

**CITY OF LACOMBE**  
**BYLAW 405**

**Consolidated**

**A Bylaw of the City of Lacombe to adopt a Municipal Development Plan, which established policies for the overall direction of land use settlement patterns and land use policies to meet the community's long-term needs, aspirations and growth.**

**WHEREAS**, Notice of the intention of Council to pass a bylaw has been published in the Lacombe Express on **May 14, 2015** and **May 21, 2015** in accordance with section 606 of the *Municipal Government Act*, and

**WHEREAS**, a Public Hearing was held on **May 25, 2015** to allow the general public to provide input into the proposed Bylaw amendments;

**NOW THEREFORE** the Municipal Council of the City of Lacombe, in the Province of Alberta, duly assembled in accordance with the *Municipal Government Act*, R.S.A. 2000, c. M-26, and amendments thereto, enacts as follows:

1. The document entitled "The City of Lacombe's Municipal Development Plan: Growing Lacombe (2015 – 2036)" attached hereto as Schedule "A" shall form part of this Bylaw and is adopted as the City of Lacombe's Municipal Development Plan.
2. Each provision of this Bylaw is independent of all other provisions, and if any provision of this Bylaw is declared invalid for any reason by a Court of competent jurisdiction, all other provisions of this Bylaw shall remain valid and enforceable.
3. Where this bylaw and any other approved City of Municipal Development Plan differ, this Bylaw shall take precedence.
4. This Bylaw shall come into effect upon final passage thereof.

INTRODUCED AND GIVEN FIRST READING this **27 day of April, 2015**.

GIVEN SECOND READING this **25 day of May, 2015**.

GIVEN THIRD AND FINAL READING this **15 day of June, 2015**.

Original Signed

\_\_\_\_\_  
Mayor

Original Signed

\_\_\_\_\_  
Chief Administrative Officer



City of Lacombe's  
Municipal Development Plan:  
Growing Lacombe (2015 - 2036)  
Bylaw 405



*Bylaw 405*

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Adopted: June 15, 2015

Last amendment: MDP 405.5

Date of last amendment (final reading): May 26, 2025

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## SAmendments Schedule:

Amendment Number	Amendment Summary	Date of Public Hearing	Date of Adoption
.1	Map 1 – Future Land Use Concept Map is amended by: a. Changing the land use assigned to the north portion of Lot P, Block 50, Plan 3583 NY from “Institutional Lands” to “Commercial Lands”; and b. Assigning the land use “Commercial Lands” to the closed portions of road lying north of Lot P, Block 50, Plan 3583 NY.  See Bylaw 405.1 for details.	May 11, 2020	May 11, 2020
.2	Map 1 – Future Land Use Concept Map is amended by changing the land use assigned to the portion of Lot 4, Block 53, Plan 972 4290 from “Institutional Lands” to “Commercial Lands”.  See Bylaw 405.2 for details.	July 12, 2021	Defeated
.3	Map 1 – Future Land Use Concept Map is amended by changing the land use assigned to Lots 8 & 9, Block 7, Plan 042 2116 from “Multi-Residential Lands” to “General Residential Lands”.  See Bylaw 405.3 for details.	October 23, 2023	October 23, 2023
.4	Map 1- Future Land Use Concept Map is amended by changing the land use assigned to Lots 10 & 11, Block 4, Plan RN1 and Lot 12, Block 4, Plan RN1 from “Commercial Lands” to “Future Mixed Use”.  See Bylaw 405.4 for details.	March 10, 2025	March 10, 2025
.5	Map 1 – Future Land Use Concept Map is amended by changing the land use assigned to Lot 31, Plan RN9 from “General Residential Lands” to “Multi-Residential Lands”.  See Bylaw 405.5 for details.	May 26, 2025	May 26, 2025

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# 1

## INTRODUCTION AND PURPOSE OF THE MUNICIPAL DEVELOPMENT PLAN: GROWING LACOMBE

### 1.1 INTRODUCTION

*The Municipal Government Act, RSA, 2000 (MGA) (as amended) requires all municipalities with a population of 3500 or more to prepare and adopt a Municipal Development Plan (MDP). The Act states that a Municipal Development Plan must address items such as future land use and development in the municipality, the provision of municipal services and facilities, and intermunicipal challenges such as future growth areas and the co-ordination of transportation systems and infrastructure.*

The overall purpose of the City of Lacombe's Municipal Development Plan (MDP), 'Growing Lacombe' is to develop a guide visualizing the community's growth and development over the next 25 years. By addressing current needs, challenges and realities of the community and by analyzing demographic and economic changes, the MDP outlines plans for the anticipated future needs of the city. Council and Administration will use the MDP to evaluate proposals impacting land development ensuring the manner in which they are delivered is acceptable to the MDP's Vision.

The MDP's main focus is on the use and development of land. Efforts have been made to ensure that this focus is maintained. Other City of Lacombe plans, policies and documents are in place to discuss programming, service delivery and other components of delivering a comprehensive community. Therefore there are a limited number of policies that speak solely about programming and service delivery. Future updates to the MDP will be guided by strategic plans adopted by council and changes to government legislation.

## 1

INTRODUCTION AND PURPOSE OF  
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GROWING LACOMBE

The *Municipal Government Act* (MGA) (section 632 (3) **requires** that the MDP provide policy direction for the following key items:

- i. future land use within the Municipality (Chapters 4 - 13, including maps in Chapter 15);
- ii. the manner of and the proposals for future development in the municipality (Chapters 4 - 13, including maps in Chapter 15);
- iii. co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities (Chapter 14);
- iv. the provision of required transportation systems within and adjacent to the city (Chapters 7, 11 and 12);
- v. provision of municipal services and facilities (Chapters 4 and 12);
- vi. guidance on the type and location of land uses adjacent to sour gas facilities (Chapter 4);
- vii. provision of municipal, school and environmental reserve lands (Chapters 9 and 11); and
- viii. protection of agricultural operations (Chapters 4, 8 and 14)

'Growing Lacombe' also, in accordance with the MGA, provides direction on the following matters:

- ix. guidance as to how the municipality will determine the financing and programming of infrastructure needs (Chapter 12);
- x. coordination of municipal programs with respect to development in the community (Chapter 4 including maps in Chapter 15);
- xi. high level guidance to environmental matters (Chapter 11), economic development (Chapter 6) and overarching financial aims for infrastructure development (Chapter 12); and
- xii. development constraints due to topographical, physical and other considerations (Chapter 4 including maps in Chapter 15)

To provide alignment with the Municipal Sustainability Plan: Imagine Lacombe, the MDP also contains specific policies in relation to:

- xiii. heritage preservation (Chapter 10); and
- xiv. health and well being (Chapter 13)

## 1.2 SCOPE

The MDP is the overarching land use and development document for the City of Lacombe. All other plans and policies relating to land development must align with the Municipal Development Plan. Just as the City is expected to have internal alignment of its plans and policies, so too must the MDP align with overarching federal and provincial legislation.

Decisions made by federal and provincial authorities, including the Alberta Natural Resources Conservation Board, the Energy Resources Conservation Board and the Alberta Utilities Commission, supersede the policies contained within the MDP. Provincial legislation, including the *Alberta Land Stewardship Act* and the *Municipal Government Act* (MGA) establish the general planning context for the MDP.

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INTRODUCTION AND PURPOSE OF THE MUNICIPAL DEVELOPMENT PLAN: GROWING LACOMBE

1.3 DEVELOPMENT OF 'GROWING LACOMBE' (CITY OF LACOMBE BYLAW 405)

The Municipal Development Plan: Growing Lacombe was developed between September 2013 and March 2015. It is envisioned as a comprehensive update to the 2004 adopted MDP. As 'Growing Lacombe' does not seek to expand the city's geographical boundary during the time period of the MDP (2015 - 2036), it is considered an update, and not a new municipal development plan.

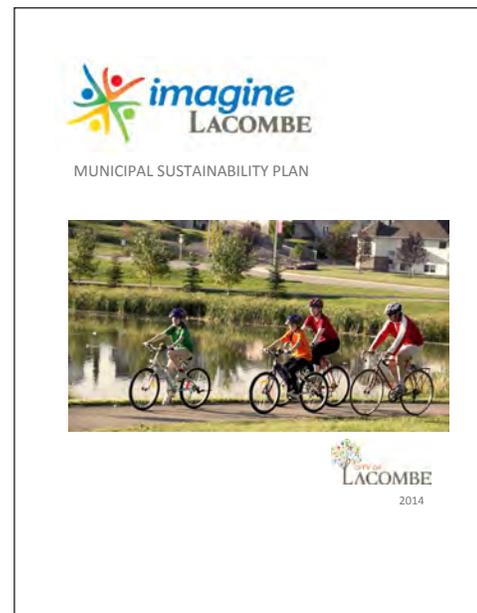
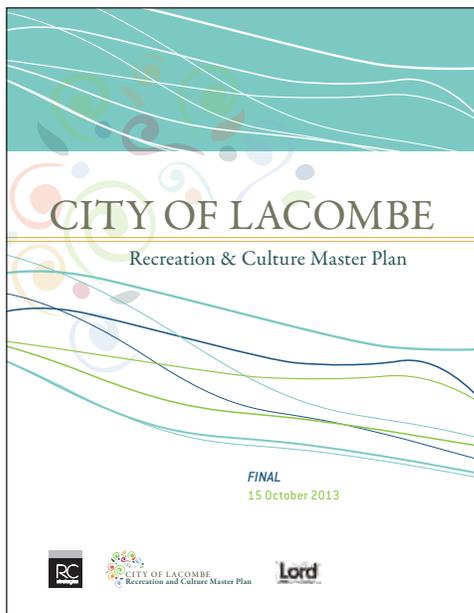
'Growing Lacombe' is directly linked to the Municipal Sustainability Plan: Imagine Lacombe, with respect to land use and development matters.

1.3.1 INITIATION

A Project Plan for preparing 'Growing Lacombe' was approved by Council in September 2013. The Project Plan identified timelines for the project and set out a Public Consultation Strategy. The Project Plan was used throughout the development of 'Growing Lacombe', with an update provided to Council in June 2014.

1.3.2 PHASE ONE: REVIEW OF CURRENT SITUATION AND NOTIFYING THE PUBLIC (SEPTEMBER TO DECEMBER 2013)

The first phase of the development of Growing Lacombe included a comprehensive document review of various City of Lacombe plans and policies as well as a review of other community plans. This review provided context for the update and identified best practice, policy considerations and areas for alignment. A list of documents reviewed and the key findings from the review is found in Appendix 1.



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GROWING LACOMBE

A review of various Municipal Development Plans (or official community plans) from across the country was also undertaken. The purpose of this review was to identify the various issues being addressed through the official development plan and to identify best practice in terms of policy writing, scope and layout of the document. A list of official community plans reviewed, and the key findings from the review, is found in Appendix 2.

In conjunction with the document and plan review, the City undertook a public awareness campaign, providing details of the broad issues and topics covered by the Municipal Development Plan. The campaign ran for approximately 8 weeks in the Lacombe Express newspaper between October and December 2013. Each week, a different topic was highlighted (Commercial, Residential, Transportation), and involved a weekly question which invited the public to consider the issues being discussed. A scavenger hunt was also part of the campaign, inviting the community to explore the issues addressed.

In addition, a Facebook page dedicated to 'Growing Lacombe' was developed in conjunction with the newspaper publications. The City's blog also ran the information helping to ensure the information reached a wider audience.

At the end of Phase One, a framework for the Municipal Development Plan had been developed. The framework consisted of a table of contents that linked directly to the Municipal Sustainability Plan (MSP), and also identified areas for policy development. Considerations for policies to be discussed were then laid out within a draft table of contents.

The end of Phase One also identified where further information was needed. Specifically, both retail and health information was identified as requiring further information. As a result both a retail and health survey were conducted as part of Phase Two.

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## INTRODUCTION AND PURPOSE OF THE MUNICIPAL DEVELOPMENT PLAN: GROWING LACOMBE

INTRODUCTION AND PURPOSE

### 1.3.3 PHASE TWO: PLAN PREPARATION AND FINALIZATION (JANUARY - OCTOBER 2014)

**WHERE DO YOU SHOP?**

**We value your input!**

Please take a few minutes to complete an online survey about your shopping experiences in Lacombe.

Your information will help identify the retail needs Lacombe currently serves and inform our Municipal Development Plan Review. No personal information will be asked and all responses are anonymous.

**Now-Aug 15, 2014  
Take the Survey Here**

[www.lacombe.ca/retailsurvey](http://www.lacombe.ca/retailsurvey)

If you have any questions regarding the survey email [jdejong@Lacombe.ca](mailto:jdejong@Lacombe.ca). Paper copies of the survey are available at City of Lacombe City Hall - 5432 56th Avenue.

**GROWING LACOMBE**  
MUNICIPAL DEVELOPMENT PLAN

**CITY OF LACOMBE**

Between January and October 2014, the City began drafting ideas around policies for inclusion in the MDP. Reference to Phase One research, policies contained in the 2003 Municipal Development Plan, and directions obtained from the Municipal Sustainability Plan guided this work.

A meeting with Lacombe County to discuss the document development was held, as were meetings with the school boards (Public and Catholic).

The City conducted a retail survey in the summer of 2014. The retail survey obtained over 1000 responses, and the information provided key details for the drafting of commercial policies and the proposed locations for commercial development.

The City also undertook a Municipal Census in 2014. The information from the Municipal Census supplemented the 2011 Federal Census data and was used to help develop population and housing forecasts. This information, along with historic build rates was combined with information

from the Housing Needs Analysis to develop the housing policies and proposed locations for housing. This work is explored further in Chapter 2 and Appendix 4.

Finally, a survey requesting information regarding service level provision was sent to health care providers within the city. This information was used to identify the level of need and provision within the community, and used in the commercial policies. Approximately 13 providers (or their organizations) participated in the process.

# 1

## INTRODUCTION AND PURPOSE OF THE MUNICIPAL DEVELOPMENT PLAN: GROWING LACOMBE

INTRODUCTION AND PURPOSE

### 1.3.4. PHASE THREE: PUBLIC CONSULTATION AND DRAFTING OF THE DOCUMENT (OCTOBER 2014 - APRIL 2015)



The final phase of the MDP began in October 2014 with a focus on public consultation and document development.

Public consultation specifically relating to the MDP Update began in October 2014 through a public consultation session, a survey of the goals and focus groups with stakeholders. A consultant was hired to lead this portion of the work. Over 150 people participated through the various consultation opportunities.

Draft policies were introduced based on information provided through public consultation, information gathered in Phase One and the various surveys administered by the City. These policies were presented to stakeholders for review in January 2015. The feedback received from the stakeholders was taken into consideration during the update of the draft policies.

A comprehensive draft version of the MDP was presented to the public in February 2015. A survey gathered feedback from the public on the draft document, and once again, the feedback was used to amend the document, prior to first reading at Council in April 2015. A Public Hearing was held on May 25, 2015 and Growing Lacombe, (Bylaw 405) was adopted by Council on June 15, 2015.

# 1

## INTRODUCTION AND PURPOSE OF THE MUNICIPAL DEVELOPMENT PLAN: GROWING LACOMBE

### 1.3.5 FUTURE PHASES

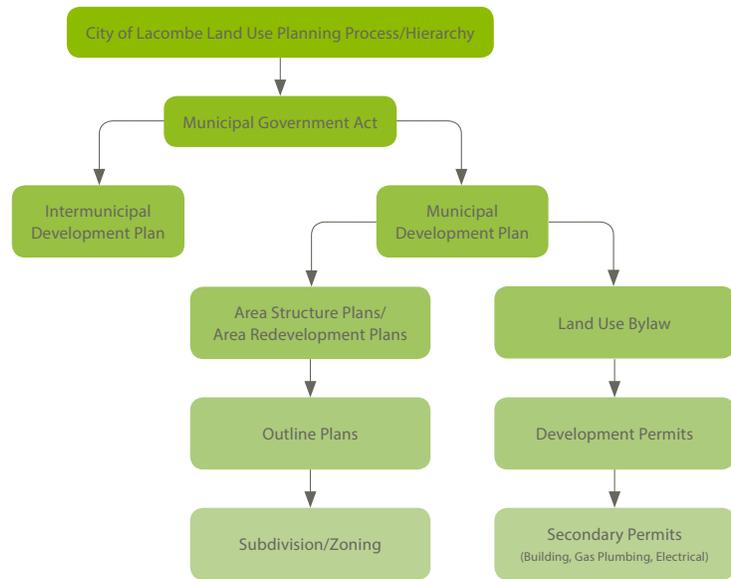
With an adopted Municipal Development Plan in place, the implementation strategies introduced throughout 'Growing Lacombe' will ensure that the Vision of 'Growing Lacombe' is delivered.

Each chapter identifies follow up Actions to be achieved in order to deliver specific policies as well as items to monitor. Monitoring specific items and the undertaking of Actions will help ensure that the overall Goals and Vision found within 'Growing Lacombe' is achieved over the coming years. Future amendments to 'Growing Lacombe' will be made to accommodate the direction and delivery of the Vision.

### 1.4 HOW THE MDP RELATES TO OTHER DOCUMENTS

The Municipal Development Plan references and links to a variety of plans, strategies, regulations, actions, legislation and processes which all support the delivery and Vision of the MDP, found in Chapter Three of this document. An understanding of the types of plans and the roles they play is necessary to identify how the MDP will be delivered.

The City has a number of statutory and non statutory plans that are used to guide decisions within the planning context. These plans sit within a hierarchy where generally the broader the area and level of detail, the higher up the hierarchy a document sits. The hierarchy has no bearing on whether a Plan is a statutory document or non-statutory document. At the top of the City's hierarchy of plans is the Municipal Sustainability Plan (MSP): Imagine Lacombe. The MSP is not limited to planning considerations.



Statutory Plans are defined in the *Municipal Government Act* and refer to documents adopted by the City through bylaw. These documents provide land use planning direction and implementation and include Area Structure and Redevelopment Plans (ASP/ARP) and the Land Use Bylaw. The Municipal Development Plan is the City's highest statutory planning document.

## 1

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The City shares a regional plan drafted in co-operation with Lacombe County, the Intermunicipal Development Plan (IDP). The scope of the IDP is to examine appropriate land uses, developments and procedures for those lands adjacent to the city's boundary.

Non Statutory Documents and City Policies provide best practice and general guiding principles. These documents are adopted by resolution. The City's Outline Plans, Heritage Management Plan and Municipal Sustainability Plan have all been adopted by resolution and help guide decisions and land use development.

### 1.4.1 LOCAL PLANNING DOCUMENTS: SUBDIVISION

The Municipal Development Plan (MDP) is the City's highest level statutory document and all other planning documents must align with the Municipal Development Plan.

The subdivision of land must align with the City's long range plans. Subdivision is the process in which new land parcels are created either by:

- creating new lots
- creating separate land titles for existing lots
- redefining property boundaries between parcels

Plans referenced during the consideration of a subdivision application typically include the MDP, Area Structure Plans, Outline Plans or Area Redevelopment Plans. Area Structure Plans (ASP) provide broad level guidance for tracts of undeveloped land within the city. ASPs focus on new areas for development and identify major roadways, land uses, infrastructure requirements, parks, trails and school sites.

**Areas Structure Plans** are generally developed by the City and are used to guide the development of **Outline Plans**. An **Outline Plan** provides guidance for subdivision applications by providing further details for land within an ASP area. Outline Plans identify details such as land use zoning, density, local road networks, park space, storm water management and help shape a proposed identity for a space.

**Area Redevelopment Plans** (ARP) provide guidance for the use of land in a built up area. Usually an ARP is developed for an area experiencing change and development pressures. These areas are also subject to subdivision, and the ARPs provides the guidance for such applications.

Applications for the subdivision of lands which fall into an area with an adopted Outline Plan, Area Structure Plan or Area Redevelopment Plan are reviewed by the Planning Department and a recommendation is made to the City's Chief Administrative Officer (CAO) who renders the final decision. The subdivision of lands which do not have an ASP, ARP or OP in place are referred to the Municipal Planning Commission (MPC) for a decision.

1

INTRODUCTION AND PURPOSE OF  
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GROWING LACOMBE

1.4.2 LOCAL PLANNING DOCUMENTS:  
DEVELOPMENT PROCESS

Once the general plan for an area has been established, construction and development can commence. The Land Use Bylaw (LUB) guides the development of land outlining specific regulations for land use (Districts or Zones).

The LUB is a statutory plan and identifies the types or uses of development appropriate within Land Use Districts. Changes to the LUB are done through bylaw amendments and must align with the Municipal Development Plan.

A Development Permit is required for the approval to build new structures, add to existing structures, and operate a business or use on a property. The permit must comply with the regulations set out in the LUB. The Municipal Planning Commission is the decision making authority on various types of development applications.

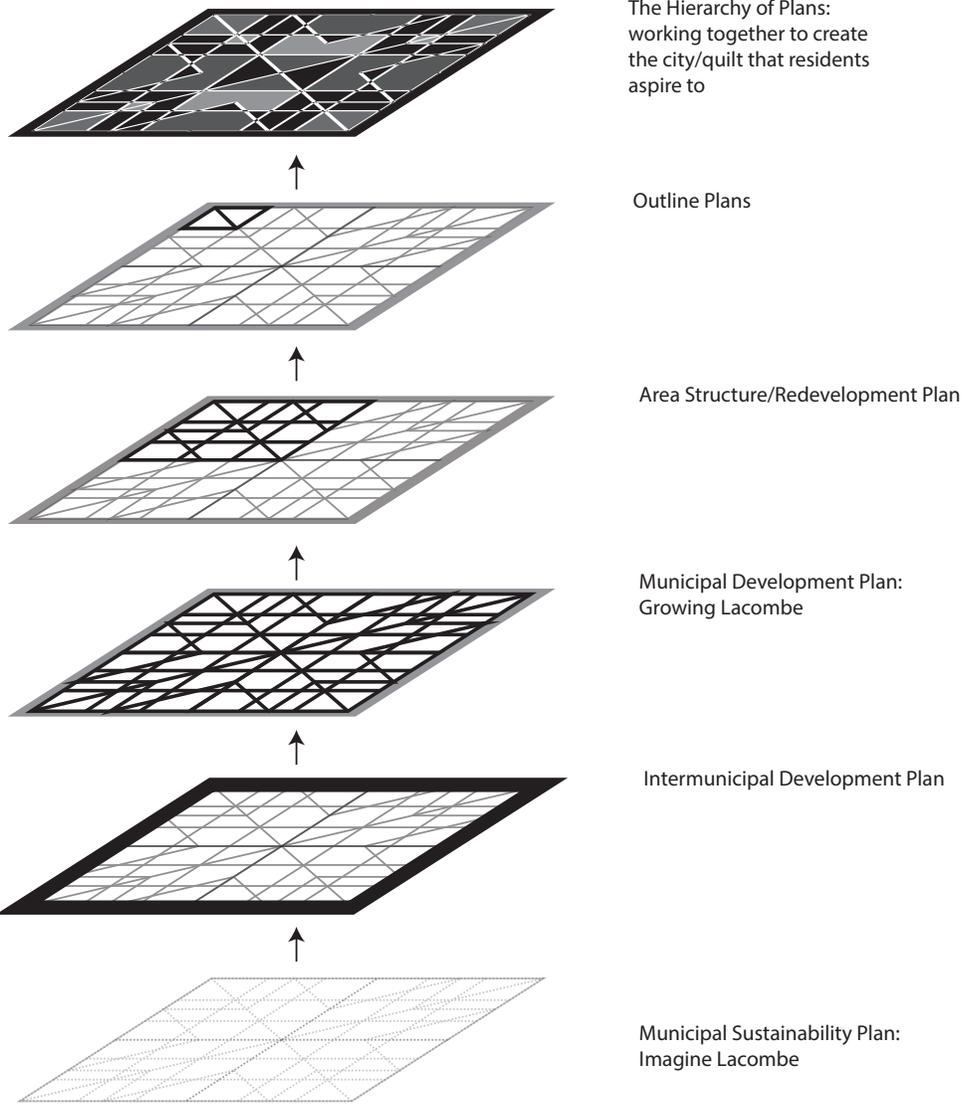
Development Permits and subdivision applications may be subject to appeal by affected parties. The body in charge of assessing the merit of an appeal is the Subdivision and Development Appeal Board (SDAB). SDABs are governed by the regulations of the *Municipal Government Act*. Some subdivision appeals go to the Municipal Government Board (MGB) which considers appeals involving lands in proximity to water, highways, waste water treatment or storage sites, or in the Green Area.

The Alberta Court of Appeal may hear appeals from decisions of the MGB or a SDAB, however the court's permission is required before an appeal will be heard. Permission will be granted only if certain conditions are met.

# 1

## INTRODUCTION AND PURPOSE OF THE MUNICIPAL DEVELOPMENT PLAN: GROWING LACOMBE

INTRODUCTION AND PURPOSE



The hierarchy of plans can be likened to a patchwork quilt:

- the Municipal Sustainability Plan: Imagine Lacombe is the overarching plan, or the draft sketches for making the quilt
- the Intermunicipal Development Plan (IDP) acts as the quilts border
- the Municipal Development Plan is 'Growing Lacombe' for the items within its borders, and is the unifying base on which different sections (or neighbourhoods) of the quilt are developed
- the Area Structure/Redevelopment Plan's (ASP/ARP) are similar to quadrants of the quilt and are connected to the Municipal Development Plan, and act as large neighbourhoods or areas of the city
- the Outline Plans the individual quilt patches, and are the plans for the subdivisions
- the Land Use Bylaw then is used to create each patch, or development.

Together, the plans work together to create the city/quilt that residents aspire to.

## 1

INTRODUCTION AND PURPOSE OF  
THE MUNICIPAL DEVELOPMENT PLAN:  
GROWING LACOMBE1.5 ORGANIZATION OF  
'GROWING LACOMBE'

The Structure of this document directly references Imagine Lacombe, the Municipal Sustainability Plan (MSP), adopted in 2014. The MSP provides a framework of the community's vision for a successful and sustainable future, directing activities, strategies, plans and investments to 2040. It guides all other activities and plans that the City undertakes, and provides direction to each plan and activity area.

Lacombe's Municipal Development Plan: Growing Lacombe reflects and supports the delivery of Imagine Lacombe through its structure, goals and objectives. The strong links to, and reflection of Imagine Lacombe in the drafting of this document, will help the MDP to contribute to the direct achievement of the MSP. A summary of the Municipal Sustainability Plan Strategy Areas and associated Desired Outcomes is found in Appendix 3.

This Document is divided into three sections (plus appendices), comprised of 16 chapters.

Section One provides an overall context for the document and is composed of chapters 1 through 4. It describes what the MDP is and how the MDP links to the various plans and projects that the City enacts. It contains background on what has shaped Lacombe's development to date (its history, population growth, settlement patterns, etc) and what attributes are likely to affect its future (growth rates, development constraints, etc).

Section One also contains the MDP's Vision, which describes the type of community that residents aspire to achieve. The Vision is the heart of the MDP, and everything contained within the MDP strives to achieve the Vision.

The Vision directs the Goals, Policies, and Actions contained within the rest of this document. The development of the Vision has come from community consultation through the Municipal Sustainability Plan and Municipal Development Plan, as well as referencing Council's Strategic Plan 2014-2017.

Chapter Four provides overarching policies that will be applied when considering development within Lacombe. These policies are not related to any one theme or Strategy Area.

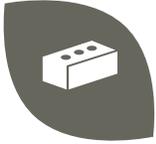
Section Two contains the core principles of the MDP (chapters 5-14). The chapters directly reference Imagine Lacombe's Strategy Areas which broadly cover and address community wide systems and issues providing a thematic approach to development.

Each Strategic Area is composed of five sections. Chapters begin with a brief Summary of the current conditions and then discuss the general direction that the remainder of the chapter tries to achieve.

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INTRODUCTION AND PURPOSE OF THE MUNICIPAL DEVELOPMENT PLAN: GROWING LACOMBE

INTRODUCTION AND PURPOSE



The MDP Goals articulate specific measures for achieving the delivery of each Strategy Area. When our Goals are combined the Vision is achieved.



Each Goal has a number of Objectives. Objectives are individual components of the Goal, and their combined delivery will help ensure that the Goals are met. The Objectives have been developed using the Municipal Sustainability Plan’s Key Directions, but have also been supplemented by objectives from the current MDP, community consultation and best practice. The Objectives, combined, work to achieve the thematic Goals.



Policies for each theme identify how the community will achieve its Goals and Visions. Policies directly support Objectives, and each Objective that the Policy supports is referenced. Policies set out broad level actions, standards and procedures that will be undertaken to achieve the Objectives.



Following the Policy section, Actions are specific follow up items that need to be undertaken. Some Policies are achievable without a change to procedure, guidelines or regulations, whereas some Policies signal a shift in direction for the community and require a specific Action be taken. Completed Actions will provide the direction, guidance and support for achieving the Objectives.

There will inevitably be changes to technology, development standards, regulations, priority needs and other considerations that may impact the delivery of the Vision. Policies may have an unknown and adverse effect on another Goal delivery, and only by monitoring and review will the community be able to understand these impacts. Each chapter identifies monitoring techniques, Indicators which will help measure the success of meeting the thematic Goal.

The use of Indicators and measures enables the community to identify where Goals are being achieved and where further focus is required. Indicators oversee and regulate the process, and allow for periodic review and shifting focus, where required. The City will review these Indicators and measures regularly and report on success, identifying any future Actions needed to ensure that Goals are achieved.

Section Three of the document (Chapters 15 onward) provides further details on delivering the MDP. It identifies how the document will be monitored and measured for success. It contains the maps that provide a visual representation of the Strategic Area Chapters, a glossary and necessary appendices. It provides support for whoever is using the document.

1.6 INTERPRETATION

It is recommended that the entire MDP document be read to provide context for policy statements. Policies are written using “shall”, “should” or “may” statements. The interpretations of “shall”, “should” and “may” that follow provide the reader with a greater understanding of the intent of each policy statement:

**‘shall’** denotes compliance or adherence to a preferred course of action

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INTRODUCTION AND PURPOSE OF THE MUNICIPAL DEVELOPMENT PLAN: GROWING LACOMBE

- 'should'** denotes compliance is desired or advised but unique/extenuating circumstances may make compliance impractical, premature or unnecessary
- 'may'** denotes discretionary compliance or a choice in applying policy

Where the word 'city' is capitalized as 'City' this specifically references the administrative body of the City of Lacombe. The administrative body is also referred to as City of Lacombe throughout the document.

Where a word is capitalized and the word is found in the glossary, the definition of the word shall apply.

## 1.7 AMENDING AND ADAPTING 'GROWING LACOMBE'

The MDP provides guidance for the future growth of the community. It is a document that will evolve and respond to changes in technology, needs, requirements, pressures, growth patterns and any other impact. As such, it needs to be monitored and updated regularly.

The MDP does not direct the spending of public funds, but provides direction and guidelines. The City of Lacombe is not required to undertake any or all projects outlined in this document, per the *Municipal Government Act* s637.

A major review of the MDP should be undertaken every five years to ensure that the Goals, Objectives, Policies and Actions remain relevant, and that the MDP is able to achieve the Vision.

Minor review and updates may occur in the intervening years. Not all variations from policy or growth patterns require an amendment, so long as the overall scope of development remains the same.

The MDP is implemented through different plans, Policies, Actions and strategies, both statutory and non-statutory, all of which shall reference and align with the MDP. Where alignment does not exist either the MDP or 'Growing Lacombe's, Policies, Actions and strategies shall be amended to ensure alignment.

Should a dispute arise between as the prevailing policy or direction, preference will be given to the Municipal Development Plan.

Growing Lacombe will replace and supersede Bylaw 320, the 2004 Municipal Development Plan. Bylaw 320 will not be rescinded until the appeal period associated with adopting Growing Lacombe has ceased, per Section 690 of the *Municipal Government Act*. During the period where both Bylaws are in effect, Growing Lacombe shall be the prevailing document over Bylaw 320.

MDP revisions may be initiated by any party. Amendments to the MDP shall require accordance to the procedures established in the *Municipal Government Act*. All amendments shall require public consultation, open house, bylaw amendment, public hearing and approval from the City of Lacombe Council.

Amendments to the MDP and any other adopted statutory or not statutory plan may require supplementary supporting information, providing details on the reason and nature of the change. The party initiating the change to the MDP shall be required to provide the documents to support the amendment.

*Starts  
August 30th*

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**Canadian Pacific**  
two-unit "Dayliner" service  
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**EDMONTON AND CALGARY**

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**Canadian Pacific**

A large, stylized white number '2' is centered on a green leaf graphic. The leaf is light green with a darker green outline and is set against a background of overlapping, semi-transparent green leaves. The number '2' is a simple, clean font.

## INFLUENCES ON LACOMBE'S PAST AND FORECASTED GROWTH

### 2.1 LACOMBE HISTORY

In 1883, former Northwest Mounted Police Officer, Ed Barnett, was granted property that ultimately formed part of the original townsite of Lacombe. Barnett built a log house and barn that served as a stopping house along the Calgary-Edmonton Trail. Early growth and development progressed slowly, and in 1891 Railway Siding No. 12 was established in the community as a stop for the C&E Railway. At this time the hamlet of Lacombe was made up of only two buildings.

Upon the establishment of the railway and the development of a local agricultural industry, Lacombe began to flourish. In 1896, Lacombe was officially declared a village and in 1902 Lacombe was incorporated as a town. By 1900, the community had established its first school, local newspaper, post office, two hotels and a local culture of commerce including a livery stable, barbershop and meat market. The community also hired its first police constable. Since that time, Lacombe has always maintained its own police force, which has operated out of the current police station since 1971. A new police facility is being developed and is expected to open in 2016.

In 1900, the Lacombe Advertiser and the Western Globe were established as local newspapers. Both newspapers were bought by Charles Halpin, who combined them as the Globe. Under the name, The Lacombe Globe, the paper won a Pulitzer Prize in 1938 for an editorial. The Lacombe Globe continues to operate in Lacombe, alongside the newly founded Lacombe Express.

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### INFLUENCES ON LACOMBE'S PAST AND FORECASTED GROWTH

The early 1900s saw an economic boom to the area and the establishment of the commercial downtown beginning with 50th Street. A pharmacy, hardware stores, butcher shop, jeweler, Chinese laundry, billiards halls, department stores, grocers, the first bank and the local blacksmith shop were established. Social and community needs were met through the establishment of the first hospital and the founding of many local churches. The early 1900s also saw the establishment of the Dominion Research Station.

A fire in 1906 devastated the commercial downtown and led to changes which can still be seen today. The Town passed a by-law stating that any future buildings in the core of the community must be made of brick and any existing wooden buildings be faced with brick. This by-law resulted in the establishment of local brickyards that provided brick to Lacombe and neighbouring communities. The red brick of the Edwardian downtown has become a signature architectural and design style for Lacombe. Local brickyards were primarily in operation from 1907 until 1914 and their brick was used in the construction of many local buildings.

The 1906 fire was also the impetus to establish a local fire brigade. The community received its first fire hydrants in 1924, when CPR replaced the water line from Barnett Lake.

In the early 1900s, the Seventh Day Adventist Church purchased 80 acres of land north of downtown Lacombe. 48 Residential lots were divided and sold, forming Rosedale. The school was constructed by 1909, although a proposed sanitarium was never completed. Over the next few years additional

buildings, including dormitories, were constructed. In 1947, the school was renamed to Canadian Union College. In 1997, the university was given the right to grant degrees and was renamed Canadian University College. The name was further changed in 2015 to Burman University.

The role of the automobile greatly changed the community. In 1928, the automobile was so popular that three Lacombe road signs were commissioned and Lacombe became an important stopping point when journeying between Edmonton and Calgary. In 1948, the first vehicular highway, now known as Highway 2A, was constructed



Photo Credit Lacombe and District Historical Society



Photo Credit Lacombe and District Historical Society

INFLUENCES ON LACOMBE'S PAST AND FORECASTED GROWTH

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### INFLUENCES ON LACOMBE'S PAST AND FORECASTED GROWTH



just east of the city. This replaced the role of C+E Trail as the main route between Calgary and Edmonton. The Queen Elizabeth II Highway was constructed in 1968, providing a straighter and faster route between Calgary and Edmonton.

In 1930, the Lacombe Public Library was founded and located on the second floor of the public school building. In 1985, the library was located across the street to Parkland Place. During the 2007 renovations of the Lacombe Memorial Centre, the library was incorporated into the renovated structure.

In 1948, the Lacombe Arena collapsed.

In 1949, the Memorial Recreation Centre and Arena started construction, only to burn to the ground in 1953. A new arena was constructed and destroyed by fire in 1968. The current arena, known as the Lacombe Ice Centre, opened. With the exception of the arena, a new recreation complex was built in 1954 – 1955. The 1955 building was renovated and enlarged in 2007 and is currently known as the Lacombe Memorial Centre. The building shares its location with Lest We Forget Park, which was developed by the wives, widows, mothers, sisters and daughters of First World War veterans. This park has maintained much of its original design and remains a prominent feature of 50 Avenue.

In 1962, the local flying club purchased 10 hectares of land to found Lacombe's local airport, which is primarily used for recreational flyers. As of 2010, the City owned airport had 914 metres of paved and lit airstrip, service facilities and approximately 18 hangers.

The 1960s saw the development of a new post office and hospital. The new post office was constructed in 1961 and is still in operation. The present day hospital was built in 1967 and expanded in 1982. Between the 1970s and early 2000s, a series of annexations occurred, more than doubling the size of Lacombe. By 1985 the population had reached 6,000 people. In 2010, Lacombe became the City of Lacombe and had a population of over 11,000 residents.

Today Lacombe offers a wide variety of services to its residents. A variety of housing opportunities are available to residents, with new communities currently being developed in the north, south and east side of the community. New commercial opportunities are being developed on both the east and west side of the community, and the downtown continues to see new development.

Economic opportunities exist with the recent opening of the Len Thompson Industrial Park. Lacombe is also home to the head office of Agriculture Financial Services Corporation (AFSC), a crown corporation, a Hospital and Burman University. The Agricultural Research Station on the city's boundary also offers employment opportunities. These major employers, alongside the many commercial and industrial businesses that operate in the community, continue to allow Lacombe residents the opportunity to live and work in the community.

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INFLUENCES ON LACOMBE'S  
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Varied cultural and recreational opportunities available also attract people to the community. Lacombe is home to multiple lakes and nature areas which provide a scenic setting for an extensive network of trails and pathways. These trails form just one part of the many recreational opportunities currently available to residents. Also available are ball diamonds, soccer pitches, a running track and athletic park, outdoor exercise equipment and a Sports & Leisure complex which houses an arena, curling rink, indoor pool and an outdoor spray park.

Lacombe is also a place where residents feel safe and are well catered to. The local police force and volunteer emergency service department provide protective services. The City has approximately 100 employees providing a full range of services to the community and the volunteer sector is alive and well and includes groups such as Rotary, Kinsmen, Big Brother/Big Sisters, the Historical Society and a vibrant arts population.

The Municipal Development Plan: Growing Lacombe is just one document that will help set a path for Lacombe's future. Ultimately its people and their commitment to this community will be the influencing factors for what Lacombe offers in 20 years.

## 2.2 LACOMBE AND THE SURROUNDING REGION

The City of Lacombe is located in the heart of central Alberta. It is conveniently situated along the Queen Elizabeth Highway 2 approximately 25km north of Red Deer, 125km south of Edmonton, and 175km north of Calgary. Its connection to three highly travelled highways and provision of many services has made Lacombe a regional destination for the surrounding rural area where the economy is largely based on agriculture and oil field production. Lacombe also provides a range of services to the surrounding area including retail, medical and commercial activities.

As a municipality, the City of Lacombe provides a full range of services to its residents. Through intermunicipal agreements and regional partnerships, the city contributes social, community, educational, medical, and protective services to parts of the surrounding areas. Regional facilities include the Lacombe Hospital and Care Centre, MEGlobal Athletic Park, Lacombe Sports and Leisure Complex, Lacombe Memorial Centre, and Mary C. Moore Public Library. Lacombe also partners with other communities to provide its citizens with other services (for example, water to Lacombe is supplied from the City of Red Deer and transmitted from a regional commission).



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INFLUENCES ON LACOMBE'S  
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Regional transportation initiatives are an important part of Lacombe's past and future. Lacombe is located along and bisected by the main railway line connecting Edmonton and Calgary and rails continue to influence the way the community grows. BOLT transit, a bus servicing linking Blackfalds, Lacombe and Red Deer, was established in 2014, and will provide stronger connections within the community and to the surrounding region. Continued improvement of the regional road network will also contribute to the success of Lacombe.

There are also many features that transcend municipal boundaries and involve the care and consideration of many governmental and non governmental agencies. These include issues such as air and watersheds, the railway, trails and roads. 'Growing Lacombe' offers guidance on delivering some of these regional opportunities while other city plans and policies will provide the details on partnership delivery.

### 2.3 ROLE OF HERITAGE

The downtown core of Lacombe is impacted by the early decisions made in the community. The location of the railway influenced the survey of the downtown core and resulted in irregular block shapes, such as the Flatiron block, being located along Highway 2A. The remainder of the downtown, with the exception of C&E Trail, was developed with straight roads oriented north-south and east-west. This traditional grid pattern established a residential core of evenly spaced large rectangular lots.

The Downtown Area Redevelopment and Urban Design Plan (2013) establishes design guidelines giving direction for infill development in many established areas (not just residential neighborhoods) throughout the downtown. New infill developments will reflect and respect the existing patterns and design elements that have been established in the particular neighborhoods in which they are proposed.

Lacombe has a large inventory of buildings that are aged 50 years and older including the commercial downtown core that is largely represented by red brick Edwardian buildings established in the early 1900s boom. These buildings provide specific architectural features, scale and shape that influence the infill projects in the area.

The oldest historic homes are predominantly clustered around 50 Avenue, 53 Street and C&E Trail. These homes were often large in scale and follow a variety of architectural styles popular in the early 1900s. After World War II, the architectural style shifted drastically to the bungalow style of the 1960s. These houses are located throughout the downtown area.

Since the 1970s, the layout in new subdivisions have predominantly featured curved roads, cul-de-sacs and closed loops. Development located adjacent to water bodies and hills have also impacted the style of subdivisions and the size and shape of new lots. The layout and designs of established areas will continue to change as neighbourhoods move through their lifecycles and see new infill projects, land uses and infrastructure.

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INFLUENCES ON LACOMBE'S  
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## 2.4 DEVELOPMENT INFLUENCES

A number of influences have impacted the growth of Lacombe. These features continue to represent constraints to urban development as well as opportunities for the creation of an attractive, interesting urban community. Map 3 (Development Considerations Map) provides further details.

While the highways that serve the community provide good connections they also pose constraints to future development. They have and will continue to shape the direction and future growth of the community.



The Canadian Pacific Railway and Highway 2A form a physical and psychological barrier to development of the community and separates the west portion of the city from the east. However as growth progresses east, taking advantage of lands which are flatter and easier to develop, the community will eventually shift so that more development resides east of this infrastructure than lies west. The City will need to continue to work to reduce the overall impact that the railway has on the community.

Gas pipelines, major telecommunication cables and major transmission lines running through the city place constraints on the future layout of lots and roads while providing opportunity for linear parkways. The former landfill site,

located in SE 36, oil and gas wells, and the city's sewage lagoons and their respective development setback and restrictions all influence the direction of growth and the potential land uses in proximity to these features.

The distribution of existing community service, recreation and education facilities influencing residential land use patterns are factors that set the stage for development of adjacent lands (see Map 5: Institutional and Municipal Services). Similarly, the existing pattern of commercial and industrial development presents opportunities and constraints for the future development of nearby properties (see Map 2: Current and Future Land Use Development). Some historic and existing uses of lands (e.g. gas stations) may have contributed to environmental contamination which would require site clean-up and remediation as part of the redevelopment of these sites.

Wolf Creek, a tributary of the Battle River which flows in a northerly direction and its associated floodplain represent a considerable influence on the future growth direction of the city. In addition to the constraint it places on the nature of land uses that can be developed along the creek and proximity of development to the creek, it forms a barrier to eastward and northeastward expansion of the city. At the same time, the floodplain lands along the creek provide opportunities for outdoor recreation uses and permanent open space. Whelp Creek in the west portion of the city poses a similar set of challenges and opportunities.

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Lacombe's five lakes and the undulating terrain that forms the basins for each of these lakes provide the opportunity for the possibility of the development of a connected open space system and appealing residential setting. However, these features pose a challenge in extending municipal infrastructure due to physical limitations and cost. Steep slopes, some of which are considered too steep for building development, and major stands of trees also contribute to an interesting natural setting. For some locations, soil constraints in the form of organic materials or loosely placed fill will pose challenges for some forms of urban development.

Existing municipal services and the ability to economically extend services to future growth areas is a significant influence on both the direction and timing of future development. Lacombe's varied topography creates a series of service basins, some of which may require higher cost of infrastructure than others to efficiently service with municipal sanitary sewer and water systems.

The presence of the Lacombe airport and its related air transportation uses and activities influence the land use pattern of the city.

Surrounding land uses with Lacombe County have a bearing on the future development of the city. To the south, the Federal and Provincial agricultural research stations represent a significant employment base, critical infrastructure for the agriculture industry and a barrier to urban expansion. Agricultural uses largely surround the city with future possibility for commercial development around the interchanges along Highway 2. Some agricultural activities, most notably confined feeding operations and their related minimum distance separation from residential uses, can impact on development of lands within the city boundaries.

## 2.5 POPULATION AND HOUSING TRENDS AND ANTICIPATED GROWTH RATE

Since its founding Lacombe has demonstrated steady population growth. Two population booms have resulted in spiked population, the first boom at the time of Lacombe's declaration of a Town in 1912 with an estimated population of 2,500 people.

The second boom occurred in the 1970s as a result of oil and gas exploration and saw the population grow from 3,436 in 1971 to 5,591 people in 1981, a 62.7 percent increase. Over the 30 year time period between 1981 and 2011, the population of Lacombe doubled, reaching 11,707 people. Since 2011 the growth rate has averaged a yearly growth rate of 2.2%.

2

INFLUENCES ON LACOMBE'S PAST AND FORECASTED GROWTH

INFLUENCES ON LACOMBE'S PAST AND FORECASTED GROWTH

Table 2.1 Population: 1951 - 2014

	1951	1971	1981	1991	2001	2011	2014
LACOMBE Population	2,277	3,436	5,591	6,934	9,384	11,707	12,728
10 year Growth Rate			62.7%	24.0%	35.3%	24.8%	*
LACOMBE Private Dwellings			1,955	2,430	3,455	4,415	4,799
10 year Growth Rate				24.3%	42.2%	27.8%	*
LACOMBE Avg. Household Size			2.86	2.85	2.72	2.65	2.65

Appendix 4 discusses impacts on future population levels. The data suggests that Lacombe should plan for continued, but moderate, population growth. The current composition suggests that the population will continue to age, and planning for an aging demographic in terms of community development, housing needs and service delivery should be a priority.

A population forecast of three trajectories has been developed - a low of 1.5%, a medium of 2.5% and a high of 3.5% reflects the previous growth rates over different periods of time. This yields three potential final populations for the community by 2036: 17,661 (low), 21,912 (medium) or 27,130 (high).

Table 2.2 Population Projections 2011 – 2036 Using Different Growth Rates

Growth Rate/ Year	2011	2014	2016	2021	2026	2031	2036
1.50%	11,707	12,728	13,113	14,126	15,218	16,394	17,661
2.50%	11,707	12,728	13,372	15,130	17,118	19,367	21,912
3.50%	11,707	12,728	13,635	16,194	19,233	22,843	27,130

Housing development in Lacombe has largely matched population growth, with steady increases over the years. By 2014, the number of housing units had reached 4,799.

The average household size (AHHS), or number of people per housing unit, has also remained relatively unchanged. The average yearly decrease in household size since 1981 has been .014 people per unit, with the 2014 average household size being 2.65 people per unit. Using this same rate decrease (.014 people per year), the average household size will likely reach 2.34 units per person by 2036.

Table 2.3 Housing Projections based on AHHS and Population Projections

Growth Rate/ Year	2011	2014	2016	2021	2026	2031	2036
1.50%	4,415	4,799	4,997	5,530	6,126	6,791	7,534
2.50%	4,415	4,799	5,096	5,923	6,891	8,022	9,347
3.50%	4,415	4,799	5,196	6,340	7,742	9,462	11,573

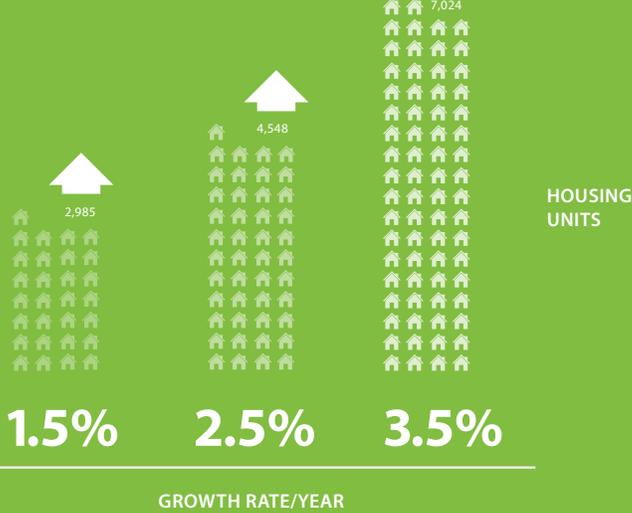
Depending on the rate of population growth, the City should plan for land to accommodate a total number of housing units between 7,534 units to 11,573 units in 2036. Given that 4,799 units already exist within the City, the total number of new housing units to plan for is between 2,735-6,774. If the impact of housing demolitions is also considered, an additional 250 units should be planned for by 2036 (in each forecasted range).

This means that the total number of units that should be planned for ranges between 2,985 units using the low forecast, or an average of 135 units per year, up to 7,024 units at the high forecast, or 319 units per year.

2

INFLUENCES ON LACOMBE'S PAST AND FORECASTED GROWTH

Housing projections per year between now and 2036



When considering housing growth, the number of units to plan for is only one factor. The additional factor is the type of housing mix that should be accommodated. A variety of housing units, both form and size, is required to ensure that the broad range of housing needs of a community can be met.

The 2011 Census recorded that 70% of the housing units in Lacombe were single family dwelling units.

The Housing Needs Study, conducted in 2013, identified that to improve affordability and better reflect the needs of the city's demographics, a wider range of housing options is needed than is

currently available. The Study advocated for an increased mix to the housing stock to achieve overall ratio of at least 35% multi-family units.

A number of Outline Plans have been adopted using the previous housing mix championed by the 2003 MDP. Appendix 5 provides details of the proposed delivery of these Outline Plans. These plans have proposed delivery of approximately 2,752 units with multi-family units accounting for approximately 60% of total units. Should these plans be developed as proposed, the end result will be a total mix of 56% single family dwellings to 44% multi-family dwellings.

Therefore Lacombe is on a positive path to diversifying its housing stock. However both the 2.5% and 3.5% growth plans require further housing delivery than what the current adopted Outline Plans accommodate.

The remaining areas within the city not part of an adopted Outline Plan have the capacity to add substantially to housing delivery within the city. These lands will be more than able to accommodate the housing needs at the 2.5% growth rate and will go a long way to accounting for a 3.5% growth rate.

Table 2.4 Housing Mix Projection: Target 65% of all Units by 2036 Multi-Family

	2011 Total Units	2014 Total Units	2036 Total Units Needed	Total Change 2014 - 2036	2036 Target: 35% total Multi Family Units	Current Multi Family Units (2014)	Multi Family Units Needed	% of Total New Unit Growth
1.50%	4,415	4,799	7,784	2,985	2,724	1,461	1,263	42%
2.50%	4,415	4,799	9,597	4,798	3,359	1,461	1,898	40%
3.50%	4,415	4,799	11,823	7,024	4,138	1,461	2,677	38%

INFLUENCES ON LACOMBE'S PAST A

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### INFLUENCES ON LACOMBE'S PAST AND FORECASTED GROWTH

INFLUENCES ON LACOMBE'S PAST AND FORECASTED GROWTH

**Table 2.5 Future Housing Mix Delivery**

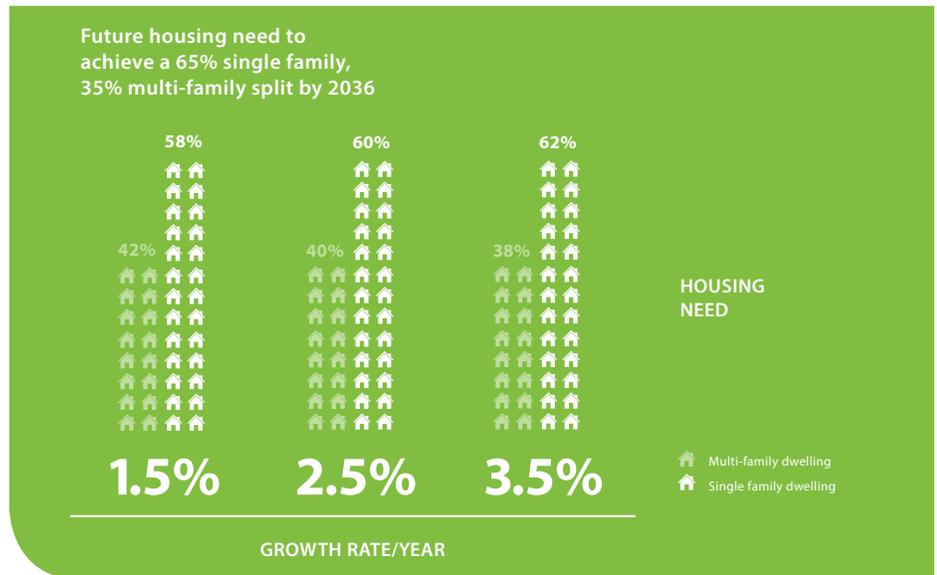
	Single Family Dwelling	Multi-Family Dwelling	Total Units
Approved Outline Plans	810	1,024	1,834
Remainder in Area Structure Plans	1,197	1,458	2,655
<b>Total</b>	<b>2,007</b>	<b>2,482</b>	<b>4,489</b>

**Housing Need (with demolitions included) to achieve 65/35 housing mix**

	Single Family Dwelling	Multi-Family Dwelling	Total Units
1.5% Growth Need	1,721	1,263	2,985
2.5% Growth Need	2,900	1,898	4,798
3.5% Growth Need	4,347	2,677	7,024

The above tables identify that between 2014 and 2036, between 38-42% of all new housing units to be delivered must be multi-family if the city is to achieve an overall target of at least 35% of all dwellings being multi-family.

The table also identifies that the Outline Plans currently adopted have approximately 1111 single family dwelling units to be delivered. This is approximately 40% single family, and 60% multi-family. If this proposed delivery is added to the current housing mix, the City, in striving to achieve a 65% single family, 35% multi-family housing stock target for 2036, should set a housing mix of 60% single family dwellings and 40% multi-family units for future, unadopted, outline and area structure plan delivery.



### 2.5.1 EXISTING OPPORTUNITIES FOR RESIDENTIAL DEVELOPMENT

Looking ahead, the City of Lacombe must identify whether sufficient opportunities exist within the current boundaries to meet future development demand. As identified in the tables above, the demand for housing will be dependent on the population growth experienced, and range from an additional 2,985 to 7,024 units.

The City of Lacombe's Area Structure Plans identify opportunities for growth and have been supplemented by Outline Plans, a number of which have already been developed or are nearing the end of their development. However there remains large areas which have not yet been developed and offer opportunities for the community to grow.

Appendix 5 discusses the individual contributions of each plan towards delivering different land uses. In total, the residential lands available for development within the city boundary have the opportunity to accommodate approximately 4,400 units. This figure will accommodate the housing needs associated

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with the low growth forecast. Considering that housing delivery will also occur on the unplanned Quarter Section (NW-21-40-26(W4)) to the south of Highway 12, east of Metcalf Ridge, it is anticipated that the medium growth scenario for population growth can also be accommodated within the city boundaries.

It is only on the ambitious high level growth forecast that the current city boundaries do not identify enough lands for future housing needs.

Even if the city meets the highest level of future housing growth it still has enough land to accommodate 10 years of growth before the need for future housing lands would necessitate annexation.

## 2.6 COMMERCIAL DEVELOPMENT TRENDS AND FORECASTS

The City of Lacombe has experienced limited commercial growth in its recent past. 2014 saw the start of revived commercial interests, with a number of new commercial buildings receiving Development Permits and the Lacombe Market Square development progressing.

As of summer 2014, Lacombe had approximately 720,000 m<sup>2</sup> (zones C1 – C5, CBP), or 72ha of commercially zoned land. These lands house buildings with footprints of 114,691.17m<sup>2</sup>, or a ratio of 1m<sup>2</sup> building:15.85m<sup>2</sup> land.

An additional 19,190m<sup>2</sup> or 1.9ha is zoned as DC1, which is a Direct Control zoning that allows commercial development. In total, the current land supply of commercial land is approximately 75ha of land.

### 2.6.1 CURRENT POPULATION/TRADE AREA

In the summer of 2014, the City undertook a Retail Survey to gain a better understanding of the purchasing power of area residents, and where spending on commercial goods and services is occurring within the region. Approximately 1,000 people responded to the survey, with about 80% of respondents living in Lacombe.

The survey, with further details found in the Retail Survey Summary Report, identifies that the Lacombe trade area is currently around 16,000 people, not including contributions from the surrounding counties.

### 2.6.2 RECENT AND FORECASTED COMMERCIAL ACTIVITY

Currently, Lacombe has approximately 75ha of commercial land (commercial and direct control) for its 12,728 people. In 2010, a growth Study was conducted for the City, identifying that the approximately 1.85m<sup>2</sup> (20ft<sup>2</sup>) of new commercial land for each additional city and county resident should be planned for.

The 2014 Retail Study helped to identify the trade area for the City of Lacombe. The study identified that there was a relatively equitable distribution of people from all directions who use Lacombe as a shopping location, although the West contributed the least at 20%. Using the results of the survey, it was identified

2

INFLUENCES ON LACOMBE'S PAST AND FORECASTED GROWTH

that approximately 5,000 people within this geographic area access Lacombe on a regular basis for their shopping needs. Combined with the City's population, the current trade area was calculated to be approximately 16,000 people.

Trade area population was then projected forward, using the City's of Lacombe's forecasted growth rates. While smaller urban centres such as Clive or Gull Lake are not growing at a rate equivalent to Lacombe, Blackfalds is growing at a rate much higher than Lacombe. The following tables forecast the city's forecasted growth rates for the identified trade area population. The forecasted regional trade area population is then added to the city's forecasted population. This can then be used to identify how much additional square footage of commercial lands may be required.

Table 2.6 Lacombe and Trade Area Population Projections 2014 - 2036

Growth Rate/Year	2014 Population		2036 Population		2036 Total Population	2014-2036 population growth
	Lacombe	Trade Region	Lacombe	Trade Region	Lacombe & Trade Area	
1.50%	12,728	3,272	17,661	5,302	22,963	6,963
2.50%	12,728	3,272	21,912	6,677	28,589	12,589
3.50%	12,728	3,272	27,130	8,266	35,396	19,396

Table 2.7 Population Projections 2011 - 2036 for Lacombe and its Trade Area

Growth Rate/Year	2014-2036 population growth	Meters squared per person needed	Total Square metres needed
1.50%	6,963	1.85	12,937
2.50%	12,589	1.85	23,390
3.50%	19,396	1.82	36,040

The city's current commercial building: land ratio is 1m<sup>2</sup> building:15.85m<sup>2</sup> land. Using this ratio, the City will need to plan for approximately 20.5ha of additional commercial lands (low forecast) up to 57.12ha of land (high forecast), as demonstrated in the table below.

Table 2.8 Population Projections 2011 - 2036 for Lacombe and its Trade Area

Growth Rate/Year	Total Square metres needed	Total land area required with ratio at 1:15.85m <sup>2</sup>	Total land needed (ha)
1.50%	12,937.16	205,054	20.5
2.50%	23,390	370,731.5	37.07
3.50%	36,039.7	571,229.2	57.12

These table indicates that Lacombe should plan to add between 20.5ha - 57.12ha of commercial land to its supply between now and 2036. This will maintain the existing building to land area footprint that the Lacombe current holds.

Currently, adopted Outline Plans (see Appendix 5) have approximately 25 hectares of commercial land yet to be delivered. Future opportunities for commercial land development identify a further 33 - 65 hectares of land for development.

## 2

INFLUENCES ON LACOMBE'S  
PAST AND FORECASTED GROWTH

The City also has identified a desire to become a more accessible community, and has identified the need to factor mixed use development and neighbourhood commercial sites into future residential development. This factor, along with downtown redevelopment and identified new opportunities all indicate that the city's current boundaries should be able to accommodate the forecasted retail need for the city over the next 20 years.

## 2.7 INDUSTRIAL DEVELOPMENT TRENDS AND FORECASTS

The 2010 growth study for the City identified that approximately 3ha of land is needed each year. As the study was undertaken in 2010, and this MDP looks to 2036, a total of 26 years of industrial land supply should be considered. This equates to 78ha of industrial land.

Since 2010, the Len Thompson II industrial park has been developed, offering up 6ha of land for development. The East Lacombe Industrial Park identifies a further 48ha of land for industrial development. Further industrial opportunities to the north of the East Lacombe Industrial Park will offer an additional quarter of industrial lands, ensuring that there is more than 78ha of industrial land planned and available within the city's current boundaries. Further details are found in Appendix 5 and Map 1.

## 2.8 SCHOOL AND INSTITUTIONAL DEVELOPMENT

Along with ensuring land is available for commercial, industrial and residential uses, the City must also plan for institutional development. Specifically it is envisioned that the City will likely need to identify lands for future school expansions. Two school sites have already been identified in the City's current planning documents - one in the South East Development Area, and another one located in the North Development Area. See Map 1 for the proposed location.

It is not anticipated that additional schools sites are needed beyond those that have been accommodated already within the planning documents.



LACOMBE FLATIRON BUILDING

LACOMBE INTERPRETIVE CENTRE

LACOMBE INTERPRETIVE CENTRE

50 A



## 3

### VISION STATEMENT

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#### VISION:

*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.*

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The Municipal Development Plan's Vision Statement encompasses the type of community residents want to achieve over the Plan period. The development of the Vision Statement was derived through community consultation of the Municipal Sustainability Plan and Municipal Development Plan, as well as referencing Council's Strategic Plan 2014-2017.

Lacombe residents are proud of their community and its small town feel. They appreciate and support the connections to the natural environment, the trail and open space systems and the service opportunities available. Looking forward, residents have expressed the importance of growth that is inclusive and supports all residents. They envision enhancements to the current transportation system, with an emphasis on active opportunities, offering services which are efficient, economical and of value to Lacombe's rate payers.

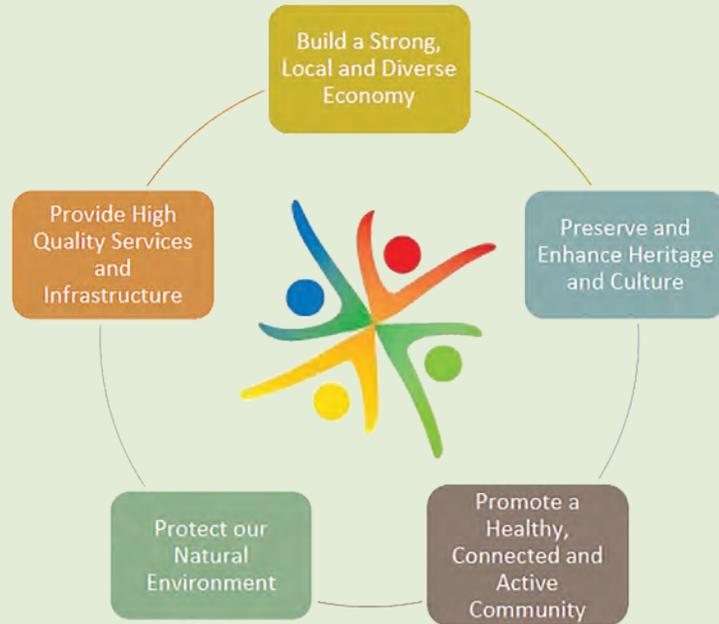
3

VISION STATEMENT

VISION STATEMENT

As part of the Municipal Sustainability Plan (MSP), five Priority Goals were developed to guide all activities undertaken by the City over the coming years. These Priority Goals form a basis for the community vision statement – as they encompass the ideas shared by residents for Lacombe’s future. The five Priority Goals are:

1. *Build a strong, local and diverse economy*
2. *Preserve and enhance heritage and culture*
3. *Promote a healthy, connected and active community*
4. *Protect our Natural Environment*
5. *Provide High Quality Services and Infrastructure*



Along with the MSP Priority Goals, the City of Lacombe’s 2014-2017 Strategic Plan identifies six Strategic Pillars. These pillars reference and reflect the MSP Priority Goals, but also provide direction on how the current Council will lead operations within the community to meet residents’ needs.



The Strategic Pillars are

1. *Safe Healthy and Vibrant Community*
2. *Land Resources and Acquisition*
3. *Operations: Infrastructure Growth and Asset Management*
4. *Economic Prosperity*
5. *Operational Excellence*
6. *Community Relations*

## 3

## VISION STATEMENT

In reviewing the comments from consultation, the Priority Goals, and the Strategic Pillars, the Vision for Lacombe's Municipal Development Plan: Growing 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.*

The Vision statement combines the following sentiments of the community into one statement:

- The City is committed to growing its population and services in a manner that promotes diverse opportunities and fiscally responsible land use service delivery. The City values the contribution that development of residential, industrial, commercial and institutional lands provides, and seeks to ensure that all of these interests are supported in the future.
- The City is committed to providing a high quality of life for its residents. The City recognizes that quality of life is measured in availability and accessibility of opportunity. Supporting development to ensure that it is physically and monetarily accessible will enable all members of the community to interact and benefit from the City's opportunities.
- The City recognizes that service delivery, including administrative levels, infrastructure quality and delivery, recreational and cultural offerings and opportunities beyond the scope of the municipality, all impact quality of life. The City will identify ways to provide a positive contribution to supporting a sustained and increased quality of life.
- The City values and recognizes its historic past and heritage buildings. As the community responds to changes brought about by technology, growth, development, changing priorities and lifestyles, the City will work to ensure that the past and its contribution to the City's current position is not compromised.
- The City recognizes the importance of the natural environment and will work to preserve, enhance and maintain these elements, weaving them, where appropriate, into the built urban form.
- Residents are extremely proud to belong to a City that retains small town character. Residents want to see growth continue and see the City prosper, improving on service provision. However they also are proud to have community support, open dialogue with administration and neighbours, and architectural styles that create a small town feel. Ensuring and promoting this as the City grows is a key consideration going forward.

Combined together, the support of a variety of opportunities, land uses and preservation techniques will help to ensure that Lacombe is a vibrant community which residents are proud to call home.





4

GENERAL CONSIDERATIONS FOR LAND USE AND DEVELOPMENT

 SUMMARY:

As Lacombe grows, the past conditions and growth patterns will impact how and where the city develops. Regardless of Strategy (Thematic) Areas, a number of general principles are required to help direct future growth. These general, or overarching principles found in Chapter 4, will help ensure that the community experiences, coordinated and consistent growth and development, which will benefit the entire City.

 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.*

 OBJECTIVES:

-  A To examine opportunities for growth across the whole community, maximizing existing and proposed land and infrastructure capabilities
-  B To identify future growth patterns and directions for lands within the City, ensuring the availability of land for current and future development needs
-  C To ensure urban development and expansion provides for future land use requirements while recognizing the need to protect, retain and support Agricultural Lands for as long as possible
-  D To ensure development aligns with regulations, best practices and supports good planning principles promoting financial viability

# 4

## GENERAL CONSIDERATIONS FOR LAND USE AND DEVELOPMENT

### POLICIES:

#### LONG RANGE PLANNING FOR GROWTH

##### GPD4.1 Future Land Use Concept Map

*Linked Objectives:* **A B C**

The Future Land Use Concept Map (Map 1) shall direct the preferred long range growth and land use pattern for the city. The map provides the general location of infrastructure and land use.

Further detail shall be provided through Area Structure/ Redevelopment Plans, Outline Plans, subdivision and rezoning which shall align with the land use pattern on the map. Areas identified as 'Future Mixed Use' on Map One shall bring forward some combination of residential and commercial development. The scale, location and form of delivery of the commercial and residential land uses shall be identified and approved through the Area Structure Plan and Outline Plans.

Other patterns of development and land uses may be considered through amendments to the various plans, policies and maps. Map 3 Development Considerations shall be referenced when considering amendments.

*Linked Action(s):* **2**

##### GPD4.2 Land Use Designation and Intensification: Larger Parcels

*Linked Objectives:* **A B C**

Prior to considering a change in a Land Use Bylaw designation that allows for more intensive subdivision or development than presently exists on larger parcels of land, the City may require the preparation or amendment of an Outline Plan to the City's satisfaction.

*Linked Action(s):* **1 2**

##### GPD4.3 Annexation Opportunities and Maintaining a Developable Land Supply

*Linked Objectives:* **A B C D**

The City shall ensure that a minimum of five years of developable land is available for development, enabling continued opportunities for the growth of the city. The City should seek annexation well in advance of current supply being exhausted.

The City may consider annexation as a means of addressing issues not related to land use supply. Such annexation measures should be pursued where the need arises and may include such issues as planning control, extension of municipal roads and utilities to secure long term growth needs and other issues identified by Council.

*Linked Action(s):* **3**

#### EFFICIENT LAND USE AND DEVELOPMENT

##### GPD4.4 Discourage Fragmented Development

*Linked Objectives:* **A**

The City shall promote an orderly progression and staging of development in order to prevent premature development of agricultural land and to minimize land use conflicts with existing agricultural operations.

The extension of city development shall only occur if an approved Outline Plan or Area Redevelopment or Structure Plan is in place which allows for connections to services immediately adjacent to the lands proposed for development. This should ensure that an orderly plan for development has been considered and limit the ability to develop land not adjacent to the existing built up urban area.

*Linked Action(s):* **2 3**

GENERAL CONSIDERATIONS FOR LAND USE AND DEVELOPMENT



# 4

## GENERAL CONSIDERATIONS FOR LAND USE AND DEVELOPMENT

### GPD4.5 Maximize Land Use and Infrastructure

*Linked Objectives:* **A**

The City shall promote development which occurs at efficient density levels to make maximum use of infrastructure, land supply, and public expenditures for maintenance and operations.

Infill development and intensification within existing built areas should be encouraged to take advantage of existing municipal utilities and roads.

*Linked Action(s):* **5**

### GPD4.6 Financing Municipal Infrastructure

*Linked Objectives:* **A B**

Municipal infrastructure and improvements are generally provided at the time of development. The City should identify necessary infrastructure and improvements to support development and apportion the costs between benefiting parties. The Off-Site Levy Bylaw shall establish the levies for the infrastructure and improvements.

The City should consider the construction of municipal improvements in advance of development, to the cost of the City, to be recovered from benefiting parties as they develop, so long as the improvements are identified in an adopted Off-Site Levy Bylaw.

*Linked Action(s):* **5**

### GPD4.7 Information to Support Development Proposals

*Linked Objectives:* **A B**

The City may require supporting documentation prior to a decision on an Outline Plan, subdivision, or development application including, but not limited to slope stability assessments, fiscal viability, environmental assessment, traffic impact assessment and utility requirements. Such documents shall be used by the City to review and identify appropriate patterns of development. The preparation and cost of these documents shall be the responsibility of the developer.

*Linked Action(s):* **5**



### GPD4.8 Supportive Development Practices and Policies

*Linked Objectives:* **A B**

The City, in recognizing the changing needs and desires of a growing community, shall be receptive to development proposals and concepts that should help deliver the City's vision, as identified in the Municipal Sustainability Plan: Imagine Lacombe. The City shall establish practices and procedures to review development proposals.

Where proposals do not align with Imagine Lacombe or other adopted plans, policies and bylaws, the City should work with applicants to strive to align these proposals with the City's plans and policies, considering the needs of all stakeholders.

*Linked Action(s):* **6**

## SUBDIVISION AND DEVELOPMENT CONSIDERATIONS

### GPD4.9 Application of Provincial Regulations

*Linked Objectives:* **D**

The City shall apply the requirements outlined within provincial acts and regulations, as amended, including but not limited to, the *Subdivision and Development regulation*, AR 43/2002, the *Historical Resources Act*, RSA 2000, c H-9 and the *Water Act*, RSA 2000, c W-3, as they apply to subdivision and development. While the City may facilitate compliance by identifying applicable provincial acts or regulations, it is the developer's responsibility to ensure that all provincial legislation is complied with and all necessary approvals are in place prior to development.

*Linked Action(s):*

# 4

## GENERAL CONSIDERATIONS FOR LAND USE AND DEVELOPMENT



### GPD4.10 Appropriate Agricultural Operations

Linked Objectives: **D**

The City shall support agricultural operations which are compatible with urban settlement within and adjacent to the city boundary. As such, uses such as intensive agriculture, which are considered incompatible with urban settlement, shall be prohibited within the city, and are not supported adjacent to the City's boundaries.

The City shall support 'right to farm' legislation by applying requirements within the Province of Alberta's *Agricultural Operations Practices Act* (AOPA), RSA 2000, c A-7 (as amended) and any other relevant legislation.

Linked Action(s):

### GPD4.11 Setbacks from Sour Gas, and Oil and Gas Facilities

Linked Objectives: **D**

The City shall refer to and apply provincial setback regulations and guidelines in relation to sour gas and other oil and gas facilities, including pipelines, when considering subdivision and development applications. Proposed land uses in proximity to sour gas facilities shall minimize risk to the public's health and safety.

Appropriate forms of development and land uses in proximity to sour gas and oil and gas facilities will be identified in the Land Use Bylaw.

Linked Action(s): **7**

### GPD4.12 Development within Flood Hazard Area

Linked Objectives: **D**

All subdivision and changes in land use that are proposed within the provincially designated flood hazard area of Wolf Creek, as shown on the Future Land Use Concept (Map 1) shall be circulated to Alberta Environment and Parks (AEP) (or its equivalent) for review and input. Subdivision and development of land within the provincially designated flood hazard area may be considered subject to the following:

- i. no new use, building or development within the floodway, with the exception of flood control devices, that would obstruct the flow of water shall be allowed;
- ii. development shall be restricted to areas within the flood fringe;
- iii. development in flood fringe shall require flood proofing, as defined in the Land Use Bylaw; and
- iv. any subdivision and development that is allowed within the 1:100 flood hazard area shall be undertaken in accordance with Alberta Environment and Parks (AEP) requirements

Linked Action(s): **1 2 4**



# 4

## GENERAL CONSIDERATIONS FOR LAND USE AND DEVELOPMENT

### GPD4.13 Gas and Oil Facility Development within the Region

Linked Objectives: **D**

The City shall encourage oil and gas facilities and pipelines to be located beyond the identified future expansion areas shown in the Intermunicipal Development Plan. Where it is not possible to locate oil and gas infrastructure beyond the future expansion areas, the City shall encourage alignments and locations that are conducive to future urban development.

Linked Action(s):

### GPD4.14 Role and Use of Land Use Bylaw

Linked Objectives: **A B C D**

The Land Use Bylaw shall be utilized to implement the MDP policies through the designation of Land Use Districts and the application of development standards for each District. In considering a proposal for a change in Land Use Bylaw designation, the following matters shall be taken into account where applicable:

- i. the type and scale of the proposed use or uses;
- ii. the suitability of the site for the proposed use or uses;
- iii. site design with respect to natural topography, treed areas, landscape features, wetlands and Steep Slopes;
- iv. compatibility with surrounding existing and future land uses;
- v. proposed access, intersection treatments and impacts on the road system;
- vi. availability of municipal utility services;
- vii. provision of Open Space in terms of public access and use;
- viii. adequacy of parcel sizes to support the intended use, design and appearance;
- ix. consistency with provisions contained in applicable statutory plans and the Land Use Bylaw;
- x. proximity to oil and gas infrastructure, wastewater treatment facilities and solid waste handling facilities;
- xi. the need for the development and the benefits the development would bring to the community; and
- xii. any other matters deemed relevant by the City

Linked Action(s): **1 2**

4

GENERAL CONSIDERATIONS FOR LAND USE AND DEVELOPMENT

ACTIONS:

- 1 Update the Land Use Bylaw (LUB) to align with the Municipal Development Plan (MDP)
- 2 Maintain an up-to-date land use map
- 3 Maintain an inventory of developable land, projecting future needs based on the previous five years
- 4 Ensure Flood Hazard Area regulations in the Land Use Bylaw align with the provincial mapping and designations
- 5 Ensure development plans are subject to fiscal and service level reviews, identifying the anticipated long term benefits and costs associated with the development
- 6 Review planning policies and practices to ensure a competitive and growing community
- 7 Update the Land Use Bylaw to identify appropriate land uses and development in proximity to sour gas and oil and gas facilities

MONITORING THE IMPLEMENTATION OF LAND USE AND DEVELOPMENT:

Identify and summarize Development Permits and subdivisions approved for lands identified as Flood Hazard Areas

Summary of the financial and service level impact of adopted development plans

GENERAL CONSIDERATIONS FOR LAND USE AND DEVELOPMENT

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5

WHERE WE LIVE: RESIDENTIAL

 **SUMMARY:**

While Lacombe currently provides for a mix of housing types and ownership, the current mix is predominantly single family homes. These homes may not be affordable or meet the needs of all residents. The City is committed to providing increased diversity of housing across the community, which should help to increase affordability for all households, increase density to decrease costs of servicing and promote a more compact and efficient urban form.

As the city continues to grow, it will be important to ensure that it develops compact, walkable neighbourhoods, protects open spaces and enhances its vibrant downtown. Furthermore, incorporating renewable energy systems and energy-efficient infrastructure in homes will be key to building more sustainable neighbourhoods.

RESIDENTIAL

 **GOAL:**

*To facilitate a diverse range of housing opportunities that support the needs, income levels and preferences of all current and future residents, ensuring that residential neighbourhoods are connected to the community's amenities in a sustainable manner.*

 **OBJECTIVES:**

-  A Identify areas suitable for residential development and ensure an adequate supply of land for residential purposes
-  B Support increased housing diversity across the community, integrating various housing forms in all neighbourhoods
-  C Ensure all development (new and infill) delivers a high standard of design, respecting and enhancing the surrounding area
-  D Ensure neighbourhoods are designed to be compact and connected, where land and infrastructure is used efficiently

# 5

## WHERE WE LIVE: RESIDENTIAL



RESIDENTIAL

### POLICIES:

#### RES5.1 Housing Diversity

Linked Objectives: **B**

The City is striving to deliver a housing mix across the community of 65% Single Detached Dwellings and 35% Multi-Family Residential, as identified in the Housing Needs Assessments (2013).

To help deliver this mix, the City shall ensure that no more than 70% of the total potential dwelling units are Single Detached Dwellings.

Delivery of Multi-Family Residential development within an overall Outline Plan that exceeds 40% may receive incentives, as determined by Council.

Linked Action(s): **4**

#### RES5.2 Housing Placement

Linked Objectives: **B**

To support neighbourhoods which cater to all residents, the City shall provide opportunities for integrating housing forms on a street face through Land Use Bylaw regulations. Residential Land Use Districts shall allow for General Residential, Medium Intensity Residential Density and Urban Intensity

The developer, when preparing Outline Plans, shall identify proposed land use designations, and seek to limit the concentration of any singular housing type into a specific area or on a specific street.

Linked Action(s): **5**

#### RES5.3 Modular Homes

Linked Objectives: **B C**

Modular Homes may be permitted only:

- i. as replacements for existing units; or
- ii. as part of a comprehensively designed and architecturally controlled Modular Home subdivision or park, as identified in an adopted Outline Plan

Linked Action(s):

#### RES5.4 New Residential Housing Density

Linked Objectives: **A B D**

To promote the efficient use of resources and support connections to and between neighbourhoods, a minimum of **15 units per developable hectare** shall be achieved in new developments. Variations may be permitted if accommodated in an adopted statutory or non-statutory plan.

The consideration of a Density level less than 15 units per developable hectare shall require the provision of additional amenities, as determined by Council. To support increased Density and the efficient use of land, Council may consider negotiating incentives at the time of Outline Plan adoption where development densities exceed 20 units per hectare.

Linked Action(s): **6**



### RES5.5 Redevelopment of Existing Neighbourhoods: Promoting Neighbourhood Sensitive Infill Opportunities

Linked Objectives: **A B C D**

Redevelopment and infill opportunities are capable of being supported across the entire community. The City shall promote sensitive infill opportunities, and may establish redevelopment plans for specific areas of the city. Where these plans are adopted, they shall contemplate the appropriate style, type and level of infill development.

Where a redevelopment plan is not in place, opportunities to increase density through infill should be encouraged. Generally, plans to double the density of single family housing parcels should be considered appropriate although an Outline Plan may be required. However, the following shall be considered for all projects which seek to increase density:

- i. appropriate consultation of neighbouring properties to gain input on the proposal;
- ii. demonstrate, and where appropriate, the applicant to provide upgrades, to ensure that the existing infrastructure can accommodate the increased demands;
- iii. the size of the existing parcel of land in comparison to surrounding parcels;
- iv. the location of the existing parcel of land, with a preference for corner lots to provide infill opportunities; and
- v. submission of a proposed Development Permit alongside submission for re-zoning and subdivision to help demonstrate:
  - a. the type of housing proposed;
  - b. how the design will compliment the surrounding neighbourhood; and
  - c. On-site capacity to accommodate the demands of the development, including parking

Linked Action(s):

### RES5.6 Placemaking: Neighbourhood Design

Linked Objectives: **B C D**

Commitment to creating complete neighbourhoods, where residents have access to a variety of housing, commercial and recreational opportunities is supported by the City. Neighbourhoods shall be designed so as to deliver the efficient use of land, roads and utilities, diversity of housing types and connections to various land uses. Neighbourhood designs (via the production of an Outline Plan) should:

- i. provide for a variety of lot sizes and land use designations to accommodate different housing types, sizes and designs located across the plan area;
- ii. provide connections through and beyond the development area for Active Transportation use, connecting to the Open Space System and surrounding area;
- iii. provide for Neighbourhood Commercial uses;
- iv. plan for and identify the location of future transit stops and routes;
- v. minimize through traffic and speeds on local roads through road design and layout;
- vi. support the retention and integration of natural and historically interesting amenities and features;
- vii. provide for parks, open space and trail systems, which are designed comprehensively to connect to the greater Open Space System;
- viii. promote a grid layout and lanes, where appropriate, to provide connectivity opportunities;
- ix. promote high visual standards and interesting streetscapes through comprehensive design of amenities and infrastructure; and
- x. design features so as to promote walkability (including but not limited to front porches, garages to the rear, tree-lined streets, sidewalks and trails connecting the neighbourhood)

Linked Action(s): **1 5**



Photo credit – ParioPlan



RESIDENTIAL

### RES5.7 Building Design Requirements

Linked Objectives: **C**

The City shall promote a high architectural standard across the community.

Developers are required to develop and implement Architectural Controls within new neighbourhoods. General principles for design should be identified in adopted Outline Plans. These controls should allow for a variety of different styles and materials, while offering design continuity.

Where a development does not have established design guidelines, the City shall establish Architectural Controls within the Land Use Bylaw. The standards shall be reflective of the use of the building and the general land use zoning.

Linked Action(s): **1**

### RES5.8 Suites: Secondary and Garden

Linked Objectives: **B C D**

Suite provision across the community offers opportunities to increase the diversity of existing neighbourhoods, increase density and support affordable housing opportunities while utilizing existing infrastructure. To support the delivery of Suites the City shall:

- i. support increased delivery of Suites (Secondary and Garden) across the whole community;
- ii. promote opportunities for Garden Suite delivery, to a maximum of 10% of total single family housing delivery, to contribute to Density calculations identified at the Outline Plan stage; and
- iii. offer opportunities for streamlined approvals where the development meets the regulations identified in the Land Use Bylaw

The Land Use Bylaw shall provide direction and support to delivering Suites across the community.

Linked Action(s): **3 5**

# 5

## WHERE WE LIVE: RESIDENTIAL

RESIDENTIAL

### RES5.9 Supportive Housing

Linked Objectives: **A B C**

It is recognized that residents have diverse housing needs, ranging from the size, style and type of housing. To ensure that residents with specialized needs for housing are accommodated throughout the community, the City shall support the delivery of Supportive Housing in all neighbourhoods.

To ensure compatibility with existing uses, specific development regulations shall be developed within the Land Use Bylaw. These regulations should ensure that the developments complement and enhance the neighbourhoods in which they are located.

Linked Action(s): **2 5**

### RES5.10 Residential Development Servicing

Linked Objectives: **B C**

The City shall ensure that residential development servicing for Condominiums and Modular Home parks is of a similar standard to the City's own municipal infrastructure. The City should seek to ensure that underground utilities, sidewalks and road base development align with the City's Engineering Design Guidelines for non-condominium development.

Variations may be considered to road width, parking regulations and development standards, where contemplated through an overall Outline Plan or Master Plan. Should development not proceed as identified in the Outline Plan or Master Plan, the City's standard development regulations and Engineering Design Guidelines shall be implemented.

Linked Action(s):

### RES5.11 Condominium Development Land Use

Linked Objectives: **A B C**

To support a variety of lifestyle and housing choices, the City shall work to establish specific development regulations within the Land Use Bylaw for Condominium communities, reflecting the unique nature of these planned communities. These development regulations, while working to ensure that the developments compliment the neighbourhoods that they are in, should provide opportunities to explore alternative development patterns than typically provided for in residential Districts. Other considerations shall include servicing, outdoor amenity, building code, emergency service impact, parking, traffic and access.

Condominium communities shall prepare an overall Master Plan to guide Development Permit activities.

Linked Action(s): **7**

### RES5.12 Smaller Housing Opportunities

Linked Objectives: **B C D**

In recognizing that there is a growing need for a variety of housing sizes, the City may consider proposals for smaller lot development than currently provided for in the Land Use Bylaw. Where a proposal for such development is made, servicing, outdoor amenity, building code, emergency service impact, parking, traffic and access shall be considered.

Proposals shall be captured in the Land Use Bylaw through the creation of a specific Land Use District or through amending Districts, and by establishing appropriate development guidelines.

Linked Action(s): **5**

## 5

### WHERE WE LIVE: RESIDENTIAL

#### ACTIONS:

1

Update the Land Use Bylaw (LUB) with minimum standards for Architectural Controls and neighbourhood design features to support the 'small town' feel

2

Update the Land Use Bylaw to create guidelines for Supportive Housing developments

3

Review the Land Use Bylaw regarding the Suite Policy and the Land Use Districts to support increased delivery across the community

4

Develop appropriate guidelines for incentives for Multi-Family Residential development which exceeds 40% of an Outline Plan

5

Develop a design guide to support Placemaking principles to be referenced when Outline Plans are developed

6

Develop guidelines for administration and Council to consider when Density levels proposed are less than 15 units/hectare or greater than 20 units/hectare

7

Develop regulations in the Land Use Bylaw pertaining to Condominium and Modular Home park developments

RESIDENTIAL

#### MONITORING THE IMPLEMENTATION OF WHERE WE LIVE: RESIDENTIAL:

Number of building permits issued, by housing unit type, as a percentage of total housing stock delivered

Number of completed Suites (new and existing) permits

Median proximity of all new development, measured at Outline Plan stage, to commercial zones and Municipal Reserve parcels, as compared to the remainder of the community

Total land available for residential development, quantified by years of land remaining



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## 5

## WHERE WE WORK: COMMERCIAL


**SUMMARY:**

The city is served by a diverse range of commercial opportunities. Recent residential growth is now leading to commercial development, and it is anticipated that the early years of the MDP will see a high level of commercial activity. Current commercial activities spread out along Highway 2A, east of the railway tracks along Highway 12, and in the central historic downtown.

With the continued growth forecasted, the City plans to accommodate a variety of commercial opportunities located across the community. Providing commercial opportunities in multiple locations through the delivery of neighbourhood commercial and dedicated commercial nodes will help to build a well connected, mixed use community. Future commercial opportunities will be delivered to promote and support active and public transportation access alongside promoting mixed use development within key locations.

COMMERCIAL


**GOAL:**

*To facilitate a diverse range of high quality commercial opportunities across the community, which offer Multi-Modal Connections and support the needs of residents and the surrounding area.*


**OBJECTIVES:**

- A** To identify lands of a variety of sizes for future commercial development at locations across the community which are accessible through a variety of transportation modes
- B** To minimize conflicts between commercial and non-commercial land uses while ensuring that commercial lands are linked to and part of the surrounding neighbourhood
- C** To support the delivery of Mixed Use Developments, incorporating commercial and residential land uses
- D** To support commercial building and site design standards which support both the small town feel as well as modern design elements

5

WHERE WE WORK: COMMERCIAL

**POLICIES**

**COM5.1 Commercial Building and Site Design**

Linked Objectives: **B D**

The City supports the delivery of high quality commercial buildings and site design. To accomplish this, minimum standards shall be developed requiring that all commercial development shall:

- i. have a high quality of external building and site design, including landscaping, creating a cohesive commercial area;
- ii. include design elements which honour Lacombe's historical architecture while delivering a current design aesthetic;
- iii. be developed in a manner that supports safe and convenient access (onsite and to the site) by Active Transportation methods;
- iv. have controlled vehicle access from roads; and
- v. provide adequate buffering on site between commercial development and surrounding residential areas in order to minimize noise, traffic, light, and visual impacts

Linked Action(s): **2 5**

**COM5.2 Mixed Use Development**

Linked Objectives: **A C**

The City shall encourage efficient development of lands through supporting Mixed Use buildings and sites while working to minimize possibility of conflict with uses.

Where lands are designated as future mixed use on Map 1: Future Land Use Concept Map, a combination of residential and commercial land uses shall be delivered. Consideration of compatible land uses, accessibility and commercial land needs will help direct the scale and location of delivery within the Area Structure and Outline Plans.

To support the delivery of residential alongside commercial development, the City may explore opportunities to provide development incentives to support the delivery of mixed uses.

Linked Action(s): **1 3 4**

**COM5.3 Neighbourhood Commercial Development**

Linked Objectives: **A B**

To provide opportunities for residents to access basic daily services through Active Transportation modes, the City encourages and supports small scale Neighbourhood Commercial sites in appropriate locations across the city. The City shall require at least one new Neighbourhood Commercial Site to be delivered in each Area Structure Plan boundary (see Map 1 Future Land Use Concept Map for generalized locations with the exact locations to be determined at the Outline Plan stage). Combined with the existing two Neighbourhood Commercial Sites, a minimum of five Neighbourhood Commercial Sites shall be located within the current boundaries of the city.

These Neighbourhood Commercial Sites should be located in areas adjacent to major roads, with a compatible mix of uses (which may include residential units) to provide goods and services to the immediate neighbourhood. Adequate buffering on site shall be provided, minimizing noise, traffic, light and potential visual impact to the residential properties.

Linked Action(s): **2 3 4 5**

COMMERCIAL



# 5

## WHERE WE WORK: COMMERCIAL

COMMERCIAL

### COM5.4 Commercial Development Servicing

Linked Objectives: **A B C D**

The City shall ensure that commercial development servicing for Condominium lots is of a similar standard to the City's own municipal infrastructure. The City should seek to ensure that underground utilities, sidewalks and road base development align with the City's Engineering Design Guidelines for non-condominium development, and do not restrict future development opportunities beyond the Condominium site.

Variations may be considered to road width, parking regulations and development standards, where contemplated through an overall Outline or Master Plan. Should development not proceed as identified in the Outline Plan or Master Plan, the City's standard development regulations and Engineering Design Guidelines shall be implemented.

Linked Action(s): **4**

### COM5.5 Specialized Commercial Areas

Linked Objectives: **A C**

The City shall support the creation of distinct, specialized commercial areas, offering unique development opportunities based on zoning and location. The creation of distinct areas should support linked trips, encourage Multi-Modal Access, and help minimize land use conflicts between uses.

Distinct areas which support the Downtown Area Redevelopment and Urban Design Plan, Mixed Use Developments in the West Area Structure Plan Area, the provision of commercial to cater to the development area to the north, and a gateway to the community along Highway 12 to the east should be explored. Appendix Five identifies minimum areas of commercial lands yet to be delivered within Area Structure Plans. The exact size and location of commercial land delivery will be approved within Area Structure/Redevelopment Plans and Outline Plans.

Linked Action(s): **1**



### COM5.6 Commercial Development Design in Outline Plans

Linked Objectives: **B D**

All Outline Plans which deliver a commercial site shall identify architectural and site design considerations for future commercial development. Architectural Controls should also consider the specialized role that the development will play, promote Active Transportation access and deliver a cohesive and planned feel to the commercial centres. The City should work with developers to deliver an appropriate design aesthetic.

Linked Action(s): **2 5**

5

WHERE WE WORK: COMMERCIAL

ACTIONS:

- 1 Update the Land Use Bylaw to develop more distinct commercial zones
- 2 Update the Land Use Bylaw (LUB) to create commercial Architectural Controls, reflective of the role each commercial zone plays within the community
- 3 Update the Area Structure Plans to identify need for Neighbourhood Commercial Sites
- 4 Work with Community Economic Development Organization to identify incentives for developments which deliver Mixed Use Developments (commercial/residential/institutional)
- 5 Work with developers to identify architectural and site design features to deliver a look book that observes the unique architectural features of Lacombe while offering opportunities to deliver modern design elements

COMMERCIAL

MONITORING THE IMPLEMENTATION OF WHERE WE WORK: COMMERCIAL:

Average proximity of all new development, measured at Outline Plan stage, to commercial zones and municipal reserve parcels, as compared to the remainder of the community



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Speedy Glass

Moonlight Madness

North Pole

Hayrides

Selfie With Santa

Playhouse Raffle



5

WHERE WE LIVE, WORK AND PLAY: DOWNTOWN

 SUMMARY:

Downtown Lacombe was the first area of the community that was developed upon settlement. The downtown features a commercial core with an established collection of Edwardian buildings, surrounded by a series of established residential neighbourhoods with a diverse housing stock. The downtown is the heart of Lacombe, and residents have indicated a desire to maintain and preserve the existing building stock while seeing the downtown become more vibrant and continue to develop. A number of plans and strategies, including the Downtown Area Redevelopment and Urban Design Plan (DARP), have been developed and are being implemented to help meet these goals.

As Lacombe continues to grow, the City will ensure that the downtown core remains as the centre and heart of the community. A focus on improving the pedestrian experience by enhancing safety measures, providing visually appealing streetscape, and promoting development which complements the existing building stock are all areas the City will promote.

DOWNTOWN

 GOAL:

*To revitalize, enhance and establish the downtown as the heart of Lacombe, and support its role as an economic, cultural, historical and residential focal point that contributes towards Lacombe’s small town feel and community identity.*

 OBJECTIVES:

-  A To enhance the downtown core so that it maintains Lacombe’s “small town feel”
-  B To support and accommodate a variety of compatible uses within the downtown, promoting Mixed Use Development
-  C To establish the downtown as an accessible and safe pedestrian environment that is Barrier Free and highly connected with the City’s transit, trail and sidewalk systems
-  D To establish 50 Avenue as Lacombe’s signature Main Street and as the gateway to Lacombe
-  E To support programs, policies and strategies which promote the downtown as a gathering place with a variety of activity opportunities

# 5

## WHERE WE LIVE, WORK AND PLAY: DOWNTOWN



DOWNTOWN

### POLICIES:

#### DT5.1 The Downtown Core: The Heart of the City

Linked Objectives: **A B D**

The City shall support initiatives, land uses and programming which maintain and enhance the downtown commercial area as the focal point of the community in all seasons. The downtown core should provide a mix of uses and opportunities, supporting shopping, personal and business services, government and public institutions, accommodation, housing, restaurants, entertainment and offices. The City should work to ensure that Active Transportation connections are developed to and within the downtown, and that transit service offers links to downtown opportunities.

The City may look to acquire land and resources within the downtown. Where appropriate the City shall prioritize the offering of municipal services within the downtown core, and shall promote the downtown as a viable and appropriate location of other government services.

Linked Action(s): **2 3 4**

#### DT5.2 Pedestrian Friendly Downtown

Linked Objectives: **A C D**

As part of making the downtown a destination for the city, downtown development and infrastructure investments shall prioritize a safe pedestrian experience. To accomplish this, the City should:

- i. explore opportunities for full or partial closure of streets to vehicular access;
- ii. identify alleyway development and beautification opportunities;
- iii. explore streetscaping opportunities to create a visually pleasing, cohesive downtown experience;
- iv. promote a year round pedestrian friendly environment, considering snow removal, lighting and shelter from the elements;
- v. promote Barrier Free design;
- vi. promote active pedestrian activity along the street, such as sidewalk patios, moving parking lots to the rear of buildings and developing buildings with minimal to zero setbacks;
- vii. promote Crime Prevention Through Environmental Design (CPTED) site development standards; and
- viii. promote any other action that is identified to prioritize the pedestrian experience of the downtown

Linked Action(s): **1 2 3 4**

# 5

## WHERE WE LIVE, WORK AND PLAY: DOWNTOWN

### DT5.3 Downtown Mixed Use

Linked Objectives: **A B E**

To support a vibrant downtown the City shall encourage Mixed Use Development in the downtown area. This may be accomplished through supporting opportunities to combine commercial and residential uses on a single site or through combining complementary land uses such as community, cultural, recreational, entertainment, lodging accommodation, public and commercial uses.

Opportunities to diversify the housing stock and bring about infill residential development should be supported.

Linked Action(s): **2 3**

### DT5.4 Historic Downtown Preservation

Linked Objectives: **A**

Recognizing that the downtown built form of Lacombe provides a sense of identity and place, the City shall protect the architectural and historic character of the downtown, including the surrounding neighbourhoods.

The City shall ensure Architectural Controls are in place for the downtown area, which direct the compatibility of infill development.

The City should also explore opportunities for enhancing existing buildings so that they can contribute to a high quality urban realm.

Linked Action(s): **2**



### DT5.5 Canada's Great Street: 50 Avenue

Linked Objectives: **D**

The City shall support the significant role that 50 Avenue plays within the community, seeking to ensure that it remains one of Canada's Great Streets. 50 Avenue shall be established as a gateway to the downtown, encouraging people to visit and experience all that Lacombe has to offer.

To enhance the pedestrian and visitor experience the City should:

- i. seek to limit through traffic (where appropriate);
- ii. reduce speeds to enhance pedestrian safety;
- iii. review parking and develop a parking strategy for the downtown;
- iv. develop a gateway sign which provides a sense of place to visitors; and
- v. explore any other opportunities which support the role of 50 Avenue as a gateway to the community

Linked Action(s): **2 3 4**

5

WHERE WE LIVE, WORK AND PLAY: DOWNTOWN

ACTIONS:

- 1 Ensure the Land Use Bylaw incorporates current Crime Prevention Through Environmental Design (CPTED) guidelines
- 2 Develop and maintain the Downtown Area Redevelopment and Urban Design Plan (DARP) and its corresponding Implementation Plan
- 3 Update the Land Use Bylaw to support Mixed Use Development options by reviewing permitted/discretionary uses within the downtown
- 4 Update the Transportation Master Plan to reflect the prioritized role of the pedestrian in the downtown

DOWNTOWN

MONITORING THE IMPLEMENTATION OF WHERE WE WORK: DOWNTOWN:

Identify the number of vacant units within the downtown to help assess the viability of the Downtown

Undertake an annual Update of the Downtown Area Redevelopment and Urban Design Plan (DARP), or its equivalent, implementation plan



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FOR THE CITY OF DENVER  
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EDWARD HANSEN HACKETT

Coffee Bar

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## 5

### WHERE WE WORK: INDUSTRIAL LAND DEVELOPMENT

#### SUMMARY:

The City of Lacombe has a small but strong industrial land base, contained in two industrial locations. A mix of heavy and light industrial uses are found south of Highway 12 and east of 46 Street. This older industrial area is home to a number of businesses which have been steadily growing and redeveloping. The new industrial area, located north of Highway 12 and east of Highway 2A, is expected to continue to expand and grow in the coming years.

As the city's residential base grows, attracting and retaining industrial businesses will be a focus for the community, offering a variety of job opportunities and an expanded tax base. The growth of light and appropriate heavy industrial opportunities will be supported through ensuring a healthy land supply and locating these uses in areas close to major transportation links.

---

#### GOAL:

*To maintain, strengthen and enhance existing industrial development while encouraging compatible new industrial development opportunities that are beneficial to Lacombe.*

---

#### OBJECTIVES:

-  A To support the continued growth of diverse industrial opportunities, striving for a 30:70 non-residential to residential local property tax ratio
-  B To locate industrial developments in such a way as to minimize conflicts with adjacent land uses
-  C To upgrade and enhance existing industrial developments to ensure that they are complimentary to their surroundings in accordance with the LUB

# 5

## WHERE WE WORK: INDUSTRIAL LAND DEVELOPMENT



INDUSTRIAL LAND DEVELOPMENT

### POLICIES:

#### IN5.1 Comprehensively Planned Industrial Areas

*Linked Objectives:* **A B C**

The provision of industrial land shall be fully serviced and comprehensively planned to ensure that a variety of lot sizes are able to be provided. All new industrial lots must be located within an industrial park, reducing the ability to have individual site development of industrial uses. Industrial land development shall ensure that interactions with residential and commercial areas are minimized, with appropriate access to major transportation routes and Emergency Services.

*Linked Action(s):*

#### IN5.2 Industrial Site Development

*Linked Objectives:* **B C**

Industrial sites shall be developed to a high standard, offering the users an enjoyable work or visit experience, while considering adjacent land owners. Site development shall take into account building orientation and design, Active Transportation opportunities, appropriate landscaping and adequate screening of storage and parking areas while recognizing the industrial nature of these areas. Generally, the location of heavy industrial lands should be adjacent to lighter industrial areas, providing an appropriate and compatible transition to other land uses.

Where industrial development occurs or exists adjacent to non-industrial land uses, the City shall require the provision of sufficient screening and/or buffering to minimize potential impacts on the non-industrial areas. This may include the provision of landscaping, fences, or berms.

*Linked Action(s):* **3**

# 5

## WHERE WE WORK: INDUSTRIAL LAND DEVELOPMENT

### IN5.3 Compatible Industrial Development

Linked Objectives: **B** **C**

Uses and development which in the opinion of the City may detract from the community's character, or unduly impact the environment, shall be avoided. Industries which involve the use and storage of large quantities of hazardous material shall be identified to the City so that appropriate mitigation measures undertaken by the City or industry, may be taken. Where federal or provincial legislation is in place governing setbacks or development considerations to other land uses, the City shall consider and implement accordingly. Where opportunities exist to transition industrial lots to commercial lots, the City may consider these changes to Land Use Districts.

Linked Action(s): **1**

### IN5.4 Industrial Innovation

Linked Objectives: **A**

The City supports industrial development which demonstrates a higher achievement towards environmental and community sustainability. The City supports the clustering of industry which makes use of each others' outputs, or whose inputs can be sourced locally. To support the clustering and formation of linked industry, the City should explore opportunities to offer incentives for such development.

Linked Action(s): **1** **2**



## 5

### WHERE WE WORK: INDUSTRIAL LAND DEVELOPMENT

#### ACTIONS:

1

Work with the Community Economic Development Organization to explore opportunities for incentives for innovative industrial developments

2

Update the Land Use Bylaw and City Policy to identify parameters for alternative/innovative industrial development which supports Policy IN5.4: Industrial Innovation

3

Update the Land Use Bylaw to update regulations for site development, as outlined in Policy IN5.2: Industrial Site Development

#### MONITORING THE IMPLEMENTATION OF WHERE WE WORK: INDUSTRIAL:

Monitor areas of land available for industrial development (vacant land with no buildings) to ensure a five year supply of industrial land is available

Monitor the outstanding landscaping obligations of industrial Development Permits



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## 6

### OUR ECONOMY: DEVELOPING WORK OPPORTUNITIES

#### SUMMARY:

Lacombe has a stable yet diverse economic base, with a mix of employment opportunities over several industries, including agriculture, finance, oil and gas, education, retail, tourism, public administration and the service sector.

As Lacombe's population grows, demand will increase for a diverse economic base to be present in the community. To deliver a diverse economic base, there will be a need for a variety of housing and transportation opportunities, as well as access to obtain skills and learning opportunities. The City will work with stakeholders to help ensure that these services and opportunities can establish grow and prosper.



OUR ECONOMY

#### GOAL:

*To encourage an environment of sustained and diverse economic development by supporting local businesses while actively seeking to attract new and varied long term opportunities.*

#### OBJECTIVES:

- A Support and grow local businesses and jobs to ensure a stable and equitable municipal tax base, striving for a 30:70 non-residential to residential local property tax ratio
- B Facilitate the expansion and diversification of the city's economic base through identifying niche markets, tourism and a unique downtown
- C Support and encourage sustainability-based enterprises
- D Ensure sufficient and diverse land uses to provide varied employment opportunities and skill training within the city

## 6

### OUR ECONOMY: DEVELOPING WORK OPPORTUNITIES



#### ED6.3 Encourage Business Creation and Expansion

Linked Objectives: **A C D**

The City shall embrace and seek out opportunities with partnering organizations to provide support for business start up (such as exploring the roles of Home Occupations, Business Incubation Hubs or relaxed development regulations) and expansion.

Where possible, incentives or special considerations should be given to Sustainable Enterprises.

Linked Action(s): **1 3**

#### ED6.4 Burman University

Linked Objectives: **A D**

Burman University has played a significant role in the growth and development of Lacombe. The City should support policies and land development (of those lands identified as Burman University on Map 1: Future Land Use Concept Map) which meet the needs of the University and its students.

Lands to the east of Burman University and north of Henner's Pond, as identified on the Future Land Use Concept Map (Map 1), shall be predominantly developed to provide residential lands. Opportunities to deliver density and Multi-Family Residential at a rate greater than the other areas of the community should be considered so as to better provide for the student population.

Commercial development which predominantly meets the needs of the surrounding neighbourhood and student population shall be required. Land identified as mixed use will deliver residential and commercial opportunities, with the exact land use scale and distribution to be determined at the Area Structure and Outline Plan stages.

Linked Action(s):



#### POLICIES:

##### ED6.1 Supportive Business Practices

Linked Objectives: **A B**

The City shall investigate ways to support business attraction and investment through identifying opportunities to streamline development approval processes and timelines and ensuring land development opportunities exist, enabling a supportive business climate.

In recognizing the role that the City and its procedures play in supporting business creation and retention, the City should work to review its development policies to support business investment and development, while protecting the concerns and interests of its ratepayers.

Linked Action(s): **1 2 4**

##### ED6.2 Promoting Lacombe

Linked Objectives: **B**

The City supports opportunities which attract people to Lacombe to experience and celebrate Lacombe's historic downtown, rich history, cultural and recreational assets. The City should explore opportunities which support the development of industries that provide tourism opportunities and services, as well as other service industries which cater to both tourists and residents.

Linked Action(s): **2 4**

6

OUR ECONOMY:  
DEVELOPING WORK OPPORTUNITIES

 ACTIONS:

-  1 Implement a Community Economic Development Plan, which explores concepts such as niche markets, partnership marketing and other incentives and programs to attract new businesses to the community
-  2 Amend the Land Use Bylaw to reassess industrial and commercial uses, including floor area ratio requirements for development
-  3 Review the City's Fee Schedule to provide incentives for green industries or green improvements
-  4 Update the Land Use Bylaw to offer opportunities for tourism related uses and development

OUR ECONOMY

 MONITORING THE IMPLEMENTATION OF  
OUR ECONOMY:

Identify the tax ratio between residential and non-residential properties, aiming for a 70:30 ratio

Identify the total number of Home Occupation permits issued

Identify the total number of Occupancy Permits, new build industrial, institutional and commercial Development Permits issued

Provide a qualitative update on the delivery of the Community Economic Development Plan



## 7

HOW WE GET AROUND: TRANSPORTATION  
AND COMMUNITY MOBILITY SUMMARY:

Located at the centre of a major transportation corridor between Edmonton and Calgary, Lacombe is served by three highways (12, 2, and 2A). Lacombe transportation is dominated by vehicular access while Connex and BOLT Transit provide alternative transportation options to residents. As of 2015, Lacombe had over 95 km of sidewalks, trails and paths.

There is strong community support for making the community more walkable through enhancements and additions to the Active Transportation network. Concerns regarding safety on Highway 12 through the downtown along with the location of the rail line are issues that impact residents. As the city grows and redevelops, it will need to look at delivering a more sustainable and energy efficient transportation network, which will help in reducing pollution and greenhouse gases.

 GOAL:

*To support the development of a transportation system that better provides for Active Transportation system users, while ensuring that the overall system is safe, Barrier Free and efficient, meeting the needs of all community members.*

 OBJECTIVES:

-  A Ensure the coordination of land use development and transportation so as to optimize mobility, reducing the need to travel by requiring an efficient use of land and enhanced connectivity
-  B Plan for long range transportation infrastructure and investment through Master Plans
-  C Provide public transit as a travel option that maintains the ability for citizens to participate in social and economic opportunities of Lacombe and the region, helping to reduce dependency on the automobile
-  D Improve and support active modes of transportation as an integral part of the transportation system, serving both recreation and transportation needs
-  E Improve the efficiency and safety of the transportation system across the city for all users, offering preferred routes for different modes of transportation

# 7

## HOW WE GET AROUND: TRANSPORTATION AND COMMUNITY MOBILITY

### POLICIES:

#### T7.1 Transportation Master Plan

Linked Objectives: **A B C D E**

The City shall prepare and maintain a Transportation Master Plan for Lacombe incorporating policies, standards, and proposals related to the safe integration and efficient movement of private and commercial vehicles, transit, Active Transportation and parking in all seasons. The Transportation Master Plan shall set out the hierarchy of roads and their design for different developments, promoting Active Transportation as a key component.

See Map 4: Key Transportation Routes for the City's current and proposed key transportation routes. Road Rights of Way of the routes identified on Map 4 shall be protected to ensure future expansion and should accommodate non-vehicle traffic functions.

Linked Action(s): **1**

#### T7.2 Active Transportation Plan

Linked Objectives: **A B C E**

The City shall prepare and maintain an Active Transportation Plan, establishing policies, standards and proposals to enhance connectivity to increase Active Transportation activity. The Plan shall set out a hierarchy of routes for transportation and recreation, and establish connections across the city for current and future development. The Plan shall guide the development of an Active Transportation network and direct funding and investment decisions.

Linked Action(s): **3 6**

#### T7.3 Active Transportation Infrastructure

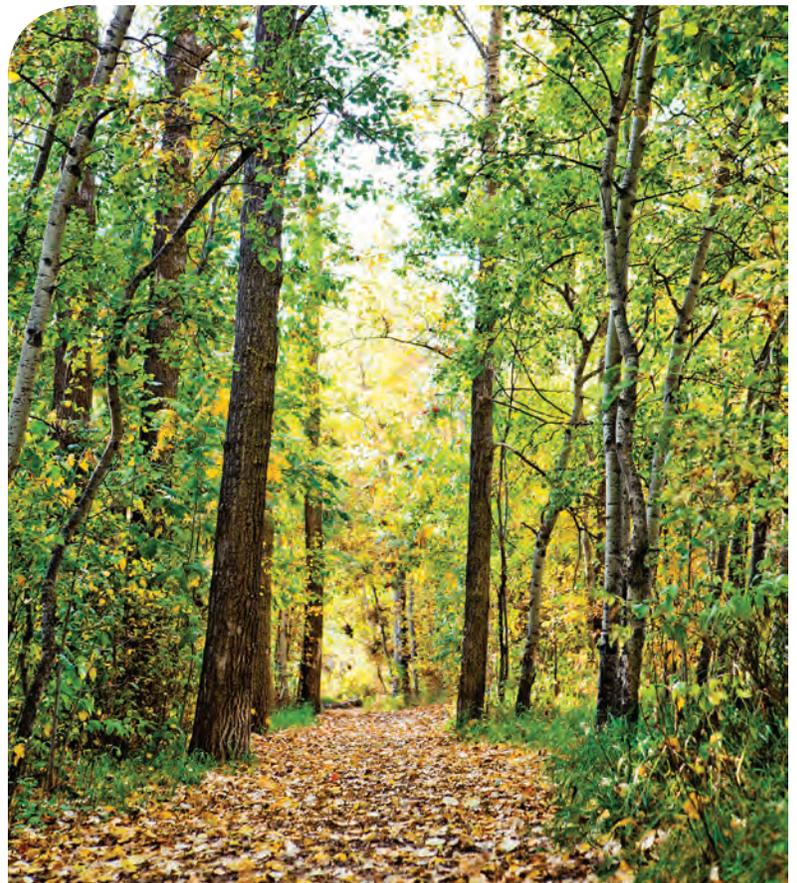
Linked Objectives: **A B C E**

The City shall prepare development standards for Active Transportation infrastructure. The standards should ensure the coordination and delivery of infrastructure to support active and public transportation modes, both on development sites and connecting to the larger transportation network.

The standards shall support increased connectivity and safety and minimize unnecessary interactions between Active Transportation and vehicular traffic. This shall be accomplished through Actions such as:

- i. requiring sidewalks on both sides of any new streets;
- ii. exploring opportunities to provide sidewalks in neighbourhoods which do not currently provide sidewalks;
- iii. enhancing lighting along major Active Transportation routes;
- iv. identifying required infrastructure for different types of development activity;
- v. requiring provisions for pedestrian crossing links, off road pathways and cycling facilities (such as bicycle lanes and parking) for large site developments

Linked Action(s): **2 5**



# 7

## HOW WE GET AROUND: TRANSPORTATION AND COMMUNITY MOBILITY

### T7.4 Transit Service Development and Growth

Linked Objectives: **A B C D E**

The City should encourage the use of public transit as a viable transportation method through the provision of a safe, efficient and effective service. The City shall ensure that future development can accommodate transit services by considering transportation provision as part of the overall design. Future transit service locations should:

- vi. prioritize locations that strive to serve areas of high demand, a population identified in greater need of transit services or a location that provides connections to a larger network;
- vii. provide options and facilities to integrate transit with other modes of travel (such as car pooling, walking, biking);
- viii. strive to provide Barrier Free access; and
- ix. consider the location of bus lay-bys to promote safe entry and exit while minimizing impacts to the road network

Linked Action(s): **2**

### T7.5 Vehicular Route Considerations

Linked Objectives: **A B E**

When reviewing new development proposals, the City shall consider the impact that various land uses (such as school and playground zones) have on the efficient and safe movement of goods and people.

The City shall establish suitable truck and Dangerous Goods Routes in cooperation with partners. The routes should provide an efficient movement of goods and services while considering impact to economic development, so that where possible, heavy vehicular traffic and dangerous goods are directed around the city.

Linked Action(s):



### T7.6 Traffic Impact Assessments

Linked Objectives: **A B C D E**

The City may require development proposals to provide a Traffic Impact Assessment to determine the long term impact a proposed land use or development may have on the function of the road network. Based on the information provided, development may be required to contribute to upgrades to ensure that acceptable levels of services are maintained.

Linked Action(s): **7**

### T7.7 Lacombe Airport

Linked Objectives: **A B**

The City shall develop a long term strategy for the Lacombe airport. Consideration of noise, future development within the vicinity of the airport and safety hazards shall guide the strategy development.

Linked Action(s): **4**

HOW WE GET AROUND



7

HOW WE GET AROUND: TRANSPORTATION AND COMMUNITY MOBILITY

ACTIONS:

- 1 Maintain an up-to-date Transportation Master Plan, that reflects the need for transit development and growth
- 2 Update the Engineering Design Guidelines to provide development standards for Transit Service Development and growth
- 3 Prepare and maintain an Active Transportation Plan as a stand-alone plan with connections to the Transportation Master Plan, providing guidance to future Active Transportation infrastructure investment, streetscape design, route planning and sidewalk and trail development
- 4 Develop a long term strategy for the airport, including development regulations in the vicinity of the airport
- 5 Develop guidelines and regulations which support and enhance the use of Active Transportation modes as a viable means of transportation within the community through the Land Use Bylaw Update
- 6 Establish a policy regarding annual funding towards Active Transportation infrastructure development and maintenance
- 7 Establish guidelines for when Transportation Impact Assessments are required

HOW WE GET AROUND

MONITORING THE IMPLEMENTATION OF HOW WE GET AROUND: TRANSPORTATION:

Monitor transit ridership (Bolt)

Monitor Connex Ridership





8

HOW WE EAT: FOOD AND AGRICULTURE

 **SUMMARY:**

Lacombe has a proud history of agriculture growth and opportunities, with lineages of farming traditions being passed down through generations. Lacombe County and Central Alberta contain some of the most productive agricultural land in the province, making agriculture a key economic activity in the region.

As opportunities for growth occur, the City, in partnership with Lacombe County, will seek to ensure that short term development opportunities on agriculture lands do not prejudice future conversion to urban land uses and development. Within the city boundaries, the City will support the continued role of agriculture within the local economy and work to bring local food to residents - whether it is through local production sites such as community gardens, or supporting farmers' markets. Supporting farming practices, and providing access to more community garden spaces will be integral to ensuring continued local food sources.

**GOAL:**

*To establish appropriate conditions for large and small scale agriculture opportunities (including research) in and around the city and to support opportunities and land uses that deliver local food options to the community.*

 **OBJECTIVES:**

-  **A** Support opportunities for growing, buying and selling locally produced food
-  **B** Minimize the impact to residents from effects such as odour, chemical releases and noise resulting from agricultural operations
-  **C** Support the continued and diverse role of agriculture in our community

# 8

## HOW WE EAT: FOOD AND AGRICULTURE



HOW WE EAT

### POLICIES:

#### AG8.1 Agricultural Research Station

*Linked Objectives:* **C**

The City acknowledges the significant role that the agricultural research station plays within the local, agricultural and research community (see Map 6: Intermunicipal). The City shall work to ensure that potential conflicts with neighbouring land uses are minimized and avoided so that the use and value of the station grounds for research purposes is maintained.

The City shall avoid land use decisions that would jeopardize the future development of these lands for research purposes. Urban development of the lands associated with the agricultural research station apart from infrastructure servicing as required by the City, is not encouraged.

*Linked Action(s):*

#### AG8.2 Local Food Production

*Linked Objectives:* **A B C**

The City shall explore opportunities to encourage developments which promote local food production within its borders on both a larger and smaller scale, and on private and public lands. Local food production developments shall be compatible with urban land uses and shall not impact future development of the lands.

*Linked Action(s):* **2 3 4**

#### AG8.3 Local Food Distribution

*Linked Objectives:* **A C**

The City shall promote local food distribution through a variety of methods, including supporting food delivery and distribution services and markets. Appropriate locations for these uses shall be identified in a comprehensive strategy to the satisfaction of the City, and shall be located in places people gather without jeopardizing safety.

*Linked Action(s):* **1 2**

## 8

### HOW WE EAT: FOOD AND AGRICULTURE

#### ACTIONS:

-  Develop a policy to identify appropriate locations for markets and vendors and for off-site food services
-  Review the Landscaping Requirements for the landscaping of Municipal lands to ensure that edible fruit trees are required
-  Establish a standard for delivering food production on Municipal Reserve lands
-  Review the Land Use Bylaw to identify appropriate locations for commercial food production which is compatible with urban land uses

HOW WE EAT

#### MONITORING THE IMPLEMENTATION OF HOW WE EAT: FOOD AND AGRICULTURE

Monitor the number of developments which promote local food production and distribution

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## 9

### WHO WE ARE: CULTURE, EDUCATION AND RECREATION

#### SUMMARY:

Culture, educational and recreational activities are very important to Lacombe residents as they provide a variety of programs and activities catering to differing needs and interests. Opportunities range from active pursuits, art, culture and heritage interests. A strong volunteer sector helps to deliver many of these opportunities, some of which are undertaken on City lands and in City facilities. The City is also home to a number of educational institutions, including Burman University, a regional high school and a number of other schooling opportunities for residents, both public and private.

As the City grows, it should ensure that the cultural, educational and recreational opportunities continue to meet the needs of an increasingly diverse population of residents in the community and surrounding region. The City will also want to consider opportunities which attract new residents to the community. These opportunities will also need to be affordable and accessible, catering to residents within the community and surrounding region.

WHO WE ARE

#### GOAL:

*To support the development and operation of accessible, multi-use community spaces and facilities, and to integrate Natural Areas into the growing community, providing for a broad and diverse range of culture, education and recreation opportunities that contribute towards the quality of life for current and future Lacombe residents.*

#### OBJECTIVES:

-  A Ensure the diverse and affordable delivery of accessible educational, recreational and cultural opportunities
-  B Expand and promote artistic, cultural, recreational and heritage opportunities throughout the community, ensuring that they are an integral part of Lacombe's identity
-  C To provide, protect and maintain Open Spaces and water features within Lacombe
-  D To maintain and expand the system of trails linking parks, Open Space and Natural Areas as the community grows
-  E To support the development of a range of community services and amenities to meet the needs of the community in appropriate and accessible locations
-  F To encourage the development of shared spaces and facilities which provide multiple uses or cater to a variety of user groups

# 9

## WHO WE ARE: CULTURE, EDUCATION AND RECREATION

### POLICIES:

#### CER9.1 Municipal Reserve Dedication: Lands

Linked Objectives: **A B C D E F**

Upon subdivision, the Subdivision Authority shall require that 10 percent of the developable land is dedicated as Municipal Reserve in accordance with the provisions of the *Municipal Government Act* (MGA). Additional Municipal Reserve may be required if s. 668 of the MGA applies.

Municipal Reserve dedication should ordinarily be provided in the form of land. Dedication of Municipal Reserve shall be used to provide the spaces and facilities outlined in Policy CER9.5 of this document.

Linked Action(s):

#### CER9.2 Municipal Reserve Dedication: Cash-in-Lieu

Linked Objectives: **A B C D E F**

Municipal Reserve dedication may be taken in the form of cash-in-lieu where, in the opinion of the City, dedication in the form of land is not desirable. Cash-in-lieu contributions shall be calculated at the market value rate and the funds shall be used to enhance and upgrade other reserve sites or acquire additional park areas.

Linked Action(s): **3**

#### CER9.3 Municipal Reserve Land Dedication Considerations

Linked Objectives: **A B C D E F**

When considering the dedication of new Municipal Reserve lands, the following conditions apply:

- A. Municipal Reserve lands **shall**:
  - i. be located in safe and accessible locations;
  - ii. accommodate a broad range of compatible activities and user groups, delivering both passive and active opportunities;
  - iii. provide for year round activity options, supporting winter city design features;
  - iv. be connected to the larger Open Space System via trails, pathways or the sidewalk system;
  - v. be appropriately signed, forming part of a wider signage system; and
  - vi. be designated as Municipal Reserve
- B. Municipal Reserve **shall not consist of** lands:
  - i. which contain Steep Slopes (a grade in excess of 15%, and which shall be designated as Environmental Reserve);
  - ii. which are susceptible to flooding (identified as Flood Hazard lands); and
  - iii. which are legally encumbered by rights-of-way or other limitations which would reduce or limit usability of the site;
- C. Municipal Reserve lands **may**:
  - i. support and promote the joint use and development of facilities and spaces, to make the best use of Municipal Reserve parcels;
  - ii. support design which enables gathering spaces to accommodate festivals, community functions or provide activity space for arts and cultural events; and
  - iii. act as a buffer between the built and Natural Environment

Linked Action(s):





### CER9.4 Municipal Reserve Master Plan and Land Priorities

Linked Objectives: **A B C D E F**

In recognition that the City is entitled to a limited amount of Municipal Reserve dedication and that there are several competing demands on Municipal Reserve land, the City shall establish a Master Plan that identifies the needs, priorities and timeline for delivering specific infrastructure and facilities.

When reviewing proposals for development which delivers Municipal Reserve, the following order of priority shall generally be used in identifying and delivering Municipal Reserve lands:

- i. first, school sites and/or City Wide Facilities and Spaces identified in adopted area structure plans;
- ii. second, Community Parks as identified in adopted Area Structure Plans or Outline Plans;
- iii. third, the provision of Neighbourhood Facilities and Spaces; and
- iv. lastly, the provision of Linear Parks, Open Space Linkages, Trails and Paths and Sub Neighbourhood Parks

The City shall ensure that municipal reserve lands are dedicated and assembled to provide sites for public, community service facilities and schools. The City shall work with the appropriate authorities and departments to identify future needs.

Future school sites are identified on Map 1: Future Land Use Concept Map.

Development of lands west of the golf course shall ensure that municipal reserve dedication enables a large site to be amassed. This should enable the City to deliver a large scale community recreational area. See Map 1: Future Land Use Concept Map.

Linked Action(s): **4**

### CER9.5 Guidelines for Delivering Different Categories of Municipal Reserve Lands

Linked Objectives: **A B C D E F**

#### A. General Guidelines for Municipal Reserve

The City shall ensure that its planning documents accommodate the development of a variety of different categories of Municipal Reserves lands. Generally these lands should:

- i. be compatible with existing and future surrounding land uses;
- ii. be located in areas convenient to users (generally in proximity to major activity areas, shopping facilities or open space);
- iii. be designed to consider future development, allowing for phased expansions of buildings and or sites;
- iv. be able to accommodate multiple uses;
- v. be fully accessible to the population; and
- vi. support Active Transportation modes by providing connections to and infrastructure on site

**To support the development of new, high quality Municipal Reserve the following requirements for categorized spaces should be utilized:**

#### B. School Sites (Typically between 4.9-7.3ha in size)

- i. should be located so that access is not provided directly off collector or arterial roads (e.g. through the provision of an on-site pick up/drop off "pull-out bay" adjacent to the road, orientating the site so that access is gained off an alternate route or through other design means);
- ii. shall be located to encourage the use of Active Transportation modes to the site through the provision of a network of paths and Multi-Use Trails across the immediate neighbourhood and connecting to the wider community;
- iii. shall be delivered as shared spaces with some portions of the grounds available to be developed for community use throughout the day;
- iv. should be developed in conjunction with other school and learning opportunities, enabling shared infrastructure and service delivery;
- v. should be planned for and delivered from the Municipal Reserve contributions of a minimum development scale of two quarter sections of land (129.5 ha);
- vi. should be delivered through working with Lacombe County to purchase sites; and

## 9

### WHO WE ARE: CULTURE, EDUCATION AND RECREATION

- vii. where school sites are determined to no longer be needed and the City takes on ownership of the lands, the municipality should maintain some of the lands as Municipal Reserve (as needed), unless otherwise approved by Council

#### C. City Wide Facilities and spaces: (Typically 16 hectares in size or greater) (e.g. Cranna Lake)

- i. should be developed in conjunction with school sites and other community facilities;
- ii. shall provide facilities and infrastructure which encourage and support Multi-Modal Access with a focus on Active Transportation;
- iii. shall be identified for development as new areas of land are annexed within the City boundaries. As these spaces are typically a minimum of 16ha, their planning and land dedication shall be identified when new lands are annexed into city boundaries. The delivery of these spaces shall be planned for at a minimum scale of a section of land;
- iv. shall provide multiple uses and serve a range of residents;
- v. should support regional opportunities for shared delivery of regional needs through partnerships for delivery with other municipalities and stakeholders;
- vi. should incorporate passive and natural features, such as Environmental Reserve and Public Utility dedication, into the design of the space/facility; and
- vii. due to the size of the sites, these sites are typically not delivered by one developer but through a combination of a Municipal Reserve dedication, use of cash in lieu funds from other sites, stakeholder support and land swaps

#### D. Community Parks: (Typically 3.6-8.8 ha in size)

- i. should be designed to meet the recreational needs of a larger community, beyond the immediate neighbourhood allowing them to accommodate larger group activities, community events, sport and/or recreational facilities;
- ii. shall be developed to provide multiple uses for all seasons, serving a range of residents and activity opportunities; and
- iii. shall be developed to support Active Transportation opportunities, with specific accommodation to the City Wide Trail system

#### E. Neighbourhood Facilities and Spaces (Typically .05-1.5ha in size, may be greater)

- i. shall be sited at central locations to directly serve the immediate neighbourhood;
- ii. shall provide facilities and infrastructure which support Multi-Modal and Active Transportation access; and
- iii. shall provide multiple uses and serve a range of residents

#### F. Linear Parks (between 15 and 25m in width)

- i. shall provide Open Space corridors accommodating non-vehicular connections and linkage routes to neighbourhoods;
- ii. shall be developed with multiple focal points, educational, recreational and open space features or destinations, providing an enhanced user experience; and
- iii. shall connect to local trails and, where possible, to the City Wide Trail



### G. Open Space Linkages, Trails and Paths

- i. shall create and extend the network of Linkages, Trails and Paths across the community, connecting to other Open and Natural Spaces and facilities;
- ii. Multi-Use Trails and Paths shall be paved to City standards; and
- iii. may be considered as Municipal Reserve where the Linkage, Trail or Path serves a purely recreational function (it is not combined with utilities, ground water management or acts as a buffer between uses)

### H. Sub Neighbourhood Parks (Typically between 0.2 to 0.5ha in size)

- i. shall serve as local playgrounds and parks for residents of all ages;
- ii. shall be located across neighbourhoods and where possible, close to higher density residential development; and
- iii. shall provide facilities and infrastructure which encourage Multi-Modal Access

Linked Action(s): ① ②

### CER9.6 Municipal Reserve Landscaping and Development

Linked Objectives: A B C D E F

When a developer is preparing an Outline Plan, the City shall work with the developer to identify the types of Municipal Reserve spaces to be delivered, and the infrastructure needed to ensure the lands are operational.

As per the negotiated development agreement, Municipal Reserve parcels shall be landscaped and developed to the City's satisfaction in accordance with guidelines and specifications established by the City. These guidelines and specifications should:

- i. preserve and incorporate existing mature trees and vegetation into the design and landscaping of park spaces where possible;
- ii. identify the standards and requirements for the development of recreation amenities to ensure that a diverse range of passive and active opportunities are delivered;
- iii. identify landscaping materials, design elements, plant species and signage requirements based on the intended main purpose of each type of park space;
- iv. provide for edible fruit trees and community garden spaces, where applicable, to encourage urban agriculture opportunities across the City;
- v. establish the roles and responsibilities of the developer in delivering the infrastructure required to make the space meet its overall intent; and
- vi. incorporate winter city design features and plantings to encourage year-round use and activity of Municipal Reserve spaces

Linked Action(s): ① ②

### CER9.7 Cemetery Land Needs

Linked Objectives: E

The City should work with Lacombe County to ensure lands are available for the City's cemetery land needs. Existing lands shall be utilized to their fullest capacity.

Linked Action(s):



## 9

### WHO WE ARE: CULTURE, EDUCATION AND RECREATION



WHO WE ARE

#### CER9.8 Public Art and Murals

Linked Objectives: **A B**

The City supports the development of public art across the community on both public and private lands. The use of public art and murals can be used to help create and enhance neighbourhood identity and is encouraged. The City should continue to support the incorporation of public art and murals in Public Spaces and play a role in reviewing and approving proposed public art and murals.

To support the delivery of public art and murals within private sector developments, such contributions may be considered in part towards meeting the landscaping requirements of developments.

Linked Action(s):



#### CER9.9 Stormwater Facilities and Public Open Space Network

Linked Objectives: **A C D E F**

The City encourages the joint delivery of Public Utility Lands (such as storm water facilities) and Environmental Reserve dedication alongside Municipal Reserve dedication to create a larger and more accessible Open Space Network. Where storm water facilities exist or are developed, the City shall require that those lands be designated as Public Utility. A minimum strip of land measuring 15m wide, immediately adjacent to those Public Utilities shall be made publically accessible through appropriate land dedication.

Linked Action(s):

#### CER9.10 Program Partnerships

Linked Objectives: **A B E F**

The City should support and encourage partnering with organizations and stakeholders to deliver lands for culture, education and recreation opportunities. The delivery of these lands shall be guided by Council adopted policies, with agreed upon terms of reference and ongoing reporting back to Council on operations and budgetary matters.

Linked Action(s):



9

WHO WE ARE:  
CULTURE, EDUCATION AND RECREATION



WHO WE ARE

**CER9.11 City Wide Trail**

Linked Objectives: **D** **F**

The City shall develop a comprehensive City Wide Trail across the community, to be considered the prioritized trail and incorporated into new development and maintained through all seasons. The City Wide Trail should be developed to be Barrier Free and offer access through a variety of Active Transportation modes.

Linked Action(s): **5**

## 9

### WHO WE ARE: CULTURE, EDUCATION AND RECREATION

#### ACTIONS:

- 1 Update the Land Use Bylaw to ensure that active winter design is part of development considerations
- 2 Review landscaping requirements of the Engineering Design Guidelines to ensure Winter City Design standards are delivered
- 3 Identify Municipal Reserve priorities that may require land purchase or investment utilizing Cash In Lieu contributions
- 4 Establish a strategy for long term enhancements to existing facilities and prioritize the delivery of new services and facilities
- 5 Work to identify a City Wide Trail system

WHO WE ARE

#### MONITORING THE IMPLEMENTATION OF WHO WE ARE: CULTURE, EDUCATION AND RECREATION:

Monitor the length of trails (paved and natural) and sidewalks in the community

Identify the total area of Municipal Reserve delivered, by classified type

Identify the total area of Municipal Reserve per resident



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Photo Credit: Lacombe and District Historical Society

10

HERITAGE: OUR BUILDINGS AND SITES

 **SUMMARY:**

Lacombe is rich with history. Past City actions (such as bylaws requiring brick built construction), the location of the railway and different periods of growth have all contributed to a modern day city that boasts a unique collection of heritage buildings and sites. This rich past and history is valued by city residents and for the past 25 years the City has been planning for the preservation of the downtown (starting with the Alberta Main Street Program in 1988 leading to the Heart of the Downtown Plan and most recently the Downtown Area Redevelopment and Urban Design Plan – DARP, the Heritage Management Plan, and overlays in the Land Use Bylaw).

As the city grows, it will continue to ensure that the value and pride of the unique historic buildings and sites is maintained, preserved and enhanced. Actions to ensure adaptive reuse of buildings, designating sites as Municipal Historic Resources and promoting grant funding to preserve buildings are all actions that the City will undertake to ensure that these buildings and sites are in place for many years to come.

HERITAGE

 **GOAL:**

*To support the preservation, maintenance and adaptive reuse of historic and culturally significant architecture and landmarks (including sites), recognizing their contribution to Lacombe’s community identity, pride and “small town feel”.*

 **OBJECTIVES:**

-  A To preserve and enhance Historic Buildings, sites, resources and other significant features for future generations
-  B To protect, preserve and enhance Municipal and Provincial Historic Resources and local heritage sites

### POLICIES:

#### H10.1 Support the *Historic Resources Act*

Linked Objectives: **A** **B**

Municipal and Provincial Historical Resources designated under the *Historic Resources Act* shall be protected from surrounding land uses and developments that may impact their historical and cultural significance.

Linked Action(s): **1** **3** **4**

#### H10.2 Adaptive Reuse of Historic Residential Sites

Linked Objectives: **A**

The City shall provide opportunities for the adaptive reuse of historic residential buildings by supporting compatible development applications for Home Occupations and through rezoning applications.

Linked Action(s): **4**

#### H10.3 Architectural Guidelines for Infill Development

Linked Objectives: **A**

The City should protect the architectural and historical character of existing neighbourhoods through the implementation of Architectural Controls (as part of the Land Use Bylaw and supportive guidance), which will direct the compatibility of infill development.

Linked Action(s): **5** **6**

#### H10.4 Development Incentives for Municipally Designated Buildings

Linked Objectives: **B**

The City shall consider proposals for alternative development opportunities upon designation of a Municipal Historic Resource, which may include use expansion, relaxations and development intensification, so long as the proposal maintains and preserves the existing structure.

Linked Action(s): **3**

#### H10.5 Heritage Management Plan

Linked Objectives: **A** **B**

To guide the actions and priorities for heritage preservation and maintenance within the community the City shall support and maintain a Heritage Management Plan. The City should enable the operations of the Heritage Resource Committee through bylaw.

The Heritage Resource Committee should provide guidance for development proposals relating to Historic Buildings, designated municipal heritage resources and any other activities relating to the preservation and maintenance of historic and heritage buildings.

Linked Action(s): **2**



### ACTIONS:

- 1 Maintain a registry of Historic Buildings and sites within the City of Lacombe as provided by the *Historic Resources Act*
- 2 Promote the possibility of property owners designating their properties as Municipal Historic Resources
- 3 Amend the Land Use Bylaw Historic District Area Overlay to provide guidelines and appropriate incentives regarding enhanced development opportunities for municipally designated buildings
- 4 Amend the Land Use Bylaw to identify adaptive reuse opportunities for Historic Buildings
- 5 Develop an 'architectural lookbook' to provide ideas of supportive design elements for development in the downtown
- 6 Update the fee schedule to allow for architectural deposits for development subject to Architectural Controls

### MONITORING THE IMPLEMENTATION OF HERITAGE: BUILDINGS AND SITES:

Identify the total number of municipally designated buildings

Identify the total funding granted to support municipally designated buildings

Identify the number of permits issued which support adaptive reuse of heritage buildings

Qualitative summary of the Heritage Resource Committee actions

Total number of refunds issued for architectural development deposits and total number retained in full

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11

OUR NATURAL ENVIRONMENT:  
LAND, AIR, WATER AND WILDLIFE

 **SUMMARY:**

Lacombe is renowned for its natural beauty and collection of lakes and natural areas which support a diverse range of species and wildlife. Within the city, there are over 11km of natural trails (with the 2015 trail, path and sidewalk system totalling over 95km), 147 hectares of ponds and lakes and over 467 acres of green space. Residents have identified close connections to the natural environment as one of Lacombe’s best features, and the City is committed to ensuring that these connections will continue to form an integral part of the lives of Lacombe residents.

As the city grows, the City will ensure that natural areas in Lacombe are preserved, enhanced and integrated into the city. The City will work to balance the interests of the economy and environment, and ensure that future development minimizes its impact on the natural environment.

 **GOAL:**

*To preserve and integrate significant Natural Areas into the Open Space System and built environment, maintaining natural areas while creating an attractive and ecologically responsible and connected Open Space System.*

 **OBJECTIVES:**

-  A Promote principles which are environmentally sustainable into land use planning practices and development decisions
-  B Promote the conservation and incorporation of environmentally significant features into the community
-  C Provide for environmentally sensitive links to Natural Areas within parks, the Open Space System and broader community
-  D Implement strategies and policies to protect Natural Areas and ecosystems

11

OUR NATURAL ENVIRONMENT:  
LAND, AIR, WATER AND WILDLIFE

**POLICIES:**

**ONE11.1 Environmental Management Plan**

Linked Objectives: **A B C**

The City shall implement and maintain an Environmental Management Plan to guide the protection and enhancement of environmentally sensitive natural areas within the urban development area. This plan shall:

- i. identify and classify Natural Areas and significant land forms unique to the city, identifying sensitive ecosystem areas for protection from development;
- ii. provide policies and site specific recommendations for the preservation and integration of Natural Areas into the urban landscape;
- iii. balance development with the conservation and preservation of Natural Areas;
- iv. identify measures to ensure that land adjacent to Natural Areas provides a transition between the adjacent lands and the Natural Area;
- v. identify measures to develop an Urban Forest, establishing policies relating to trees, wildlife, flora and fauna;
- vi. identify areas and measures to create and or enhance wildlife corridors and habitats; and
- vii. develop policies and management practices that protect the biodiversity of the lakes.

Linked Action(s): **1**

**ONE11.2 Lands to be Dedicated as Environmental Reserve Lands**

Linked Objectives: **A B C D**

Through the subdivision process, the City shall require that lands considered unsuitable for development (e.g. Steep Slope, subject to flooding) are dedicated as Environmental Reserve or placed under Environmental Reserve easements in accordance with the provisions of the *Municipal Government Act*. Lands dedicated as Environmental Reserve or placed under an Environmental Reserve easement should remain in their natural state.

The City may require technical studies including geotechnical and habitat studies to determine the suitability of land for development.

While not an exclusive list, the following lands shall be considered unsuitable for development (unless otherwise supported by a study to the satisfaction of the Development Authority) shall be dedicated as Environmental Reserve:

- i. Steep Slopes (15% or greater) including all development setbacks from top of bank;
- ii. areas subject to flooding;
- iii. lands adjacent to natural water bodies and natural water courses;
- iv. a swamp, gully, ravine, coulee or natural drainage course; and
- v. endangered wildlife and plant habitats

Linked Action(s): **3**

OUR NATURAL ENVIRONMENT



11

OUR NATURAL ENVIRONMENT:  
LAND, AIR, WATER AND WILDLIFE

**ONE11.3 Environmental Reserve Adjacent to Water Bodies and Water Courses**

Linked Objectives: **A B C D**

When lands adjacent to natural water bodies or water courses are subdivided, the lands immediately adjacent the water body or water course shall be dedicated as Environmental Reserve. The amount of land to be dedicated as Environmental Reserve shall be approved by the City of Lacombe in consultation with Alberta Environment and Parks (AEP) and supported by a geotechnical assessment.

The geotechnical assessment shall identify the top of bank and any required development setbacks. The minimum width of any Environmental Reserve dedication shall be six metres. Dedication of Environmental Reserve lands shall encompass the top of bank and required development setbacks.

Where the total width of Environmental Reserve dedication is less than 15 metres, the lands adjacent the Environmental Reserve dedication should be dedication as Municipal Reserve or Public Utility. The combined dedication of the Environmental Reserve, Municipal Reserve Lands or Public Utility Lands should deliver a total minimum width of 15m of Open Space dedication.

Linked Action(s):

**ONE11.4 Trails and Natural Areas**

Linked Objectives: **B C**

Natural Areas shall form an integral part of the city's Open Space System and should accommodate key trail routes. The City should work to connect trails and Natural Areas with the overall Open Space System and shall protect those areas of sensitive eco-system from development.

Linked Action(s): **2 3**

**ONE11.5 Mitigate and Reduce Erosion**

Linked Objectives: **A B D**

The City should work to mitigate and reduce erosion through approving erosion control plans as part of development. The City should encourage the use of natural erosion measures, such as vegetation and landscaping in Natural Areas.

The City shall require geotechnical slope assessments to identify potential erosion concerns, and where appropriate, seek to register these assessments on title, so as to ensure ongoing erosion protection.

Linked Action(s):

**ONE11.6 Reduce Emissions**

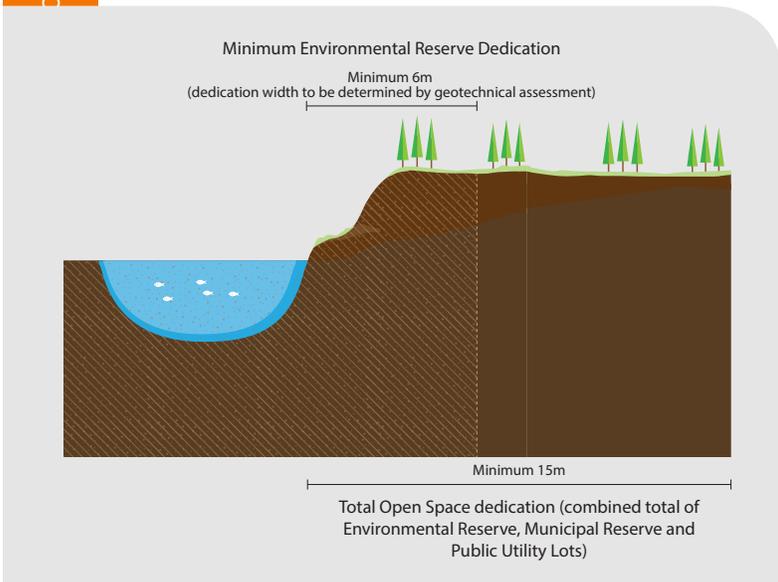
Linked Objectives: **A D**

To reduce emissions within the community, the City should:

- i. promote a more efficient, mixed use development pattern;
- ii. support actions and investments which make walking, cycling and transit use a viable transportation option; and
- iii. seek to reduce vehicle idling, with a focus on municipal properties

Linked Action(s): **4**

ENVIRONMENT



# 11

## OUR NATURAL ENVIRONMENT: LAND, AIR, WATER AND WILDLIFE

### ACTIONS:

- 1 Create an Environmental Management Plan which updates the Natural Spaces Management Plan and includes an Urban Forest Plan and policies to support wildlife corridors and habitats
- 2 Develop an 'Active Transportation network' which promotes and prioritizes walking and cycling on key routes
- 3 Develop a long range strategic greenspace and trail delivery plan to direct trail and greenspace development as new areas are developed
- 4 Develop a policy regarding vehicle idling on municipal property and investigate developing a bylaw regarding the matter

### MONITORING THE IMPLEMENTATION OF OUR NATURAL ENVIRONMENT: LAND, AIR, WATER AND WILDLIFE

- Average proximity of all new development, measured at Outline Plan stage, to commercial zones and Municipal Reserve lands, as compared to the remainder of the community (annual)
- Identify the total length of natural trails within the community on a three year basis
- Identify the total area of land identified as Environmental Reserve as a percentage of the total area of the city



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CITY OF  
LACOMBE

12

INFRASTRUCTURE AND RESOURCES:  
ENERGY, WATER AND WASTE

 **SUMMARY:**

Ensuring that the energy, water and waste needs of the city are met in an affordable, reliable and sustainable way is a key concern to residents of Lacombe. As the city grows, the City takes on additional infrastructure which requires maintenance and upkeep. Adding to the existing infrastructure levels and ensuring that infrastructure is safe, efficient and reliable are key activities for the City.

As the city grows, service expectations increase, and the City should strive to meet these expectations. Provision for solid waste reduction services and facilities, ensuring adequate storm water management and delivering waste water treatment and safe drinking water are all challenges that the City will address.

 **GOAL:**

*To ensure the community has provision of and access to, environmentally responsible, safe, efficient and reliable utility systems and services.*

 **OBJECTIVES:**

-  **A** To increase the use of renewable and Sustainable Energy Sources
-  **B** To design and utilize sustainable materials and systems in infrastructure
-  **C** To ensure the current and future provision of sustainable utility systems and services while proactively maintaining and upgrading the systems
-  **D** To ensure that land and Rights of Way are protected and available for expansion of these utilities and drainage systems and have been incorporated into the design of the community.
-  **E** To transition from a waste management system predominantly focused on landfill activities to one which prioritizes the reduction, reuse and recycling of waste materials
-  **F** Work regionally to deliver services and utilities which benefit the community

12

INFRASTRUCTURE AND RESOURCES:  
ENERGY, WATER AND WASTE

**POLICIES:**

**INR12.1 Up-to-Date Off-Site Levy Bylaw**

Linked Objectives: **C D F**

All new development shall be serviced by municipal utility services. Where City Council feels it appropriate, they may choose to waive the immediate connection, allowing for a deferred connection, to the satisfaction of the City.

The City shall maintain an up to date Off-Site Levy Bylaw to ensure the fair and equitable distribution of costs for municipal infrastructure and to ensure costs for all statutorily authorized municipal improvements are shared between new and existing development.

Linked Action(s): **3**



**INR12.2 Storm Water Drainage Considerations**

Linked Objectives: **B C D**

All new development shall provide appropriate drainage systems and facilities as approved by the City of Lacombe. The impact of storm water runoff due to development on natural water bodies shall be reviewed at time of the proposed development.

Drainage facilities such as storm water management facilities, canals and swales shall be designed to be incorporated into the Open Space System and shall be designated as Public Utility Lots, along with all necessary buffers and access points for servicing.

The City shall require continuous and open access to the public along the boundaries of natural water bodies and Storm Water Management Facilities. Only where Steep Slopes or a danger to the public is identified should access be prevented.

Linked Action(s):

**INR12.3 Master Plans: Water, Waste Water and Drainage**

Linked Objectives: **B C F**

The City shall prepare and maintain Master Plans to guide future improvements to the overall water, waste water, and drainage systems. These plans shall:

- i. identify existing capacities and desired levels of service;
- ii. project future upgrades and improvements in response to increased demand and growth;
- iii. establish priorities for infrastructure improvements;
- iv. establish standards and specifications for the future development of infrastructure including required right-of-way, methods of construction, and alignments; and
- v. ensure that existing and future infrastructure services are cost effective while contributing to an attractive streetscape

Periodic review and update of the Master Plans shall be undertaken as major changes and rates of development require.

Linked Action(s): **5 6**

**INR12.4 Utility and Drainage as Part of Development Plan Review**

Linked Objectives: **C D**

In accordance with approved development plans, the City shall:

- i. monitor the capacity of all utility and drainage systems to ensure the provision of adequate service to meet domestic, industrial, institutional and emergency requirements;
- ii. optimize the use of existing services prior to expansion or extension; and
- iii. ensure the sizing of utility and drainage system extensions is based on the ultimate pattern of future growth and extensions are appropriate to the staging of development

Linked Action(s):

**INR12.5 Public Utility Lots and Easements**

Linked Objectives: **D**

The City should require the provision of easements and/or Public Utility Lots to accommodate utilities and drainage systems. These easements and/or Public Utility Lots shall be incorporated into the Open Space System and transportation network where feasible.

Linked Action(s):

**INR12.6 Dry Storm Ponds**

Linked Objectives: **D**

Where Public Utility Lots are only periodically used for surface water management, the City may consider whether those lands periodically used for surface water management can be credited as Municipal Reserve. The provision of dry storm water facilities shall not account for more than 20% of the total Municipal Reserve dedication for the development.

The City shall only consider such credit where:

- i. the lands are safe for public use and are able to be used on regular basis by the population (e.g. are accessible, not affected by a slope, stairs and ramps are provided where needed, etc);
- ii. the overall development is considered to provide an adequate and appropriate distribution of Municipal Reserve across the development area, as determined by the City; and
- iii. the lands are enhanced by the Developer through the provision of additional facilities, such as benches, tables, art, play/sport equipment, as approved by the City

Linked Action(s):

**INR12.7 Support for the Reduction of Waste Generation**

Linked Objectives: **A E F**

The City supports the reduction and reuse of materials, helping to ensure that waste is ultimately diverted from the landfill. To accommodate this, the City shall:

- i. require all new multi-residential, commercial, industrial and institutional development provide for recycling facilities either on site or within buildings;
- ii. require recycling facilities in all City owned buildings, facilities and at sponsored events;
- iii. support opportunities to reduce construction waste through recycling incentive programs;
- iv. develop a salvage program to support the 'reuse' of materials; and
- v. work in participation with partners, including but not limited to the Lacombe Regional Solid Waste Commission and Lacombe County

Linked Action(s): **4**

INFRASTRUCTURE AND RESOURCES



### INR12.8 Incentives for Environmentally Supportive Development

Linked Objectives: **A B E**

The City supports development which demonstrates a higher achievement towards environmental and community sustainability and should explore the offering of incentives to support such developments.

The City shall explore opportunities to incentivize developments which:

- i. provide upgrades which lessen resource use within the building or site;
- ii. demonstrate delivery of LEEDS standard buildings;
- iii. promote community safety through the use of design and materials;
- iv. provide for renewable energy production on site; or
- v. any other proposal, as approved by council

Linked Action(s): **①**

### INR12.9 Sustainable Materials and Systems Support

Linked Objectives: **A B E**

The City shall continue to implement the Municipal Sustainability Plan: Imagine Lacombe through prioritizing the use of sustainable materials and systems in the development of its own infrastructure and in its purchasing policies.

Linked Action(s): **②**



12

INFRASTRUCTURE AND RESOURCES:  
ENERGY, WATER AND WASTE

 ACTIONS:

- 1 Undertake a study exploring incentives that the City may be able to offer to promote sustainable building, site and resource use in new developments
- 2 Amend the current purchasing policy to better align with the Municipal Sustainability Plan, prioritizing sustainable materials and systems
- 3 Maintain an up to date Off Site Levy Bylaw
- 4 Review the waste management services and programs available to enable a transition to increase recycling, reduction, reuse and composting
- 5 Identify the current and future cost of municipal servicing, examining maintenance and replacement costs, and evaluate development proposals to ensure the most effective and efficient opportunities are developed
- 6 Develop, maintain and update Master Plans for the provision of water, waste water and surface drainage

INFRASTRUCTURE AND RESOURCES

 MONITORING THE IMPLEMENTATION OF  
INFRASTRUCTURE AND RESOURCES: ENERGY,  
WATER AND WASTE:

- Amount of waste sent to the landfill
- Amount of waste recycled
- Participation levels of an approved incentive program

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13

OUR COMMUNITY WELL-BEING: HEALTH, SAFETY AND PUBLIC PARTICIPATION

**SUMMARY:**

Lacombe residents value their health and well being, and are proud of the health and protective services that the community currently offers. Lacombe’s Hospital provides a level of health care that many other communities of a similar size do not have. Ensuring that service levels are maintained and that development in the community is available to people of all ages should help ensure the health of all residents. Lacombe’s police and emergency services offer residents safety and security. The City should continue to work with these service providers to review new development and service proposals.

Lacombe residents value the ‘small town feel’ that the community offers. With new growth and development, the ‘small town feel’ of the community will undoubtedly change. To ensure that these changes align with the vision residents hold for Lacombe, the City will need to ensure that opportunities exist for residents and stakeholders to participate in considerations of how the community grows.

**GOAL:**

*To support the provision of efficient and effective health and emergency services alongside fostering an engaged, active and healthy community.*

**OBJECTIVES:**

- A To encourage quality health care and support services which foster healthy living, both within the community and with connections beyond Lacombe
- B To plan for opportunities that provide for the development of health, municipal and protective service facilities
- C To encourage development to be designed to promote safety, Placemaking and minimize impacts to the Natural Environment
- D To ensure future health, municipal and protective services facilities prioritize connectivity by providing for a high degree of accessibility minimizing impacts to emergency response times
- E To ensure new development areas are assigned road names and Civic Address that facilitate communications with emergency response teams and City departments
- F To foster awareness of planning and development and encourage public participation in municipal planning processes through the use of different media and programs

13

OUR COMMUNITY WELL-BEING: HEALTH, SAFETY AND PUBLIC PARTICIPATION

**POLICIES:**

**OCW13.1 Lacombe Hospital and Care Centre**

Linked Objectives: **A B D**

The City should support the continued operation of the Lacombe Hospital and Care Centre. Uses and development within the vicinity of the hospital that provide support and related services may be prioritized over other uses and development. Uses and development near and adjacent to the hospital should be managed to avoid land uses which may create conflict with the hospital or place limitations on its future operations and expansion.

Linked Action(s): **1**

**OCW13.2 Provision and Location of Social and Health Service Facilities**

Linked Objectives: **A B D**

The City acknowledges that social and health service facilities continue to be required as the city grows. As Land Use Plans are adopted, the City should ensure that social and health service facilities are studied, and that land to support these facilities is identified for development (if applicable). Access to these facilities shall provide a variety of transportation options which may include pedestrian, bicycle, transit and vehicular use.

Linked Action(s):

**OCW13.3 Emergency Service Delivery**

Linked Objectives: **C D E**

To continue to provide a high quality of emergency service delivery, the City should:

- i. maintain updated policies and directives regarding street naming and Civic Addressing, providing for regulated addressing that aligns with Canada Post regulations;
- ii. ensure that streets, alleyways and access points to developments, both under construction and complete, provide sufficient space for the emergency vehicular access and maneuverability;
- iii. consider the delivery of emergency services when reviewing proposed land use and transportation system plans, seeking to minimize any impact or impediment to emergency service delivery; and
- iv. ensure development is compatible with the approved fire service response level

Linked Action(s): **2**

**OCW13.4 Site Design Requirements for Crime Prevention and Safety**

Linked Objectives: **C**

The City shall promote a high quality site design for all developments across the community by establishing a standard in its Engineering Design Guidelines and Land Use Bylaw. The standard shall:

- i. promote the use of Crime Prevention Through Environmental Design (CPTED) in the design of developments, avoiding the creation of isolated spaces while providing clear sightlines, sufficient lighting and promoting natural surveillance;
- ii. require a high quantity of planting and green space in the community and on individual sites, encouraging the use of plantings native to the area or specific to site conditions;
- iii. consider the interaction of pedestrians and vehicular movement on site, ensuring that each site provides an opportunity for safe pedestrian movement; and
- iv. require larger development sites to provide opportunities and infrastructure for people to meet and gather

Linked Action(s): **4**

OUR COMMUNITY WELL-BEING



13

OUR COMMUNITY WELL-BEING: HEALTH, SAFETY AND PUBLIC PARTICIPATION



**OCW13.7 Status of Outline Plans**

Linked Objectives: **F**

The City shall ensure that the public have the opportunity to comment and contribute to the formation or amendment of Outline Plans. To ensure that the public is able to contribute to new proposals for development, whether through a new Outline Plan, the City shall:

- i. require that adjacent property owners are notified of a proposed Outline Plan;
- ii. require the developer to host an open house for all new Outline Plans (and any amendments considered by the Development Authority to be significant); and
- iii. require that the input received from the Open House and other forms of consultation be considered by the developer in the drafting of the Outline Plan

Linked Action(s): **3**

**OCW13.5 Public Consultation Policies**

Linked Objectives: **F**

The City shall collaborate with citizens, community groups and the private sector on planning and development matters occurring in the community. Collaboration may include a variety of different opportunities for comment, including but not limited to public hearings, open houses and notifications using different media (such as newspaper, website, social media, etc). Collaboration shall be governed through provincial legislation and the City's own public consultation policy.

Linked Action(s): **3**

**OCW13.8 Control of Light Pollution**

Linked Objectives: **C**

The City shall investigate opportunities and actions to promote itself as a energy efficient and Light Efficient community. The City should identify appropriate lighting considerations as part of site design and explore opportunities to ensure that light does not pollute areas not intended to be lighted. These considerations shall be balanced between considerations for safety.

Linked Action(s): **4**

**OCW13.6 Access to Information**

Linked Objectives: **F**

The City shall ensure that copies of the Municipal Development Plan and other statutory and non-statutory plans are readily accessible for interested members of the public.

Linked Action(s):

13

OUR COMMUNITY WELL-BEING: HEALTH, SAFETY AND PUBLIC PARTICIPATION

ACTIONS:

- 1 Amend the Land Use Bylaw to create an overlay identifying appropriate uses within the residential neighbourhood surrounding the Hospital
- 2 Explore opportunities and design practices, creating guidelines to help lessen emergency response times when developing new neighbourhoods and undertaking upgrades to existing street networks
- 3 Review and update the public consultation policy as it relates to Planning and Development matters to better reflect current technologies and approaches to notification, providing more detail on consultation methods required at different stages of the planning process
- 4 Update the Land Use Bylaw and the Engineering Design Guidelines to develop CPTED and light efficient community design

MONITORING THE IMPLEMENTATION OF THE COMMUNITY WELL BEING: HEALTH, SAFETY AND PUBLIC PARTICIPATION:

Emergency Response Time is maintained or improved over time

Number of responses to Outline Plan and Statutory Plan circulations achieved





## 14

REGIONAL INITIATIVES AND  
INTERMUNICIPAL PLANNING SUMMARY:

The City of Lacombe works with a number of different organizations to ensure that development is orderly and complies with various government regulations. Furthermore, the City has a number of regional partnerships which enable the City to offer a higher level of service provision to residents of Lacombe.

The City will continue to foster its inter-organizational workings to better meet the needs of Lacombe residents. It will look to create and maintain ongoing relationships, dialogue and service delivery to meet the City's interests.

 GOAL:

*To cooperate with other municipalities, government agencies and organizations to achieve mutual objectives that benefit residents and businesses and help secure long term growth needs.*

 OBJECTIVES:

A

To work cooperatively through intermunicipal planning processes with Lacombe County and other government agencies, organizations and partners to:

- i. promote land uses which are compatible with future growth patterns and needs;
- ii. ensure the protection and enhancement of the Natural Environment;
- iii. promote the coordination and delivery of major infrastructure projects, programs and services which benefit residents, businesses and stakeholders within the city and the surrounding area; and
- iv. provide guidance for the joint management of areas of common interest

14

REGIONAL INITIATIVES AND INTERMUNICIPAL PLANNING

**POLICIES:**

**RP14.1 Lacombe County Coordination**

*Linked Objectives:* **A**

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
- vii. identify land uses that provide a shared benefit

*Linked Action(s):* **2**

**RP14.2 Regional Partnerships**

*Linked Objectives:* **A**

The City shall encourage the formation of regional partnerships as a means of supporting the delivery of services to residents. The City should maintain and encourage regional partnerships with the Province, municipalities, organizations and agencies to plan and coordinate land use patterns, transportation, utility and other service delivery systems to benefit the city.

*Linked Action(s):*

**RP14.3 Compatible Operations on Lacombe's Boundaries**

*Linked Objectives:* **A**

The City shall promote compatibility between the urban land uses within Lacombe and operations within Lacombe County within the vicinity of the municipal boundaries. The City may consider the use of mechanisms available to achieve compatibility such as buffers between urban land uses and operations, policies/designations in the Intermunicipal Development Plan, referral responses on development applications, and general communication with Lacombe County.

*Linked Action(s):* **1**



14

REGIONAL INITIATIVES AND INTERMUNICIPAL PLANNING

ACTIONS:

1 Maintain an inventory of developable land, projecting future needs based on the previous five years

Work with Lacombe County to update the Intermunicipal Development Plan to identify:

- 2
  - a. priority areas for future development
  - b. opportunities to extend the existing servicing network to facilitate growth and development
  - c. compatible uses on our boundaries

MONITORING THE IMPLEMENTATION OF REGIONAL INITIATIVES AND INTERMUNICIPAL PLANNING:

Maintain an inventory of developable land, projecting future needs based on the previous five years

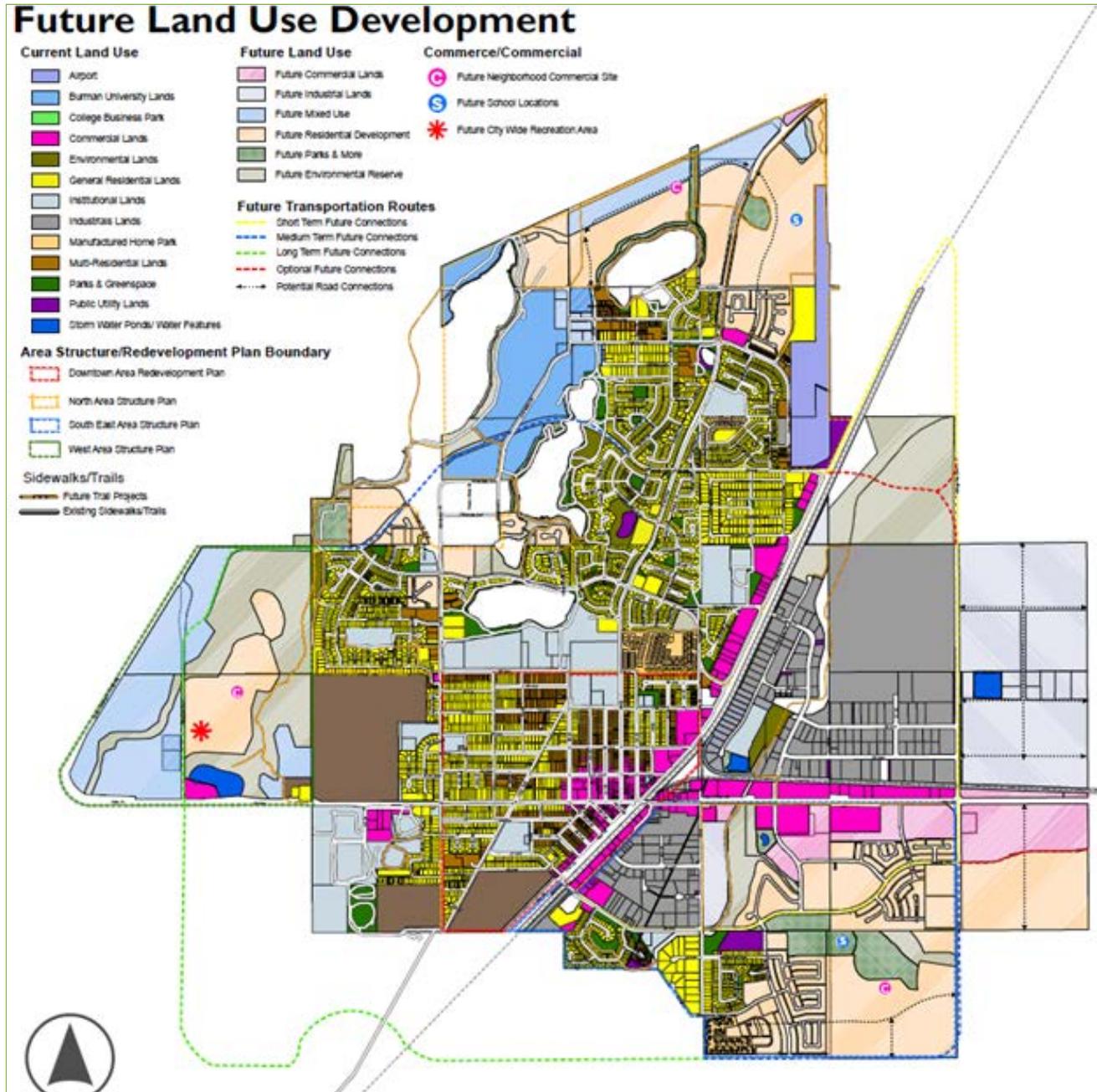
15

MAPS

Please note that the display of future land use and infrastructure is conceptual. The exact location, land area and connections shall be determined at the detailed design stage of the Area Structure\ Redevelopment Plan and/or at the Outline Plan Stage, as guided by the generalized locations displayed on these maps. Where infrastructure is proposed for locations not identified on the maps but is identified in an Area Structure/Redevelopment and/or Outline Plan, the City shall determine whether an Update to the Muncipal Development Plan is required.

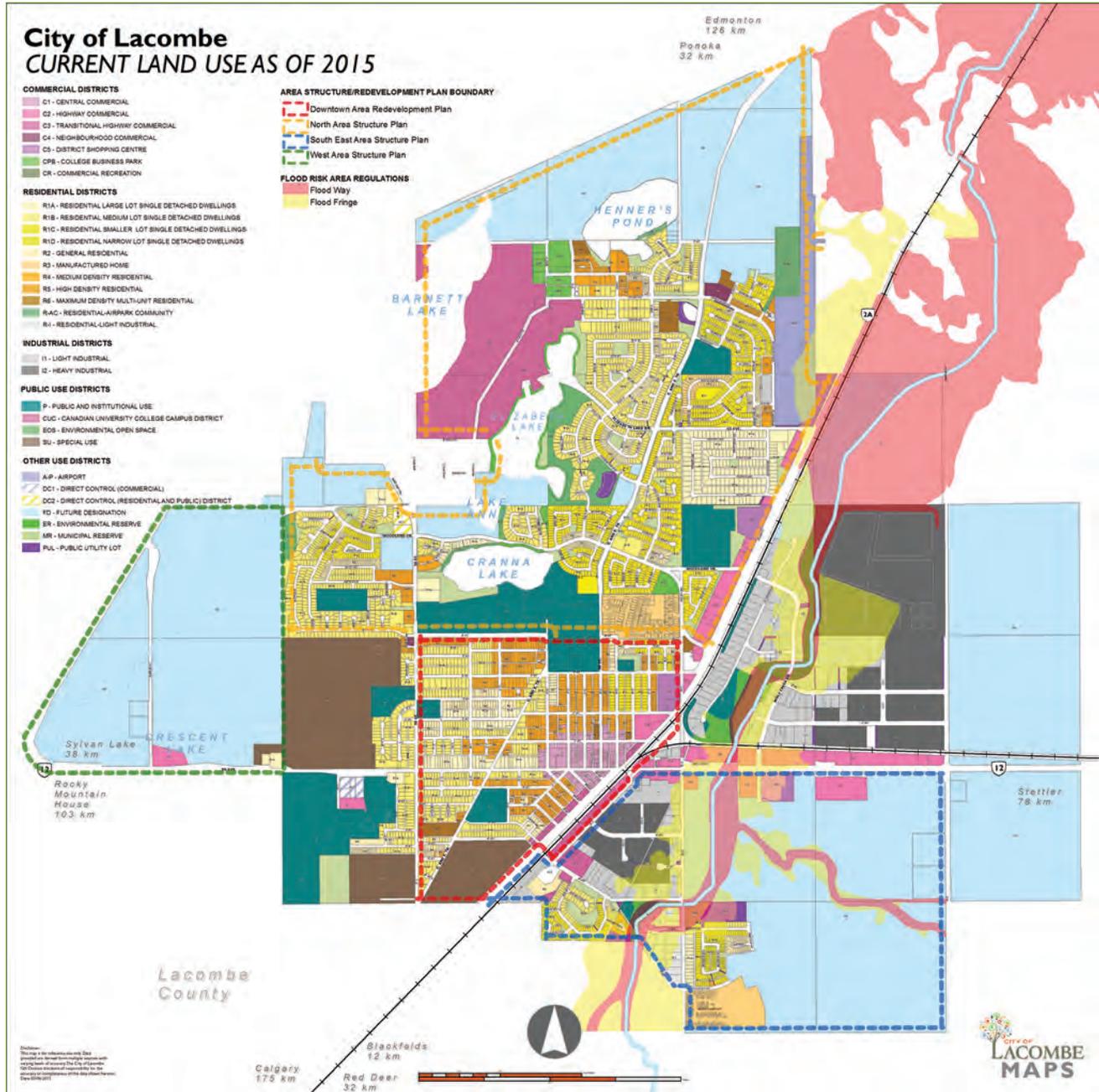
# MAP 1 – FUTURE LAND USE CONCEPT MAP

(Amended, b.400.5, 05/26/2025)



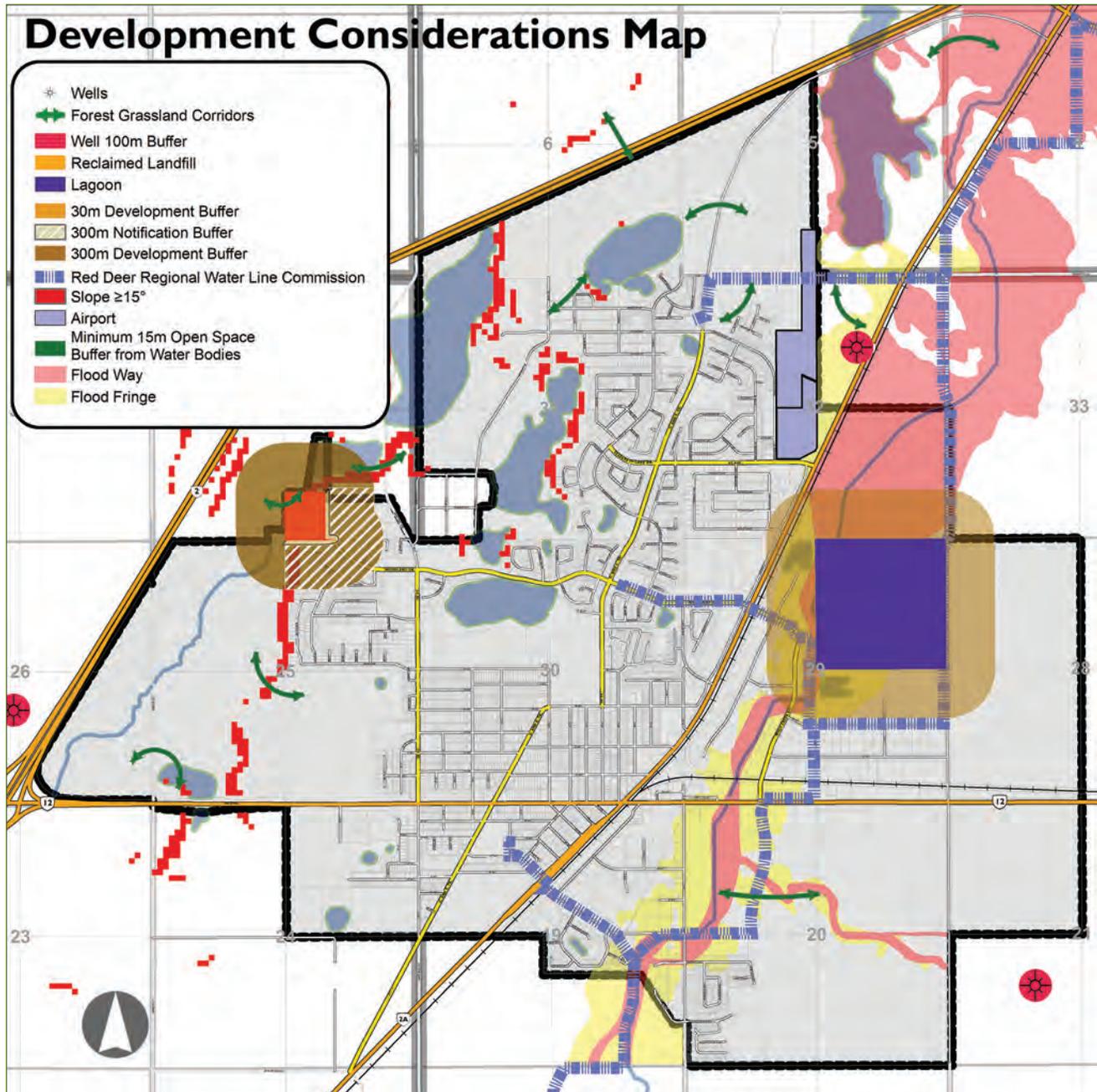
MAPS

MAP 2 – CURRENT LAND USE



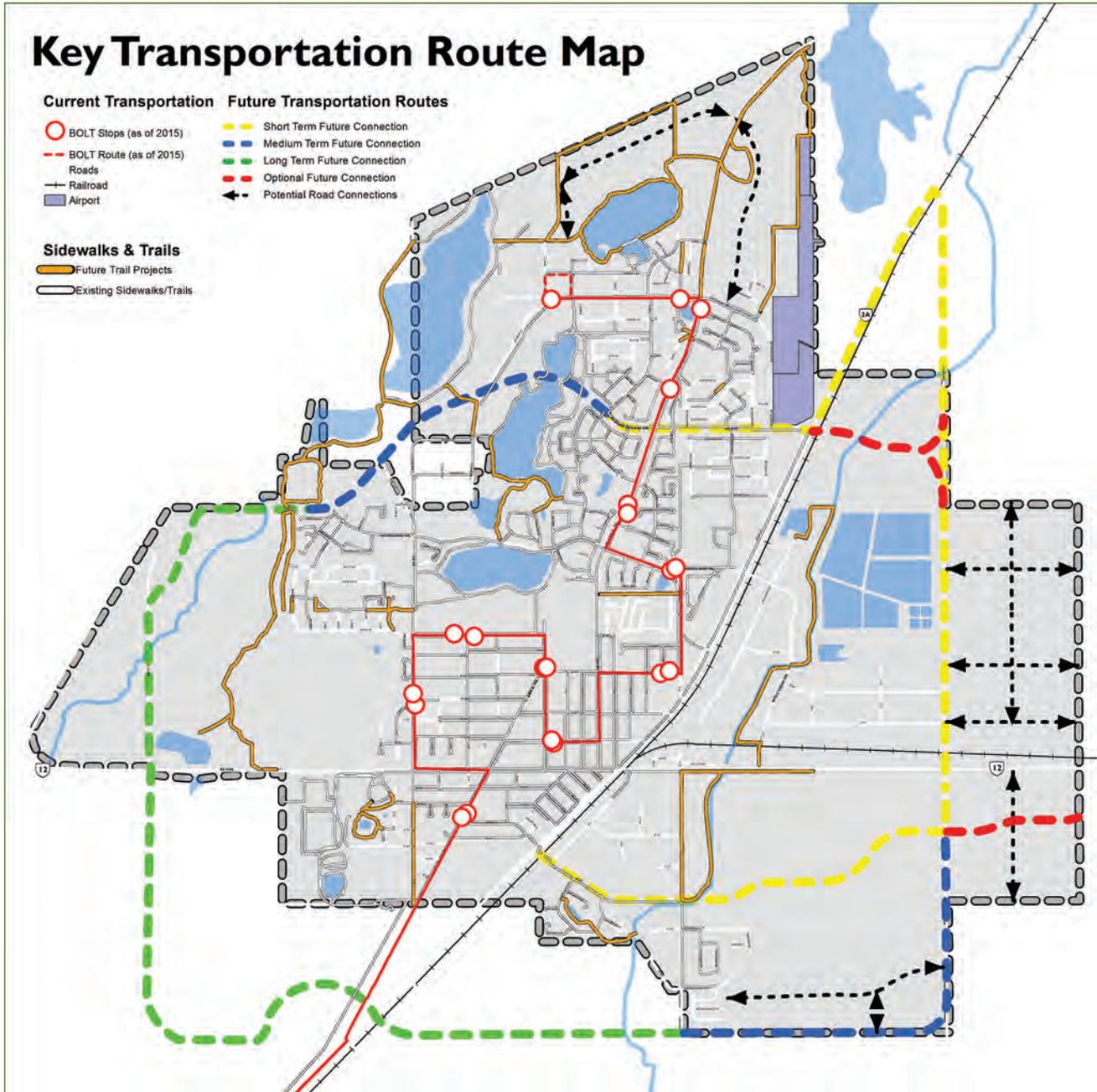
MAPS

### MAP 3 – DEVELOPMENTAL CONSIDERATIONS



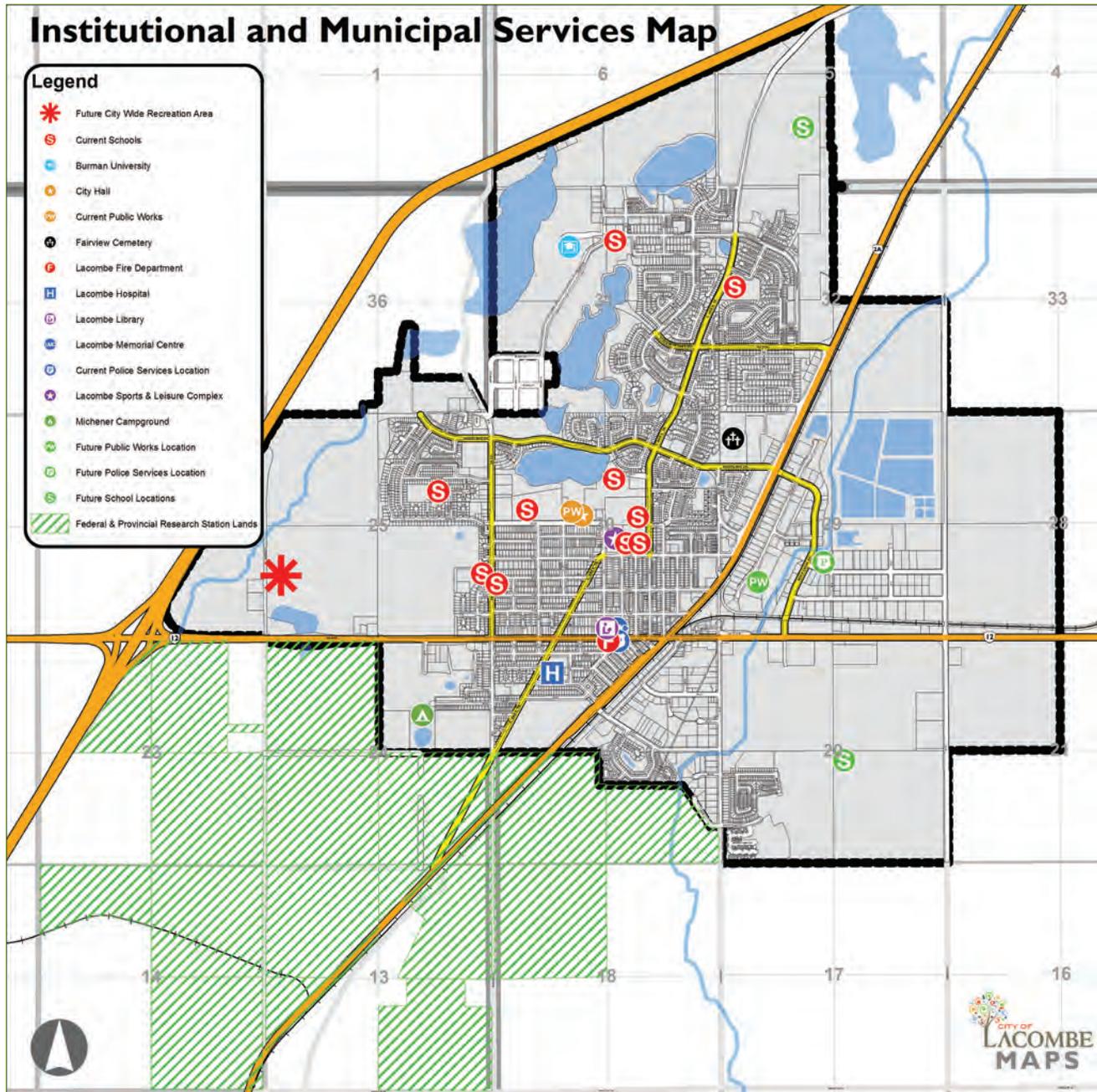
MAPS

MAP 4 – KEY TRANSPORTATION ROUTE



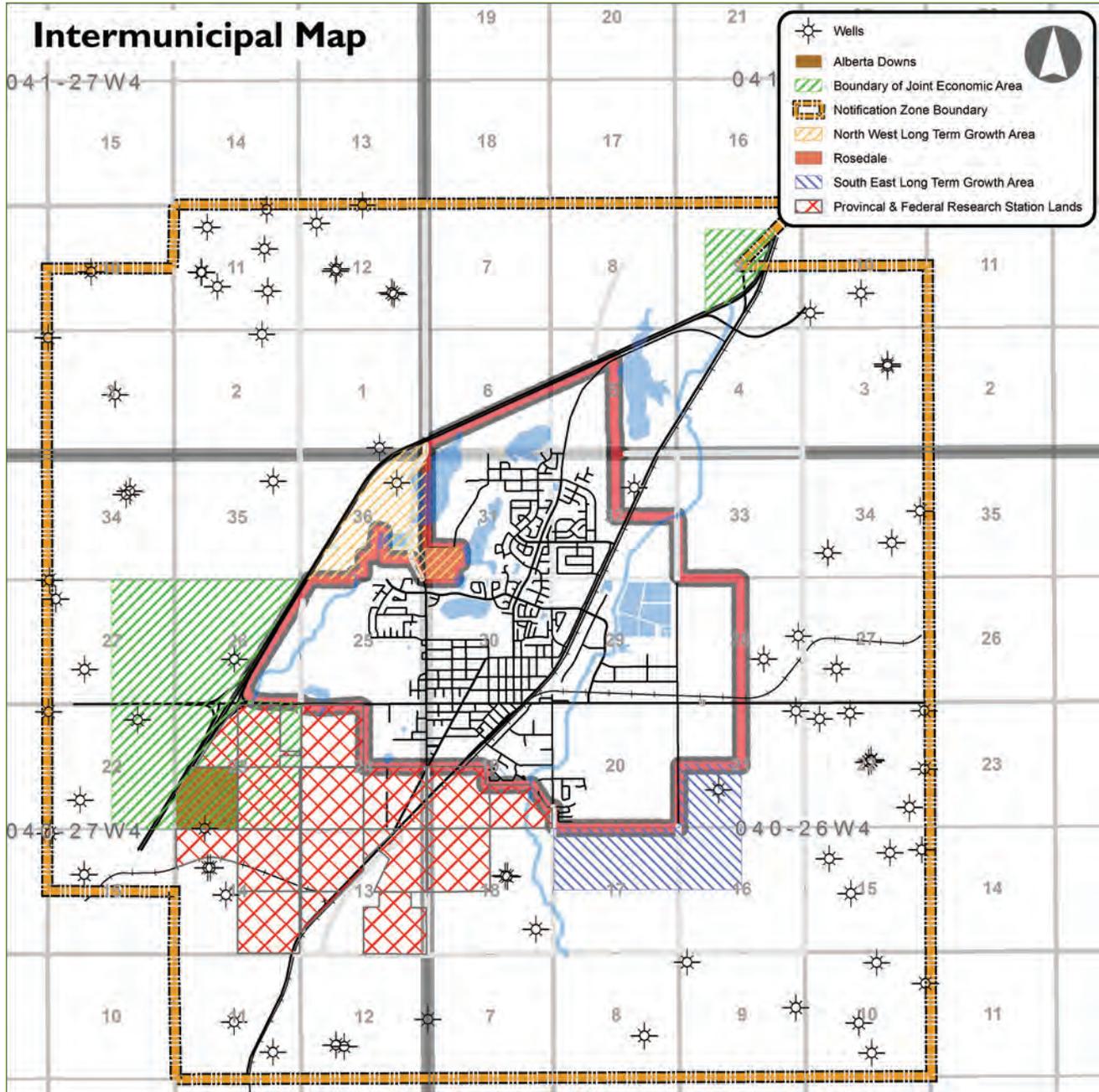
MAPS

# MAP 5 – INSTITUTIONAL & MUNICIPAL SERVICES



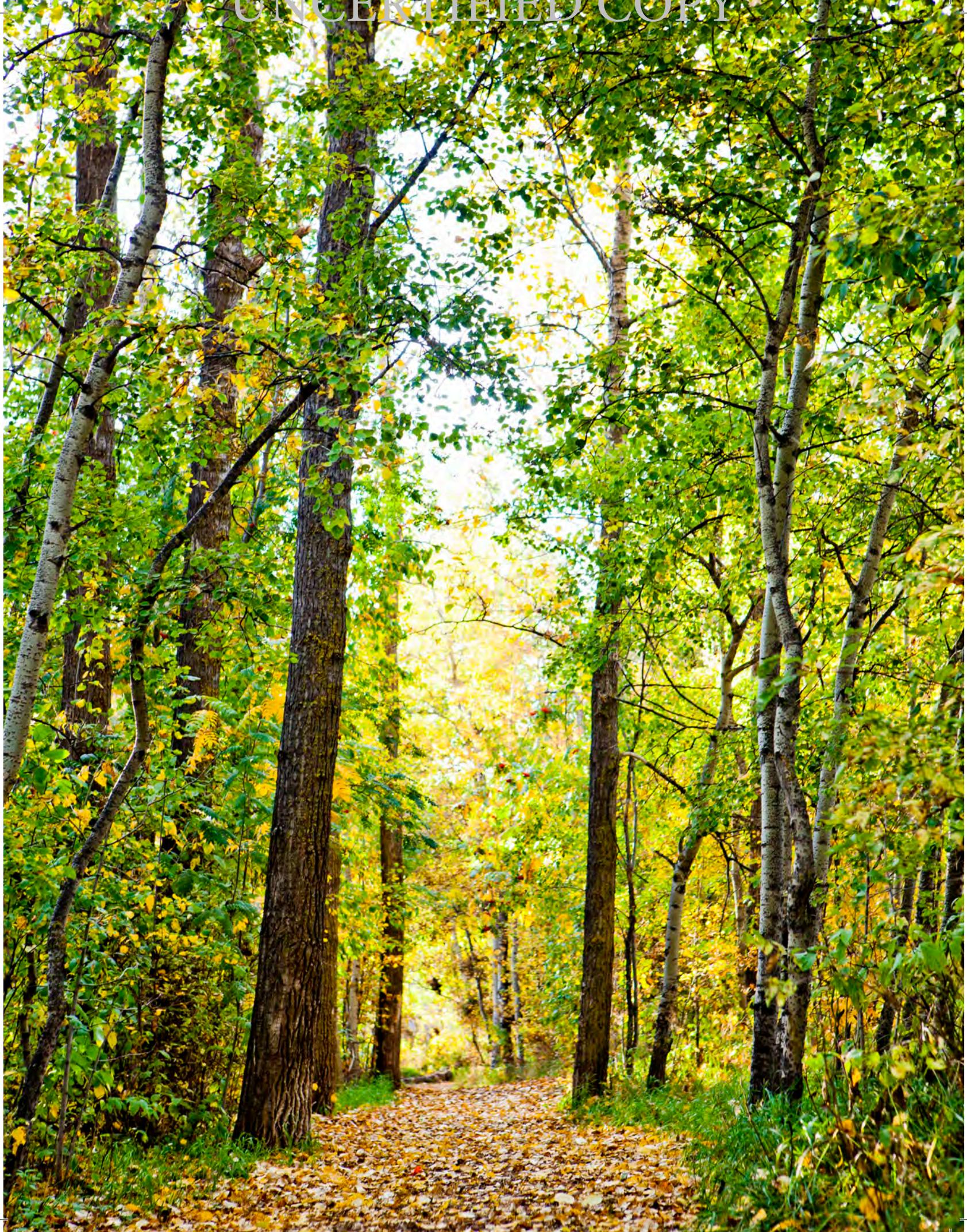
MAPS

MAP 6 – INTERMUNICIPAL MAP



MAPS

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MATRIX OF POLICIES,  
THEIR OBJECTIVES AND ACTIONS

Policy Number	Policy Name	Objectives						Actions								
		A	B	C	D	E	F	1	2	3	4	5	6	7	8	
GPD4.1	Future Land Use Concept Map	•	•	•					•							
GPD4.2	Land Use Designation and Intensification: Larger Parcels	•	•	•				•	•							
GPD4.3	Annexation Opportunities and Maintaining a Developable Land Supply	•	•	•	•					•						
GPD4.4	Discourage Fragmented Development	•							•	•						
GPD4.5	Maximize Land Use and Infrastructure	•														
GPD4.6	Financing Municipal Infrastructure	•	•													
GPD4.7	Information to Support Development Proposals	•	•										•			
GPD4.8	Supportive Development Practices and Policies	•	•											•		
GPD4.9	Application of Provincial Regulations				•											
GPD4.10	Appropriate Agricultural Operations				•											
GPD4.11	Setbacks from Sour Gas and Oil and Gas Facilities				•											•
GPD4.12	Development within Flood Hazard Area				•			•	•		•					
GPD4.13	Gas and Oil Facility Development within the Region				•											
GPD4.14	Role and Use of the Land Use Bylaw	•	•	•	•			•	•							
RES5.1	Housing Diversity		•									•				
RES5.2	Housing Placement		•										•			
RES5.3	Modular Homes		•	•												
RES5.4	New Residential Housing Density	•	•		•										•	
RES5.5	Redevelopment of Existing Neighbourhoods: Promoting Neighbourhood Sensitive Infill Opportunities	•	•	•	•											
RES5.6	Placemaking: Neighbourhood Design		•	•	•			•					•			
RES5.7	Building Design Requirements			•				•								
RES5.8	Suites: Secondary and Garden		•	•	•					•			•			
RES5.9	Supportive Housing	•	•	•					•				•			
RES5.10	Residential Development Servicing		•	•												
RES5.11	Condominium Development Land Use	•	•	•												•
RES5.12	Smaller Housing Opportunities		•	•	•								•			
COM5.1	Commercial Building and Site Design		•		•				•				•			
COM5.2	Mixed Use Development	•		•				•		•	•			•		
COM5.3	Neighbourhood Commercial Development	•	•						•	•			•	•		
COM5.4	Commercial Development Servicing	•	•													
COM5.5	Specialized Commercial Areas		•		•				•				•			
COM5.6	Commercial Development Design in Outline Plans		•		•				•				•			
DT5.1	The Downtown Core: the Heart of the City	•	•		•				•	•	•					
DT5.2	Pedestrian Friendly Downtown	•		•	•			•	•	•	•					
DT5.3	Downtown Mixed Use	•	•						•	•						
DT5.4	Historic Downtown Preservation	•							•							
DT5.5	Canada's Great Street: 50 Avenue				•				•	•	•					
IN5.1	Comprehensively Planned Industrial Areas	•	•	•												
IN5.2	Industrial Site Development		•	•						•						
IN5.3	Compatible Industrial Development		•	•				•								

MATRIX OF POLICIES

16

MATRIX OF POLICIES,  
THEIR OBJECTIVES AND ACTIONS

Policy Number	Policy Name	Objectives						Actions								
		A	B	C	D	E	F	1	2	3	4	5	6	7	8	
IN5.4	Industrial Innovation	•						•	•							
ED6.1	Supportive Business Practices	•	•					•	•		•					
ED6.2	Promoting Lacombe		•						•		•					
ED6.3	Encourage Business Creation and Expansion	•	•	•				•		•						
ED6.4	Burman University	•			•											
T7.1	Transportation Master Plan	•	•	•	•	•		•								
T7.2	Active Transportation Plan	•	•	•		•				•				•		
T7.3	Active Transportation Infrastructure	•	•	•		•			•				•			
T7.4	Transit Service Development and Growth	•	•	•	•	•			•							
T7.5	Vehicular Routes Considerations	•	•			•										
T7.6	Traffic Impact Assessments	•	•	•	•	•										•
T7.7	Lacombe Airport	•	•										•			
AG8.1	Agriculture Research Station			•												
AG8.2	Local Food Production	•	•	•						•	•	•				
AG8.3	Local Food Distribution	•		•				•	•							
CER9.1	Municipal Reserve Dedication: Lands	•	•	•	•	•	•									
CER9.2	Municipal Reserve Dedication: Cash-in-Lieu	•	•	•	•	•	•			•						
CER9.3	Municipal Reserve Land Dedication Considerations	•	•	•	•	•	•									
CER9.4	Municipal Reserve Master Plan and Land Priorities	•	•	•	•	•	•					•				
CER9.5	Guidelines for Delivering Different Categories of Municipal Reserve Lands	•	•	•	•	•	•	•	•							
CER9.6	Municipal Reserve Landscaping and Development	•	•	•	•	•	•	•	•							
CER9.7	Cemetery Land Needs					•										
CER9.8	Public Art and Murals	•	•													
CER9.9	Stormwater Facilities, Water Features, Environmental Reserve and Municipal Reserve	•		•	•	•	•									
CER9.10	Program Partnerships	•	•			•	•									
CER9.11	City Wide Trail				•		•							•		
H10.1	Support the Historic Resources Act	•	•					•		•	•					
H10.2	Adaptive Reuse of Historic Residential Sites	•											•			
H10.3	Architectural Guidelines for Infill Development	•											•	•		
H10.4	Development Incentives for Municipally Designated Buildings		•								•					
H10.5	Heritage Management Plan	•	•						•							
ONE11.1	Environmental Management Plan	•	•	•				•								
ONE11.2	Lands to be dedicated as Environmental Reserve Lands	•	•	•	•					•						
ONE11.3	Environmental Reserve Adjacent to Water Bodies and Water Courses	•	•	•	•											
ONE11.4	Trails and Natural Areas		•	•					•	•						
ONE11.5	Mitigate and Reduce Erosion	•	•		•											
ONE11.6	Reduce Emissions	•			•							•				
INR12.1	Up-to-Date Off-Site Levy Bylaw			•	•		•			•						
INR12.2	Storm Water Drainage Considerations		•	•	•											

MATRIX OF POLICIES

# 16

## MATRIX OF POLICIES, THEIR OBJECTIVES AND ACTIONS

Policy Number	Policy Name	Objectives						Actions								
		A	B	C	D	E	F	1	2	3	4	5	6	7	8	
INR12.3	Master Plans: Water, Waste Water and Drainage		•	•			•						•	•		
INR12.4	Utility and Drainage as Part of Development Plan Review			•	•											
INR12.5	Public Utility Lots and Easements				•											
INR12.6	Dry Storm Ponds				•											
INR12.7	Support for the Reduction of Waste Generation	•					•	•				•				
INR12.8	Incentives for Environmentally Supportive Development	•	•				•		•							
INR12.9	Sustainable Materials and Systems Support	•	•				•			•						
OCW13.1	Lacombe Hospital and Care Centre	•	•		•			•								
OCW13.2	Provision and Location of Social and Health Service Facilities	•	•		•											
OCW13.3	Emergency Service Delivery			•	•	•			•							
OCW13.4	Site Design Requirements for Crime Prevention and Safety			•								•				
OCW13.5	Public Consultation Policies							•			•					
OCW13.6	Access to Information							•								
OCW13.7	Status of Outline Plans							•			•					
OCW13.8	Control of Light Pollution			•								•				
RP14.1	Lacombe County Coordination	•							•							
RP14.2	Regional Partnerships	•														
RP14.3	Compatible Operations on Lacombe's Boundaries	•							•							



Blacksmith Shop  
Museum

Alexander House  
Museum

Lacombe Memorial  
Centre

CULINARY & GIFT  
THE GALLERY ON MAIN  
ORCHID RAIN

P PUBLIC  
PARKING

LACOMBE INTERPRETIVE CENTRE  
Museum  
FREE ADMISSION

LACOMBE INTERPRETIVE CENTRE  
Museum  
FREE ADMISSION

?  
VISITOR  
INFO

## A

**Accessibility** – The ease of access to goods, services, activities, buildings and destinations.

**Action** – The identification of an act to be undertaken by the municipality, in order to support the delivery of a specific Policy, within the MDP.

**Active (recreation)** – Physical activities that require specific infrastructure to undertake the activity or have a considerable environmental impact on the recreational site.

**Active Transportation** – Any form of transportation by which people use their own energy to power their motion, including walking, running, cycling, cross-country skiing, skateboarding, snowshoeing, rollerblading and use of a manual wheelchair.

**Active Transportation Plan** – A Master Plan that identifies the long term growth and development of an active transportation network.

**Adopted by Resolution** – A motion to accept a plan or document which is non statutory and not binding, allowing a municipality to identify a preferred course of action on a particular matter.

**Agriculture Lands** – Lands that contain an agricultural operation, as defined in the City of Lacombe Land Use Bylaw.

**Agricultural Operations Practices Act (AOPA)** – Provincial legislation setting out regulations for manure management and other nuisances resulting from agricultural activities.

**Alberta Environment and Parks (AEP)** – Provincial ministry responsible for environmental policy and sustainable resource development.

**Alternate Transportation Modes** – Modes of transportation that are alternatives to travel by a single occupancy vehicle, including riding transit, cycling, and carpooling.

**Architectural Controls** – Regulations that set minimum standards for building design and features. They are often used to create a certain design aesthetic or feel, or to reflect existing features.

**Area Redevelopment Plans (ARP)** – Statutory plan which guides the redevelopment of existing developed areas. ARPs are approved and adopted by Council and must conform to the City's Municipal Development Plan.

**Area Structure Plan (ASP)** – Statutory plan which provides long range land use planning for large areas of undeveloped land within the city, usually encompassing several sections of land. The plans identify major roadways, land uses, infrastructure requirements, parks, trails, and school sites. ASPs are approved and adopted by Council and must conform to the City's Municipal Development Plan.

**Arterial Roadway** – An arterial roadway provides for traffic movement at medium to high speeds and connects the main areas of traffic generation in a community. Ideally, only other arterial or collector roadways should intersect with an arterial. Preferably, arterials provide no direct access to adjacent developments and parking is generally not permitted.

**Average Household Size (AHHS)** – The average number of people which live in a dwelling unit, calculated taking the population of the community divided by the total number of dwelling units.

## B

**Barrier Free** – A design characteristic that maximizes accessibility for persons with physical or cognitive difficulties.

**Biodiversity** – The number, range or variety of life forms, including plants, animals and micro-organisms, and the ecological systems that they form a part of.

**BOLT** – The regional public transportation bus service between Lacombe, Blackfalds and Red Deer.

**Built Environment** – The collection of buildings and man-made infrastructure that makes up the City of Lacombe's urban environment. It can be intersected by elements of the Natural Environment. The tillage of fields is included in the built environment.

**Business Incubation Hubs** – A collection of similar businesses which share selected resources to assist starting up and growing a business.

**Bylaw** – A law made by a local authority in accordance with the powers conferred by or delegated to it under the *Municipal Government Act*. Bylaws are enforceable through penalties, able to be challenged in court and must comply with higher levels of law.

## C

**Chief Administrative Officer (CAO)** – A position within a municipality, established by bylaw, which is the administrative head of the municipality.

**City/city** – City of Lacombe as a municipality is 'City'. The city, as a community or built urban area, is 'city'.

**City Policy** – An action, statement, directive or procedure that has been approved by the City of Lacombe Council

**City Wide Facilities** – Large scale facilities or sites located within the city acting as a community hub providing multiple uses and serving a range of residents.

**City Wide Trail** – A prioritized trail network across the city.

**Civic Address** – Assigned by the City consisting of a civic number and the road name abutting the narrowest portion of the lot. A civic address can include a combination of numbers and or words.

**Civic Number** – Means the number assigned to a property in accordance with City policy or directive.

**Collector Road** – Collector roadways place roughly equal emphasis on mobility and land access. In general, collector roadways provide a link for traffic to travel from a local road to the nearest arterial roadway. They are intended to accommodate most of the traffic movements within a neighbourhood and often serve as bus routes.

**Community Economic Development Organization** – Organization tasked with implementing and delivering the Community Economic Development Plan.

**Community Economic Development Plan** – Council adopted plan to investigate and deliver economic development opportunities within the community.

**Community Garden** – A piece of land gardened collectively by a group of people. The land is typically owned by local governments or not for profit associations.

**Community Parks** – lands dedicated as Municipal Reserve providing recreational opportunities to the larger community.

**Condominium** – Form of property tenure where a specific part of the property is individually owned while other aspects of the property are collectively owned.

**Connectivity** – The directness of links and the density of connections in a path or road network. A connected transportation system allows for more direct travel between destinations, offers more route options and makes Active Transportation more feasible.

**Connex** – Operating in Lacombe, provides accessible transportation to seniors and others who are unable to access regular transportation because of age, cost or disability.

**Court of Appeal** – The highest court in Alberta, which hears matters including appeals from the Alberta Court of Queen's Bench and administrative boards and tribunals.

**Crime Prevention Through Environmental Design (CPTED)** – A pro-active crime prevention strategy that focuses on an analysis of how the features of the environment and the policies that govern its management and use can constrain criminal activity. CPTED strategies are based on the premise that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime and improve the quality of life. Emphasis is placed on the physical environment, productive use of space, and behavior of people to create environments that are absent of environmental cues that cause opportunities for crime to occur.

## D

**Dangerous Goods Route** – A route which is part of the City's Truck Route system, designated for heavy vehicles carrying specified dangerous goods.

**DARP** – See Downtown Area Redevelopment and Urban Design Plan

**Density** – A measure of the number of dwelling units per net Developable Area of land, expressed in units per hectare or in units per parcel.

**Developable Area (land area measurement)** – Total area of lands minus any environmental reserve areas.

**Developed Areas** – Lands which have already been developed.

**Development** – As defined by the *Municipal Government Act*, RSA 2000:

- i. an excavation or stockpile and the creation of either of them;
- ii. a building or an addition to or replacement or repair of a building and the construction or placing of any of them on, in, over or under land;
- iii. a change of use of land or a building or an act done in relation to land or a building, that results in or is likely to result in a change in the use of the land or building; or
- iv. a change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building

**Development Authority** – Established by bylaw, the person, body or committee that is authorized to exercise development powers and perform duties on behalf of the municipality.

**Development Permit** – A document that is issued under a land use bylaw and authorizes a development.

**District** – See Land Use District.

**Downtown Area Redevelopment and Urban Design Plan (DARP)** – City of Lacombe Area Redevelopment Plan that provides direction for development activities in an area defined within the document.

**Duplex** – A residential building which contains a maximum of two dwelling units, with one dwelling unit placed over the other in whole or in part, and where no one dwelling unit is designed to be subordinate to the other.

## E

**Easement** – A privilege to pass over the land of another, whereby the holder of the easement acquires only a reasonable and usual enjoyment of the property and the owner of the land retains the benefits and privileges of ownership consistent with the easement.

**Edwardian** – A style of architecture that predominantly reflects the period between 1901 to 1910, the reign of King Edward VII in England. It is characterized in architecture through rectilinear floor plans and gabled or hipped roofs.

**Emergency Services** – The public organizations that respond to and deal with emergencies when they occur, especially those that provide police, ambulance, and firefighting services.

**Engineering Design Guidelines** – Provides information regarding the City of Lacombe's standards governing subdivision design, servicing standards, the design and construction approval process, and the as-constructed drawing submission requirements.

**Environmentally Significant Features** – Features that are important to the long-term maintenance of biological diversity, soil, water or other natural processes, at multiple spatial scales, or are areas that contain rare or unique elements that may require special management.

**Excessive Slope** – See Steep Slope.

## F

**Federal Census** – An official count of the number of people living in an area, undertaken by the Federal government.

**Flood Fringe** – The portion of the flood hazard area not included in the floodway. Water in the flood fringe is generally shallower and flows more slowly than in the floodway.

**Flood Hazard** – Means the floodway and flood fringe.

**Floodway** – The area which has the deepest, fastest and most destructive waters. Typically the main channel of a stream and the portion of the adjacent overbank areas comprise the floodway.

**Floor Area Ratio (FAR)** – The quotient of the total gross floor area of a building on a parcel divided by the gross site area of the parcel. FAR is one of the measures to direct the size and massing of a building in relation to the area of the parcel and land it occupies.

**Future Land Use Concept Map** – The map found in the Municipal Development Plan that sets out the future land uses for lands within Lacombe.

## G

**Garden Suite** – A Suite which is contained within an accessory unit, or is an accessory unit, on the same lot as a Single Detached Dwelling.

**General Residential** – Single-detached dwelling, Suites, Duplexes, Semi-Detached Dwellings (no more than 2 living units per lot)

**Goal** – Overarching statement that describes what each Strategic Area is trying to achieve. The Goals, when combined together, achieves the Vision.

## H

**Health** – A state of complete physical, mental and social well being and not merely the absence of disease or infirmity.

**Health Care Survey** – A survey, undertaken by the City of Lacombe of health care providers operating in the city, in the fall of 2014.

**Healthy Community** – A community that is striving to continuously create and improve those physical and social environments and expanding those community resources that enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential.

**Heritage Management Plan (HMP)** – A non statutory plan providing a framework for decision making to help retain, restore, maintain and celebrate Historic Buildings in the City.

**Heritage Resource Committee (HRC)** – A City of Lacombe committee, established by Bylaw, to implement the Heritage Management Plan.

**Historic Building** – Any building aged 50 years or greater.

**Historic Resource** – Any resource designated as historic, through bylaw.

**Historical Resources Act** – Alberta legislation based on the need to preserve and study historic resources.

**Home Occupation** – Conducting a business activity or occupation from a residential property.

**Housing stock** – The collection of housing types found within an area.

**Housing Type** – The structural form of housing, traditionally defined as single family detached, semi-detached, rowhouse, triplex, etc. See the Land Use Bylaw for definitions of each housing type.

**Indicator** – A tool or measure, used to find the state of something. For the MDP, this is an item that will be monitored and reviewed, to determine whether the intent of the MDP Policies and Actions, are achieving the Objectives.

**Infill** – Development in an existing built-up area, which may include redevelopment on a site, using vacant or under-utilized lands behind or between existing development, which is consistent and compatible with the characteristics of surrounding development.

**Infrastructure** – The technical structures that support a society, including roads, transit, parks, water supply, sewers, power grid, telecommunications, etc. These may or may not be municipally owned.

**Intermunicipal Development Plan (IDP)** – A statutory plan adopted by two or more municipal councils in Alberta to include specified areas of land lying within the boundaries of both municipalities, outlining the future uses of the lands, manner for developing land in the area, and procedures for resolving conflict, repealing and administering the plan.

## K

**Key Direction** – Established in the Municipal Sustainability Plan: Imagine Lacombe, Key Directions are high level strategies for achieving the MSP desired outcomes. They are composed of many actions and are the guide to reaching the desired outcomes.

## L

**Lacombe County** – The municipality which the City of Lacombe shares its geographic border with.

**Land Use** – The various ways in which land may be used or occupied. Typically these are broadly categorized as residential, commercial, industrial or institutional.

**Land Use Bylaw** – A statutory document (bylaw) that divides the city into Land Use Districts (Zones) and establishes procedures for processing and deciding upon applications for development. It sets out rules which affect how each parcel of land in the city may be used and developed. It also includes a zoning map.

**Land Use District (or Zone)** – Regulations for development for an area of land, as set out in the Land Use Bylaw.

**Light Efficient Community** – A community which promotes light efficiently, minimizing energy waste, glare, and spread of light beyond property boundaries or into open sky. Lighting design considerations shall explore opportunities to limit energy consumption and the excessive spread of light while still ensuring a healthy and safe environment.

**Linear Parks** – Municipal Reserve lands between 15 and 25m in width that provide open space corridors.

**Linkages** – Linear systems that connect places and built forms. Linkages allow for the movement of people and goods within the urban fabric.

**Linked Trips** – A trip from the origin to a destination, and all destinations along the way.

## M

**Master Plan** – A comprehensive plan outlining the eventual development of a system, network or site, and what is needed to achieve that development.

**Medium Intensity Residential** – Three or more housing units which are joined in a variety of formats (e.g. on the same parcel or sharing walls, floors or ceilings), with an overall density that does not generally exceed 35 units/hectare.

**Mixed Use Development** – Development comprised of more than one complementary land use, either in the same building, in separate buildings in close proximity, or in a Land Use District.

**Modular Home** – A single family dwelling unit constructed in accordance with Alberta Building Code, in one or more sections in a certified off-site manufacturing facility.

**Mobility** – Refers to the movement of people and goods and reducing the constraints on physical movement by decreasing travel times and increasing transportation options. Mobility is higher when average travel times, variations in travel times, and travel costs are low.

**Multi-family Housing** – The delivery of Medium Intensity or Urban Intensity Residential Units

**Multi-modal Access** – Offering opportunities for access to an area through a variety of modes, such as automobile, bus, bikes, etc.

**Multi-modal Connections** – See Multi-modal Access

**Multi-use Trails** – Trails which are able to be used by a variety of modes, such as biking and walking.

**Municipal Census** – An official count of the number of people living within a municipality, undertaken by the municipality.

**Municipal Development Plans (MDP)** – Statutory plan adopted by a Municipal Council, under the authority of Section 632 of the *Municipal Government Act*. The plan outlines the direction and scope of future development, the provision of required transportation systems and municipal services, the coordination of municipal services and programs, environmental matters and economic development.

**Municipal Government Act** – Provincial legislation that outlines the power and obligations of a municipality.

**Municipal Government Board (MGB)** – An independent and impartial quasi-judicial board established under the *Municipal Government Act* to make decisions about land use planning and assessment matters. Specifically in relation to matters addressed in the MDP, the MGB considers applications which relate to annexation of lands, subdivision appeals which are adjacent to water, highways, landfills, waste treatment or storage sites or are in the Green Area, and intermunicipal or linear (e.g. pipelines, wells, etc) disputes.

**Municipal Historic Resource** – A resource considered to be of municipal importance such that it has been designated at the municipal level through bylaw in accordance with the *Historical Resources Act*, RSA 2000, c. H-9.

**Municipal Improvements** – Means the following improvements within a Development:

- i. paved roadways, including pavement markings;
- ii. sidewalk, curb and gutter;
- iii. paved or gravel lanes and walkways;
- iv. water, sanitary, and storm sewer lateral mains;
- v. water, sanitary, and/or storm service connections;
- vi. lift stations or pump stations;
- vii. shallow utilities including electrical distribution, streetlighting, natural gas, telephone, and cable television;
- viii. landscaped berms, boulevards, medians, municipal reserves, and public utility lots;
- ix. traffic control signs, traffic signalization, street name identification signs, and subdivision information signs;
- x. Subdivision Entrance Signs; and
- xi. driveways, and parking lots

**Municipal Planning Commission (MPC)** – Established by bylaw to prescribe functions and duties of the commission, usually relating to decision powers for subdivision and development applications.

**Municipal Reserve, Municipal and School Reserve, and School Reserve** – Lands to be owned by a municipality to provide for park, recreation or school authority purposes. Such lands are generally obtained at the time of subdivision, where the applicant is required to provide up to 10% of the Developable Area as reserve lands or cash in lieu, as determined by the municipality.

**Municipal Services and Facilities** – Services and facilities owned, maintained or operated by the Municipality.

**Municipal Sustainability Plans (MSP)** – Non statutory plans that outline a vision for a community to achieve greater sustainability.

## N

**Natural Areas** – Those areas which are not part of the Built Environment and offer opportunities for the preservation and enhancement of wildlife, flora, fauna, water bodies, etc. Typically these areas include low lands, gullies, rivers, drainage channels, treed and naturally vegetated areas.

**Natural Environment** – See Natural Areas

**Natural Spaces Management Plan** – City of Lacombe plan that sets out the long term management of natural spaces or areas within the City.

**Natural Spaces** – See Natural Areas

**Natural Trails** – Trails or paths which have not been hard surfaced. Typically these are found in natural, undisturbed areas such as lands designated as Environmental Reserve.

**Neighborhood Commercial Sites** – Land which is zoned to accommodate commercial services with the primary purpose to serve the immediate vicinity. These sites should be highly connected to the surrounding area and offer Active Transportation infrastructure on-site.

**Neighbourhood Facilities and Spaces** – Municipal Reserve lands that serve the adjacent neighbourhoods and are smaller in scale.

**Non Statutory Plan** – Plans that are similar in scope to statutory plans but which are approved through Council resolution. These may include Outline Plans, guidelines and policy statements.

## O

**Occupancy Permit** – A type of Development Permit that enables a new business to operate out of an already developed building or site.

**Objective** – Broad statements that help achieve a goal and are used as the basis for policies.

**Off-Site Levy** – A development levy that a Council may impose by bylaw in accordance with the *Municipal Government Act*, to be used to pay for identified offsite infrastructure capital costs by those who gain a direct or indirect benefit of that infrastructure. This helps to ensure that new growth helps pay for new infrastructure required for that growth.

**Open House** – An information session open to the entire community, providing information on a proposed plan, bylaw amendment or other activity being undertaken by either the City or another party, and allowing an opportunity for the public to comment on said information. Notification of the Open House shall be determined through the Council's Public Consultation Policy.

**Open Space** – Any parcel of land or body of water which is set aside and reserved for public use, typically including Municipal and Environmental Reserve lands, parks, playgrounds, trails and paths.

**Open Space System** – The collection of spaces set aside for public use.

**Outline Plan** – A non-statutory plan outlining development principles, patterns and land uses for an area. These plans typically specify Land Use Districts, density levels, road types and infrastructure needs for the development.

**Out Parcel** – A parcel of land adjacent to a larger parcel, of which it was originally a part of.

## P

**Parks** – An area of space provided for recreational uses, set aside for human enjoyment or for the protection of wildlife or natural habitats. Typically parks are dedicated as Municipal Reserve lands.

**Passive (recreation)** – Non-consumptive activities such as observing nature, walking, biking, and ensuring minimal infrastructure investment.

**Path (pathway)** – A surface established for different Active Transportation modes.

**Placemaking** – A multi-faceted approach which considers planning, design and management of public spaces, focusing on creating spaces that promote health, happiness and well being.

**Planning Department** – The City of Lacombe department that undertakes planning and development activities.

**Policy** – A specific statement or plan to achieve an objective, which when part of a statutory plan, provide direction and instruction for a proposal.

**Priority Goals** – Established in the MSP, the five priority goals provide a high-level focus on what must be achieved to create a successful future for Lacombe, as identified and envisioned by Lacombe residents. The MSP was developed to deliver these five goals.

**Provincial Historic Resource** – A Historic Resource that has been deemed to be of significance to the province and has been designated.

**Public Art** – Works of art in any media that have been intentionally planned for being situated or staged in a public space, accessible to all to experience.

**Public Consultation/Engagement** – An opportunity for members of the community to provide input on a proposed plan, bylaw amendment or other activity being undertaken by either the City or another party. Opportunities may be in form of social medial comment, written, oral or other submissions. The City of Lacombe's Public Consultation Policy shall identify parameters for comment. See also Public Participation.

**Public Hearing** – As part of a bylaw amendment, the public shall be notified of an opportunity to submit representation (written or oral) to be heard by Council, at a specified date and time, per the *Municipal Government Act's* notification requirements.

**Public Participation** – Seeking out and facilitating the involvement of the public in a decision, plan, policy or action. See also Public Consultation/Engagement.

**Public Space** – Space on public or private property within an establishment or outside an establishment, which is open to the public.

**Public Transit/Transportation** – A system of shared passenger transport services available for use by the general public.

**Public Utility Lot (PUL)** – Land which the municipality owns and generally contains a utility.

## R

**Renewable Energy** – Energy that comes from resources that are naturally replenished during a human timescale.

**Residential** – A land use where housing predominates, offering opportunities for a variety of housing types.

**Retail Survey** – A survey undertaken by the City of Lacombe in the summer of 2014 which collected information on the shopping and spending patterns of Lacombe and area residents.

**Rights-of-Way** – Agreement that confers to an individual, company or municipality the right to use a landowner's property in some way. Also see easement.

**Right to Farm Legislation** – Laws that are intended to protect farmers from anti-nuisance bylaws and to strengthen the legal position of farmers when sued for private nuisance.

**Ring Road** – A roadway which forms a connected ring around the outer fringe of the city.

**Road Name** – Official name of a roadway and the street type.

## S

**Secondary Suite** – A Suite located within a principal dwelling.

**Semi-Detached Dwelling** – A residential building where a maximum of two dwelling units are joined side-by-side, and where no one dwelling unit is designed to be subordinate to the other.

**Setback** – The distance between a property line and a building, governed through the Land Use Bylaw.

**Single Detached Dwelling** – A residential building containing one principal dwelling unit and is physically separate from any other residential building, and does not include a manufactured home. A Secondary Suite may be contained within a Single Detached Dwelling unit

**Social Media** – Forms of electronic communication through which users create online communities to share information, ideas, personal messages, and other content (such as videos).

**Slope Stability Assessment** – Analysis undertaken to determine the safe design and use of a slope.

**Statutory Plan** – A plan adopted by municipal bylaw under the authority of the *Municipal Government Act*. Examples of a Statutory Plan are: an Intermunicipal Development Plan, a Municipal Development Plan, Area Structure Plans and Area Redevelopment Plans.

**Steep Slope** – Slopes which have a 15% or greater grade such that the land should be dedicated to the City as Environmental Reserve.

**Storm water management facility (SWMF/Storm water Facility)** – An area which gathers rainfall and surface water runoff to help reduce the possibility of flooding and property damage, slowing and filtering storm water runoff after a rainfall.

**Strategic Area/Strategy** – The MDP is divided into chapters of Strategy or Strategic Areas, which are broad themes generally established in the Municipal Sustainability Plan which cover community wide systems and issues.

**Strategic Pillars** – Categories identified in the Strategic Plan (2014-2017) that serve to provide a clear focus on the way forward to achieve the 2014-2017 vision.

**Strategic Plan (2014-2017)** – The non-statutory plan developed by the City of Lacombe Council, to guide activities between the years 2014-2017.

**Streetscape** – The visual elements of a street or road, including the street/road, sidewalks, adjoining buildings, street furniture and landscaping.

**Subdivision** – The creation or separation of new titled parcels of land from an existing parcel of land.

**Subdivision and Development Appeal Board (SDAB)** – A body or board established by Municipal Council pursuant to the *Municipal Government Act* to hear appeals of decisions made by a Development Authority.

**Subdivision and Development Regulation** – Alberta legislation regarding rules and requirements for subdivision and development.

**Suite** – A subordinate dwelling unit located on the same parcel as a primary Single Detached Dwelling unit.

**Supportive Housing** – Housing which is being developed for the specific purpose of catering to specific needs, whether it be due to age, abilities or other criteria, and for which specific development regulations are required to support the overall development.

**Sustainable** – Activities, actions and processes that meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable Energy Sources** – Energy obtained from non-exhaustible resources.

**Sustainable Enterprise** – An organization that participates in environmentally friendly or green activities to ensure that processes, products, and manufacturing activities address current environmental concerns.

**Sustainable Materials** – Products that provide environmental, social and economic benefits while protecting public health and environment over their whole life cycle.

## T

**Traffic Impact Assessment (TIA)** – Tool to analyze traffic generated by proposed developments or development with a new access or increased use of an existing access. A TIA generally includes a description of the scope and intensity of the proposed project, a summary of the projected impacts and any required mitigation measures, and helps ensure that the highway can safely accommodate a proposed subdivision/development.

**Trail** – A route established for different Active Transportation modes.

**Transit** – See Public Transit/Transportation

**Transportation Master Plan** – Provides the City of Lacombe with specific target thresholds of when particular roads should be widened, which intersections require signalization at what time and where safety issues may be anticipated in the future.

**Transportation Network or System** – The spatial distribution for the movement of people, goods and services. It may include roads, streets, railways, trails, bikes and paths.

## U

**Urban Agriculture** – Practice of cultivating, processing and distributing food in or around an urban area. It may involve animal husbandry, aquaculture, agroforestry, urban beekeeping and horticulture.

**Urban Forest** – A collection of trees or a forest within an urban area.

**Urban Intensity Residential** – Three or more housing units which are joined in a variety of formats (e.g. on the same parcel or sharing walls, floors or ceilings), with an overall density that generally exceeds 35 units/hectare.

**Utilities** – Means either (1) municipal or regional utilities such as water and sanitary sewer or (2) ‘shallow’ utilities such as gas, telephone and electric.

## V

**Vision** – A statement outlining the desired state for the City of Lacombe at a particular point in the future.

## W

**Walkability** – A measure of how friendly an area is to walking, influenced by factors such as street connectivity, land use mix, residential density, presence of landscaping, frequency and variety of buildings and safety.

**Walkable** – See Walkability

**Waste Management** – The overarching system in which the generation, prevention, monitoring, treatment, handling, reuse and depositing of waste occurs.

**Wildlife Corridor** – A habitat link which joins larger areas of wildlife habitat, allowing for the movement of wildlife between areas.

**Winter City Design** – A concept for communities in northern latitudes that encourages them to plan their transportation systems, buildings, and recreation projects around the idea of using their infrastructure during all four seasons, rather than just two seasons (summer and autumn).

## Z

**Zone** – See Land Use District

## APPENDIX ONE: CITY OF LACOMBE DOCUMENT REVIEW

The development of Growing Lacombe began with an overview of the various City of Lacombe documents and plans. The documents were reviewed to identify key issues and areas where there was a need to align the Municipal Development Plan with a City document. It also identified where there may be a need to update a City document, should the Municipal Development Plan propose an alternate course.

**The following is a list of the documents reviewed as Part of Background Research for the Municipal Development Plan Update: Growing Lacombe:**

- *Municipal Government Act – Section 632*
- *Government of Alberta Subdivision and Development Regulations*
- *City of Lacombe Municipal Development Plan 2004*
- *City of Lacombe Natural Spaces and Management Plan 2002*
- *City of Lacombe Transportation Master Plan 2013*
- *City of Lacombe Heritage Management Plan 2013*
- *City of Lacombe Growth Management Study 2010*
- *City of Lacombe Strategic Plan 2011-2013*
- *City of Lacombe Strategic Plan 2014-2017*
- *City of Lacombe Housing Needs Assessment Phase I Report 2013*
- *City of Lacombe Municipal Sustainability Plan: Imagine Lacombe 2014*
- *City of Lacombe and Lacombe County Intermunicipal Development Plan*
- *Lacombe Downtown Streetscape Development Plan 2006*
- *City of Lacombe Downtown Area Redevelopment and Urban Design Plan 2014*
- *City of Lacombe Recreation and Culture Master Plan 2013*
- *Family and Community Support Services (FCSS) Programming Information*
- *City of Lacombe North Area Structure Plan 2000*
- *City of Lacombe West Area Structure Plan 2001*
- *City of Lacombe Southeast Area Structure Plan 1999*
- *Wolf Creek School Division and St. Thomas Aquinas School Division Agreement for Joint Use of Facilities*
- *Ongoing transit work for the City of Lacombe*
- *City of Lacombe Adopted Outline Plans*
- *Cemetary Master Plan 2014*

**Key issues that emerged from the review of the documents in comparison to the 2003 Municipal Development Plan included the need to:**

- i. align the MDP update with the Priority Goals and thematic topics used in Imagine Lacombe to provide a structure that connects the two documents;
- ii. require stronger policies that assess and protect environmentally sensitive lands, water bodies and ecosystems and integrate them into the overall open space system;
- iii. assess and update housing mix, proposed densities and secondary suite policies in order to meet the housing needs of the community as outlined in the Housing Needs Assessment;
- iv. expand the agricultural section beyond preservation of farmland to focus on items like community gardens, edible plantings and local food;
- v. prioritize and assess the best use of Municipal Reserve Lands in new development areas;
- vi. establish policies for developing an Active Transportation system, including trail systems, pedestrian safety, and Barrier Free designs;
- vii. create new policies to encourage the development of new industrial and commercial areas (including neighbourhood commercial sites and new industrial parks) to create new employment opportunities alongside balanced property tax ratio; and
- viii. establish policies for the adaptive reuse of heritage buildings

## APPENDIX TWO: REVIEWING OTHER COMMUNITY DEVELOPMENT PLANS

As part of the work program for updating the Municipal Development Plan, a number of other community development plans were reviewed. The intent of the review was to identify best practice, both in terms of policies and direction, and in relation to document layout and design.

**The community development plans reviewed as part of the Municipal Development Plan Update: Growing Lacombe were:**

- City of Red Deer Municipal Development Plan (2013)
- Town of Sylvan Lake Municipal Development Plan Draft; (final version adopted 2014)
- City of Grande Prairie Municipal Development Plan (2010)
- Town of Morinville Municipal Development Plan (2012)
- Williams Lake Official Community Plan (2011)
- City of St. Albert Municipal Development Plan (2007)
- Municipality of Wood Buffalo Municipal Development Plan (2011)
- City of Saint John Municipal Plan (2012)

**In reviewing these plans, a number of key principles were identified to be carried forward in the document.**

**These principles included:**

- i. identify chapters through the use of different colours that reflect the City's brand and theme to facilitate the navigation of the document;
- ii. provide an explanation of how to use the document, defining the words "shall", "should" and "may";
- iii. ensure summary paragraphs are written for each chapter providing context for the goal and supporting policies;
- iv. focus on managing growth and growing sustainability throughout the document, not just as an individual section;
- v. each policy should be named and numbered to facilitate the navigation of the document and supporting objectives and actions;
- vi. inclusion of design suggestions for new neighbourhoods to enable the City to shape subdivisions in a way that will make them more functional and useable;
- vii. ensure density percentages are realistic and ensure that the City can meet density goals;
- viii. create a specific secondary suite/carriage home policy to support the increase of density in low residentially zoned areas.
- ix. ensure that all objectives can relate back to a policy supported by the goal; and
- x. provide a comprehensive list of definitions to facilitate the clarity of the document

### APPENDIX THREE: MUNICIPAL SUSTAINABILITY PLAN: DESIRED OUTCOMES FOR 2040, BY STRATEGY AREAS

Imagine Lacombe, the City of Lacombe’s Municipal Sustainability Plan, was adopted in 2014. It provides a long term vision for the community to strive to achieve by 2040.

Imagine Lacombe is built around five Priority Goals. These Priority Goals will be delivered through focusing on achieving ‘Desired Outcomes’ in nine Strategy Areas. The Desired Outcomes have a number of Actions and Key Directions identified, which will help the City reach its vision for 2040.

The Municipal Development Plan has been developed to align with the Municipal Sustainability Plan. It uses the nine strategy areas as thematic chapters, and uses some of the Key Directions from the MSP as objectives.

The following is a summary of the five Priority Goals, the nine Strategy Areas, and the Desired Outcomes from the MSP. The MDP will help achieve some of the Desired Outcomes of the MSP along with other City documents, policies and actions.

#### FIVE PRIORITY GOALS:

- Build a Strong, Local and Diverse Economy
- Preserve and Enhance Heritage and Culture
- Promote a Healthy, Connected and Active Community
- Protect our Natural Environment
- Provide High Quality Services and Infrastructure



## 1. STRATEGY AREA: OUR BUILDINGS AND SITES

### DESIRED OUTCOMES:

- 1.1 Buildings and displays of art are preserved and enhanced to celebrate the community's heritage
- 1.2 Community facilities are family-orientated and accessible to all users
- 1.3 Buildings, signage and outdoor spaces are attractive and promote the Lacombe character
- 1.4 Lacombe retains its small town feel through the character of its buildings and neighbourhoods yet offers attractive development opportunities for growth
- 1.5 All properties and sites, including back lanes and parking lots, are beautifully landscaped and maintained without the use of toxins
- 1.6 Buildings are beautiful, sustainably built using natural and quality building materials, and utilize renewable energy systems
- 1.7 There is an affordable supply of industrial and commercial property

## 2. STRATEGY AREA: WHO WE ARE: CULTURE, EDUCATION AND LEISURE

### DESIRED OUTCOMES:

- 2.1 Opportunities for year-round recreation and leisure are provided by Lacombe's natural assets, along with well-maintained facilities and trails
- 2.2 Affordable and accessible leisure and recreational programs, services and facilities are enjoyed by everyone in the community
- 2.3 Diverse and accessible educational services provide quality education for all ages, interests and needs
- 2.4 Arts, culture and heritage offerings contribute to Lacombe's identity and tourism economy, and are prominently showcased through public art, vibrant outdoor spaces and thriving performing arts and festivals
- 2.5 Numerous and diverse arts, cultural and entertainment opportunities encourage participation by all ages and are widely supported in the community, contributing to a more culturally diverse and connected community
- 2.6 Multi-use facilities provide space for a diversity of activities, including recreation, leisure and culture, and are energy-efficient and built sustainably

## 3. STRATEGY AREA: OUR COMMUNITY WELL-BEING, HEALTH, CONNECTIONS AND SAFETY

### DESIRED OUTCOMES:

- 3.1 Lacombe has retained its charming small town feel, friendliness, quietness, connectedness, caring and sense of place
- 3.2 Community members are happy, engaged and participate in community activities
- 3.3 Lacombe is an inclusive and supportive community where diversity is respected and everyone is welcome
- 3.4 Lacombe promotes collaboration and leadership, open communications, engagement of residents and shared long-term vision for the community

- 3.5 Lacombe is a safe community with low crime, where citizens and our protective services work collaboratively
- 3.6 All residents have access to quality health care, support services, and community amenities and services that foster healthy and active living, and the ability to age in place
- 3.7 Lacombe is a self-reliant and prosperous community, yet affordable for all to have a high quality of life, regardless of income

#### 4. STRATEGY AREA: OUR ECONOMY: WORK SKILLS AND TRAINING

##### DESIRED OUTCOMES:

- 4.1 Lacombe businesses meet the shopping and dining needs of residents
- 4.2 Lacombe has a robust, diverse local economy, which continues to provide opportunities for small independent and self-reliant business development
- 4.3 Lacombe’s economy is healthy and strong, regionally and globally competitive and attracts and retains significant employers
- 4.4 There is an effective and equitable municipal tax system and broad tax base, understood by community members, which contributes to fiscal stability
- 4.5 The local economy is increasingly built on sustainability-based enterprises, including renewable energy sources and waste to resource opportunities, which contribute to the economy
- 4.6 Lacombe’s workforce has opportunities to reach their potential through skills training and development, safe working environments and employee support systems
- 4.7 Opportunities exist for everyone to earn a good living and to enjoy a high quality of life
- 4.8 Lacombe supports and preserves its agriculture economy

#### 5. STRATEGY AREA: HOW WE EAT: FOOD AND AGRICULTURE

##### DESIRED OUTCOMES:

- 5.1 Lacombe residents have access to locally grown food year-round through farmers’ markets, communal gardens and local farming practices
- 5.2 Quality, healthy food is affordable and accessible to everyone in the community
- 5.3 A variety of restaurants provide diverse dining options
- 5.4 Farmland is protected for food production, and support for farming ensures a viable agricultural economy
- 5.5 Lacombe supports and promotes organic farming and is a significant source of food knowledge
- 5.6 Farming is transitioning toward sustainable and pesticide-free practices, utilizes available water efficiently, and all farming and food waste is used as a resource

## 6. STRATEGY AREA: WHERE WE LIVE AND WORK: OUR HOMES AND NEIGHBOURHOODS

### DESIRED OUTCOMES:

- 6.1 Lacombe residents have a diverse range of housing choices that meet the needs of all income levels and life stages
- 6.2 Historic and heritage homes and neighbourhoods are protected and contribute to the character of the community
- 6.3 Lacombe is a connected, walkable and bikeable community, and facilities and services are accessible to all
- 6.4 Each neighbourhood has open spaces, water features and access to trails for all to use
- 6.5 The community is well-planned and compact, ensuring existing neighbourhoods are used more efficiently, and agricultural land is protected
- 6.6 Neighbourhood greenspace is preserved through increased densification and infill practices
- 6.7 New homes and neighbourhoods are built green, incorporating renewable energy systems and using energy and water efficiently
- 6.8 Commercial areas provide services and facilities to meet the needs of residents
- 6.9 The downtown is vibrant, attractive and well-used
- 6.10 There are opportunities available for future development

## 7. STRATEGY AREA: OUR INFRASTRUCTURE AND RESOURCES: ENERGY, WATER AND WASTE

### DESIRED OUTCOMES:

- 7.1 Residents are actively engaged in best practices around waste reduction, diversion and management, helping Lacombe to quickly move towards zero waste
- 7.2 Municipal Services and Infrastructure are efficient and effective at consistently providing safe, affordable and reliable services, while ensuring the City's financial viability
- 7.3 Energy sources are reliable, energy is used efficiently, and renewable, local energy sources and sustainable energy systems meet an increasing proportion of Lacombe's energy and fuel needs
- 7.4 Environmental impacts from Lacombe's infrastructure systems are being minimized through more sustainable management practices and the transition to more sustainable materials
- 7.5 Good planning, infrastructure and services ensure that Lacombe is well prepared to manage any unexpected hazards
- 7.6 Drinking water is safe, clean, abundant, accessible to all, and used efficiently
- 7.7 Wastewater and storm water are assimilated back into nature through green infrastructure systems and wetlands
- 7.8 Connectivity infrastructure is widely accessible in Lacombe, enabling effective and affordable communications within the city and outside

## 8. STRATEGY AREA: OUR NATURAL ENVIRONMENT: AIR, WATER AND WILDLIFE

### DESIRED OUTCOMES:

- 8.1 Lacombe is known and valued for its abundant green space and trees and the accessibility of parks
- 8.2 Natural areas, water bodies and wildlife corridors are protected, maintaining biodiversity and functioning ecosystems
- 8.3 Natural and non-toxic biological controls are used to manage parks and green spaces
- 8.4 Lacombe residents and visitors act as stewards of the natural environment
- 8.5 Lacombe is free of litter and pollution, providing a pleasant and healthy environment for all to enjoy

## 9. STRATEGY AREA: HOW WE GET AROUND: TRANSPORTATION AND MOBILITY

### DESIRED OUTCOMES:

- 9.1 Lacombe's transportation system provides a range of options, including a reliable and well-used public transportation system, resulting in less reliance on vehicles and in reduced traffic
- 9.2 Increased live/work, telecommuting and local job opportunities reduce commuting distance and needs for many residents
- 9.3 The transportation system in Lacombe is safe, convenient, accessible and affordable for users, and provides efficient local and regional connections
- 9.4 Lacombe is a pedestrian and bike-friendly community
- 9.5 Goods and services move efficiently through Lacombe, and truck traffic is reduced within the city core
- 9.6 Lacombe's transportation system is more sustainable, and is transitioning toward more local, renewable energy sources
- 9.7 Local and regional transportation minimizes the impact on green spaces and natural areas

## APPENDIX FOUR: GROWTH AND LAND USE ANALYSIS

Lacombe’s recent growth rate has been steady, with a 10 year growth rate between 2001 and 2011 of 24.8%. Lacombe’s growth rate between 2006 and 2011 was 9% over the five year period. Since 2011 the growth rate has picked up slightly, averaging a yearly growth of 2.2% (or 11% over a five year period).

**Table A4.1 Population: 1951 to 2014**

	1951	1971	1981	1991	2001	2011	2014
LACOMBE Population	2,277	3,436	5,591	6,934	9,384	11,707	12,728
10 year Growth Rate			62.7%	24.0%	35.3%	24.8%	*
LACOMBE Private Dwellings			1,955	2,430	3,455	4,415	4,799
10 year Growth Rate				24.3%	42.2%	27.8%	*
LACOMBE Avg. Household Size			2.86	2.85	2.72	2.65	2.65

Population growth is influenced by three main factors: births, deaths and immigration levels. Birth rate forecasts must look at the number of people of child bearing age and immigration levels to consider economic opportunities available.

The population composition (age cohorts) of the City remains relatively unchanged over the past ten years. In 2014, using the age cohort data available, residents between the ages of 0-14 accounted for 21.4% of the population, and residents over the age of 65 accounted for 14.7% of the population. Those aged 15- 65, somewhat considered the working age population, accounted for 63.8%.

The 2011 Census provided far greater detail into age cohorts than the 2014 Municipal Census. The 2011 Census identified that the most predominant group within the 15-65 cohort is older. In 2001, the age groups 45-54 years and 55-64 years represented 31.6% of the total cohort’s population, and 19.7% of the total City’s population. By 2011, these two groups represented 38.6% of the total cohort’s population and 25.2% of the total City population.

This means that 39.6% of the current City population is over the age traditionally associated with child bearing. Projected forward, with a decreasing cohort base of 0-14 year olds, it is likely that the population composition of Lacombe will continue to skew towards the older demographic unless there is an unforeseen influx of a younger demographic.

The influx of a younger demographic can traditionally be gained through immigration or emigration, due to positive job prospects. With Alberta’s growing economy, people from within Canada and from out of country have moved to Alberta. Alberta has experienced a steady immigration rate between 2006 and 2011, with immigration accounting for approximately 40% of the total population change in the province between 2011 and 2012.

Within Lacombe, immigration rates have remained relatively consistent. In 2006, 6.7% of the population was identified as an immigrant, with only 1% of the immigrant population having arrived in the last five years to the community. In 2011, the number of immigrants was 7.9%. The 2014 Census identified only 3% of respondents reporting to being a ‘non-Canadian’.

At present, there does not appear to be any major changes predicted to the immigration rates for Lacombe. There are no known plans for large industry changes such as expansion (or contraction) beyond the Joffre Petrochemical site. It is anticipated that as the site is situated near Red Deer, Blackfalds and Lacombe, any associated growth will likely be spread out amongst those communities. As Lacombe is the furthest community away from the site, it will likely experience the least growth out of the three communities.

Looking at provincial plans, the continued population growth forecast in Alberta due to oil exploration and extraction will likely only have minimal impacts to the City. It is anticipated that the immediate impact of that population growth will likely be experienced mainly in the Edmonton, Calgary and exploration site areas. Recent changes to the Temporary Foreign Worker Program will likely decrease the rate of immigration for Lacombe.

Combining these factors together suggests that Lacombe should plan for continued, but moderate, population growth. The current composition suggests that the population will continue to age, and planning for an aging demographic in terms of community development, housing needs and service delivery should be a priority.

Despite an aging population that may lead to decreased birth rates, a simple population forecast using past rates of growth provides a steady and comprehensive forecast for the community. This forecast reflects recent population growth levels. Between 2001 and 2014, the annual growth rate of the community was 2.5%. Between 2006 and 2011, the annual growth rate was 1.78%. The annual growth rate since 1971 is 6% but it drops to 3.8% using a 34 year return (1981-2014).

Therefore a forecast using three trajectories, a low of 1.5%, a medium of 2.5% and a high of 3.5% reflects the previous growth rates over different periods of time. This yields three potential final populations for the community by 2036: 17,661 (low), 21,912 (medium) or 27,130 (high).

**Table A4.2 Population Projections 2011-2036**

Growth Rate/ Year	2011	2014	2016	2021	2026	2031	2036	% of Total New Unit Growth
1.50%	11,707	12,728	13,113	14,126	15,218	16,394	17,661	42%
2.50%	11,707	12,728	13,372	15,130	17,118	19,367	21,912	40%
3.50%	11,707	12,728	13,635	16,194	19,233	22,843	27,130	38%

Housing development in the City has largely matched population growth, with steady increases over the years. Between 1981 and 2001, the total number of dwellings in Lacombe increased from 1,955 to 3,460, averaging about 75 new dwelling units per annum. Between 2001 and 2011 the number of dwelling units increased to 4,415, an increase of 955 units or about 96 units per year. By 2014, the number of units had reached 4,799.

The average household size, or number of people per housing unit, has also remained relatively unchanged over the past few years. Between 1996 and 2014 the average household size has dropped from 2.90 people per unit to 2.65 people per unit. This is slightly above the provincial average of 2.6 people per unit. The average yearly decrease in household size since 1981 has been .014 people per unit.

This trend can be carried forward in our housing projections, as it reflects the wider trend of decreasing household size. It also reflects the aging population that is forecasted for the City. Using this same decrease, by 2036, the average household size would likely reach 2.34 units per person by 2036.

**Table A4.3 Forecasted Average Household Size**

Growth Rate/ Year	2011	2014	2016	2021	2026	2031	2036	% of Total New Unit Growth
Forecasted Average Household Size	2.65	2.65	2.62	2.55	2.48	2.41	2.34	42%

Understanding that the average household size will decrease as the population is increasing helps the City plan for a specific number of housing units. With three population forecasts identified above, the City should be prepared to plan and identify land for a range of housing units. This range is identified in Table A4.4 below, and was calculated using the total population divided by the average household size to identify a projected number of housing units needed.

**Table A4.4 Housing Projections based on AHHS and Population Projections**

Growth Rate/ Year	2011	2014	2016	2021	2026	2031	2036
1.50%	4,415	4,799	4,997	5,530	6,126	6,791	7,534
2.50%	4,415	4,799	5,096	5,923	6,891	8,022	9,347
3.50%	4,415	4,799	5,196	6,340	7,742	9,462	11,573

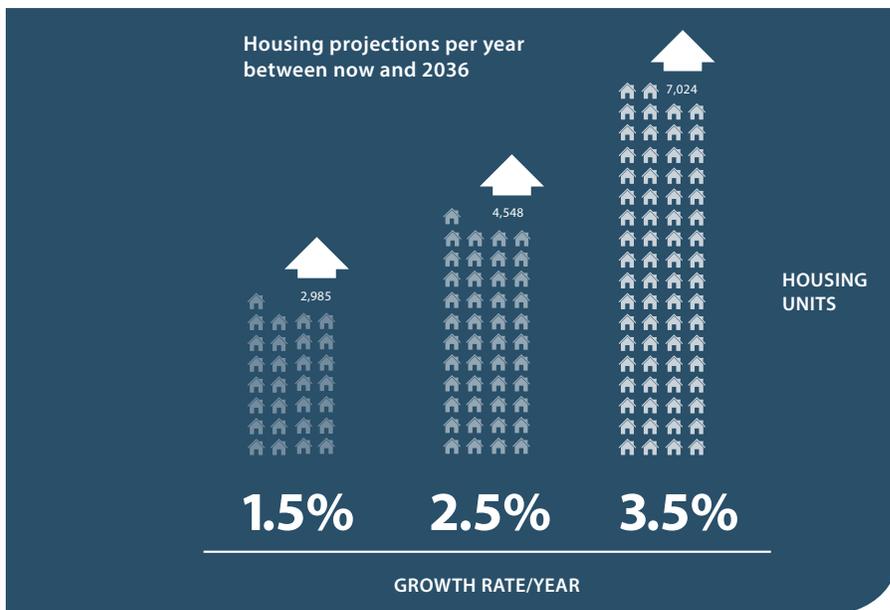
Depending on the rate of population growth, the City should plan for land to accommodate a total number of housing units between 7,534 units to 11,573 units in 2036. Given that 4,799 units already exist within the City, the total number of new housing units to plan for is between 2,735 units up 6,774 units.

The City does not see a large number of demolitions. Between 1999 and 2013, 90 demolitions were recorded - and this includes non-residential uses. An extremely ambitious forecast of approximately 10 dwelling units per year anticipated to be lost to demolition, totalling 250 units between 2014 and 2036, should be accounted for, and added to the total number of housing units needed.

**Table A4.5 Total Housing Units to be Delivered by 2036**

Growth Rate/ Year	2014 Housing Units	2036 Housing Units Needed	Difference (2014-2036)	Accounting for Demolitions	Total Units to be delivered (Difference plus demolitions)
1.50%	4,799	7,534	2,735	250	2,985
2.50%	4,799	9,347	4,548	250	4,798
3.50%	4,799	11,573	6,774	250	7,024

This means that the total number of units that should be planned for ranges between 2,985 units using the low forecast, or an average of 135 units per year, up to 7,024 units at the high forecast, or 319 per year.



When one examines the forecasts used for the 2003 MDP, similarities exist. A range of forecasts were presented, and the 2003 MDP identified a 3% growth rate as the most appropriate rate going forward. Using the 3% growth rate, it was expected that the community would reach a population of 12,611 by 2011, and 19,650 people by 2026. As stated, a lower than forecasted population growth between 2001 and 2011 occurred. Looking forward, if the 3.5% growth rate is applied to the population from 2011 onward, the 2026 figure will broadly align with the 2003 Plan.

A big difference between the 2003 Municipal Development Plan and this version is that the 2003 Plan considered a steady, unchanging household size. During the lifetime of the 2003 Plan, a total increase of 3,800 dwelling units was identified. The mid range forecast of 2.5% requires delivery of 4,798 units. However, as Lacombe's population is aging and as family sizes are decreasing, planning for a lower average household size is important.

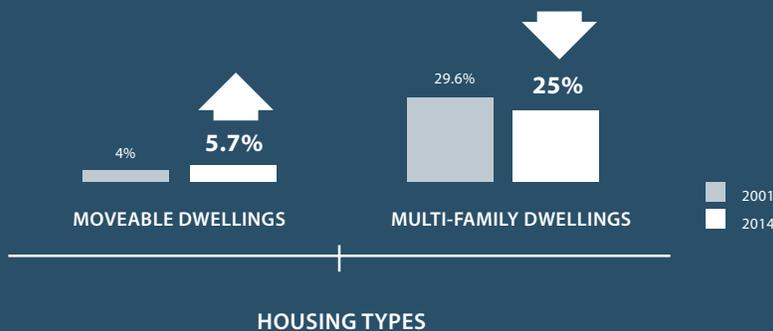
When considering housing growth, the number of units to plan for is only one factor. The additional

factor is the type of housing mix that should be accommodated. A variety of housing units, both in form and size, is required to ensure that the broad range of housing needs of a community can be met.

The 2011 Census recorded that 70% of the housing units in Lacombe were single family dwelling units. This form of housing only represented 66% of the mix in 2001. The increase in representation is due to the fact that of the 955 units developed between 2001 and 2011, 765 (80%) were single family.

Between 2001 and 2014, moveable dwellings have also increased their share of the market, rising from 4% to 4.3%. Multiple family housing, consisting of two or more attached units, saw a decline, dropping from 29.6% to 26.3% of the total housing stock between 2001 and 2011. The 2014 Census broadly confirmed these trends, with moveable dwellings increasing their share of the total units to 5.7% and multi family dwellings decreasing to 25%.

Changing shares and housing types between 2001 and 2014



This change to the housing stock aligned with the building permits issued during this time. 2006 was the busiest construction year, with a total of 312 permits issued for construction projects. Of these, 122 permits were issued for single family dwellings.

The Municipal Development Plan, adopted in 2003, sought to achieve a housing mix of between 20-40% multi-family dwellings. This was to be accomplished by requiring a minimum of 20% of all new housing units to be multi-family. It appears that perhaps plans that were already in place in advance of the 2003 MDP sought minimal multi-family dwellings. As new plans have come forward, the housing mix portions have been applied, and it is anticipated that future delivery will help achieve the 20-40% mix.

The Housing Needs Study, conducted in 2013, identified that to improve affordability and better reflect the needs of the City's demographics, a wider range of housing options is needed than is currently available. The Study advocated for an increased mix to the housing stock to achieve an overall ratio of at least 35% multi-family units.

A number of Outline Plans have been adopted using the previous housing mix championed by the 2003 MDP. Further details of these plans are found in Appendix 5. These plans have been adopted and are not required to be updated or changed as a result of this plan being newly adopted.

These plans have proposed delivery of approximately 2,752 units with multi-family units accounting for approximately 60% of total units. Should these plans be developed as proposed, the end result will be a total mix of 56% single family dwellings to 44% multi-family dwellings, not accounting for additional delivery on the remaining lands.

In reviewing the total number of multi-unit dwellings accounted for in Outline Plans, and comparing that to the total number of existing multi-unit dwelling units, a future housing mix percentage can be established. This is done by identifying the total number of units needed under any one growth projection (1.5%, 2.5% or 3.5%), and identifying what a 65/35 split (single family/multi family residential ratio) of the final housing figure would look like.

From here, the total number of existing multi-unit dwellings can be subtracted, allowing one to identify the total number of multi-family units to be delivered under any one growth scenario. That is, what is left to deliver to enable a 65/35 single family to multi family residential ratio? This figure, divided by the total number of units that are to be delivered, becomes the housing mix ratio figure.

For instance, using the 1.5% growth rate, a total of 7,784 housing units are needed, representing 2,985 new units to be delivered. 35% of 7,784 is 2,724, which represents the total number of multi-family housing units the City should have in 2036 under this growth rate. There are already 1,461 multi-family units in the community, so this means that an additional 1,263 units must be delivered. 1,263 is 42% of 2,985, the total number of new units to be delivered.

**Table A4.6 Housing Mix Projection: Target 35% of all Units be Multi-family by 2036**

	2011 Total Units	2014 Total Units	2036 Total Units	Total Change 2014 - 2036	2036 Target: 35% total Multi Family Units	Current Multi Family Units (2014)	Multi Family Units Needed	% of Total New Unit Growth
1.50%	4,415	4,799	7,784	2,985	2,724	1,461	1,263	42%
2.50%	4,415	4,799	9,597	4,798	3,359	1,461	1,898	40%
3.50%	4,415	4,799	11,823	7,024	4,138	1,461	2,677	38%

The above tables identify that between 2014 and 2036, between 38-42% of all new housing units to be delivered must be multi-family if the City is to achieve an overall target of 35% of all dwellings being multi-family.

## APPENDIX FIVE: CURRENT PLANS FOR DEVELOPMENT WITHIN THE COMMUNITY

Within the City of Lacombe, three Area Structure Plans and one Area Redevelopment Plan exist. These high level planning documents set out a general pattern of growth for large areas of land. Further detail is provided through an Outline Plan, which is adopted by resolution by City Council.

With the adoption of the Municipal Development Plan: Growing Lacombe, the Area Structure Plans will need to be updated to better align with the new policies and proposals. However the adopted Outline Plans will remain valid and in place, and will only be amended if it is determined that they no longer provide the planning direction required.

In considering the long term growth patterns for the City, the Outline Plans were reviewed to identify their contributions towards Residential, Commercial and Industrial Delivery.

### RESIDENTIAL DELIVERY

The following table identifies the current Outline Plans that are being built out, and what units remain to be delivered.

Adopted Outline Plan	Total Identified Residential Delivery			Remaining Units to be Delivered as of Summer 2014		
	Single Family Units	Multi Family Units	Total	Single Family Units	Multi Family Units	Total
Mackenzie Ranch OP (2015)	542	322	864	244	322	566
Lacombe Market Square/Wolf Creek Crossing OP (2014)	0	448	448	0	448	448
Metcalf Ridge OP (2014)	286	236	522	286	236	522
East RHEDI OP (2008)	192	447	639	192	447	639
Shepherd Heights (part of the North West Outline Plan) (2014)	29	8	37	29	8	37
Rosemont Estates and Bowett Ridge (2013)	34	0	34	34	0	34
North West Outline Plan not including Shepherd Heights (2014)	172	134	306	172	134	306
Trinity Crossing at Terrace Heights OP (2013)	132	73	205	132	73	205
<b>Total</b>	<b>1,387</b>	<b>1,668</b>	<b>3,042</b>	<b>1,089</b>	<b>1,668</b>	<b>2,757</b>

## FUTURE OPPORTUNITIES FOR RESIDENTIAL DELIVERY

Alongside the opportunities already identified in an adopted Outline Plan, a number of other locations still offer opportunity for residential development. These include the following:

Adopted Outline Plan	Approximate land area available for development (ha)	Potential Municipal Reserve Contribution (10%) (ha)	Gross Developable Area	15 Units per hectare delivery
Lands north of Henner's Pond, forming part of the North Area Structure Plan	77	7.7	69.3	1,039
Lands south of Metcalf Ridge, forming part of the South East Area Structure Plan	49	4.9	44.1	661
Lands forming part of the West Area Structure Plan	26.5-39	2.65-3.9	23.85-35.1	357-526
<b>Lands in the southern portions of NW-21-40-26 (W4)</b>	15-35	1.5-3.5	13.5-31.5	202-472
The outparcels adjacent to the Metcalf Ridge Development	8	.8	7.2	108
<b>Total</b>	<b>175.5-208</b>	<b>17.55-20.8</b>	<b>157.95-187.2</b>	<b>2,367-2,806</b>

As discussed in Chapter Two, depending on the growth rate of the population, there is a need for between 2,985 housing units at 1.5% growth rate, 4,548 housing units at 2.5% growth rate or 7,024 units at the 3.5% growth rate. These figures demonstrate that approximately 2,757 units are planned for delivery, and that remaining lands can accommodate up to 2,806 additional units. This equals 5,558 units, which meets the 1.5% and 2.5% growth rate needs. If the community grows at a 3.5% growth rate, lands for residential housing will need to be identified through annexation measures.

## COMMERCIAL DELIVERY

Also of importance is examining potential commercial land delivery. The following table outlines commercial lands that have yet to be delivered in adopted Outline Plans.

Adopted Outline Plan	Approximate Area of Commercial Lands not yet Developed (ha)	Notes
Lacombe Market Square/Wolf Creek Crossing OP (2014)	8	A mix of Highway Commercial and District Shopping
Metcalf Ridge OP (2014)	12	Highway Commercial lands
East RHEDI OP (2008)	4.8	(as part of mixed use opportunities)
<b>Total</b>	<b>24.8 ha</b>	

Alongside commercial lands identified to be developed, a number of other opportunities exist for commercial lands.

Delivery Area	Approximate Area of Commercial Lands not yet Developed (ha)	Notes
West Area Structure Plan	12.5-25	Lands identified for commercial and or public/institutional use
North Area Structure Plan	5+	Opportunities adjacent the highway and a Neighbourhood Commercial site
Portions of NW-21-40-26 (W4)	15-35	Highway Commercial Opportunities
Lands south of Metcalf Ridge, forming part of the South East Area Structure Plan	.5-1	Neighbourhood Commercial Opportunity
<b>Total</b>	<b>33-66+</b>	

As discussed in Chapter Two, depending on the growth rate of the population, there is a need for between 20.5ha of commercial land at 1.5% growth rate, 37.07ha at 2.5% growth rate or 57.12 ha at the 3.5% growth rate. These figures demonstrate that approximately 25 ha are planned for delivery, and that remaining lands can accommodate between 33-66ha of commercial land. This equals between 58 to 91ha of land, which is more than enough to accommodate for the commercial needs of the community.

## INDUSTRIAL LAND

The recent release of lands in the Len Thompson Industrial Park has opened up opportunities for light industrial development. Two additional adopted Outline Plans have industrial land identified, and the quarter of land east of the city's lagoons (NW-28-40-26 (W4)) offers further opportunities for light and heavy industrial uses. Combined together, there is enough industrial land identified for future growth.

Delivery Area	Approximate Area of Industrial Lands not yet Developed (ha)	Notes
<b>Adopted Outline Plan Areas</b>		
Lacombe Market Square/Wolf Creek Crossing OP (2014)	10	Light Industrial
East Lacombe Industrial OP (2008)	48	Light Industrial
<b>Other potential Delivery Areas</b>		
NW-28-40-26 (W4)	48	Heavy/Light Industrial
<b>Total</b>	<b>106ha</b>	

