



Lacombe / Blackfalds Rural Fringe Area Structure Plan



Prepared For

Lacombe County

By

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Armin A. Preiksaitis & Associates Ltd. – Third Party Disclaimer

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1.0 INTRODUCTION

1.1 Purpose and Scope

The purpose of the Lacombe / Blackfalds Rural Fringe Area Structure Plan (ASP) is to identify lands where multi-lot housing, industry / business or other types of development may be considered. The ASP is meant to provide a policy framework indicating the preferred land uses, general development standards, road access improvements and servicing requirements to ensure orderly planning in the area and to respond to future subdivision and development proposals.

Map 1 - Location shows the area covered by the ASP. The ASP sets out in general terms the proposed pattern of land use within the Plan area. While the ASP is meant to be a long range planning document, it is understood that regular monitoring, review and periodic amendments will be required to ensure that the ASP policies address changing needs and conditions.

1.2 Background and Planning History

Initially started in the fall of 2003, Lacombe County delayed the preparation of the ASP in 2004 to allow for completion of the *Highway 2A Urban Corridor Area Structure Plan* and the *Highway 2A (Lacombe to Blackfalds) Functional Planning Study*. As these two studies directly affect the Plan area, it was important that they be considered in the preparation of the ASP. The ASP was formally re-started in 2007 with a public open house at the Blackfalds Community Centre. The Plan area boundaries were adjusted to exclude lands covered in the *Highway 2A Urban Corridor Area Structure Plan*.

The ASP future development concept and associated policies are based upon an assessment of existing conditions, and the feedback received during the public consultation process. The findings are documented in the *Lacombe/Blackfalds Area Structure Plan Background Report*.

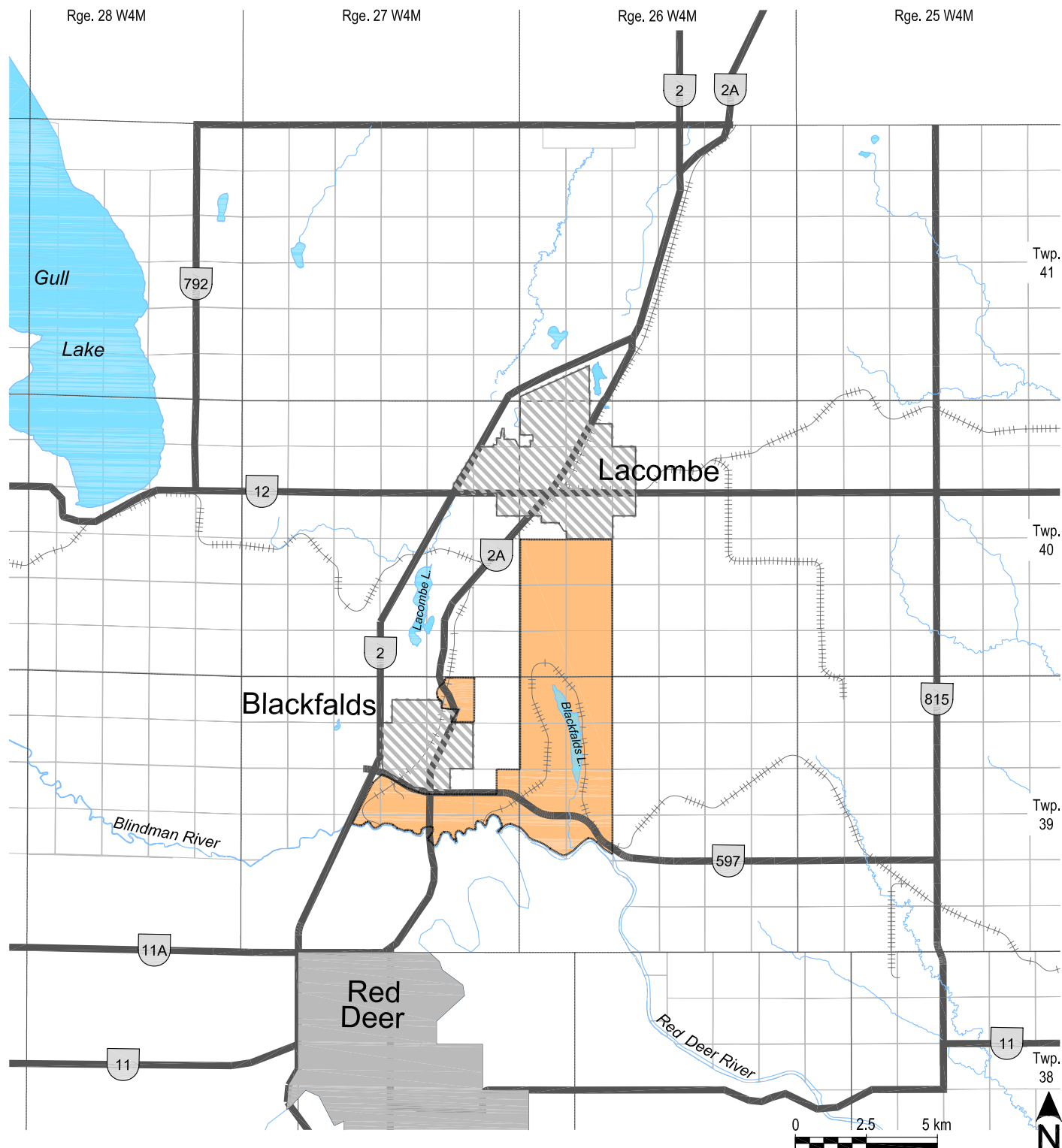
1.3 Policy Context

The ASP has been prepared in accordance with the requirements of the Municipal Government Act (Statutes of Alberta, 2000, Chapter M-26 as amended).








The ASP also complies with the *Lacombe County Municipal Development Plan*, the *Lacombe Intermunicipal Development Plan*, the *Town of Blackfalds/Lacombe County Intermunicipal Development Plan*, and the *Lacombe County Land Use Bylaw*.

1.4 Interpretation

Maps contained within this ASP are conceptual and provide a general description of proposed future land uses, the roadway network, and parks / open spaces and potential trail connections. These features will be further refined at the more detailed concept plan stage in keeping with the policies contained within the ASP.



Legend

- | | | | |
|---|-----------------|---|-------------------|
|  | Plan Area |  | Rivers and Creeks |
|  | Highway Network |  | Water Bodies |
|  | Railway | | |
|  | City | | |
|  | Town | | |

Map 1 Location

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Lacombe / Blackfalds Rural Fringe
Area Structure Plan

2.0 FUTURE DEVELOPMENT CONCEPT

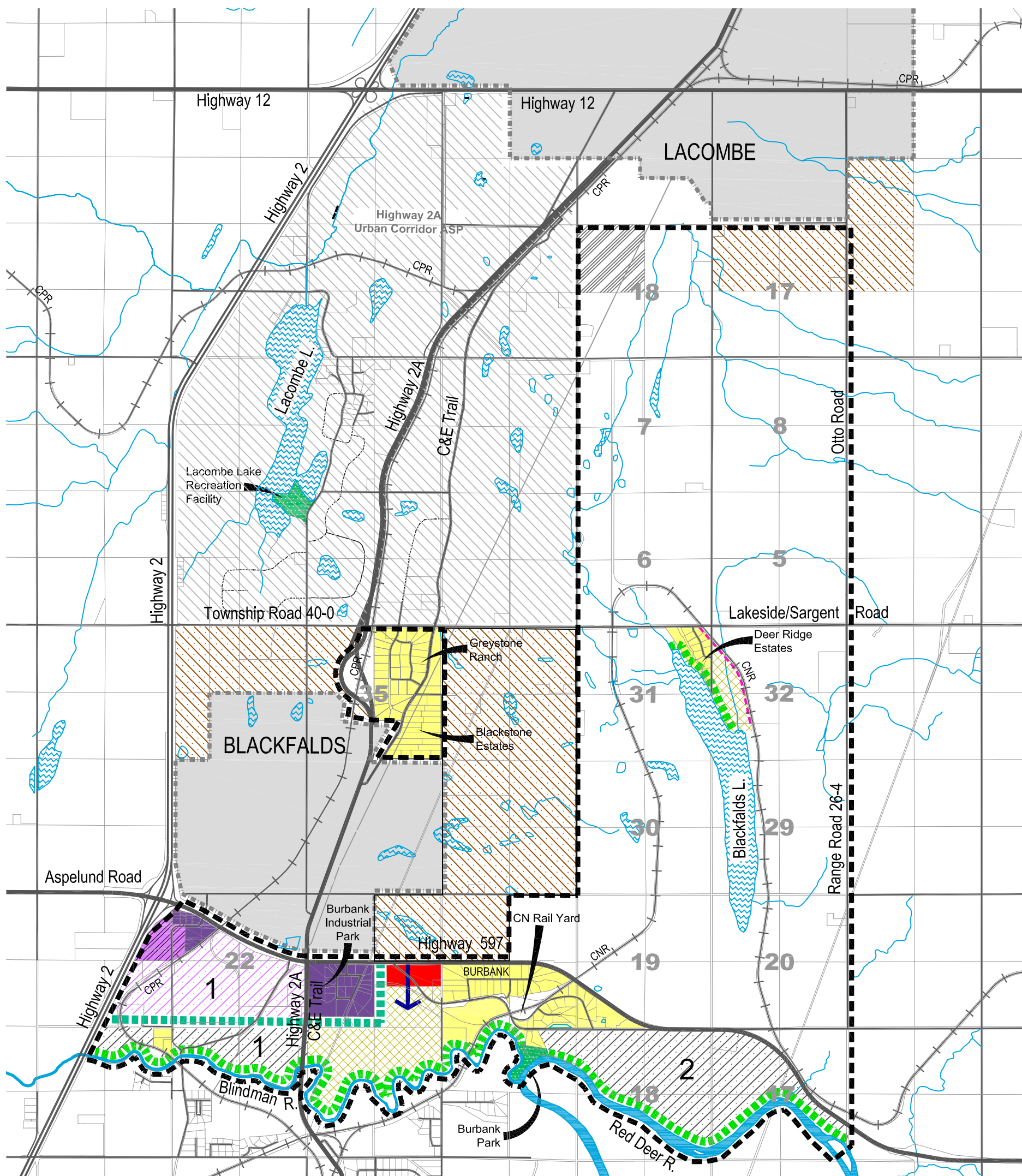
2.1 Planning Objectives

Map 2 - Future Development Concept reflects the following planning objectives:

1. To preserve large blocks of agricultural land and avoid its premature fragmentation through subdivision.
2. To avoid land use conflicts.
3. To protect the rural landscape and environmentally sensitive areas.
4. To encourage more compact conservation minded housing alternatives in areas suited for residential development.
5. To protect aggregate resource areas for existing and future extraction.
6. To take into account the future urban expansion needs of the Towns of Lacombe and Blackfalds in future planning.
7. To provide a high standard of industrial and commercial development along Highways 2, 2A and 597 as major gateways to Lacombe County and the Town of Blackfalds.
8. To set standards for development that will be a long term benefit and not place an undue financial burden on the County.

2.2 Policy Areas

Sections 2.3 to 2.8 organize the ASP area into six policy areas. Each contains a brief description of the issues and opportunities considered for each policy area and the recommended future land uses and policies that will guide subdivision and development within each area.



This map is not intended to be interpreted on a site specific basis. Rather, it is a conceptual framework meant to guide future land use. Road pattern is conceptual and subject to change. Areas have been generalized and are only approximated. Lacombe County does not guarantee the maps accuracy. All information should be verified.

0 0.5 1.0 2.0 km
Scale = 1:50 000



Legend

	Agriculture		Proposed Commercial		Railway
	Future Urban Expansion		Highway 2A Urban Corridor ASP		Potential Access Road Location
	Existing Residential		Provincial Agricultural Lands		
	Proposed Residential		Buffer (Environmental)		
	Existing Industrial		Buffer (Industrial)		
	Proposed Industrial		Buffer (Rail)		
	Parks/Open Spaces		Plan Boundary		
	Special Study Area 1 (Potential Industrial Expansion Area / Residential)		Municipal Boundary		
	Special Study Area 2 (Residential / Recreation)		Rivers and Creeks		
			Provincial Highway		
			County or Local Road		

Map 2 Future Development Concept

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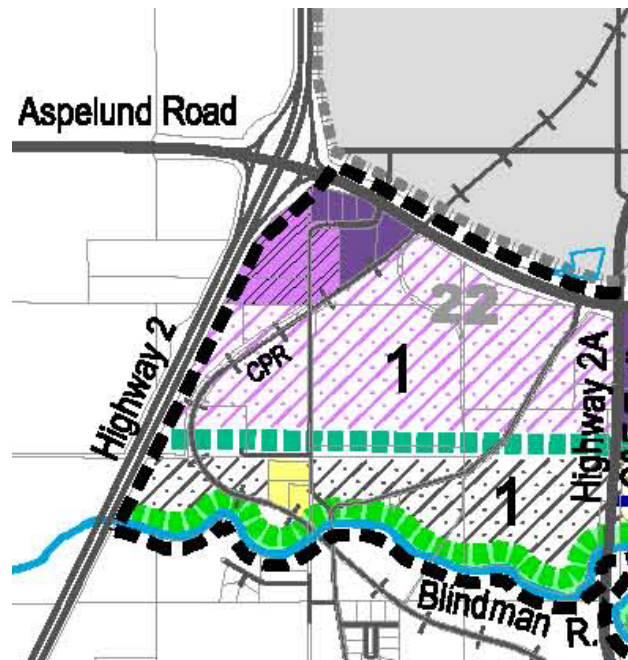
Lacombe / Blackfalds Rural Fringe
Area Structure Plan

2.3 Special Study Area 1

Special Study Area 1 contains active gravel workings. Both government and private companies operate gravel pits in the area. Alberta Infrastructure and Transportation (AIT) has advised that over a million tons of extractable gravel still exists on their lands. The timeframe for completing extraction of this resource is in excess of 25 years. Due to the non-renewable nature of this resource, no potentially conflicting development will be allowed in this area until the gravel deposits have been extracted.

Some industrial development currently exists in the northwest corner of the policy area adjacent to the Highways 2 and 597/Aspelund Road interchange. Future industrial land uses are proposed within the northern portion of this Special Study Area, which is consistent with the *Town of Blackfalds/Lacombe County Intermunicipal Development Plan (IDP)* and the *Lacombe County Highway 2 Corridor Economic Development Study*. AIT, however, has advised that some gravel workings will likely extend below the water table. The environmental suitability as an industrial expansion area will therefore need to be re-evaluated as there may be the potential for contamination of the ground water. Buffering will be required to mitigate potential nuisance impacts of industrial activities, such as noise, vibration, odour and light, on adjacent land uses.

The southern portion of Special Study Area 1 adjacent to the Blindman River is shown as future residential / recreation development. An environmental buffer / greenway is proposed along the shores of the Blindman River to protect the riparian areas along the river valley and allow for trail development.



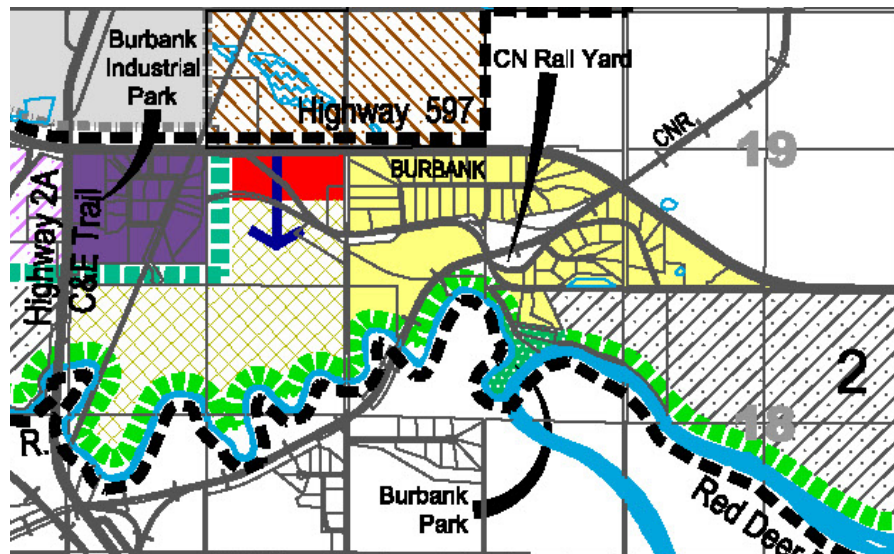
Policies

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| 2.3.1 | Conflicts with Gravel Extraction | New subdivision and development, particularly residential, will not be allowed in close proximity to active and potential non-renewable resource extraction areas so as not to conflict, or constrain, the extraction of the resource. |
| 2.3.2 | Transitional Land Uses | Given the transitional nature of Special Study Area 1, current land use zonings in the Land Use Bylaw shall be maintained until such time as gravel extraction operations are completed in the area. No further residential rezonings will be considered in the interim. |
| 2.3.3 | Limiting Subdivision Within the Area | Given potential land use conflicts with existing gravel workings, additional residential development shall be restricted. First parcel out and the subdivision of a fragmented parcel for residential use shall not be allowed until sand and gravel extraction in the area is completed. Landowners will, however, be allowed to replace or add to existing homes. |

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| 2.3.4 | Future Industrial Development | Applications for rezoning and / or subdivision and development for industrial uses may be considered if they comply with <i>Map 2 - Future Development Concept</i> and do not constrain the extraction of gravel resources in the area. |
| 2.3.5 | Long Term Land Uses | Once gravel extraction and reclamation is complete, a review and update of future land use policies for Special Study Area 1 shall be undertaken in conjunction with the Town of Blackfalds. |

2.4 Blindman River Residential Expansion Area

The Blindman River Residential Expansion Area is very scenic with rolling topography of cleared farmland and treed areas. The hilly terrain provides attractive home sites. Areas are recommended for future residential developments which are contiguous with the existing Burbank country residential development and located on lower capability agricultural lands. Best practices from other municipalities show that residential conservation (cluster) subdivision development is a more sustainable form of residential development than more traditional subdivision design, particularly in areas that have natural features, such as waterbodies, wetlands, tree stands and agricultural lands, which would be desirable to preserve and protect. It is preferred that residential conservation (cluster) subdivision design principles be used to maintain the area's rural character. However, concept plans and applications to amend the Land Use Bylaw to allow for residential development consistent with the R-CR Country Residential or R-CRE Country Residential Estate District should also be considered due to the fragmented nature of landownership in the area. Good opportunities also exist for public and commercial development, such as a golf course, RV park or campground, particularly adjacent to the Blindman River.



The challenge in allowing future residential development in this area is mitigating potential land use conflicts with existing industrial land uses in the Burbank Industrial Park. This can be done by requiring residential developers to provide a buffer to separate and mitigate nuisance effects associated with industrial operations. Also, future residential subdivision design needs to consider preserving mature tree stands and using rolling topography to site residential lots in a manner that minimizes visual impacts and potential nuisance conflicts with nearby industrial uses.

The Blindman River Residential Expansion Area is bounded by Highway 597 on the north and Highway 2A on the west. AIT has advised that no direct access will be permitted from Highway 2A into the Blindman River Residential Expansion Area.

With regard to access to Highway 597, it is important to maintain the existing access to the Burbank Industrial Park and to provide for separate access to the proposed residential expansion area. Burbank Road currently intersects with Highway 597. This intersection will need to be shifted further east to allow for adequate spacing between intersections, and will require upgrading to accommodate further development in the Blindman River Residential Expansion Area. The proposed intersection should also align with future access to industrial development proposed within the Town of Blackfalds future urban expansion area on the north side of Highway 597. Good potential exists for highway commercial development between the Burbank Industrial Park and the Burbank Subdivision. The area between the Burbank Industrial Park and the new access road would be an ideal location for a hotel development provided that piped water and sanitary services could be extended to the site with the cooperation of the Town of Blackfalds. If the extension of a piped sanitary sewer and water system is not feasible, other uses, such as gas bars and service stations, farm machinery and equipment sales and services, recreational vehicle sales and service, retail uses, and eating and drinking establishments, could be developed using private water and sewage systems.

Policies

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| 2.4.1 | Residential Development | Residential development is considered the primary development opportunity for this area. The preferred residential development concept to be used in this area is the R-RCC Residential Conservation (Cluster) District. In cases where the developer can prove that the site is not conducive to Residential Conservation (Cluster) development, such as a small original parcel size or topographic constraints which result in a small developable area, Council may consider R-CR Country Residential and/or R-CRE Country Residential Estate developments. |
| 2.4.2 | Concept Plans | The County shall require developers to prepare a concept plan prior to considering a rezoning application for multi-lot residential use. Terms of reference for the preparation of a concept plan are found in <i>Appendix B of Multi Lot Residential Development Proposals: A Guide to the Approval Process</i> approved by County Council and as may be amended from time to time. |
| 2.4.3 | Additional Studies Required | <p>In preparing a concept plan, the developer may be required to undertake any or all of the following:</p> <ul style="list-style-type: none"> a) a geotechnical study prepared by a qualified professional that confirms the site is suitable for the proposed development and describes the measures that are to be taken to safeguard any geotechnical limitations, such as setbacks from the top of bank of the Blindman River; b) a phase 1 environmental site assessment conducted by a qualified professional in accordance with the Canadian Standards Association where the potential for prior contamination of a site exists; |

- c) in the case of a Residential Conservation (Cluster) development, a biophysical assessment will be required to determine primary conservation areas, such as water bodies, wetlands and steep slopes; and secondary conservation areas, such as treed areas and prime agricultural land. Land that is not within these conservation areas is deemed to be potential development areas;
- d) an environmental impact assessment prepared by a qualified professional for development proposed in or near an environmentally sensitive area or if the proposed development may, in the opinion of the County, result in potentially significant environmental effects;
- e) details of the buffering or interface treatment required to minimize impacts of commercial and industrial land uses on neighbouring land uses. A noise attenuation study conducted by a qualified professional may be required;
- f) a groundwater supply study, conducted by a qualified professional, when potable water is to be provided through a private or communal water system. If a communal system is proposed, details must be provided as to how the system will be managed and operated;
- g) percolation and near surface water table testing conducted by a qualified professional where onsite private sewage systems are proposed; and
- h) a storm water management study prepared by a qualified professional describing how storm water runoff will be managed in terms of both runoff rates and volumes, and water quality.

2.4.4 Site Planning & Design Considerations

Developers shall be required to address any or all of the following site planning and design considerations:

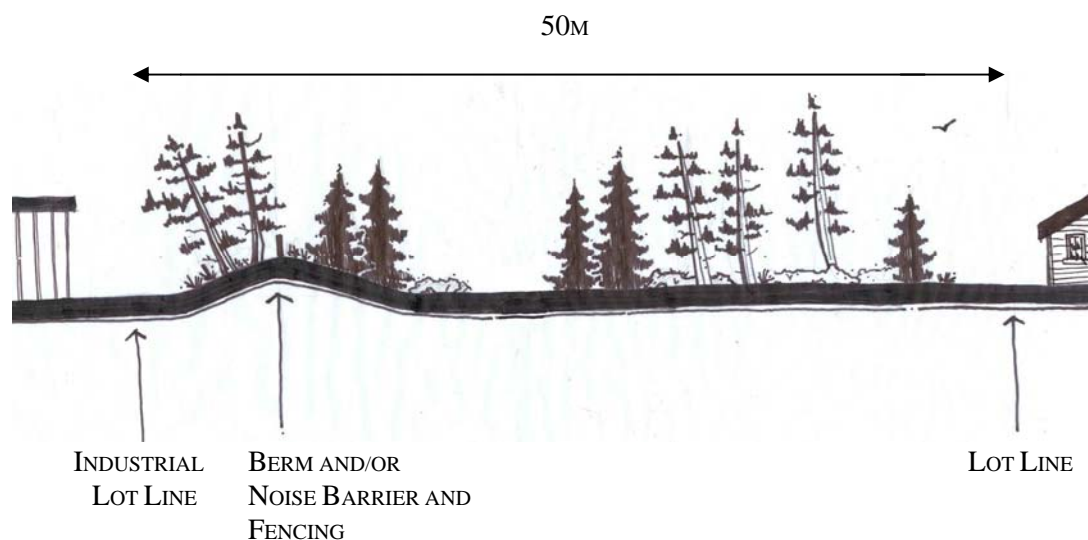
- a) provision of a buffer strip between the Burbank Industrial Park area and future residential areas in accordance with Policy 2.4.5 of this ASP;
- b) provision of environmental and municipal reserve to protect the riparian areas along the Blindman River and to allow for the development of an integrated trail system (refer to Policy 3.3 and Figure 2 of this ASP);
- c) adequate separation space and buffering may need to be provided along the western boundary of the area to mitigate nuisance effects from highway traffic noise and active gravel workings in Special Study Area 1. A combination of a 50 metre separation distance from the edge of Highway 2A right of way and a 1.0 to 1.5 metre berm with tree plantings or uniform fencing on top is recommended, based on acceptable decibel audible [dB(A)] noise levels. Generally accepted noise level standards are 60 dB(A) from 7:00 am to 11:00 pm and 55 dB(A) from 11:00 pm to 7:00 am; and
- d) the access point from Highway 597 shall be restricted to what is conceptually shown on Map 2 - Future Development Concept and ultimately approved by AIT.

2.4.5 Buffering Requirements Adjacent to the Burbank Industrial Park

In order to mitigate potential land use conflicts and nuisance effects between industrial uses in the Burbank Industrial Park and future residential development, the County shall require developers of residential subdivisions to provide a minimum 50 metre separation distance between the property line of the industrial use and the property line of the residential or other incompatible use, as illustrated in Figure 1. This separation distance shall be designated as municipal reserve (MR), and may be comprised of landscaping materials, berms, and/or fences that address the following considerations:

- a) where a berm is provided, the berm shall be approximately 1.0 to 1.5 metres high, landscaped with planted trees or a screen fence at the crest. The exact configuration of the berm will be determined to the satisfaction of the County prior to any development approval;
- b) coniferous trees are the preferred visual buffer as they are more or less opaque throughout the year. However, deciduous trees are also useful in that they provide a visual buffer during times of the year when people are more likely to spend time outdoors; and
- c) the location, length, thickness and height of such screen planting at maturity shall, in conjunction with a change in grade or other natural or man-made features, be sufficient to block the view from any adjoining residential or other incompatible uses.

Figure 1: Buffering Requirements Between Industry and Residential Land Uses



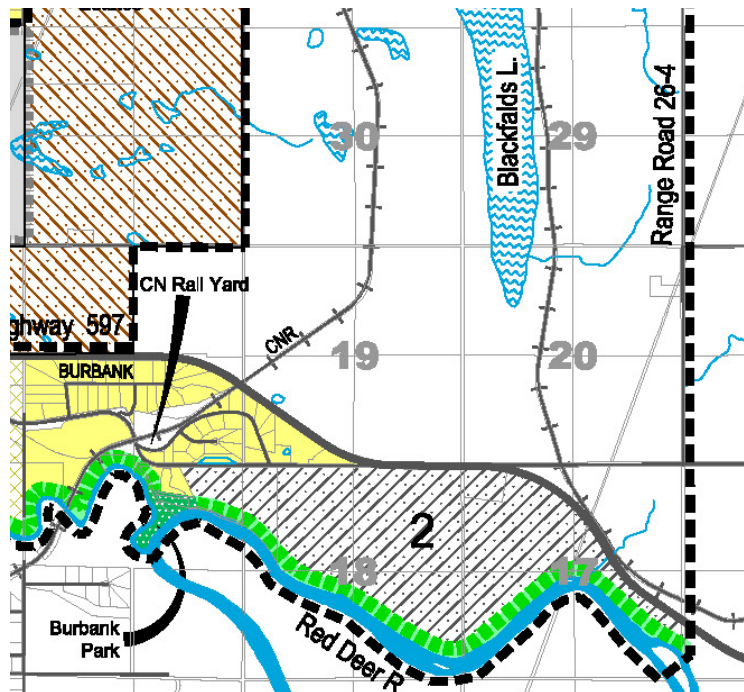
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| <p>2.4.6 Other Compatible Land Uses</p> | <p>In addition to agricultural and residential uses, public or commercial recreational uses would also be considered for the Blindman River Residential Expansion Area.</p> |
| <p>2.4.7 Commercial Development</p> | <p>Subject to rezoning and the adequate provision of municipal services with the cooperation of the Town of Blackfalds, highway commercial uses will be considered on the south side of Highway 597, east of Burbank Industrial Park. If the provision of piped sanitary sewer and water is not feasible, other uses, such as gas bars or service stations, farm machinery equipment and sales, recreation vehicle sales and service and minor retail uses, could be developed using individual private water and sewage systems. The County will not consider uses which may cause nuisance effects to adjacent residential development.</p> |

2.5 Special Study Area 2

Special Study Area 2 also contains extensive sand and gravel workings.

In the interim, the County's strategy will be to ensure that nothing is done to interfere with the continued extraction of these valuable resources.

Upon completion and reclamation of the sand and gravel workings, it is proposed that residential development and / or public or private recreation uses, such as golf courses, RV parks, and campgrounds, could be considered as the area is gently rolling and adjacent to the natural amenity provided by the Red Deer River Valley. There is a site contaminated by sulphur storage located in the E ½ of Section 18-39-26-4. Prior to any development, this site would need to be remediated and reclaimed.



The County sees the potential for the area to have a greenway along the Red Deer River with setbacks from the top of the river bank in the form of environmental and municipal reserve dedication. Incorporated into this greenway would be a top of bank trail that would be continuous along the crest of both the Blindman and Red Deer River Valleys.

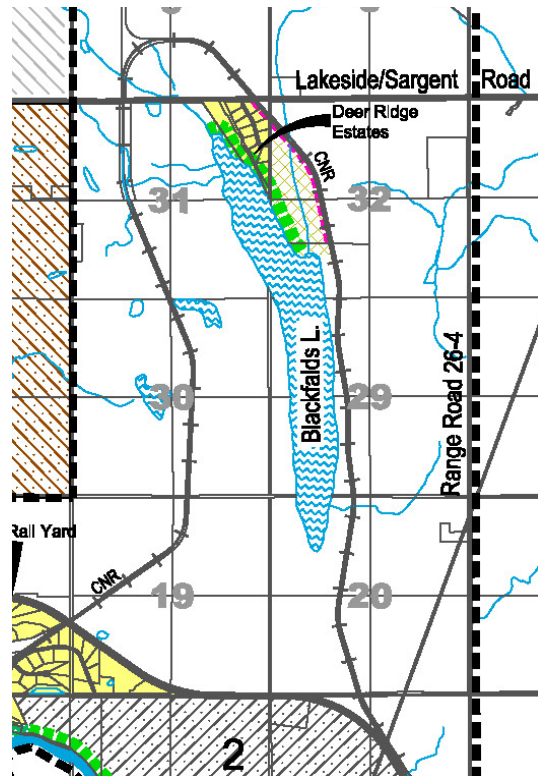
Policies

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| 2.5.1 | Residential Development | Residential land uses are the primary development opportunity for this area. Complementary commercial or public / private recreation development may also be considered. Complementary commercial or recreation development envisioned for this area could include golf courses, campgrounds, RV parks, indoor or outdoor recreation facilities, automotive gas bars and minor retail uses, provided that the concept plan allows for adequate separation distance and transitional uses to avoid potential land use conflicts with residential development. |
| 2.5.2 | Limiting Subdivision within the Area | As in the case with Special Study Area 1, given potential land use conflicts with existing gravel workings, new subdivision and development particularly multi-lot residential subdivision shall not be allowed in close proximity to active and potentially non-renewable resource extraction areas until such time as sand and gravel extraction and reclamation is completed in the area. Subdivision of a first parcel out or a fragment a parcel, or an agricultural subdivision may be considered only where the County is satisfied that the proposed subdivision does not constrain existing or future gravel operations. Each application will be reviewed on its own merits. Landowners will still be allowed to replace or add to existing homes. |
| 2.5.3 | Transitional Land Uses | Given the transitional nature of Special Study Area 2, current land use zonings in the Land Use Bylaw shall be maintained until such time as gravel extraction operations are completed in the area. No further multi-lot residential rezonings will be considered in the interim. |
| 2.5.4 | Long Term Land Uses | Once sand and gravel extraction and reclamation is complete, a review of and update of future land uses within Special Study Area 2 shall be undertaken. |

2.6 Blackfalds Lake Area

Much of the Blackfalds Lake Area is in agricultural use. There is a multi-lot residential subdivision, known as Deer Ridge Estates, located at the northeast end of Blackfalds Lake. Expansion of this residential area to the south between the lake and the CN railway line may be considered. Given the limited size of the land area available for development, residential development consistent with the R-CR Country Residential or the R-CRE Country Residential Estate Districts is envisioned.

Residential development in this area was discussed with CN Railway. It was noted that the railway line is elevated at this location making it more difficult to address noise and safety issues associated with railway traffic. CN has outlined its buffering requirements (see Appendix A). They have also advised that the existing rail crossing might have to be upgraded to meet current federal standards. The costs associated with the improvements specified by CN and to the local road access shall be borne by the developer.



Policies

2.6.1 Concept Plans

The County shall require developers to prepare a concept plan prior to considering a rezoning application for multi-lot residential use. Terms of reference for the preparation of a concept plan are found in *Appendix B of Multi Lot Residential Development Proposals: A Guide to the Approval Process* approved by County Council and as may be amended from time to time.

2.6.2 Additional Studies Required

In preparing a concept plan, the developer may be required to undertake any or all of the following:

- a) a geotechnical study prepared by a qualified professional that confirms the site is suitable for the proposed development and describes the measures that are to be taken to safeguard any geotechnical limitations, such as setbacks from the high water mark of Blackfalds Lake;
- b) a phase 1 environmental site assessment conducted by a qualified professional in accordance with the Canadian Standards Association where the potential for prior contamination of a site exists;
- c) an environmental impact assessment prepared by a qualified professional for development proposed in or near an environmentally sensitive area or if the proposed development may, in the opinion of the County, result in potentially significant environmental effects;

- d) a groundwater supply study, conducted by a qualified professional, when potable water is to be provided through a private or communal water system. If a communal system is proposed, details must be provided as to how the system will be managed and operated;
- e) percolation and near surface water table testing conducted by a qualified professional where onsite private sewage systems are proposed;
- f) a storm water management study prepared by a qualified professional describing how storm water runoff will be managed in terms of both runoff rates and volumes, and water quality; and
- g) any studies deemed necessary by CN Railway and/or the County to address any noise, safety and buffering issues associated with the placement of residential subdivision adjacent to the CN railway line.

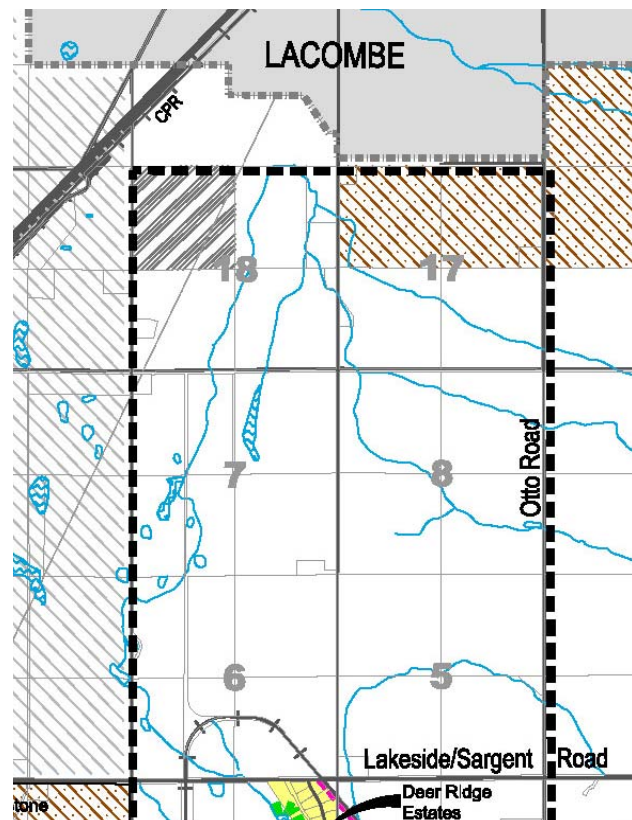
2.6.3 Subdivision Opportunities in the Agricultural District

Under the A – Agricultural District zoning, “first parcel out” subdivisions, the subdivision of fragmented parcels, the resubdivision of fragmented parcels of less than 20 acres in size and agricultural subdivisions will be considered on their individual merits.

2.7 Highway 2A Urban Corridor Future Expansion Area – Urban Type Densities

With continued growth pressures in the Highway 2A corridor, it is anticipated some of these lands may be needed in the future for urban expansion by the Town of Lacombe or the Town of Blackfalds.

Urban-type densities are being proposed for the lands immediately west of Range Road 270 and with the proximity of the regional or municipal utility services that will be built to support this development, this area could be a logical urban expansion area.



Policies

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| 2.7.1 | Agricultural Land Uses | The existing A – Agricultural District zoning shall be maintained until such time as the future land uses for the area have been determined. In this interim period subdivision of a first parcel out, fragmented parcel, and an agricultural parcel would be permitted. However, premature multi-lot subdivision or the resubdivision of fragmented parcels should not be allowed as this would further fragment the land and may make subdivision and development at urban-style densities in the future difficult and inefficient. |
| 2.7.2 | Evaluating Discretionary Uses | When evaluating development applications, the County will consider whether the intended use has the potential to create land use conflicts or limit longer term use at higher urban densities. |
| 2.7.3 | Long Term Land Uses | The County shall work with the Towns of Lacombe and Blackfalds to identify their long term growth needs and the future long term land uses for this area. |

2.8 Future Urban Expansion Areas

The future urban expansion areas shown on *Map 2 - Future Development Concept* identify the long-term growth boundaries set out in the Lacombe Intermunicipal Development Plan and the Town of Blackfalds / Lacombe County Intermunicipal Development Plan. Both Towns are currently working on annexation applications for lands identified for future urban expansion.

Policies

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| 2.8.1 | Urban Expansion Areas | Lacombe County recognizes that the Towns will want to assess their long term growth requirements following annexation. Intermunicipal development plan amendments may be necessary. Consequently, changes may also be required to this ASP. |
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3.0 ENVIRONMENTAL MANAGEMENT

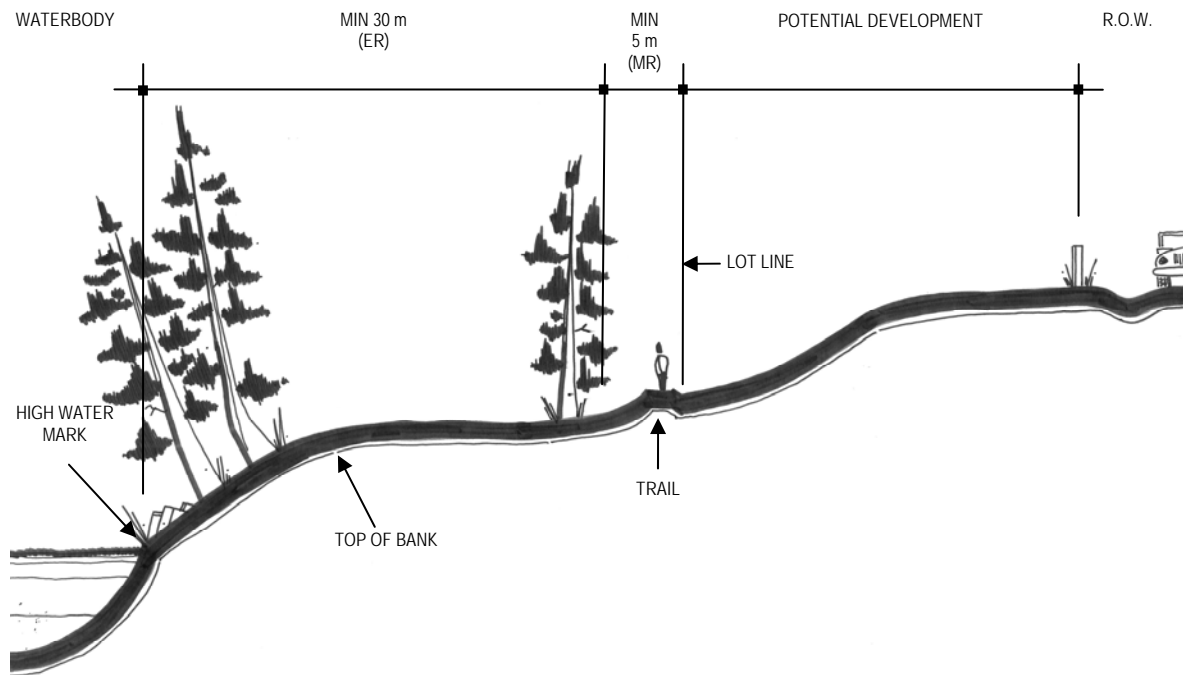
Overview

During the community consultation, participants commented how the County should ensure that environmental protection and development objectives work in harmony so that environmentally sustainable growth can be accommodated within the ASP area. This approach will require the protection of wildlife corridors and riparian areas adjacent to the Blindman and Red Deer Rivers.

Policies

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| 3.1 | Environmental Reserve Dedication | Environmental reserve shall be required where the lands proposed to be subdivided meet the criteria for dedication as described in the <i>Municipal Government Act</i> . |
| 3.2 | Determining Setback from Highwater Mark and/or Top of Bank | The County may require subdivision and development applications adjacent to waterbodies and watercourses to prepare an engineering and/or geotechnical study to determine an adequate setback based on soil conditions and slope stability. |
| 3.3 | Recommended Environmental Buffer Along Waterbodies | An environmental reserve of not less than 30 metres in width from the high water mark of waterbodies and/or the top of bank of watercourses shall be required as a condition of subdivision approval. As a condition of development approval where there is no subdivision, a comparable setback of 30 metres shall be required from the high water mark of waterbodies and/or the top of bank of watercourses to the building. Additional reserve and/or setback may be required by the County based on the recommendations of any engineering and/or geotechnical study requested by the County. |

Figure 2: Recommended Environmental Buffer Adjacent to a Waterbody



3.4 Municipal Reserve Dedication

A minimum 5 metre municipal reserve dedication may be required between the environmental reserve and the lot lines for the provision of a trail system. The built trail should be located closer to the lot line side of the municipal reserve to help delineate the property boundary.

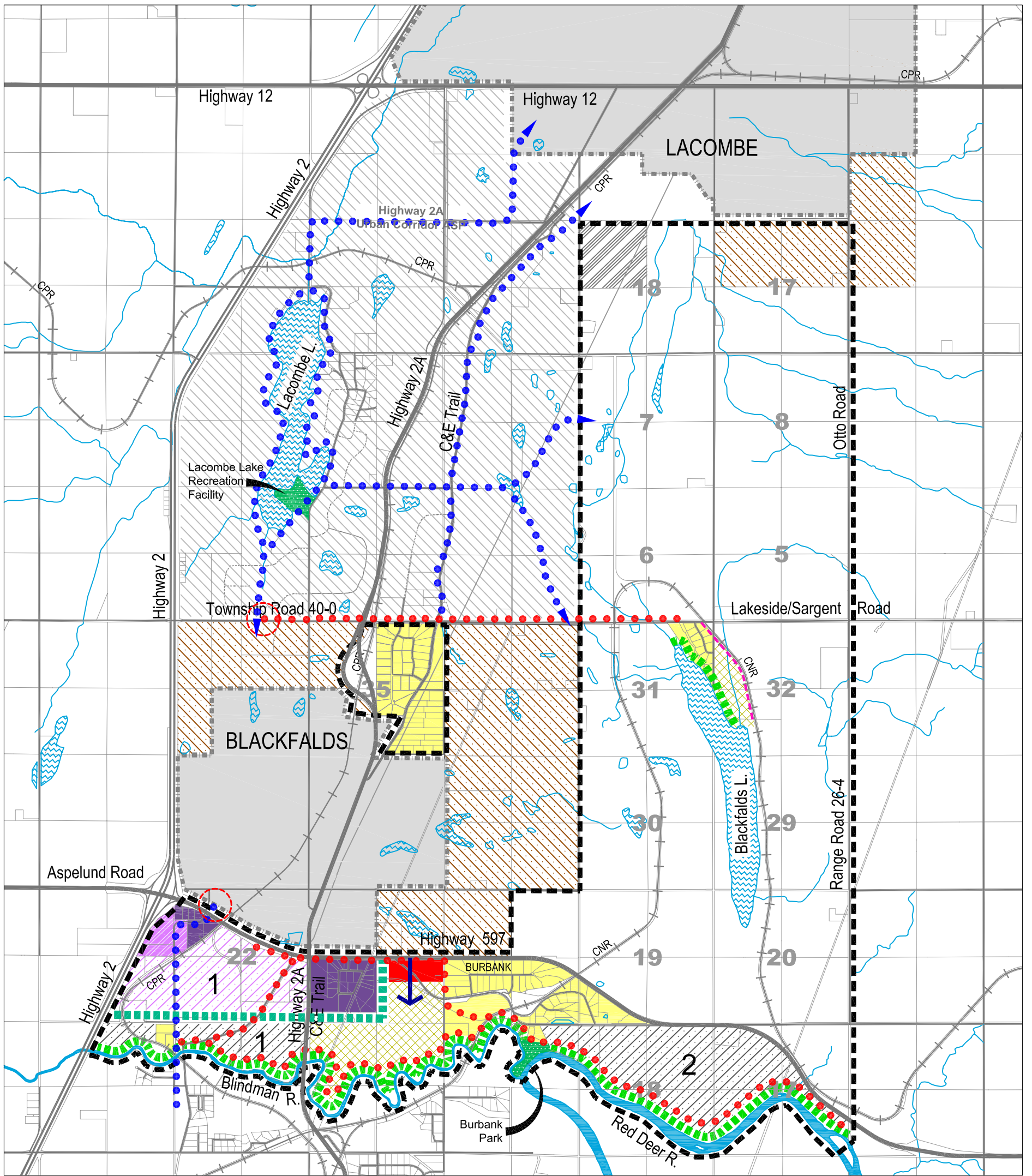
4.0 PARKS, OPEN SPACE AND TRAILS

Overview

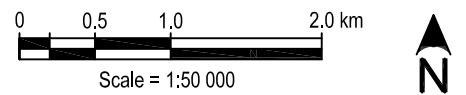
The Blindman and Red Deer Rivers offer opportunities for the development of parks, open space and trails for the enjoyment of both County residents and those of nearby urban municipalities. *Map 3 - Parks, Open Space & Trails* provides a conceptual plan showing how an interconnected network of trails and green spaces can be developed that links to the trail system built by the Town of Blackfalds and any extension of the urban parks system in the City of Red Deer.

Policies

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| 4.1 | Municipal Reserve for Trail Systems | The County shall require the dedication of municipal reserve that supports the intent and policies of the ASP in establishing linked trail systems as conceptually shown on <i>Map 3 - Parks, Open Space & Trails</i> . |
| 4.2 | Municipal Reserve for Buffering of Land Uses | Municipal reserve dedications shall also be required to provide buffering of land uses as conceptually shown on <i>Map 3 - Parks, Open Space & Trails</i> . |
| 4.3 | Trail Development | Further study will be required by the County to explore the feasibility of developing a system of trails to link subdivisions within the ASP area, as shown conceptually in <i>Map 3 - Parks, Open Space & Trails</i> . Please note that the identification of proposed trails on private lands does not indicate that such property is available for public use. Trail development for public use will be negotiated at the time of subdivision. |
| 4.4 | Park Development | The County may consider the development of parks and/or recreation facilities on reserves in multi-lot residential subdivisions where a demand for recreation facilities can be anticipated. These recreation facilities would be developed at the developer's expense in accordance with the terms and conditions of a development agreement. |



This map is not intended to be interpreted on a site specific basis. Rather, it is a conceptual framework meant to guide future land use. Road pattern is conceptual and subject to change. Areas have been generalized and are only approximated. Lacombe County does not guarantee the maps accuracy. All information should be verified.



Legend

	Agriculture		Proposed Commercial		Railway
	Future Urban Expansion		Highway 2A Urban Corridor ASP		Potential Access Road Location
	Existing Residential		Provincial Agricultural Lands		Potential Regional Trails
	Proposed Residential		Buffer (Environmental)		Potential Trail
	Existing Industrial		Buffer (Industrial)		Connection to Existing Trail System
	Proposed Industrial		Buffer (Rail)		
	Parks/Open Spaces		Plan Boundary		
	Special Study Area 1 (Potential Industrial Expansion Area / Residential)		Municipal Boundary		
	Special Study Area 2 (Residential / Recreation)		Rivers and Creeks		
			Provincial Highway		
			County or Local Road		

Map 3 Parks, Open Space & Trails

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Lacombe / Blackfalds Rural Fringe
Area Structure Plan

5.0 TRANSPORTATION AND UTILITIES

Overview

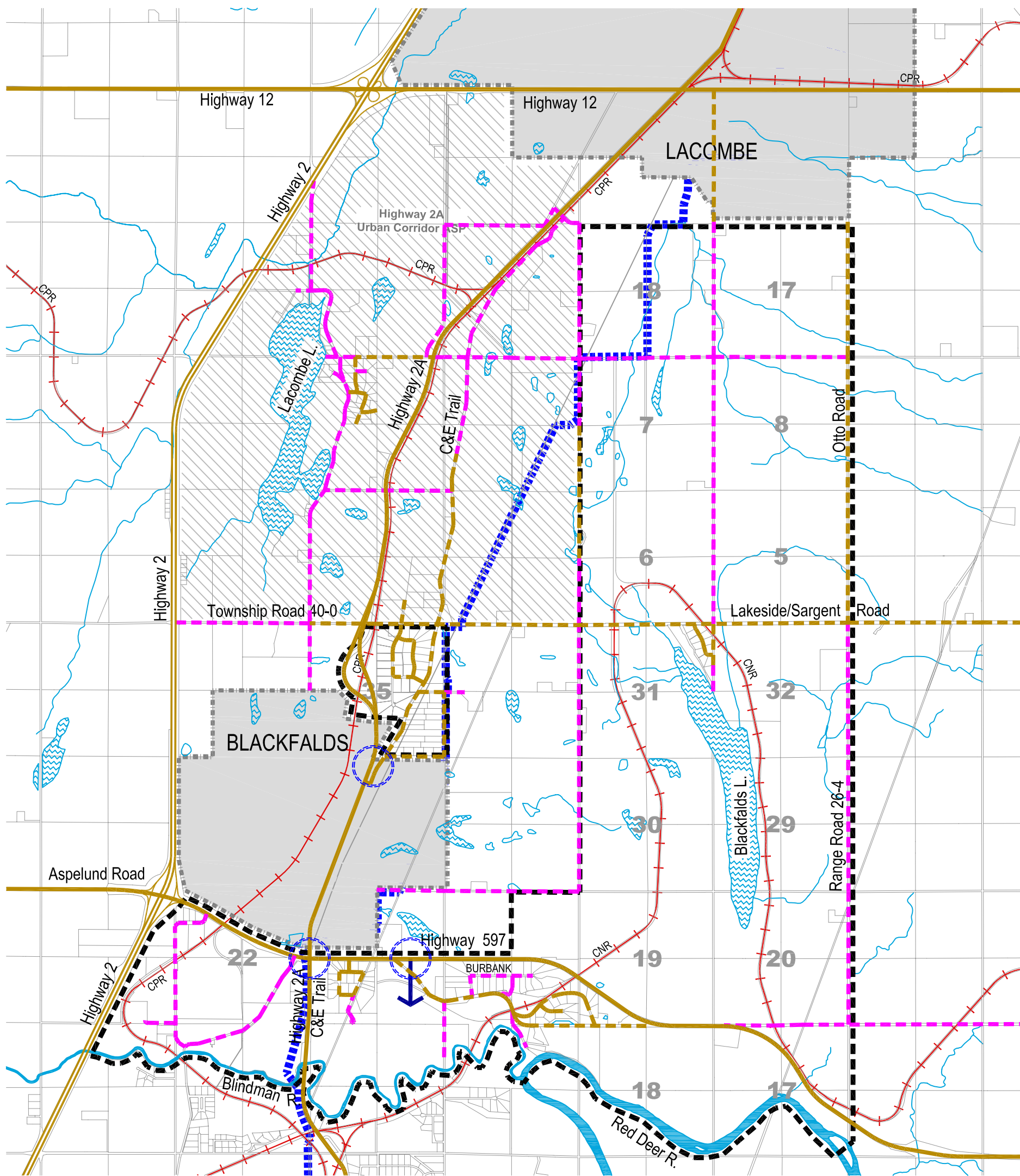
The ASP area is well served by Highways 2, 2A and 597 and a network of paved and gravel county roads, as shown on *Map 4 – Transportation and Regional Water Supply Line*. Various studies have already been undertaken that address the future transportation needs of the ASP area including Alberta Infrastructure and Transportation's *Highway 2A (Lacombe to Blackfalds) Functional Planning Study* which provides recommendations on the future alignment, twinning and intersectional improvements along Highway 2A. These studies have been considered in the development of the ASP.

During the planning process, consultation took place with CNR regarding proposed residential development adjacent to their railway line. Given concerns regarding both safety and noise impacts associated with railway operations, buffering will be required to the satisfaction of the County and CNR.

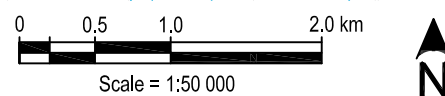
At present, landowners within the ASP area have their own individual water wells and private sewage disposal systems. The regional water line extending north from the City of Red Deer to the Towns of Blackfalds and Lacombe may provide an opportunity for both future and existing development to tie into the waterline, thus providing piped water for residential development of the ASP area. Regional wastewater services may also be available in the future.

Policies

- | | | |
|-----|---|---|
| 5.1 | Roadway Standards | All subdivision roadways shall be designed and constructed in accordance with the requirements of the <i>Lacombe County Road and Infrastructure Standards Manual</i> , as may be amended from time to time. |
| 5.2 | Offsite Costs of External Roadways | Developers shall be required to pay for the costs of upgrading external roadways including any required intersection improvements resulting from increased traffic from new development. |
| 5.3 | Regional Services | Should opportunities arise in the future for existing residents and new subdivisions to be serviced with a piped water distribution system and/or wastewater collection system, the cost of implementing such a system (or systems) shall be borne by the benefiting resident and/or developer as required through a deferred services agreement. |
| 5.4 | Fire Protection | In multi-lot subdivisions, on-site or communal water reservoirs for the purpose of fire protection may be required by the County. |
| 5.5 | Franchise Utilities | Requirements for the provision of franchise utilities shall be determined at the concept plan stage of development. The cost of installation of all utility services shall be borne by the developer. |



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Legend

- Highway 2 Freeway
- Provincial Highway
- County or Local Road (Paved)
- County or Local Road (Unpaved)
- Railway
- Highway 2A Urban Corridor ASP
- Need for Intersection Improvements
- Potential Access Road Location
- Red Deer - Ponoka Regional Waterline
- Plan Boundary
- Municipal Boundary
- Rivers and Creeks

Map 4 Transportation and Regional Water Supply Line

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Lacombe / Blackfalds Rural Fringe
Area Structure Plan

6.0 IMPLEMENTATION

Overview

The ASP will guide the County Council, Administration and other agencies regarding the growth and development within the ASP area. It is recognized that the ASP will need to be periodically reviewed, updated and amended having regard to changes in local economic and social conditions.

Policies

- | | | |
|-----|---------------------------------------|--|
| 6.1 | Subdivision and Development | Developers will be responsible for submitting concept plans, rezoning and subdivision applications for review and approval by Lacombe County. Rezoning and subdivision applications shall comply with the policies contained in this ASP, the provisions of the <i>Municipal Government Act</i> , and <i>Subdivision and Development Regulation</i> . |
| 6.2 | Cost of Development | The County shall require on-site and off-site costs associated with servicing new developments with roadways, utilities and other infrastructure to be borne by the developers through development charges and levies in accordance with specific development agreements. |
| 6.3 | Need for Further Studies | <p>The County, in consultation with the Towns of Lacombe and Blackfalds and other stakeholders, shall undertake further studies in the following areas to facilitate implementation of the ASP:</p> <ul style="list-style-type: none">a) an end use study for Special Study Area 1;b) an end use study for Special Study Area 2; andc) a study for the Highway 2A Urban Corridor Future Expansion Area – Urban Type Densities to determine future land uses. |
| 6.4 | Plan Amendments | <p>Amendments may be required to this ASP from time to time. Consistent with the <i>Municipal Government Act</i>, community consultation for any proposed ASP amendment will be required. In considering amendments to the ASP, Council will give due regard to the following:</p> <ul style="list-style-type: none">a) consistency of the proposal to the intent and policies of the ASP;b) extent to which existing areas designated for the proposed use are available for development;c) the impact that the proposed amendment and related development will have on the natural environment and surrounding land uses;d) the impact the proposed use will have on roads and other services; ande) the impact the proposed use will have on adjacent municipalities. |
| 6.5 | Reviewing and Updating the ASP | The County shall undertake a review and update of the ASP, if necessary, at regular intervals to ensure the ASP remains a 'living and relevant' document. |

7.0 GLOSSARY OF TERMS

Buffer	Refers to a separation space between incompatible land uses, or adjacent to a public roadway, that may contain trees and shrubs, an earth berm or fencing to provide visual or physical separation and/or noise attenuation.
Concept Plan	Refers to a plan that provides a framework for the subsequent subdivision and development of a property by providing a description of: land uses proposed for the property; the staging (or phasing) of the development; the size of lots proposed; the location of proposed roadways and utility infrastructure; and other issues deemed appropriate by the County.
Conservation	Refers to the activity of protecting from degradation the essential biological, physical and chemical characteristics of the natural environment.
Conservation (Cluster) Development	Refers to the grouping of residential uses and structures in a concentrated rather a dispersed pattern. The intent of clustering is to achieve desired economic densities, while providing opportunities to protect important landscapes, natural features and open spaces.
Council	Refers to Lacombe County Council.
Development	Refers to an excavation or stockpile and the creation of either of them; a building or an addition to or replacement or repair of a building and the construction or placing of any of them in, on, over, or under land; 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 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.
Environmental Reserve	Refers to land dedicated (given) to a municipality during the subdivision process for environmental reasons in accordance with the provisions of the Municipal Government Act. Environmental reserve may include areas, such as wetlands, ravines, drainage courses and steep slopes.
Environmentally Sensitive Area	Refers to lands in their natural or altered state, due to their fragile characteristics or ecological or aesthetic significance that are unusual or unique in the County and perform a natural function that is of importance beyond the site. Included are lands having limitations to development due to naturally occurring conditions or processes such as flooding, erosion or slumping.
Hazard Lands	Refers to lands that may be prone to flooding, erosion, slope instability, or other natural or man-made hazards.
High Water Mark	Refers to a mark indicating the highest level reached by a body of water.
Highway, Provincial	Refers to a highway as defined in the <i>Public Highways Development Act</i> , and which falls under the jurisdiction of Alberta Infrastructure and Transportation.
Infrastructure	Refers to systems and facilities (e.g. roads, water and wastewater treatment and distribution networks, power lines, telephone and cable systems) that service development.

Land Use Bylaw (LUB)	Refers to a document that regulates the use and development of land. The Land Use Bylaw divides the municipality into districts, prescribing permitted and/or discretionary uses for each district. The Bylaw establishes development standards within each district and provides for a system for issuing development permits.
Multi-Lot Subdivision	Refers to a subdivision resulting in two or more residential parcels.
Municipal Development Plan (MDP)	Refers to a policy document prepared by the County in accordance with Part 17 of the <i>Municipal Government Act</i> that describes how the County will manage growth and development.
Municipal Government Act (MGA)	Refers to provincial legislation that gives the County the authority for municipal planning, subdivision and development control. The Act allows the County to adopt various land use plans and a land use bylaw which guide planning decisions to achieve the beneficial use of land without infringing on the rights of individuals except to the extent necessary for the greater public interest.
Municipal Reserve	Refers to land provided as part of a subdivision by the developer, without compensation, for parks, buffering, trails and school purposes in accordance with the provisions of the <i>Municipal Government Act</i> .
Municipal Services	Refers to services that a municipality may provide to its residents and ratepayers. These services may include road maintenance, parks and recreational areas and facilities, storm water management facilities (e.g. ditches / swales, and ponds) and police and fire protection.
Natural Features	Refers to landscapes that are found in their natural state and may be remnant, undisturbed, diverse or contain unique environmental characteristics.
Park	Refers to a development of public land specifically designed or reserved for the general public for active or passive recreational use and includes all natural and manmade landscaping, facilities, playing fields, buildings and other structures that are consistent with the general purposes of public parkland, whether or not such recreational facilities are publicly operated or operated by other organizations pursuant to arrangements with the public authority owning the park.
Passive Recreation	Refers to low-impact, non-structured and non-programmed recreational activities, such as walking, picnicking, cross-country skiing and bird watching.
Recreation Use	Refers to development including natural open space, improved parkland and active and passive recreational areas, and any facilities or buildings associated with recreation, serving the needs of a municipality, area or region.
Site	Refers to an area of land consisting of a lot or two or more abutting lots.
Stakeholder	Refers to a person who is or who will be affected by a development, financially and/or physically (i.e. residents, owners, users, local community, local government, and other institutions).
Trail	Refers to a linear recreation corridor and associated facilities that are marked, mapped and maintained and allows for travel by people for recreational purposes.

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APPENDIX A

CN Correspondence Buffering Requirements on a Principal Branch Line

Our File: 4710-BRZ-30.37

The classification of the rail line is Principal Branch line * see below for Principal Branch Line Requirements,

As for the buffering requirements? you will need to take this up with an Acoustical consultant and the Architect.

The existing crossing (Believed to be at Mile 30.47 Brazeau Subdivision.) is an at grade public crossing protected with standard reflectorized crossing signs and crosses the rail line at an angle of 41 degrees.

Any upgrades to the area, would trigger the requirement to bring the crossing up to current federal standards. No information was provided on existing or proposed road traffic, type of vehicles number of vehicles expected /day current and 5 year projection. ... however based on the crossing angle alone, there would be grounds to improve the crossing protection. More information would be required from the county to determine the extent of the upgrades.

Principal Branch Line Requirements

- Safety setback of dwellings from the railway rights-of-way to be a minimum of 15 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.0 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.
- The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 4.0 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
- Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ± 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
- The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.
- The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."

- Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.
- The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
- The Owner enter into an Agreement stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
- The Owner may be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

Non-Residential Development Adjacent to Railway Right-of-Way (Branch Line)

- CN's current guidelines recommend that the acceptable protective measures for non-residential uses adjacent to a Branch Line are as follows:
- A minimum 15 metre building setback, from the railway right-of-way, in conjunction with a 2.0 metre high earthen berm for institutional, commercial (ie. office, retail, services, restaurants, shopping centres, warehouse retail outlets, and other places of public assembly) and recreational facilities (i.e. parks, outdoor assembly, sports area).
- There are no applicable noise, vibration and safety measures for unoccupied buildings.
- A chain link fence of minimum 1.83 metre height must be installed and maintained along the mutual property line.
- Any proposed alterations to the existing drainage pattern affecting Railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.
- It is recommended that a consultant be retained to undertake an analysis of noise and vibration and that appropriate measures to mitigate any adverse effects from noise and/or vibration that were identified be provided.