

UNCERTIFIED CONSOLIDATION

TOWN OF LACOMBE BYLAW 263

Consolidated March 24, 2025

A Bylaw of the Town of Lacombe in the Province of Alberta, to adopt the Town of Lacombe South Area Structure Plan

WHEREAS Council directed the development of a future land use plan for south east area of the Town Lacombe; and

WHEREAS the purpose of the plan was to provide selective development of the south east area of Lacombe, generally south of Highway 12 and east of Highway 2A; and

WHEREAS notice of intention of Council to pass a Bylaw has been published in Lacombe Globe on November 2nd and November 9th, 1999; and

WHEREAS a Public Hearing was held on November 22, 1999 allow the general public to provide input into South East Area Structure Plan;

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE TOWN LACOMBE, IN PROVINCE OF ALBERTA, DULY ASSEMBED under the authority and pursuant to provision of the *Municipal Government Act SA 1994, c, M- 26.1 ENACTS FOLLOWS*;

1. Schedule A Bylaw No.263 be adopted,
2. Schedule A is attached to and forms part of this
3. This Bylaw shall come into effect upon final passing

INTRODUCED AND GIVEN FIRST READING this 25th day of October, A.D. 1999,

GIVEN SECOND READING this 13th day of December, A.D. 1999,

FINAL READING this 13th day of December, A.D. 1999.

ORIGINAL SIGNED

Mayor

ORIGINAL SIGNED

Chief Administration Officer

UNCERTIFIED CONSOLIDATION

**BYLAW NO. 263
Schedule A**

SOUTHEAST LACOMBE AREA STRUCTURE PLAN

CONSOLIDATED TO MARCH 24, 2025

**Prepared by:
Parkland Community Planning Services
In consultation with the City of Lacombe**

**Revisions Prepared By:
The City of Lacombe**

TABLE OF CONTENTS – SOUTHEAST LACOMBE AREA STRUCTURE PLAN

SOUTHEAST LACOMBE AREA STRUCTURE PLAN.....	1
1.1 Location	3
2. Planning Factors	3
2.1 Land Use and Transportation Infrastructure.....	3
2.2 Natural Features and Built Environment	4
3. Goal and Key Principles	5
3.1 Goal	5
3.2 Key Design Principles	5
4. Land Use Concept	6
4.1 Land Use Concept	6
5. Land Use Policy.....	8
5.1 General.....	8
5.2 (Deleted, b.263.6, 12/10/2018)	
5.3 Commercial.....	9
5.4 Industrial.....	9
5.5 Residential.....	10
5.6 Community and Social Facilities	11
5.7 Wolf Creek Floodway and Flood Fringe.....	11
5.8 Open Space and Linkages.....	12
6. Municipal Services and Roads	13
6.1 Water and Sanitary Sewer.....	13
6.2 Stormwater	13
6.3 Other Utilities	13
6.4 Roads.....	13
7. Implementation, Interpretation and Amendment	14
7.1 Implementation.....	14
7.2 Interpretation	15
7.3 Amendment.....	15

Maps:

1. Location of Plan (Amended, b.263.5, 05/08/2017)
2. Aerial (Amended, b.263.5, 05/08/2017)
3. Existing Land Use (Deleted, b.263.6, 12/10/2018)
4. Planning Factors (Amended, b.263.5, 05/08/2017)
5. Surrounding Zoning (Added, b.263.5, 05/08/2017)
6. Future Land Use (Added b.263.5, 05/08/2017) (Amended b. 263.7, 03/24/2025)

1. Introduction

1.1 Location

- 1.1.1 As the name of the area structure plan implies, the plan area is located in the southeast corner of the City of Lacombe. The area is bounded on the west by Highway 2A, the north by 50 Avenue, on the south by the City boundary and on the east by 34 Street. Map 1 displays the plan area within the context of the entire City and its immediate vicinities. Map 2 is an aerial image of the plan area. This image shows the development and features of the area as of May 7, 2012.

(Amended, b.263.5, 05/08/2017)

2. Planning Factors

2.1 Land Use and Transportation Infrastructure

- 2.1.1 (Deleted, b.263.6, 12/10/2018)

- 2.1.2 Agriculture lands remain at the southeastern corner of the plan area. There are no intensive farm uses, with the land being used for pasture or crop production.

(Amended, b.263.5, 05/08/2017)

- 2.1.3 Highways and rail facilities are significant planning factors in the southeast area. The planning area is bounded on the west by Highway 2A and on the north by 50 Avenue, both being important inter-regional and provincial transportation routes. The main Canadian Pacific rail line between Edmonton and Calgary parallels Highway 2A, with its link to eastern Alberta being just north of 50 Avenue. The close proximity of Highway 2A and the rail line provide challenges for safe rail crossing and intersectional treatment, especially at the junction of the two highways.

(Amended, b.263.5, 05/08/2017) (Amended, b.263.6, 12/10/2018)

- 2.1.4 Adjacent roads also are important planning factors. 34 Street is an arterial road, and the extension north of 50 Avenue (beyond the plan area to Highway 2A) is part of the City's truck bypass. 45 Street provides access to the Wes Jackson Industrial Park and the Mackenzie Ranch, Iron Wolf and Kingdom Subdivisions. Wolf Creek Drive runs through the Plan area and connects to the industrial lands to the North. A local road network provides access to the existing housing in Mackenize Ranch and planned networks exist for the Metcalf Ridge and Lacombe Market Square/Wolf Creek Crossing Developments.

(Amended, b.263.5, 05/08/2017)

2.2 Natural Features and Built Environment

- 2.2.1 The most significant natural feature is Wolf Creek. It flows through the plan area generally from south to north, and includes a small, seasonal tributary that enters from the east. Its floodway and flood fringe, as defined on Map 4, are major planning factors since they define areas where development is generally prohibited (floodway) and where development, under certain conditions, may be allowed (flood fringe area). The lowest, developable portion of the plan area is located between 45 Street and Wolf Creek. Located in SE 20-40-26 W4 is a major wooded area, which provides significant opportunity for a major park area to serve the entire southeast neighbourhood.

(Amended, b.263.5, 05/08/2017)

- 2.2.2 The highest portion of the plan area is in the southeast, with the land gently sloping to the north and northwest. Portions of the plan area are relatively flat requiring engineered stormwater drainage systems especially in relation to stormwater loading into Wolf Creek, which is subject to frequent high water flows and periodic flooding. In portions of the plan area the water table is very high which requires considerations to ensure below grade development is protected. (Amended, b.263.5, 05/08/2017)
- 2.2.3 Map 4 also locates a number of 'built' environment features that are considered in the land use plan. These include rights-of-way for electrical transmission lines, Regional water line (b.263.4 06-11-12), fiber optic infrastructure, a telephone cable and natural gas pipelines, as well as existing residential, industrial and commercial development sites, especially west of 45 Street. The two highways, the existing collector and arterial roads and rail line are very significant 'built features' since they influence land use patterns. Wolf Creek Drive is also important because its intersection intersects with 50 Avenue and is a significant entrance into the plan area. The zoning of lands surrounding the plan boundary can be viewed in Map 5. (Amended, b.263.5, 05/08/2017)
- 2.2.4 There are no intensive livestock, wastewater facility, sanitary landfill and transfer station, sour gas facility or oil/gas well facilities in the plan area or its vicinity, as defined by provincial regulations.
- 2.2.5 A temporary permit exists for an anhydrous ammonia tank and truck storage business at SW 21-40-26 W4M. Due to its location it may impact the full development of the Plan Area as it is closer than the minimum 1.5km encouraged setback distance from the urban boundary, as recommended through the Ammonia Code of Practice and Implementation Guide, published by the Fertilizer Safety and Security Council. The City of Lacombe will need to work with Lacombe County to identify if the development should be moved as development progresses within the area. (Added, b.263.5, 05/08/2017)

2.3 Long Range Planning (Added, b.263.5, 05/08/2017)

- 2.3.1 The Intermunicipal Development Plan is a document that outlines the future development for those lands within Lacombe County that are located within the vicinity of the City of Lacombe boundary. The document outlines a framework for collaboration and establishes a referral process. All development, including Outline Plans, adjacent to the City boundary will be provided to the County for comment. In addition the County will be given the opportunity to provide comments on amendments to this Plan. In addition, the IDP highlights the lands located to the southeast of Lacombe as a Future Growth Area for the City of Lacombe.
- 2.3.2 The Municipal Development Plan: Growing Lacombe was adopted in 2015 and is a comprehensive plan for future development within the City. The Municipal Development Plan outlines the proposed growth for the Southeast Area Structure Plan. The following outlines the long range planning objectives for the areas:
- a. Commercial Development
- i. Commercial Development is to be located along 50 Avenue and Highway 2A.

- ii. An additional Neighbourhood Commercial Site shall be located within the plan area.
- b. Residential Development
 - i. Residential Development is to be located on 20-40-26 W4.
 - ii. Development density shall be a minimum of 15 units per developable hectare
 - iii. No more than 70% of the dwelling units within an Outline Plan area shall be Single Detached Dwellings.
- c. Industrial Development
 - i. Existing industrial development will be encouraged to upgrade and enhance their properties to ensure that they compliment the surrounding area.
 - ii. New industrial sites shall be developed to a high standard and shall reduce any impact on nearby residential and commercial uses.
- d. Open Space Network – Municipal Reserve and Environmental Reserve
 - i. Wolf Creek and other unique environmental features shall be protected and will provide public access.
 - ii. A large Open Space area shall be established at the centre of 20-40-26 W4.
 - iii. An active transportation network, which connects the open space network, residential neighbourhoods and commercial sites, will provide safe routes for pedestrian and non-motorized traffic.

3. Goal and Key Principles

3.1 Goal

- 3.1.1 The planning goal for southeast Lacombe is for the area to develop and mature as an integral segment of Lacombe’s social and economic fabric while evolving as a highly livable self-contained community with vibrant places to live, work, shop and play.

3.2 Key Design Principles

- 3.2.1 The following are key planning design principles for southeast Lacombe:
 - a. design to create a sense of place, thus offering a feeling of belonging
 - b. design to provide a mix of residential and social interaction opportunities
 - c. design to accommodate a mixture of housing types and costs
 - d. design to provide a range of employment opportunities
 - e. design streets, both their pattern and standards that reflect their role with the community
 - f. design to integrate natural features into the community
 - g. design to provide a series of focal points that serve to identify and unify the neighbourhood
 - h. (Deleted, b.263.6, 12/10/2018)
 - i. design to accommodate a range of community uses, and where possible site them to share infrastructure
 - j. design to provide a range of open spaces for enjoyment by people of all ages and abilities
 - k. design a continuous pathway system linking focal points and open spaces to promote a greater pedestrian and cycling orientation

- I. design to connect to external pathways and streets linkages to promote the southeast as an integral and significant part of Lacombe.

The City of Lacombe recognizes the importance of the natural environment for maintaining a high quality of life, and will emphasize that integration and preservation of the natural ecosystems identified in the Natural Spaces Management Plan are to be incorporated into the South East Area Structure Plan by ensuring that any proposal for the subdivision and/or development of Rank 2 or Rank 3 lands seeks to implement the vision and recommendations of the Natural Spaces Management Plan. In this plan "Natural Spaces" shall mean the lands inventoried, evaluated, and categorized by the Natural Spaces Management Plan and identified on Map 6. (Amended, b.263.5, 05/08/2017)

4. Land Use Concept

4.1 Land Use Concept

- 4.1.1 The land use concept for southeast Lacombe provides a framework for a multi-faceted community in which people of all ages will desire to live, work and play. The plan embraces and promotes values for a highly livable community wherein the built environment respects the natural environment, provides places to shop and work close to a mix of residential clusters, creates focal points that promote neighbourhood identity and offers open spaces that serve to integrate the community. Four distinct design features provide the essence of the planned community, being (1) a series of residential areas that accommodate housing diversity, (2) the conservation of the Southeast Aspen Stand, as identified in Appendix A of the "Natural Spaces Management Plan", which consists of the wet meadow and upland forest ecosystems and the creation of a "green" corridor that enhances interconnectivity of natural spaces within the Wolf Creek system, (3) parks and a large open space area linked by a pathway system, and (4) employment areas – both commercial and industrial. The design concept is shown on Map 6. There are four adopted Outline Plans located within the plan boundary. These are the Iron Wolf Outline Plan, Mackenzie Ranch Outline Plan, Wolf Creek Crossing/Lacombe Market Square Outline Plan and the Metcalf Ridge Outline Plan. The layout and land uses proposed in the Outline Plans have been incorporated into Map 6. Amendments to the Outline Plans will only trigger an amendment to the Area Structure Plan if the changes alter the proposed land uses.

(Amended, b.263.5, 05/08/2017) (Amended, b.263.6, 12/10/2018)

- 4.1.2 (Deleted, b.263.6, 12/10/2018)

- 4.1.3 The first focal point is the site for major community activities. More effective use of the site would be accomplished by integrating a school on site, thus providing for complementary usage and the sharing of facilities, including parking areas. The development over time of this focal point will do much to promote the vibrancy of the neighbourhood as an integral part of the City. The site has been sized to accommodate a future high school, or to provide a shared site for multiple school facilities. This focal point is to be located at the centre of 20-40-26 W4.

(Amended, b.263.5, 05/08/2017) (Amended, b.263.6, 12/10/2018)

- 4.1.4 The plan proposes to preserve the wooded area in the southeast quarter as part of the major community park, this being the third major focal point. This major park should be planned to provide for picnic sites and play areas, with trails linking the space to the City trail network. The wet meadow area (as describe in the Natural Spaces Management Plan in the Site 2001-2 Ecological Profile) should be maintained in its' present form but may be utilized for stormwater management, however, the biodiversity shall not be negatively affected. The park will further promote community identity and activity within the heart of the community. (Amended, b.263.5, 05/08/2017)
- 4.1.5 The floodway and portions of the flood fringes of the Wolf Creek system are protected, thus forming linear systems of natural spaces through the community. Pathways will be integrated into these spaces, helping to link the residential areas with the commercial development and other business areas. (Amended, b.263.5, 05/08/2017) (Amended, b.263.6, 12/10/2018)
- 4.1.6 In the design of the area, major roads contribute major functions. As shown on Map 6, the peripheral arterial roads serve to link the area with the balance of the community and its trading area, while effectively channeling non-local traffic around the area. The 45 Street and 46 Avenue collectors direct non-residential traffic into the employment activity areas, while separating these areas from the residential neighbourhood. The series of collector roads channel local traffic to and from the arterials into local residential or business areas. (Amended, b.263.5, 05/08/2017)
- 4.1.7 The pattern of collector streets defines a series of neighbourhood sub-units. These will accommodate a mixture of housing types and densities, and should reflect a cost spectrum to meet future housing needs. The plan allocates areas for various forms of higher density housing, generally located near parkspaces or in proximity to employment activity areas. (Amended, b.263.5, 05/08/2017)
- 4.1.8 Employment (business activity) areas are strategically located. The existing industrial area in the northwest corner of the plan area is maintained, with light industrial expansion planned immediately to the east on the low lands between 45 Street and Wolf Creek. The overall plan for this area will be to ensure compatibility between uses (light industrial, heavy industrial and transitional commercial). Opportunities to transition the area from 'heavy' industries to lighter or commercial industries should be supported. However, should transition not occur, existing industrial lands located between 45 Street and 46 Street shall be encouraged to enhance the design and landscaping of the properties to become compatible with the surrounding commercial lands. (Amended, b.263.5, 05/08/2017)
- 4.1.9 A variety of commercial opportunities existing within the Plan area. Both highway commercial and district shopping centre commercial opportunities exist along 50 Avenue. Transitional commercial uses are located east of 46 Street and a mixed use area located south of 45 Street also offers commercial opportunities. A policy in the Plan guides the location of local convenience store sites. All of these will serve to provide work places close to homes, but also vitally needed lands for commercial land within Lacombe. The MDP also identifies that a neighbourhood commercial site is to be developed in SE-20-40-26 W4. (Amended, b.263.5, 05/08/2017)

- 4.1.10 Map 6 portrays the land use concept for the southeast area. It is intended to guide the preparation of more specific outline and subdivision plans for future development areas and sites. While the general pattern of land use, including the allocation of land uses and the road network must be followed, these may be varied with the approval of Council in accordance with Section 8 of this Plan. However, variations must be in keeping with the goal and design principles stated above and the policies of this Plan. Through more detailed outline plans, as guided by this area structure plan, there will be greater definition to the fabric of the business areas and neighbourhoods. These will elaborate on the form of local street patterns, the mix and density of housing, the siting of facilities, the integration of the open space system and the provision of utility services. (Amended, b.263.5, 05/08/2017)

5. Land Use Policy

5.1 General

- 5.1.1 As guided by Map 6 - the Future Land Use, southeast Lacombe is to contain a functional mix of places to reside, work, play and shop. Therefore, southeast Lacombe is to be more than a residential neighbourhood, containing strategically located business areas designed for industrial and commercial purposes. (Amended, b.263.5, 05/08/2017)
- 5.1.2 The design elements for southeast Lacombe should create a sense of place, or community identity. The sense of place is to be enhanced by two major neighbourhood focal points - the central park and their interconnection with the residential areas by an attractive and functional active transportation network for walking and biking. (Amended, b.263.5, 05/08/2017) (Amended, b.263.6, 12/10/2018)
- 5.1.3 Neighbourhood identity should be promoted through the adoption of a name that has significant local historical roots. The name should be applied through similar or related themes in street, district and facility names. Neighbourhood identity should be further enhanced through the use of a community logo and graphics that are contained in street, park and facility signage. (Amended, b.263.5, 05/08/2017)
- 5.1.4 The design elements for southeast Lacombe should also serve to integrate the southeast area with the balance of the community. This should be achieved by promoting social and economic interaction through road and pathway patterns, the location of one or more major community facilities in the southeast area and the creation of workplaces for residents from other parts of the City.
- 5.1.5 The City will require the preparation of an Outline Plan which must be approved by Council prior to subdivision and development commencing on each of the quarter sections in Section 20 and any lands undergoing redevelopment which proposes a change land uses for the area. It is recommended that an outline plan be adopted for the parcels located south of 46 Avenue and east of the Canadian Pacific Rail tracks prior to any further development approvals. The outline plan must be consistent with this area structure plan and provide detail with respect to: (Amended, b.263.5, 05/08/2017)

- a. land uses and land use designations
- b. proposed parcels and number of housing units by type
- c. proposed road system, including lanes
- d. conservation of natural features and the environment
- e. parks and open spaces, including a trail system (Amended, b.263.5, 05/08/2017)
- f. community (public) and social facilities
- g. phasing and staging
- h. utility services,
- i. emergency services, and
- j. any other matter requests to be addressed.

5.1.6 Council will require a high standard of subdivision design in order to promote the efficient use of land, roads and utilities, the effective conservation of natural features, the conservation of agricultural land for as long as practically possible, and compatibility among adjacent land uses, including housing types.

5.2 Towne Centre (Deleted, b.263.6, 12/10/2018)

5.3 Commercial (Amended, b.263.6, 12/10/2018)

5.3.1 (Deleted, b.263.5, 05/08/2017)

5.3.2 This plan allocates lands along 50 Avenue and Highway 2A for commercial land uses.
(Amended, b.263.5, 05/08/2017) (Amended, b.263.6, 12/10/2018)

5.3.3 Buildings located along these major commercial routes will be encouraged to have high visual appeal through landscaping and building design (Amended, b.263.5, 05/08/2017)

5.3.4 Transitional commercial uses are located East of 46 Street, reflecting the proximity to Highway 2A, the railway and the industrial park. Buildings along 46 Street should be encouraged to be to an architectural standard that reflects the proximity to the railway and incorporate design features to compliment those already in existence. The exterior treatment of the rear elevation shall be to the same standard and materials as the front elevation which fronts onto 46 Street. (Added, b.263.5, 05/08/2017)

5.3.5 To the south of 45 Street, an undeveloped parcel of land will offer a mix of residential, institutional and commercial land uses. The site represents the southern most entryway into the City, and it is anticipated that this will remain the case well into the future as lands south of the site form part of the Agricultural Research Station lands and are protected from development. (Amended, b.263.5, 05/08/2017)

5.4 Industrial

5.4.1 Industrial development shall be as indicated on Map 6. (Amended, b.263.5, 05/08/2017)

5.4.2 Since the intersections of 45 Street and 46 Avenue and 50 Avenue and 46 Street will become major entrances into the plan area, existing development along these roads should be encouraged over time to upgrade their building appearance and landscaping to improve the visual aesthetics of these entranceways. Special emphasis on new commercial developments at these nodes will assist in presenting attractive fronting parcels while being accepting of the existing industrial uses located on the internal parcels of lands.

5.4.3 (Deleted, b.263.5, 05/08/2017)

5.5 Residential

5.5.1 Residential development will be directed to the areas allocated for residential uses in Map 6. Accessory residential development is encouraged as part of the commercial developments in the Plan area. (Amended b.263.5, 05/08/2017)

5.5.2 Outline plans shall provide for a range of housing types, parcel sizes and densities. The outline plan is to include the proposed distribution of housing types and number of housing units by type for approval by Council. Outline plans may address the location of lots designed for garden suites (b.263.4 06-11-12). The redistricting of land for residential uses will be in accordance an outline plan approved by Council. (Amended, b.263.5, 05/08/2017)

5.5.3 For residential areas, the design density should be no less than 15 units per developable hectare. Any variation from this design density range may be permitted only if approved by Council in the adoption of an outline plan. (Amended, b.263.5, 05/08/2017)

5.5.4 For the residential areas, the proportion of detached housing units in an outline plan area shall not exceed 70% of the total planned dwelling units. Multiple family dwelling units, including duplex units, shall contribute no less than 30% of the total planned dwelling units. (Amended, b.263.5, 05/08/2017)

5.5.5 Narrow lot housing may be allowed to promote the diversity of housing choices. Where this form of housing is permitted, Council may limit clusters or blocks of narrow lot housing to a maximum of 15 dwelling units in any specific location, and may required staggered front setbacks. (Amended, b.263.5, 05/08/2017)

5.5.6 A manufactured home community is part of an outline plan for the southwest quarter of Section 20. The maximum gross area shall not exceed 12 hectares (29.7 acres) while the maximum density shall not exceed 15 units per gross hectare (6.07 units per gross acre).

The development must be entirely 'gated' and contain space for common amenities that is at least five per cent of the gross area. Regardless of the amenity space in the manufactured home community, municipal reserves shall be owing to the maximum 10 percent provided for in the Act. If proposed as part of the residential housing fabric, the location, size and design of the manufactured home community shall be contained in

the outline plan. In addition, the outline plan shall address development details pertaining to minimum home sizes, common amenities, landscaping, roadways, parking (owners and guests), storage areas, security and emergency access provisions, and any other matters desired by the City to be addressed. Manufactured homes will only be allowed in a manufactured home community. (Amended, b.263.5, 05/08/2017)

5.5.7 Multiple family housing areas should be located near a community facility, park or the commercial development and should be integrated into the residential neighbourhood. The Outline Plan for the area will establish the locations for each housing type and shall seek to limit the concentration of any singular housing type into a specific area. (Amended, b.263.5, 05/08/2017) (Amended, b.263.6, 12/10/2018)

5.5.8 In order to provide variations in streetscapes, the City may require development along a street to have staggered building setbacks in accordance with a setback plan required as part of an outline or subdivision plan. This would be especially important for non-curvilinear streets.

5.5.9 (Deleted, b.263.5, 05/08/2017)

5.6 Community and Social Facilities

5.6.1 As shown on Map 6, the major community open space site is shared between the four quarters in Section 20. It may contain, without restricting the generality of the following: school facilities (either standalone or shared), a community centre, sports buildings and fields. The site shall be dedicated as part of the municipal reserve requirements, and shall include lands dedicated as environmental reserve. The space may also be increased in size through the dedication of public utility lots for the provision of trunk lines and for stormwater management. (Amended, b.263.5, 05/08/2017)

5.6.2 (Deleted, b.263.5, 05/08/2017)

5.6.3 Any community facilities and their sites should be designed and built to a high standard to enhance their role as community focal points. Site designs should promote the sharing of space and infrastructure, such as parking areas. (Amended, b.263.5, 05/08/2017)

5.6.4 (Deleted, b.263.5, 05/08/2017)

5.7 Wolf Creek Floodway and Flood Fringe

5.7.1 The City will continue consultation with Alberta Environment and Parks regarding the development of the southeast area in relation to the Wolf Creek floodway and flood fringe. (Amended, b.263.5, 05/08/2017)

5.7.2 Other than park structures conducive to installation in a floodway, the development of buildings will not permitted in the floodway. (Amended, b.263.5, 05/08/2017)

5.7.3 Development may be allowed in the flood fringe. If the proposed structures can meet the standards set forth in the Land Use Bylaw. (Amended, b.263.5, 05/08/2017)

5.7.4 Wolf Creek and its eastern tributary shall form part of the open space system for the plan area. Where possible, consideration shall be given to providing natural vegetation landscaping along this open space system to provide for wildlife corridors. Its continuity shall be maintained as much as possible through the minimization of road crossings.
(Amended, b.263.5, 05/08/2017)

5.7.5 Environmental reserve, as provided for in the Act, shall be used to set aside Wolf Creek, including applicable portions of its flood fringe, as open space. Municipal reserve dedication may be required to augment open spaces along the system.

5.8 Open Space and Linkages

5.8.1 The existing wooded area located in SE 20-40-26 W4 shall become a major focal point of the plan area and will play a significant role in the overall open space network. In the outline plan for this quarter, this area shall be allocated for municipal reserve dedication.
(Amended, b.263.5, 05/08/2017)

5.8.2 The Open Space Network for the plan area shall utilize Wolf Creek. It should include an Active Transportation system which consists of trails and sidewalks which serve to connect residential neighbourhoods to recreation, commercial areas, and the proposed school site. These trails and sidewalks shall connect the plan area with the greater community of Lacombe. The detailed trail layout will be determined at the Outline Plan stage.
(Amended, b.263.5, 05/08/2017)

5.8.3 The major community park site located at the centre of 20-40-26 W4 is to form part of the open space system and be linked by a series of paths to other focal points and residential areas in the neighbourhood.
(Amended, b.263.5, 05/08/2017)

5.8.4 In addition to the major open space site, the Outline Plans should provide smaller open space areas to serve as recreation spaces that connect to the overall open spaces network through trails and sidewalks.
(Amended, b.263.5, 05/08/2017)

5.8.5 Where municipal reserve dedication exceeds the provisions in the Act, Council may provide for density bonuses or vary the housing type requirements.
(Amended, b.263.5, 05/08/2017)

5.8.6 Where possible, stormwater management facilities should be located adjacent to land to be dedicated as open space in order to increase the size and use flexibility of these sites. The existing forest area is interspersed with wet meadows and may be utilized as part of an overall natural stormwater management system. Consideration shall be given to maintaining hydrology levels and conservation of the sedges and willows if used as a stormwater management facility.
(Amended, b.263.5, 05/08/2017)

5.8.7 Strategic trail connections are shown on Map 6 of this document. The detailed layout of the trail network will be determined at the Outline Plan stage.
(Added, b.263.5, 05/08/2017)

6. Municipal Services and Roads

6.1 Water and Sanitary Sewer

- 6.1.1 Water and sewer services for the expansion areas in the plan area shall follow the engineering design plans prepared for the City by its consultant engineer. More specific site engineering will need to be shown in the respective Outline Plans for each expansion area. (Amended, b.263.5, 05/08/2017)

6.2 Stormwater

- 6.2.1 The City may allow a dry stormwater management facility to be dedicated as municipal reserve where it accounts for no more than 20% of the total municipal reserve dedication required. Further requirements and considerations for this form of dedication are discussed in the City's Municipal Development Plan. (Amended, b.263.5, 05/08/2017)
- 6.2.2 Each Outline Plan within the plan area shall include a stormwater management plan for the City's approval (Added, b.263.5, 05/08/2017)
- 6.2.3 Stormwater flowing from the developed areas shall be attenuated and released at a rate of L/s/ha as recommended in the Master Drainage Plan for the Wolf Creek and Whelp Brook Watersheds (MPE Engineering Ltd., August 31, 2014). (Amended, b.263.5, 05/08/2017)

6.3 Other Utilities

- 6.3.1 Natural gas, electrical and communication utilities shall be provided in keeping with municipal development standards. Outline Plans and subdivision plans must accommodate these utilities where necessary through the recognition of existing rights-of-way, that need to be retained, and future required rights-of way and/or easements. (Amended, b.263.5, 05/08/2017)
- 6.3.2 The Telus right-of-way through the centre of the Section 20, which contains a high band strategic fiber cable, must be protected in outline plans and detailed subdivision designs. Upon agreement by Telus, trails may be developed on the right-of-way. (Amended, b.263.5, 05/08/2017)
- 6.3.3 The North Red Deer Regional Water Services Commission (NRDRWSC) line must be protected in outline plans and detailed subdivision designs. Upon agreement by NRDRWSC trails may be developed on the right-of-way (b.263.4 06-11-12). (Amended, b.263.5, 05/08/2017)

6.4 Roads

- 6.4.1 Arterial roads shall include 34 Street and the future east/west road on the south side of the plan area, which is envisioned to ultimately extend to the west across Highway 2A to join with C&E Trail/58 Street. The final alignment of the future east/west road will be determined in partnership with Alberta Transportation and Lacombe County. (Amended, b.263.5, 05/08/2017)

- 6.4.2 Noise attenuation provisions, including berms, fencing and landscaping, shall be provided along all arterial roads adjacent to all residential areas.
(Amended, b.263.5, 05/08/2017)
- 6.4.3 45 Street and 46 Avenue should serve as major collectors for both the industrial and residential areas.
(Amended, b.263.5, 05/08/2017)(Amended, b.263.6, 12/10/2018)
- 6.4.4 Outline Plans and subdivision plans shall accommodate new accesses from 50 Avenue to the commercial areas.
(Amended, b.263.5, 05/08/2017)
- 6.4.5 The City may require the proponent of the subdivision or development to undertake a traffic impact assessment to determine the need for improvements to impacted intersections.
(Amended, b.263.5, 05/08/2017)
- 6.4.6 The residential areas shall be served by a series of collector roads in a pattern similar to that shown on Map 6.
(Amended, b.263.5, 05/08/2017)
- 6.4.7 To increase the attractiveness of residential areas all road entryways should have high visual standards, including such features as decorative islands and/or landscaped 'gateways'.
- 6.4.8 (Deleted, b.263.5, 05/08/2017)

7. Implementation, Interpretation and Amendment

7.1 Implementation

- 7.1.1 The goal, design principles and policies of the Lacombe Southeast Area Structure Plan shall be implemented through:
- a. outline plans as required by this Plan,
 - b. the Land Use Bylaw, including district redesignations and the application of development regulations, and
 - c. subdivision approvals.
- 7.1.2 Any land which is designated Future Development (FD) at the time of the adoption of this Plan will be required to be redesignated as part of subdivision approval or the issuance of development permits. Council will consider redesignation upon an application by or on behalf of a landowner. Upon such application being made, the City will require the submission of an outline plan in accordance with this Plan, including an indication of proposed phasing. At the same time, or at some other time, the City may request the submission of a detailed tentative plan of subdivision or development plan for a land holding.
(Amended, b.263.5, 05/08/2017)

7.1.3 The City will require each phase of development to:

- a. form a logical and efficient extension of municipal services and the developed area of the City,
- b. not prejudice the further subdivision and development of any forthcoming phases and adjoining lands,
- c. make sufficient provision for road access, (Amended, b.263.5, 05/08/2017)
- d. dedicate such municipal and environmental reserve as the City considers necessary; and (Amended, b.263.5, 05/08/2017)
- e. consider future connections to lands not within the Plan area.
(Added, b.263.5, 05/08/2017)

7.1.4 At time of Outline Plan submission all proposed engineering considerations shall be subject to approval by Engineering Services (b.263.4 06-11-12).

7.1.5 All costs of development on private land and all applicable off-site development costs associated with the development of land, as identified in a development agreement with the City, will be the responsibility of the developer.

7.1.6 The determination of off-site and other development levies shall be determined by Council as necessary.

7.2 Interpretation

7.2.1 This Plan shall be interpreted with flexibility having regard to its purpose and concepts, as well as the objectives and policies of the Municipal Development Plan and the Intermunicipal Development Plan. Council's decisions on interpretation shall be final.

7.2.2 Outline plans shall generally follow the land use concept on Map 6, but final boundaries between land uses, allocation of multi-family residential sites, location of stormwater management facilities, and road alignments will be subject to outline plans approved by Council.
(Amended, b.263.5, 05/08/2017)

7.3 Amendment

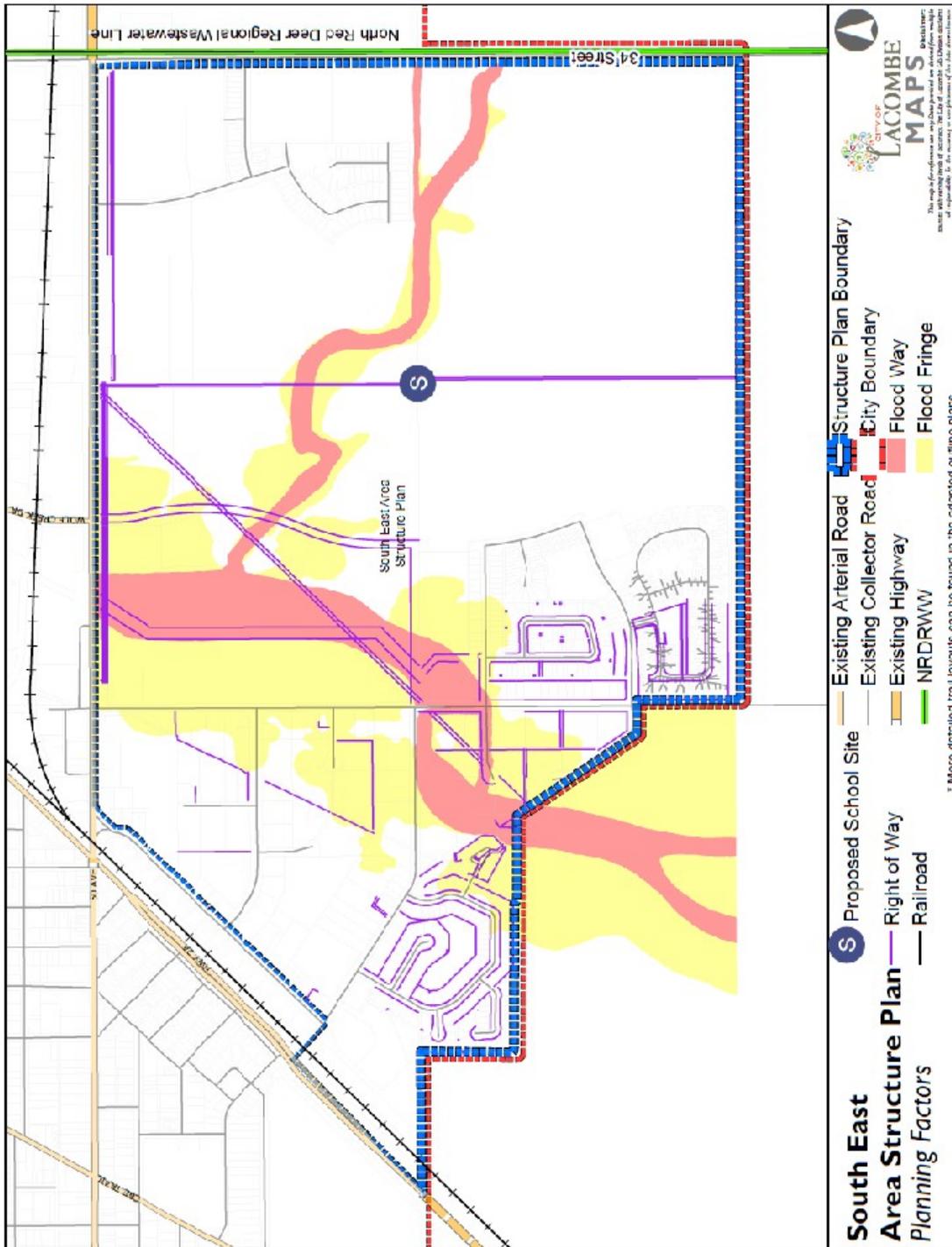
7.3.1 This Plan may be amended by Council in accordance with procedures established in the Municipal Government Act.

7.3.2 When someone other than the City initiates an amendment, prior to commencement of the bylaw amendment process the City may require the initiators of the amendment to provide a report and other background information to support the proposed amendment.

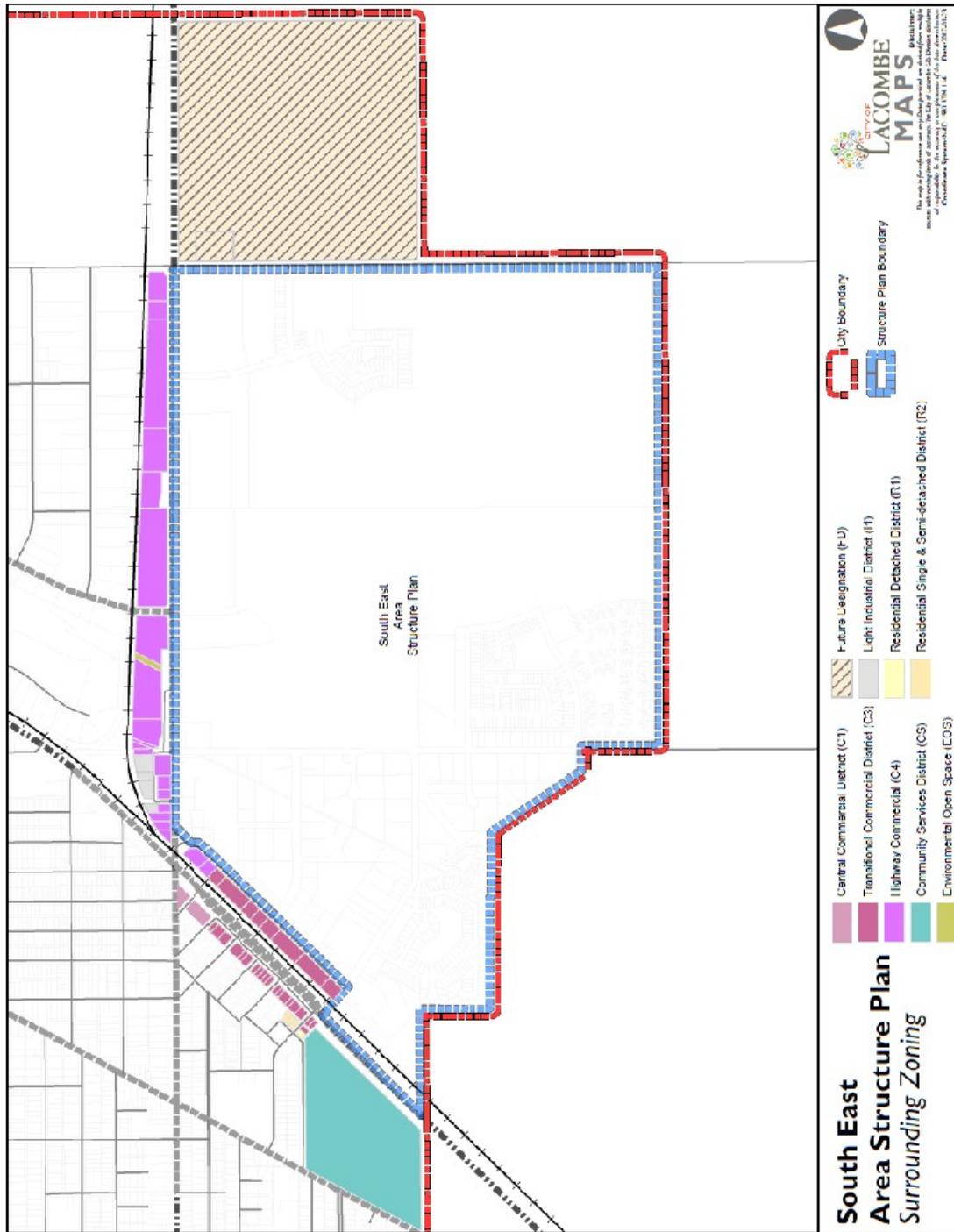
- 7.3.3 Unless otherwise not required by the Intermunicipal Development Plan or the amendment involves a matter or matters which the City and County has mutually agreed do not require referral, Lacombe County will be consulted during the consideration of an amendment of the Lacombe Southeast Area Structure Plan.

Map 3 - (Deleted, b.263.6, 12/10/2018)

Map 4 – (Amended, b.263.5, 05/08/2017)



Map 5 – (Added, b.263.5, 05/08/2017)



Map 6 – (Added, b.263.5, 05/08/2017) (Amended, b. 263.7, 03/24/2025)

