

**Town of Lacombe
Bylaw 267**

Consolidated April 14, 2025

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

WHEREAS pursuant to the provisions of the *Municipal Government Act*, a council of a municipality may adopt an area structure plan for the purpose of providing a framework for the subsequent subdivision and development of an area of land; and

WHEREAS notice of intention of Council to pass this bylaw has been published in the Lacombe Globe on March 28, 2000 and April 4, 2000; and

WHEREAS a Public Hearing was held on Monday, April 2000 to allow the general public input to the said North Area Structure Plan;

NOW THEREFORE the Municipal Council of the Town of Lacombe, in the Province of Alberta, under the authority and pursuant to the provisions of the *Municipal Government Act*, S.A. 1994, in open Council duly assembled, enacts as follows:

1. The North Area Structure Plan, as attached in Schedule "A" is adopted.
2. Bylaw 177 and amendments thereto are hereby rescinded.
3. Schedule "A" is attached to and forms part of this bylaw
4. This Bylaw shall take effect upon final passing thereof.

INTRODUCED AND GIVEN FIRST READING this 13th day of March, A.D. 2000.

GIVEN SECOND READING THIS 24th day of April, A.D. 2000.

GIVEN THIRD AND FINAL READING THIS 24th day of April, A.D. 2000.

[Original Signed]
Mayor

[Original Signed]
Chief Administrative Officer

North Area Structure Plan – Amendment Sheet

Bylaw/Amendment	Date	Notes
267	April 24, 2000	Document was adopted by Council
267.1	April 22, 2002	Incorporate recommendations for the protection, conservation and development within or adjacent to the natural spaces identified in the Natural Spaces Management Plan.
267.2	August 9, 2004	To align with the newly adopted MDP
267.3	July 13, 2009	Facilitate expansion of the cemetery
267.4	May 9, 2016	Amendment undertaken to promote the development of the Henner Heights Outline Plan and to align with the newly adopted MDP
267.5	October 23, 2023	Amend Map 1 to Change lands south of Henner’s Pond/North of Beardsley Ave from Multi-Residential to General Residential
267.6	April 14, 2025	Amendment updating section 5.7 regarding cemetery and institutional lands

 <p style="font-size: 24pt; font-weight: bold; margin: 0;">CITY OF LACOMBE</p>	<h3 style="margin: 0;">City of Lacombe</h3> <h4 style="margin: 0;">North Area Structure Plan</h4>	
	Approval Date:	<i>April 24, 2000</i>
	Effective By:	
	Revision Date:	<i>April 22, 2002, August 9, 2004, May 9, 2016, October 23, 2023, April 14, 2025</i>
	Review Date:	
	Department:	<i>Planning and Development</i>
	Reference:	

1. BYLAWS

1.1. Lacombe North Area Structure Plan

1.1.1. The Lacombe North Area Structure Plan, being Bylaw 267 of the City of Lacombe, comes into force on the date of third and final reading of the Bylaw. (Amended May 9, 2016)

1.2. Repeal of Existing Area Structure Plans

1.2.1. On the coming into effect of the Lacombe North Area Structure Plan, the North Area Structure Plan, being Bylaw 177 and amendments thereto, and the Nursery Area Structure Plan, being Bylaw 131 and amendments thereto, was repealed. (Amended May 9, 2016)

2. PLANNING FRAMEWORK

2.1 Location

2.1.1 The area covered by the Lacombe North Area Structure is shown on Figure 1. The plan area is bounded on the east by the Lacombe Airport and Highway 2A, on the south generally by 56 Avenue, on the north by Highway 2 and on the west by the irregular City boundary. An aerial of the plan area is provided in Figure 2. (Amended May 9, 2016)

2.1.2 The plan area includes both developed lands and land still in agricultural production located in the northern part of the City. It also includes the growth areas annexed to Lacombe, as well as Burman University and the historically related College Heights residential subdivision. (Amended May 9, 2016)

2.1.3 Deleted (04/22/02)

2.2 Legislative Context

2.2.1 The Municipal Government Act (the Act) enables a council of a municipality to adopt by bylaw an area structure plan for the purpose of providing a framework for the subsequent subdivision and development of an area of land. The Act prescribes in Section 633 that an area structure plan must address, either generally or specifically, the proposed uses of land, the proposed sequence of development and the density of population, as well as the general location of major transportation routes and public utilities. Section

633 also allows a Council to include any other matter it considers necessary in an area structure plan.

- 2.2.2 A municipality is also expected to incorporate into its planning documents the Land Use Policies, being Order in Council 522/96 pursuant to Section 622 of the Act. The provisions contained in the Land Use Policies that a statutory plan is expected to address include planning cooperation, land use patterns, the natural environment, resource conservation, transportation and residential development.
- 2.2.3 The Lacombe North Area Structure Plan (the Plan) has been adopted in accordance with Section 633 of the Act. In adopting this Plan, Council also fulfilled the provisions in the Act respecting the process of adopting the Plan (Sections 187 to 189), including advertising of the bylaw (Section 606) and opportunities for making suggestions and representations (Section 636).

2.3 Municipal Development Plan

- 2.3.1 The City of Lacombe adopted the Municipal Development Plan: Growing Lacombe (2015-2036), Bylaw 405, in June 2015. This new MDP has prompted an update to the North Area Structure Plan to ensure that the ASP aligns with the objectives of the MDP. (Amended May 9, 2016)
- 2.3.2 As outlined in the Municipal Development Plan (MDP): Growing Lacombe 2015 - 2036, the "Vision" for Lacombe is:
 - Lacombe will be a healthy and vibrant community, ensuring a high quality of life for all residents through the promotion of diverse and progressive development, culture, the efficient use of land and service delivery and the preservation and enhancement of its heritage and natural environment, delivering a connected and active community that retains its small town feel. (Amended May 9, 2016)
- 2.3.3 (Deleted May 9, 2016)
- 2.3.4 To prepare for the expansion of the then Town, land was annexed in 2000. The annexation of the land enabled the Town to prepare this Area Structure Plan to ensure that growth was managed and controlled. (Amended May 9, 2016)
- 2.3.5 In the section on General Considerations for Land Use and Development in the MDP, the document sets forth the following goal:
 - To grow and develop Lacombe through policy, plans, actions, infrastructure and investment that benefits the whole community, ensuring that growth balances environmental, social and fiscal considerations, creating an active, connected and healthy community for all.

Council will use the Lacombe North Area Structure Plan to help meet this goal.
(Amended May 9, 2016)

2.4 Intermunicipal Development Plan

- 2.4.1 The City and Lacombe County have adopted an Intermunicipal Development Plan (IDP) to provide common and mutually acceptable land use directions for "fringe area lands" within and adjacent to the city. One of its objectives is to "accommodate urban growth and rural development in a manner which is mutually acceptable, orderly and efficient" while in keeping with the natural environment and resources of the area.

A portion of the land in this ASP was annexed from Lacombe County, known as the "College Heights Plan Area". The annexation was in accordance with the then Canadian University College (now Burman University), and the future expansion needs of Lacombe. The mixture and pattern of uses generally allocated in the IDP are generally followed in the Lacombe North ASP.

(Amended May 9, 2016)

- 2.4.2 The City continues to work with and collaborate with Lacombe County to ensure that growth and development along the City's borders is beneficial to both municipalities. This commitment is expressed within the City's Municipal Development Plan: Growing Lacombe 2015 – 2036, Policy RP14.1 Lacombe County Coordination states that:

The City shall work with Lacombe County to manage land use and development in the intermunicipal fringe through the Intermunicipal Development Plan (IDP) (See Map 6: Intermunicipal). The IDP shall address all matters required by the *Municipal Government Act* including the following:

- i. provide policies that guide land use and economic development of benefit to the City and County;
- ii. provide direction for the coordination of roads and utilities;
- iii. recognize the city's need to expand onto lands within the County's jurisdiction as growth proceeds;
- iv. accommodate timely and strategic annexations of land to the city;
- v. outline means to implement the plan including amendments and repeal; vi. outline mechanisms for consultation and dispute resolution (should a dispute arise); and
- vi. identify land uses that provide a shared benefit

(Amended May 9, 2016)

- 2.4.3 The City and County are currently undertaking an update to the IDP, which is anticipated to be adopted in 2016. The ASP shall be amended as required to align with the IDP. (Added May 9, 2016)

2.5 Statutory Plan Consistency

- 2.5.1 The Municipal Government Act requires that all statutory plans adopted by a municipality to be consistent with each other. The City of Lacombe will amend plans including the IDP and MDP as required to ensure that all statutory plans are consistent with each other. (Amended May 9, 2016)

2.6 Purpose

- 2.6.1 The purpose of the Lacombe North Area Structure Plan is to provide a planning framework for land use development, including the compatibility of land use patterns, and the conservation of natural features in this northern portion of Lacombe. It also outlines the general pattern for major roads and utility services.

3. PLAN AREA

3.1 Significant Features

3.1.1 Figure 3 provides an overview of planning constraints and opportunities in the plan area. Policies regarding the conservation of the natural features as depicted in Figure 3 are subject to the policies outlined in 4.2 Landscape Conservation and shown on Figure 5. (04/22/02) (Amended May 9, 2016)

3.1.2 The most distinguishing natural features in the area is the series of lakes and ponds. While they serve as “constraints” for the extension of services and contiguous development, they offer tremendous visual appeal and opportunities for an interconnected open space system that few communities can parallel. Some of the shorelands have steep slopes, often with the mature stands of trees. Significant escarpments also are present. These features have considerable potential to serve as linked, major “natural” open space areas which afford a series of viewpoints from which to enjoy urban and rural landscapes.

Figure 5 represents the lands inventoried as part of the Natural Spaces Management Plan, a plan that emphasizes the integration and preservation of the natural ecosystems identified in that plan, and are incorporated into the policies and land use settlement patterns of the North Area Structure Plan. (04/22/02) (Amended May 9, 2016)

3.1.3 There is a reclaimed landfill in the southwest portion of the plan area. The site is now a municipal greenspace. Although a 300 m development setback is normally required from a non-working landfill, Alberta Environmental has reduced the setback requirement to 30 m on the east and south sides.

The College Heights area was previously serviced by a lagoon located immediately south of Henner’s Pond. This lagoon was phased out and reclaimed.

(Amended May 9, 2016)

3.1.4 Figure 3 shows the noise contours (NEF) for development within vicinity of the airport. Future studies should indicate if these contours remain applicable, or if revised contours are needed due the use of the lengthened runway by other aircraft. (Amended May 9, 2016)

3.1.5 Figure 3 also displays major utility rights-of-way and developments that will need to be integrated into expansion plans for the City. (Amended May 9, 2016)

3.2 Existing Land Uses

3.2.1 The plan area covers both developed areas and land still in agricultural production, as generally shown in Figure 3. Agricultural lands are located along both sides of the C & E Trail and west of the plan area. While generally flat elsewhere, in the northwest the lands are very rolling and may prove difficult to service in the future. Some residential parcels are present in a number of locations. The lands southwest of the plan area are much lower than the western portions of the City’s current developed area. (Amended May 9, 2016)

- 3.2.2 The developed areas include highway commercial lands along Highway 2A, as well as series of schools along the southern and eastern boundary of the plan area. The other major developed institutional uses include the campus of Burman University and associated schools east of Barnett Lake. Immediately east of the campus is the College Heights residential subdivision.

The country residential subdivision south of Barnett Lake and immediately north of the City boundary is Rosedale Valley which is located in Lacombe County. It contains larger lots, each with private services and is located outside of the plan area.

Urban residential subdivisions include: Hearthstone, English Estates, Regency Park, Lincoln Park Estates, Heritage, Bruns, Woodlands, the Lakes, Fairway Heights, Elizabeth Park, Terrace Heights, Trinity Crossing, and Shepherd Heights.

The Lacombe Airport is an important feature in the northeast corner of the plan area.

(Amended May 9, 2016)

3.3 Roads and Access

- 3.2.3 Highway 2 forms the north boundary of the plan area, while Highway 2A forms the southeast boundary.

- 3.2.4 Access from Highway 2 is limited to one point. The access is from the northeast via Highway 2A and the northeasterly extension of the C & E Trail to Highway 2A. This access location is approximately two miles northeast of College Avenue. (Amended May 9, 2016)

A previous access point from 58 Street to Highway 12 was closed in 2012. (Added May 9, 2016)

- 3.2.5 The C & E Trail also serves as an important access route from the south, although its southerly extension runs through the heart of the downtown area.

- 3.2.6 Direct access into the plan area from Highway 2A is from Woodland Drive and 63 Avenue, both collector roads. These will play increased roles in the future as development proceeds northward. No additional access from the east is possible due to the location of the airport. Woodlands Drive, which will link 58 Street with the C & E Trail and Highway 2A, will serve as the primary east-west route connecting the series of neighbourhoods in the southern part of the plan area.

4. FUTURE LAND USE CONCEPT

4.1 Future Land Use Concept Map

- 4.1.1 Figure 4 indicates the future land use concept for north Lacombe. (Amended May 9, 2016)

- 4.1.2 In Figure 4, the boundaries between land uses and locations of some specific land use are generalized. Therefore, Figure 4 shall be interpreted with flexibility having regard to the purpose and policies set out in this Plan. The decisions of Council on interpretation shall be final. (Amended May 9, 2016)

4.2 Landscape Conservation

- 4.2.1 While the Lacombe North Area Structure Plan provides a framework for urban growth and development, it is important to note at the outset that landscape conservation is a very important part of this Plan. This is especially applicable to the areas depicted as open space in Figure 4 and conservation features in Figure 5.

In this Plan "Conservation Features" shall mean the lands inventoried, evaluated, and categorized by the Natural Spaces Management Plan and identified on Figure 4. All future Outline Plans which include the areas identified as 'Conservation Features' on Figure 5 should seek to implement the vision and recommendations found in Appendix A of the Natural Spaces Management Plan.

The Natural Spaces Management Plan identifies that:

- a) The lands known as Elizabeth Lake, Lake Anne (Mud Lake), Barnett Lake and an unnamed water body just west of 58th Street and northwest of Rosedale Valley are complex and significant ecosystems. These are identified in Figures H, I and J of the Natural Spaces Management Plan, and the subdivision and/or development of lands shall be subject to the recommendations contained in Appendix A – Ecological & Development Profile Sheets.

(Amended May 9, 2016)

- 4.2.2 Where not already, over time those areas identified in the Natural Spaces Management Plan should be dedicated as either environmental reserve or municipal reserve and form part of the City's open space system. In these areas, features that are sensitive or will add to the diversity of the urban environment should be conserved. (Amended May 9, 2016)

It should be noted that Figure 4 and 5 are conceptual, so that the Environmental Reserve dedications must meet the requirements of the Municipal Government Act and the City's Municipal Development Plan – with the boundaries to be defined at the Outline Plan stage. (Added May 9, 2016)

- 4.2.3 Efforts should be made to incorporate the grassland corridors, identified on Figure 4, into future development patterns. These corridors provide an opportunity for landscape conservation and can be retained through municipal reserve dedication or through on-site plantings of private lands.

4.3 Land Uses and Road Network

- 4.3.1 The Lacombe North Area Structure Plan provides for a variety of future land uses located in a manner compatible with future land use needs, existing land uses, site attributes and the planned traffic circulation pattern. They are also planned to be consistent with the agricultural resources and sensitive features of the area, as well as the use of surrounding lands.
- 4.3.2 Industrial uses are not extensively provided for in this Plan. Light industrial uses may be accommodated on airport lands, the College Business Park area, and on Burman University lands if the use is related to or ancillary to the operation of the university campus. These uses must be compatible with the airport, College Business Park and Burman University, as the case may be, as well as surrounding land uses, which will be residential or institutional in nature. (Amended May 9, 2016)
- 4.3.3 The College Business Park is envisioned to transition to focus more on institutional and commercial uses. Uses which can be developed within the Business Park will be identified in the Land Use Bylaw and through the mix of permitted and

discretionary uses, promote the transition away from light industrial uses.

If this transition to a more institutional and commercial focus occurs, there is potential for the Business Park to incorporate mixed-use development within buildings, allowing for residential units as accessory units to commercial and institutional uses. Residential development without a mixed use components should require a district change unless provisions are made for this form of development within the Land Use Bylaw.

(Amended May 9, 2016)

- 4.3.4 Areas allocated for highway commercial uses are along the west side of Highway 2A. The sites along Highway 2A should serve local and sub-regional commercial shopping needs, as well as the needs of the travelling public who come into Lacombe to enjoy the many attributes of the community. (Amended May 9, 2016)
- 4.3.5 A neighbourhood commercial site, up to a maximum of 2.0 hectares in size, is provided on the east side of the C. & E. Trail at the intersection of Terrace Heights Drive, to provide goods and services to the surrounding residential area. An additional Neighbourhood Commercial site is to be located in the north plan area, west of C& E Drive. These sites will provide the surrounding residential population with opportunities to access limited goods and services. (08/09/04). (Amended May 9, 2016)
- 4.3.6 The Plan recognizes the existing developed area of Burman University and its need for future campus expansion. The sites of public and private schools, both existing and potential, also are shown. (Amended May 9, 2016)
- 4.3.7 Significant open space areas, including existing major open space areas and areas associated with lakes, escarpments and other sensitive features, are allocated. A small strip of municipal reserve will be required along the west side of the airport to provide acceptable setback distances for future housing. In only a few instances does Figure 4 show small, localized open space areas. The location of these sites will be determined at the Outline Plan stage, whereby municipal reserve parcels will be dedicated as part of the development of the residential expansion areas. (Amended May 9, 2016)
- 4.3.8 The majority of development within the plan area is envisioned to be residential. The MDP identified that as of 2014, there were six adopted Outline Plans which were expected to deliver an additional 921 housing units. Land to the North of Henner's Pond and East of C & E Trail is expected to bring forward an additional 1109-1159 units. (Amended May 9, 2016)
- 4.3.9 (Deleted May 9, 2016)
- 4.3.10 The major road pattern is depicted in Figure 4. From Highways 2A and 12, access into and through the plan area is provided primarily by arterials such as the westerly extension of Elizabeth Lake Drive (63 Avenue), C & E Trail north of Woodland Drive. Other major collectors include 58 Street, C. & E. Trail south of Woodland Drive, and Woodland Drive. Other important future major and minor collector roads will include the northern access road connecting C & E Trail west to 52 Street, and eventually further west to 58 Street via a crossing located at the north end of Barnett Lake. Any proposed changes that impact Barnett Lake shall be circulated to Alberta Environment. College Avenue, Cobb Street and Elizabeth Park Boulevard, collectors, will internally link residential areas and move traffic onto C. & E. Trail. (08/09/04) (Amended May 9, 2016)
- 4.3.11 The Plan also designates the east-west arterial road that would link 58 Street with Highway 2A via the westerly extension of Elizabeth Lake Drive (63 Avenue) through

the narrow gap of Elizabeth Lake. The need for the Elizabeth Lake Drive connection is identified in the 2013 Transportation Master Plan. (08/09/04) (Amended May 9, 2016)

- 4.3.12 Elizabeth Lake Drive (63 Avenue) is envisioned to extend to the west boundary of the plan area. At that point the alignment of Elizabeth Lake Drive is provided for in the West Area Structure Plan, but generally intersects with Highway 12 to the south. (08/09/04)

4.4 Phasing and Servicing

- 4.4.1 For the southwest corner of the plan area it is anticipated that development of the residential area north of Fairway Heights will proceed west from 58 Street then north. The City's sanitary sewage system has been extended to accommodate gravity flow from this area, as well as the residential area east of 58 Street and north of the Woodland Drive extension. Water services will be assisted by the provision of a feeder main around Cranna Lake. Stormwater can be directed to Cranna Lake without unduly impacting the water level in the lake, which can be controlled by the outlet draining to Wolf Creek. (Amended May 9, 2016)
- 4.4.2 For the residential expansion area along the C & E Trail, with the exception of the land immediately north of Woodlands, the northerly extension of the City's existing water and sewage systems is required. (08/09/04) (Amended May 9, 2016)
- 4.4.3 With the extension of utility services for the lands north and east of College Avenue, and due to the depth of the services installed, this area requires a lift station to tie the area into the City's sewage system as identified in the adopted Off-Site Levy Bylaw. (08/09/04) (Amended May 9, 2016)
- 4.4.4 In the northeast growth area, stormwater drainage may be appropriately managed by systems that utilize Barnett Lake, Henner's Pond, Elizabeth Lake, the slough northeast of the airport, and Wolf Creek. (Amended May 9, 2016)

5. POLICIES

5.1 General

- 5.1.1 Land use development in Lacombe North is to be guided by the Future Land Use Concept, being Figure 4 herein. A variety of land uses are to be accommodated, including commercial, industrial, residential, institutional and open space. (Amended May 9, 2016)
- 5.1.2 Farmland should be kept in agricultural production until as near as possible to the time the land is required for conversion to the land uses provided for in this Plan.
- 5.1.3 While this Plan provides for urban expansion, a primary objective in the design of subdivisions and the development of land must be to strive to deliver connected neighbourhoods and better link Burman University lands to the rest of the community, while conserving the sensitive features in the area as shown on Figure 5. (04/22/02). The conservation of the features found on Figure 5 should reflect the principles established in the Natural Spaces Management Plan. (Amended May 9, 2016)
- 5.1.4 A high standard of subdivision design will be required in order to promote the efficient use of land, roads and utilities, the effective conservation of natural features, and compatibility among adjacent land uses, including housing types.

5.2 Airport

- 5.2.1 The regulation of the existing recreational airport falls under the jurisdiction of the Federal government. The City is the owner of the land and defers all powers of authority to regulate matters directly related to aeronautics, where it is deemed to be integral, essential or vital to the location and operation of the facilities for the safe movement and storage of aircraft and related aeronautic equipment. (08/09/04) (Amended May 9, 2016)
- 5.2.2 The City shall promote good land use planning practices when determining land uses and residential densities for lands adjacent to the airport. (08/09/04) (Amended May 9, 2016)
- 5.2.3 Previously, the then Town envisioned that lands adjacent to the west boundary of the airport would be developed as a residential airpark. A study, completed in 2016 and endorsed by Council promotes the removal of this form of land use. The City's Municipal Development Plan identifies the area for residential development. Future development of these lands shall comply with the City's Municipal Development Plan policies for residential development. (08/09/04) (Amended May 9, 2016)
- 5.2.4 Where appropriate the City will establish buffer strips and or open spaces as shown on Figure 4 in order to promote more livable communities. (08/09/04) (Amended May 9, 2016)

5.3 Burman University (Amended May 9, 2016)

- 5.3.1 As shown in Figure 4, land is allocated to accommodate the present campus of Burman University and its future expansion. The City, in consultation with Burman University, will ensure that the Land Use Bylaw includes land use districts, and uses that will:
 - a) provide for a variety of land uses in keeping with the educational, training and spiritual roles of the University, and
 - b) provide for proposed major development to be reviewed and, where mutually agreed by the City and University, approved by the City.

(Amended May 9, 2016)

5.3.2 (Deleted May 9, 2016)

5.3.3 Burman University is encouraged to update its Master Plan for the campus. A copy should be provided to the City to further facilitate greater mutual understanding regarding future development directions for the University. It is understood from time to time changes to the Master Plan will need to occur in accordance with the evolving needs and resources of the University. (Amended May 9, 2016)

5.3.4 In managing its campus area and associated lands, Burman University is encouraged to facilitate the conservation of sensitive resources and the extension of a trail system through the area. Trail development should be undertaken in a manner that serves not only the circulation and recreational needs of the University, but also where compatible and mutually agree with the City, the needs of the greater public. (Amended May 9, 2016)

5.3.5 (Deleted May 9, 2016)

5.3.6 (Deleted May 9, 2016)

5.3.7 Should development proceed west of Elizabeth Lake in the area

required for the extension of Elizabeth Lake Drive, the alignments required for the extensions shall be included in the planning for the development. Suitable road right-of-way will be required at the time of any subdivision adjacent to the identified alignment.
(Added May 9, 2016)

5.4 Commercial Land Uses

- 5.4.1 Highway commercial land use areas will parallel the west side of Highway 2A.
(Amended May 9, 2016)
- 5.4.2 Deleted (08/09/04)
- 5.4.3 One neighbourhood commercial site currently exists in the plan area. It is located south of the Trinity Crossing development. (Amended May 9, 2016)
- 5.4.4 In addition to the site identified in 5.4.3, the Municipal Development Plan requires one additional neighbourhood commercial site the plan area. This shall be identified in a future Outline Plan. (08/09/04) (Added May 9, 2016)
- 5.4.5 Because of their high visibility from major roads into and around the City, site developments adjacent to Highway 2 and Highway 2A shall have high standard architectural and landscaping treatment. (Amended May 9, 2016)
- 5.4.6 In association with the principal use of a building at the airport, minor commercial uses may be allowed.
- 5.4.7 The Municipal Development Plan envisions that the area adjacent Highway II will be dedicated towards mixed use developments, focusing on commercial and residential uses. Within Figure 4: Future Land Use Concept Map, the area has been identified for residential development, per discussions with the developer, proposing a smaller delivery of commercial uses. (Added May 9, 2016)

5.5 Residential Land Uses

- 5.5.1 Residential development will be directed to the areas allocated for residential land use in Figure 4. An Outline Plan must be approved by Council prior to redesignation for a large residential development area. (Amended May 9, 2016)
- 5.5.2 (Deleted May 9, 2016)
- 5.5.3 An Outline Plan shall provide for a range of housing types, parcel sizes and densities and shall be required to allocate the lands identified and labelled on Figure 5 as "Conservation Features" as open space or by a combination of land dedication and conservation easement and/or restrictive covenant or by any other means acceptable to Council. The Outline Plan is to include the proposed distribution of housing types and number of housing units by type for approval by Council. The redistricting of land for residential uses will be in accordance with an Outline Plan approved by Council. (04/22/02) (Amended May 9, 2016)
- 5.5.4 The residential design density should be a minimum of 15 units per gross developable hectare.

Council may provide a bonus for developments over 20 units per hectare, as outlined in the Municipal Development Plan.

(Amended May 9, 2016)
- 5.5.5 Unless otherwise required in this Plan or as otherwise approved by Council, of the total dwelling units in an Outline Plan area:

- a) the proportion of detached housing units shall not be more than 70 per cent and
- b) the proportion of multi-family dwelling units shall contribute no less than 30 per cent. (08/09/04)

(Amended May 9, 2016)

5.5.6 Narrow lot detached 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 require staggered front setbacks. (08/09/04) (Amended May 9, 2016)

5.5.7 (Deleted May 9, 2016)

5.5.8 (Deleted May 9, 2016)

5.5.9 (Deleted May 9, 2016)

5.5.10 The Municipal Development Plan identifies that the City encourages the integration of housing forms on a street face, limiting concentrations of any singular housing type in a specific area or on a specific street. This is to be accomplished through two delivery mechanisms:

- a) allowing different development types within land use districts (e.g. in medium and higher density residential districts, allowing for multi-units, single family, and apartments within the same district); and
- b) when developing an Outline Plan, ensuring that the distribution of multi-unit development is interspersed amongst single family development, recognizing that single family development will be the majority of development delivered. (Amended May 9, 2016)

5.5.11 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. (Amended May 9, 2016)

5.5.12 The College Heights housing area north of College Avenue will deliver medium density residential housing options to accommodate a wide range of housing. If the Outline Plan indicates one or more apartments are desired, apartment sites that are mindful of compatibility with adjacent and nearby residential uses may be designated by Council. (Amended May 9, 2016)

5.5.13 The City strongly encourages that the residential area south of College Avenue be developed as a "neotraditional" neighbourhood, thus adding to the diversity of neighbourhood choices in Lacombe. The treed approach to College Heights along College Avenue, the grid pattern of the residential subdivision and the presence of internal open spaces ("squares") lends the area south of College Avenue to be designed as a "neotraditional" neighbourhood. Design aspects include a modified grid street pattern with back lanes to accommodate vehicle access to lots so front streets are more pedestrian friendly. If desired, more compact forms of housing development can be accommodated with multi-family housing adjacent to or nearby a "town square". Adding to the "small community" feel of the neighbourhood are strong design controls which govern housing design styles, fencing, street furniture, signage, landscaping and other aspects of urban design. The neotraditional design should extend south to the quarter section line in such a manner that it will blend into the subdivision design for the residential area to the south. (Amended May 9, 2016)

5.5.14 (Deleted May 9, 2016)

- 5.5.15 Residential uses, including dormitories, apartments and other forms of compatible housing may be accommodated in the University campus area. (Amended May 9, 2016)
- 5.5.16 In the future, if the City of Lacombe relocates its office and/or public works, the site should be reallocated for apartments, multiple housing developments or public uses. (08/09/04) (Amended May 9, 2016)

5.6 Open Space and Conservation

5.6.1 The City shall seek to conserve the lands and sensitive features identified as "Conservation Features" on Figure 5, in part through their recognition in Outline Plans. All Outline Plans that contain Rank 2 and 3 (as described and defined in the Natural Spaces Management Plan) lands will be required to conserve and dedicate these lands as open space and shall follow the ecological and developmental management practices for the lands identified in Appendix A of the Natural Spaces Management Plan. (deleted 03/13/00) (04/22/02). Land to be dedicated as Environmental Reserve shall include:

- a) A minimum 6m wide environmental reserve strip around the shoreline of Cranna, Anne, Elizabeth and Barnett Lakes with additional lands being designated as municipal reserve and public utility lots to create a minimum width of 15m of Open Space dedication; and
- b) A minimum of 6 m wide environmental reserve strip around the shoreline of Henner's Pond and the dedication of additional municipal reserve and public utility lot lands to create a minimum width of 15m of Open Space used to accommodate trail development at the time of residential development; and
- c) As environmental reserve any lands subject to flooding; and
- d) As environmental reserve any steep shorelands and escarpments, especially adjacent to Cranna, Anne, Elizabeth and Barnett Lakes and the escarpment lands around Henner's Pond and north of Fairway Heights, that the City considers unstable.

The width of the environmental reserve strips in (a) through (d) above shall be established through a geotechnical assessment whereby all non developable lands shall be classified as environmental reserve. Where the environmental reserve dedication is less than 15m, municipal reserve and/or public utility lots shall be dedicated adjacent to the environmental reserve dedication to a total minimum width of 15m.

(Amended May 9, 2016)

- 5.6.2 The series of lakes and their shorelands shall be utilized as major features in the community open space plan. The Crown may have ownership of the bed and shore of some of the water bodies within the plan area. The City's trail system shall be expanded, as land becomes available and funds allow, to utilize these lands to provide pedestrian and cycling access through the area. Burman University is encouraged to work with the City to deliver mutually agreed trails throughout the campus area, enhancing active transportation connections in and across the City. (Amended May 9, 2016)
- 5.6.3 Internal trails should be incorporated into residential development areas, and in

commercial development areas where sidewalks are not available, to allow for interconnectivity of the City's existing trail system. Public Utility lots may be used as part of the trail system as per the City of Lacombe's Municipal Development Plan. (Amended May 9, 2016)

- 5.6.4 The design of residential subdivisions will be required to provide at least ten percent municipal reserve area. Where desired by the City, the allocation of municipal reserve in adjoining outline plan areas will provide adjacent open space area to form a central neighbourhood park area. Smaller open space areas to serve as playgrounds or passive parks should also be provided, these being linked where possible by internal linear parkways. (Amended May 9, 2016)
- 5.6.5 (Deleted May 9, 2016)
- 5.6.6 (Deleted May 9, 2016)
- 5.6.7 (Deleted May 9, 2016)
- 5.6.8 (Deleted May 9, 2016)
- 5.6.9 (Deleted May 9, 2016)
- 5.7 Community and Social Facilities
 - 5.7.1 The location of existing schools and potential school sites are shown in Figure 4. The exact location of future school sites in the northeast part of the plan area will be determined by the City in consultation with the Wolf Creek School Division and St. Thomas Aquinas Roman Catholic School Division and the sites so chosen will be recognized in future Outline Plans. (Amended May 9, 2016)
 - 5.7.2 Any community facility, including schools and recreation facilities, should be designed and built to a high standard to enhance their role as community focal points. Where applicable, site designs should promote the sharing of space and infrastructure, such as parking areas.
 - 5.7.3 Deleted (b. 267.6, 04/14/2025)
 - 5.7.4 The City has adopted a cemetery master plan which designates lands east of the cemetery as future cemetery as well as other institutional lands (Amended May 9, 2016) (b.267.6, 04/14/2025)
- 5.8 Roads
 - 5.8.1 The major roads network for the plan area is shown on Figure 4. (Amended May 9, 2016)
 - 5.8.2 Arterial roads shall include 63 Avenue and Elizabeth Lake Drive - including any westerly extension thereof, and C & E Trail north of Woodland Drive. Collector roads shall include Woodland Drive, the C & E Trail south of Woodland Drive, 58 Street, College Avenue and the internal roads serving Burman University and undeveloped lands north to Highway 2. (08/09/04) (Amended May 9, 2016)
 - 5.8.3 The residential areas shall be served by minor collectors on alignments similar to those shown in Figure 4. These roads include Cobb Street, Elizabeth Park Boulevard, and Terrace Heights Drive which is the Brownstone Street to College Avenue extension connector. The City may require that other internal or minor collector roads be provided upon consideration of Outline Plans. (08/09/04) (Amended May 9, 2016)

- 5.8.4 (Deleted May 9, 2016)
- 5.8.5 (Deleted May 9, 2016)
- 5.8.6 The collector road that will give access to Burman University from the north is encouraged to be 52 Street. (Amended May 9, 2016)
- 5.8.7 Any Outline Plan and subdivision plan that entails land whereon the westerly extension of 63 Avenue is contemplated must provide a right-of-way for a suitable alignment, as determined by the City, for the potential road extension. (Amended May 9, 2016)
- 5.8.8 (Deleted May 9, 2016)
- 5.8.9 To increase the attractiveness of residential areas, major residential entryways from 58 Street and the C & E Trail should have high visual standards, including such features as decorative islands and/or landscaped "gateways". These should be dedicated as Public Utility lands. (Amended May 9, 2016)
- 5.8.10 The design of major roads should accommodate associated pathways where identified by the City as part of the community's trail system. (Amended May 9, 2016)
- 5.8.11 Unless otherwise approved by the City through the submission of any necessary technical support, the minimum right-of-way for roads shall be as follows: (08/09/04) (Amended May 9, 2016)
 - a. arterial roads 30 m
 - b. (Deleted May 9, 2016)
 - c. collector roads 25m (Amended May 9, 2016)
 - d. local roads 18 m
 - e. lanes 6 m.

5.9 Utilities

- 5.9.1 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 May 9, 2016)
- 5.9.2 Each Outline Plan within the plan area shall include a stormwater management plan for the City's approval. (Amended May 9, 2016)
- 5.9.3 Stormwater flowing from the developed areas shall be 2L/s/ha as recommended in the Master Drainage Plan for the Wolf Creek and Whelp Brook Watersheds (MPE Engineering Ltd., August 31, 2014). (Amended May 9, 2016)
- 5.9.4 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 May 9, 2016)

6. IMPLEMENTATION, INTERPRETATION AND AMENDMENT

6.1 Implementation

- 6.1.1 The purpose and policies of the Lacombe North Area Structure Plan shall be implemented through:

- a. Outline Plans as required by this Plan, (Amended May 9, 2016)
- b. the Land Use Bylaw, including district redesignations and the application of development regulations,
- c. approval of subdivision applications, and
- d. approval of development applications.

6.1.2 The City will require the submission of an Outline Plan for a development area. The Outline Plan must be approved by Council prior to land use redesignation. The Outline Plan must be consistent with this area structure plan and provide details with respect to: (Amended May 9, 2016)

- a. land uses, including the area of each major land use category and its percentage of the total area,
- b. land use designations,
- c. number and percentage of parcels and housing units by type of dwelling
- d. housing and population density,
- e. proposed road system, including lanes,
- f. conservation of sensitive features and the environment,
- g. parks and open spaces, including the pathway (trail) system,
- h. community (public) and social facilities,
- i. utility services,
- j. phasing and staging,
- k. emergency services, and
- l. any other matter requested by the City to be addressed. (Amended May 9, 2016)

6.1.3 The City will require each phase of development to:

- a. form a logical and efficient extension of municipal services and development in the City, as the case may be,
- b. not prejudice the further subdivision and development of any forthcoming phases and of adjoining lands,
- c. make sufficient provision for road access, and
- d. dedicate such municipal and environmental reserve as the City considers necessary.

(Amended May 9, 2016)

6.1.4 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. (Amended May 9, 2016)

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

6.1.6 The City will:

- a. ensure that this Plan conforms to the Municipal Development Plan,
- b. ensure that this Plan conforms to the Intermunicipal Development Plan, and
- c. amend the Land Use Bylaw, as necessary, to incorporate changes addressed in this Plan.

(Amended May 9, 2016)

6.1.7 (Deleted May 9, 2016)

6.2 Interpretation

6.2.1 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.

6.2.2 Land uses and major roads shall generally follow the land use concept on Figure 4, but final land use boundaries and road alignments will be as per the detail approved by Council in Outline Plans, land use redesignations or subdivision approvals by the City. (Amended May 9, 2016)

6.3 Amendment

6.3.1 This Plan may be amended by Council in accordance with procedures established in the Municipal Government Act. (Amended May 9, 2016)

6.3.2 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. (Amended May 9, 2016)

6.3.3 Lacombe County will be consulted during the consideration of an amendment of the Lacombe North Area Structure Plan, unless the amendment involves a matter which the City and County have mutually agreed does not require referral. (Amended May 9, 2016)

Figure One: Location

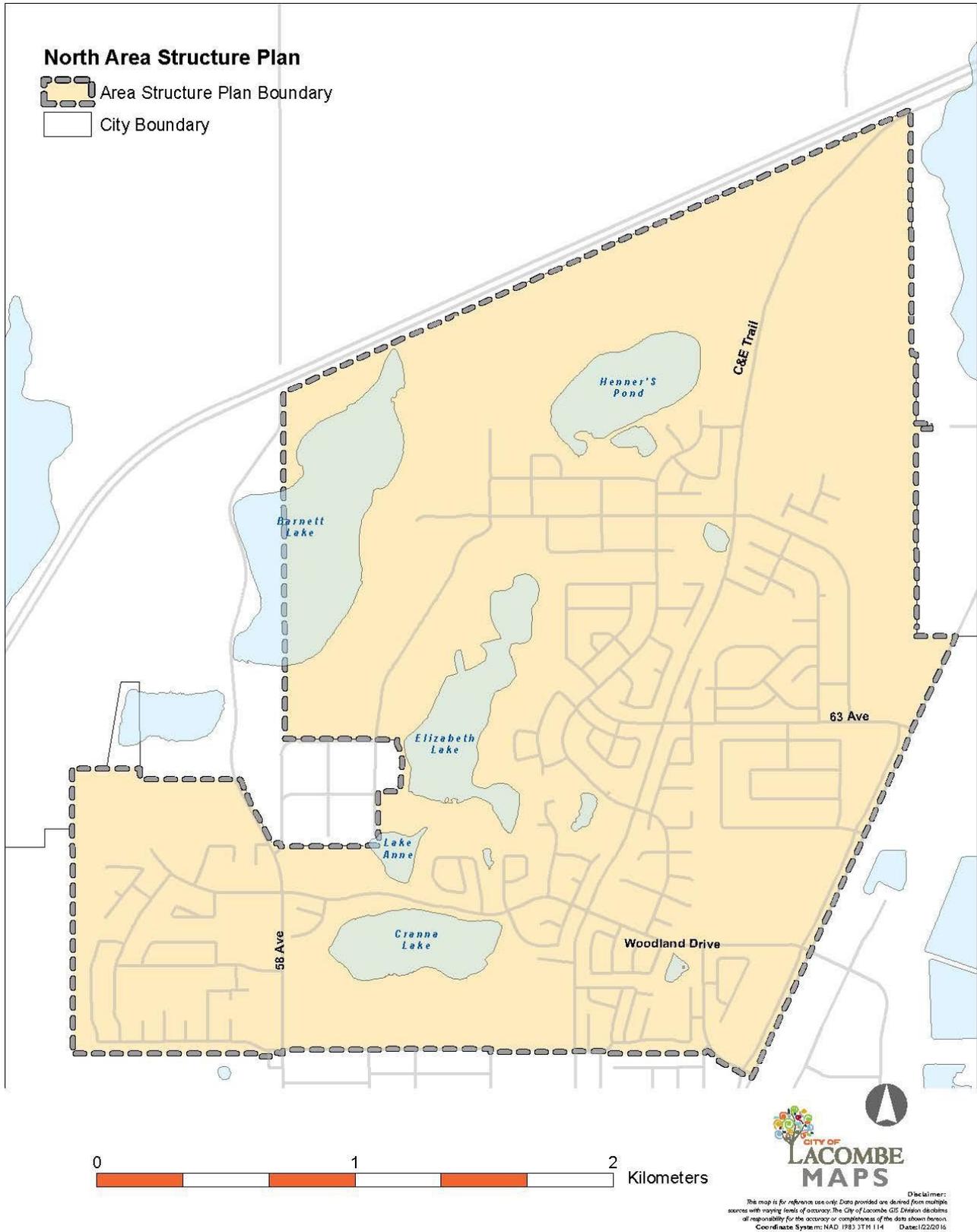


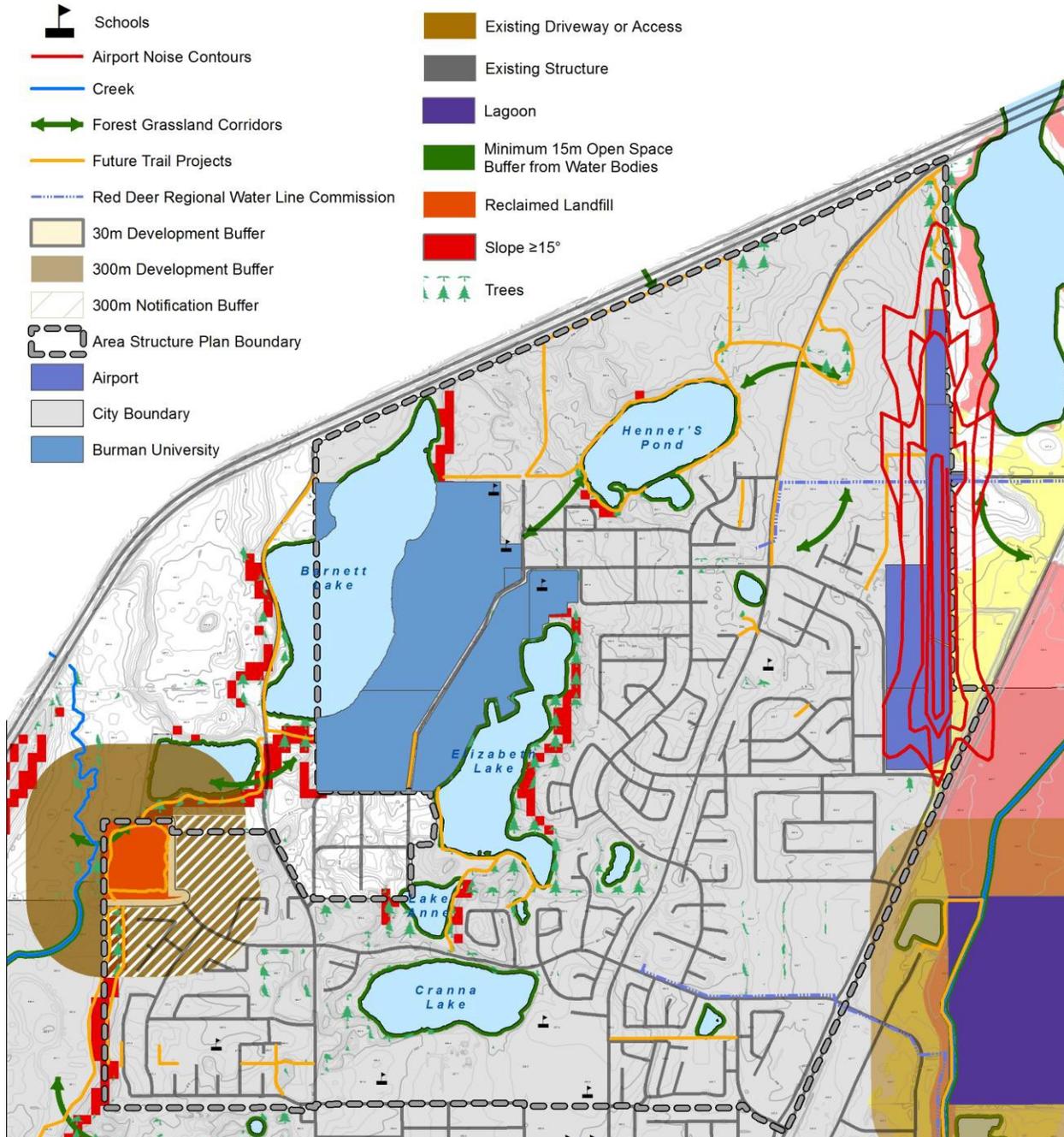
Figure Two: Aerial (amended May 9, 2016)



Disclaimer:
This map is for reference use only. Data provided are derived from multiple
sources with varying levels of accuracy. The City of Lacombe GIS Division disclaims
all responsibility for the accuracy or completeness of the data shown herein.
Coordinate System: NAD 1983 3115 114 Date: 3/2/2014

Figure Three: Area Analysis (Constraints and Opportunities)

North Area Structure Plan - Constraints & Opportunities



Disclaimer:
This map is for reference use only. Data provided are derived from multiple sources with varying levels of accuracy. The City of Lacombe GIS Division disclaims all responsibility for the accuracy or completeness of the data shown herein.
Coordinate System: NAD 1983 3119 114 Date: 1/26/2016

Figure Four: Future Land Use Concept (amended b. 267.5, 2023/10/23)

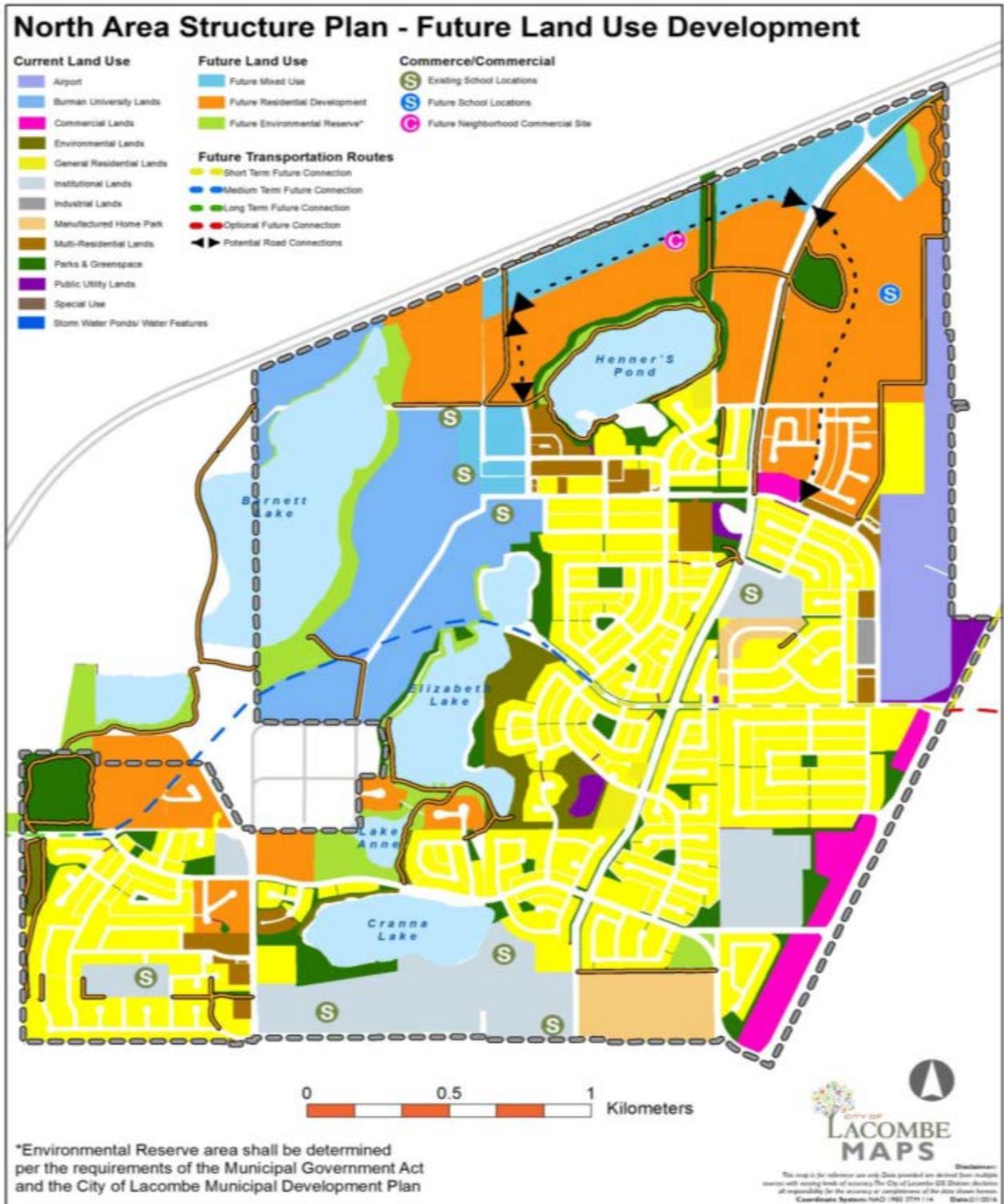


Figure Five: Conservation Features

