

The City of Leduc feels that the proposed **West Area Structure Plan (ASP) amendment** remains consistent with the *Capital Region Growth Plan*. Below, please find the breakdown of how the content of the ASP amendment works to meet the objectives of Section 5.4(b) of the Regional Evaluation Framework.

(i) Land Use Principles and Policies

i. Buffer Areas

The West ASP is located within the Edmonton International AVPA Boundary buffer area. City Administration has verified that the proposed Area Structure Plan Amendment does not conflict with AVPA regulations. The proposed Plan Amendment was referred to the Edmonton Regional Airport Authority on December 22nd, 2015, with no concerns identified.

ii. Priority Growth Areas

The proposed plan falls within Priority Growth Area E. With its Business Employment designation by the Edmonton Regional Airport Authority, the Commercial designation along Highway 39, and the future Institutional opportunities within the Town Center and the West Campus, the development planned for the West ASP promotes continued employment and economic growth for the City and the region and qualifies the ASP, in our opinion, as a priority development. The amendment does not alter or interfere with the West ASP being a priority development.

iii. Cluster Country Residential Areas

The subject area does not fall within an identified Cluster Country Residential Area.

iv. Density Targets

Priority Growth Area E has a density target of 25-30 dwelling units per net hectare. With the proposed amendment density of 28.81 units per net residential hectare, the proposed density is within the target set by the Capital Region Growth Plan.

v. Outside Priority Growth Areas

The entire ASP area falls within Priority Growth Area E – no growth is contemplated outside of a Priority Growth Area.

(ii) Regional Employment Forecasts

The West ASP and the West ASP amendment is consistent with Figure 4 and Policy Section 4G, as found within the City of Leduc 2012 Municipal Development Plan, in terms of (1) land use; and (2) density. As such, the West ASP and the West ASP amendment are consistent with the land use assumptions upon which the Regional Employment Forecasts were based, and thus support the Growth Plan's employment projections.

(iii) Regional Transportation Networks

Consistent with the approved West ASP, the proposed amendment is expected to have minimal impact on the Regional Transportation Infrastructure as outlined in Figure 1 of the Capital Region Growth Plan Addendum (December 2009).

(iv) Intermunicipal Transit Network

The ASP will generate employment as well as create a recreational attraction with the West Campus, both of which will be supported by the inter-municipal rapid-bus service outlined in the Capital Region Growth Plan and the new local transit service that has been in effect by the City of Leduc since of Fall 2014. The proposed amendment continues to support the recreational and employment land uses, and will not alter transit networks and services.

(v) *Regional Infrastructure, Recreation, Transportation and Utility Corridors*

The West ASP is located at the western extremity of the City of Leduc, directly adjacent to three existing residential neighbourhoods (Deer Valley, West Haven, and Suntree). With the proposed amendment, the staging of development will continue to start on the east side of the plan area and move westerly. The ASP creates the framework that will ensure a logical expansion of the city and its infrastructure. It is the City's belief that the West ASP will be well integrated locally and regionally.

In the proposed amendment, water servicing will continue to be extended from the current neighbourhoods into the plan area. As for sanitary, the plan area will connect to the regional system north of the established neighbourhood of Bridgeport.

With its robust pedestrian network and its recreational destination (the West Campus), the plan area can contribute to the Regional Corridors network identified in Figure 4 (Future Trans Canada Trail – Conceptual). In order to achieve the linkage of the ASP with the local and regional network, tributaries of the Whitemud Creek and the City of Leduc multiway system will be used. The details of the connectivity will be established at the Outline Plan stage. The ASP amendment continues to support these original objectives.

The ASP does not interfere with the Transportation and Utility corridor as identified under the Capital Region Growth Plan. There is a utility corridor contained within the ASP (pipeline parallel to the eastern boundary of the plan, extending from the northern to the southern limit of the plan area). The consultant and the City of Leduc have worked very closely with the Operator (Alberta Products Pipe Line) to ensure its integration into the land use concept. The ASP amendment remains consistent with these concepts.

(vi) *Alberta Industrial Heartland & Edmonton International Airport*

The West ASP is within 1.6 km of the Edmonton International Airport (EIA). Although Section 3.3 of the REF makes reference to the EIA Area Structure Plan, that document appears superceded by the EIA Master Plan. The City understands the intention of Section 3.3, and therefore the significance of the EIA and its relationship with development within the City of Leduc. The West ASP and proposed amendment reflect this relationship.