Table 8:	While the developer is responsible primarily for construction of park spaces, the City is responsible to maintain park spaces and ensure safety and quality of the user experience is protected at all times.