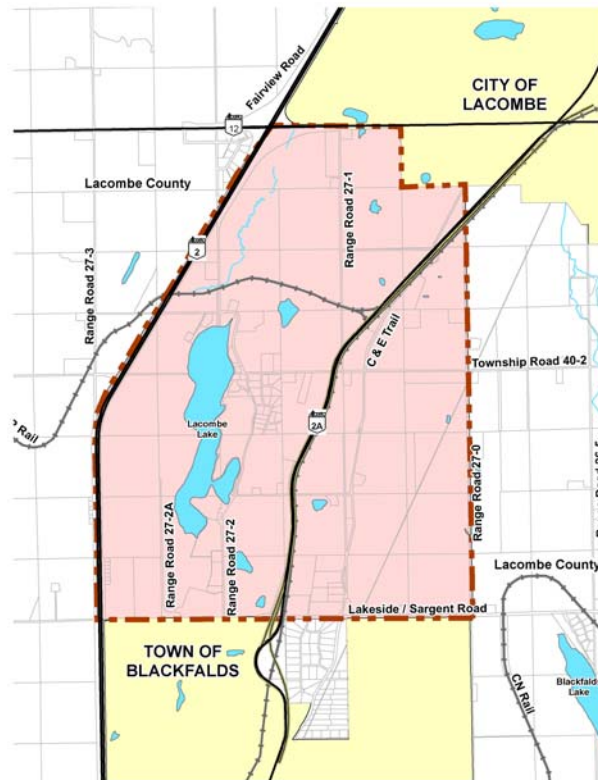




Highway 2A Urban Corridor Area Structure Plan



August 2010

Amended January 25, 2018

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1	Purpose.....	1
1.2	Authority.....	2
1.3	Policy Context.....	2
1.4	Planning Process.....	2
1.5	Interpretations.....	3
2.0	GROWTH STRATEGY	4
2.1	Guiding Principles.....	4
2.2	West of Highway 2A.....	5
2.3	East of Highway 2A.....	6
2.4	Phasing of Development.....	6
3.0	LAND USE POLICIES.....	7
3.1	Country Residential Area (CR)	7
3.2	Commercial (C-GC)	7
3.3	Light Industrial (I-BI).....	8
3.4	Recreational/Commercial (P-R)	9
3.5	Agricultural (A).....	9
3.6	Agricultural Research Lands (AR)	9
3.7	Community Facilities.....	10
3.8	Existing Subdivision Opportunities.....	10
3.9	Existing Uses	10
4.0	TRANSPORTATION STRATEGY.....	12
4.1	Existing Road System.....	12
5.0	SERVICING STRATEGY	13
5.1	Water and Wastewater	13
5.2	Stormwater Management.....	14
5.3	Shallow Utilities.....	14
6.0	ENVIRONMENTAL STRATEGY	15
6.1	Environmental Review	15
6.2	Dedication of Reserve Lands.....	15
6.3	Environmental Land Management.....	16
7.0	PARKS AND OPEN SPACE STRATEGY.....	18
7.1	Open Space and Recreational Amenities	18
7.2	Trails and Pathways.....	18
8.0	PLAN IMPLEMENTATION, REVIEW AND AMENDMENT	20
8.1	Plan Implementation	20
8.2	Consultation with the Towns	20
8.3	Plan Review	20
8.4	Plan Amendments.....	21

List of Figures

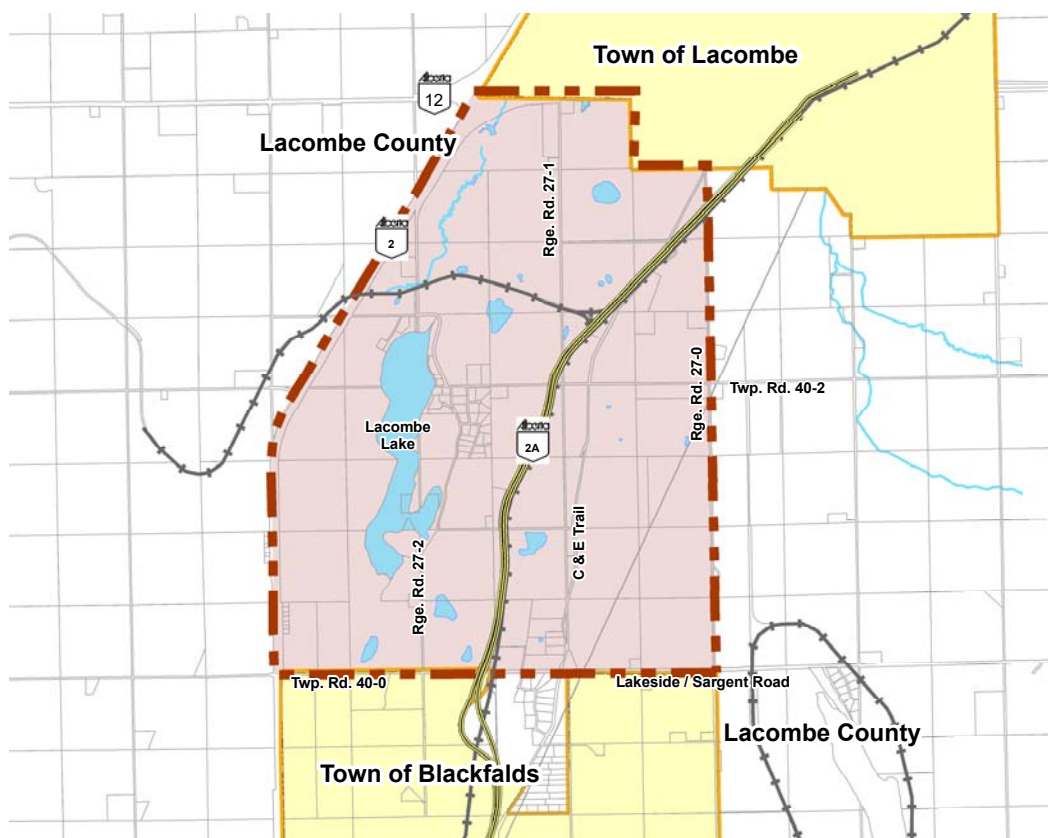
Figure 1	Future Land Use Concept
Figure 2	Roadways
Figure 3	Proposed Trail System

1.0 INTRODUCTION

1.1 Purpose

In November 2006, Lacombe County, the Town of Blackfalds and the City of Lacombe agreed that they should work together to develop a common growth strategy for the lands lying along the Highway 2A Corridor between the Town and the City. It is an area that has seen some acreage development, particularly near Lacombe Lake. The continuing development interest in the area had prompted the County to initially look at opportunities for the further development of acreages. Both the Town and the City, however, raised concern about the initial plans by the County to consider more low density residential development in the area. Town and City officials were concerned not only about the impact of the increased population on local community facilities and services but also how this low density acreage development would affect their own long term growth plans to expand into the area.

As a result of further discussions, the three municipalities decided that a more coordinated approach was needed to address their various interests and needs. To help the municipalities achieve this, Stantec Consulting Ltd. was retained to develop the Highway 2A Urban Corridor Area Structure Plan. The Plan Area is shown below:



1.2 Authority

The Plan has been prepared pursuant to Section 633 of the Municipal Government Act which authorizes a council to adopt an area structure plan. The Act states that an area structure plan is intended to provide a framework for the subsequent subdivision and development of lands within the area. It outlines how an area structure plan

- (a) must describe
 - (i) the sequence of development proposed for the area;
 - (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area;
 - (iii) the density of population proposed for the area either generally or with respect to specific parts of the area; and
 - (iv) the general location of major transportation routes and public utilities, and
- (b) may contain any other matters the council considers necessary.

1.3 Policy Context

In developing this Plan, provincial legislation requires that the municipalities take into account the broad strategic policy directions in the County's Municipal Development Plan, as well as more specific land use policies that have been agreed to in the Intermunicipal Development Plans jointly developed with the Town and the City. These Intermunicipal Development Plans provide a cooperative framework for managing land use development in the fringes of both the Town and the City.

Also considered were the types of development allowed under the County's Land Use Bylaw and development guidance provided by the Central Alberta Highways 2/2A Corridor Design Study, a joint planning initiative involving several municipalities in Central Alberta which was designed to set out landscaping and design standards for industrial and commercial businesses wanting to locate along these two provincial highways.

1.4 Planning Process

A Steering Committee made of officials from the three municipalities was established to provide the consulting team with information and direction during the preparation of the Plan.

Extensive efforts were made to consult with the general public throughout the planning process. A Design Charette was held in February 2007 with key stakeholders, including area landowners and government officials, to get a sense of what type of development they envisioned for the area. Several Open Houses provided the general public with opportunities to comment on local issues and concerns, and different land use concepts proposed for the Plan Area. These meetings generated considerable discussion and opinions on what local residents considered was best for the area.

County Council convened a public hearing in July 2008 to present a Draft Plan that contemplated a higher density/urban style of development in the area. This was not well

received by the majority of the local residents, particularly those living around Lacombe Lake. Many also objected to the development restrictions proposed to protect these areas for the long-term growth of the Town and the City. The hearing was re-convened in October 2008 because of the considerable opposition to the Draft Plan.

A second public hearing was held in April 2009 to consider a revised Draft Plan that provided a wider range of interim development opportunities in an effort to appease landowners wanting to do something with their lands in the shorter term. At this new hearing, area residents made it very clear that they were still not satisfied with the expanded development opportunities offered by the new Plan, many of whom were very critical that the County remained committed to high density, urban development around Lacombe Lake.

This negative response to the Plan caused County Council to re-consider its development plans for the area west of Highway 2A. Reflecting on what local residents had said at the previous public hearing, Council decided to adopt a lower density approach to the area west of Highway 2A.

With the continued growth pressures in the Highway 2A corridor though, it is anticipated future lands will be needed for the expansion of the Town and the City. Higher density urban development, therefore, is still contemplated on the east side of the highway. This area has been identified in the plan as a Future Study Area to leave the potential for higher urban density development available as a future option.

A fuller description of the growth strategy proposed for the Plan Area is provided in the next section of the Plan.

1.5 Interpretations

Readers are advised that all text not specifically identified as a policy statement is provided for information and clarification only and that, should there be any inconsistency between a policy statement and other text within this document, the policy will take precedence.

Also, unless specifically identified within this Plan, all land use boundaries and/or symbols shown on the various Figures included in the Plan are meant to be approximate and shall be interpreted as such.

2.0 GROWTH STRATEGY

Originally, it was contemplated that the Town and the City would eventually grow into the Plan Area. Previous drafts of the Plan proposed higher density urban development for the entire area. This more intense land use was not supported by the majority of area residents, particularly those living west of Highway 2A near Lacombe Lake, who considered that this type of development would not be in keeping with the character of the area and the quality of life that residents currently enjoy. Many people were also concerned about the potential impact that urban development would have on the lake and the environment in general. Some were very critical that area landowners would be unfairly restricted from developing their lands in advance of this urban expansion.

With the Town and the City not expected to expand into the Plan Area anytime soon, efforts were made to provide for some “transitional” development opportunities as a way to appease those landowners wanting to do something now with their lands in the shorter term. Among the proposals was the opportunity for landowners to subdivide their lands into smaller holdings of generally not less than 12 acres in size. It was proposed that each parcel could be serviced with its own water well and private sewage system. Council accepted that, in order to ensure that such development did not compromise the Town and the City expansion into the area, landowners would have to show how these parcels were designed to allow for their subdivision into smaller urban sized lots in the future. Landowners still had the option of developing their lands at a higher urban density based on communal servicing.

These further development opportunities were not accepted by many area residents, west of Highway 2A, who remained opposed to Town expansion into the area. In response to this continued public opposition, County Council in May 2009 initially agreed to amend the Draft Plan to allow for the creation of parcels as small as 6 acres in size. This amendment was made specifically for the area west of Highway 2A and did not extend to the lands on the other side of the highway. Concern, however, was expressed that the smaller parcels would not be conducive to future urban growth, and that the lands would likely remain in country residential use.

After further consideration, County Council decided that lower density, more country style housing developments would be more in keeping with the existing character and environmental qualities of the area, and would be compatible with the type of development that has occurred in this part of the Plan Area.

These new planning directions are reflected in the Future Land Use Concept, which is shown on Figure 1.

2.1 Guiding Principles

The land use strategy advocated by this Plan has been guided by the following objectives:

- 2.1(a)** provide for a variety of country residential development opportunities;
- 2.1(b)** encourage innovative and attractive residential designs in harmony with the natural and scenic qualities of the Plan Area;
- 2.1(c)** allow for the development of commercial and industrial areas, carefully integrated into the community, which not only serve the needs of the local population but also

- take advantage of the Highway 2A Corridor location to serve the larger community and the region generally;
- 2.1(d)** provide improved road infrastructure, a safe reliable water supply and more environmentally responsible methods for dealing with wastewater treatment and disposal and stormwater management;
 - 2.1(e)** safeguard the environmental integrity of Lacombe Lake and protect and enhance other natural features of the Plan Area;
 - 2.1(f)** provide a range of parks, open spaces and recreation facilities linked where practical for enjoyment by people of all ages and abilities;
 - 2.1(g)** design a pathway system linking focal points and open spaces to promote greater pedestrian and cycling usage; and
 - 2.1(h)** connect this pathway system to the Town of Blackfalds and the City of Lacombe that creates an integrated recreational corridor between the Town and the City.

2.2 West of Highway 2A

County Council considered that this area is best suited for lower density housing developments. The County's Land Use Bylaw offers several different types of multi-lot country residential development opportunity from the more traditional acreage properties ranging from 2.5 acres to 4 acres in size to more clustered, conservation-minded developments with lots as small as one-half acre. Council has, however, decided that all new multi-lot development projects must be serviced with communal water and wastewater treatment systems. Communal servicing was considered more environmentally responsible promoting water conservation and generally posing less risk to public health and the environment compared to individual septic systems. With a regional water supply line on the east side of the highway and the possibility that regional sewer services might be extended to communities north of Red Deer, it was recognized that a requirement for communal servicing would facilitate future connection to these regional systems, if desired or considered necessary by the County.

Industrial and commercial development opportunities have been identified along Highway 2 and Township Road 40-0. These areas offer highway exposure, and basically extend similar land use patterns already established by the Town of Blackfalds to the south.

An area has also been set aside recognizing the Race Track on 2 Inc. horse race track and the potential for other commercial or tourist developments to be drawn to this facility.

Much of the area on the southwest edge of Lacombe is owned or leased by Agriculture and Agri-Food Canada, which operates the Lacombe Research Centre, a national agricultural research centre that conducts research in field crops and livestock production relevant to the central Alberta region. The Plan recognizes the value and importance of this facility to the agricultural industry and the community generally, and that the County will need to ensure that development in the surrounding area does not unduly interfere with the Centre's research activities.

2.3 East of Highway 2A

Most of the lands east of Highway 2A have been set aside as a future study area that will be subject to further investigation of the potential for a more urban-type of development serviced by municipal or regional water and sewer systems.

Some lands, however, have been identified for country residential development. Council has done so because the lands are already zoned for such use under the County's Land Use Bylaw or were previously identified for this type of development by the former **Lacombe/Blackfalds Area Outline Plan**. Like the area west of Highway 2A, different country residential development options would be available. All new multi-lot development projects on the east side of Highway 2A will be required to have communal water and wastewater treatment systems in order to facilitate potential future connection to municipal or regional systems.

2.4 Phasing of Development

It is difficult to know how development will proceed in the Plan Area. With the country residential development opportunities available under this Plan, the timing of development is very much left in the hands of individual landowners. Development proposals may continue to occur in somewhat of an indiscriminate fashion. Market conditions will obviously influence what happens as will the costs of providing the infrastructure and services required for the proposed development. It will be necessary for the County to ensure that servicing options for development proposals provide for the eventual tie-in to municipal or regional systems once these services become available.

3.0 LAND USE POLICIES

More detailed policy direction is provided in this section to describe what land uses are considered appropriate within the Plan Area. These land uses support the objectives set forth by the County. All applications for land redesignation, subdivision and development will be required to conform to the Future Land Use Concept shown on Figure 1, except where otherwise provided in this Plan.

3.1 Country Residential (CR)

The Country Residential Area covers much of the area to the west of Highway 2A and a small area east of Highway 2A. Different types and densities of multi-lot development are possible under the County's Land Use Bylaw although, as previously stated, developers will be required to install communal water and wastewater treatment systems. Individual servicing will not be permitted. The communal servicing requirement is expected to produce smaller lots than the traditional acreages that have occurred in the area in the past with smaller development footprints which make for more efficient use of land and can be more cost effectively serviced.

Policies:

- 3.1.1** Multi-lot country residential development shall only be considered in the Country Residential Area shown on Figure 1 – Future Land Use Concept.
- 3.1.2** Cluster development will be encouraged as a more conservation-minded approach to development that is designed around the natural or man-made features of the landscape. The concept of clustering is fairly simple where residential lots are organized in groups or “clusters”, rather than spreading lots evenly throughout the site. These types of development must conform to the requirements of the Residential Conservation Cluster “R-RCC” District in the County's Land Use Bylaw.
- 3.1.3** In cluster developments, there shall be no further subdivision of the residual lands. Land uses will be restricted to those associated with the existing use of the land, agricultural production (excluding new or expanded confined feeding operations) and other uses that the County considers compatible with the multi-lot residential development of the surrounding lands.
- 3.1.4** Existing Country Residential “R-CR” parcels may be re-subdivided without being required to have communal water and wastewater systems if the new lots meet the minimum lot size requirements of the Country Residential “R-CR” District in the County's Land Use Bylaw.

3.2 Commercial (C-GC)

The Commercial Policy Area provides for the development of retail and service-based businesses serving the local community and surrounding areas.

Policies:

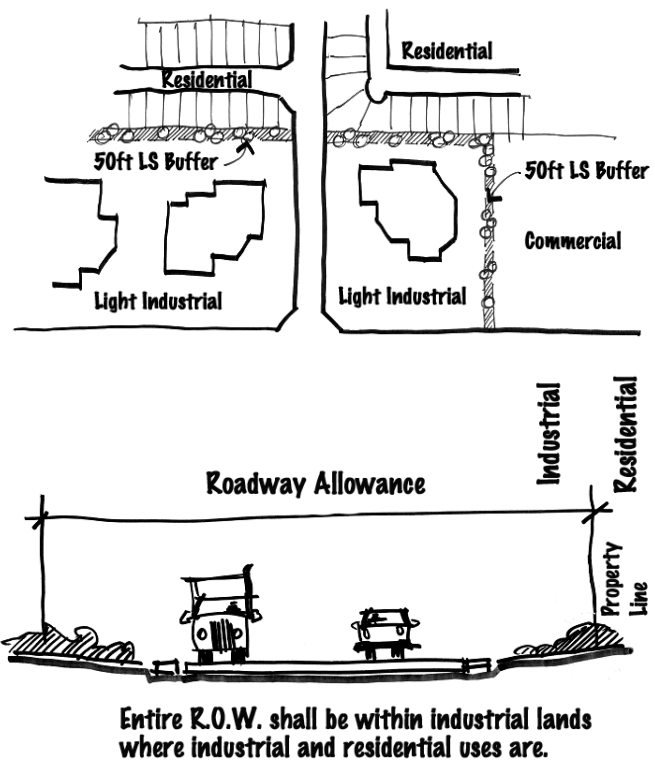
- 3.2.1** Commercial developments should be pedestrian friendly and may include office development on a potential second floor or in areas adjacent to the retail areas.
- 3.2.2** The site design of the commercial areas shall create a compatible interface with any adjacent residential development.
- 3.2.3** Landscaping, building design and other aspects of site development, including signage, shall comply with the requirements of the Highways and County Main Roads Overlay District in the County's Land Use Bylaw.

3.3 Light Industrial (I-BI)

The Plan sets aside an area for light industrial businesses that will offer further local employment opportunities. This area will need to be carefully planned and designed to minimize potential conflicts with neighbouring residential developments, which may occur around Lacombe Lake.

Policies:

- 3.3.1** Industrial areas shall be designed so as to create a compatible interface with residential development that is planned on adjacent lands.
- 3.3.2** There shall be a landscape buffer of 50 ft (15.24 m) between industrial and non-industrial uses. This buffer shall be located on the industrial lands.
- 3.3.3** Where industrial lands and residential lands are separated by a roadway, the entire right-of-way shall be located within the industrial development area.
- 3.3.4** Road systems shall be designed to minimize "inter-mixing" of industrial and community residential traffic on the same roadways.
- 3.3.5** Site Development Guidelines shall be required for the development of the Light Industrial Policy Area that set out building design, landscaping, signage and other requirements, which serve to create a visually appealing development that meets



or exceeds the municipal standards described in the County's Highways and County Main Roads Overlay District of the County's Land Use Bylaw.

3.4 Recreational/Commercial (P-R)

With the development of the Race Track on 2 Inc. and the excellent exposure and access to the Queen Elizabeth II Highway, lands have been set aside for further commercial opportunities, including expanded tourist attractions.

Policies:

- 3.4.1** The Plan encourages comprehensively designed, multi-use recreational facilities to be developed in the Plan Area.
- 3.4.2** Development proposals for this area shall be reviewed on an individual project basis.
- 3.4.3** Commercial business uses, as outlined in the Highway Commercial District of the County's Land Use Bylaw, may be allowed at the discretion of the County.

3.5 Agricultural (A)

This Policy Area is principally designed to allow for the continuation of some existing businesses and other uses near the Highway 12/Range Road 27-1 intersection and also on a second property located on Range Road 27-0.

Policy:

- 3.5.1** The use of lands that fall within an Agricultural Policy Area shall conform to the uses allowed in the Agricultural District of the County's Land Use Bylaw.

3.6 Agricultural Research Lands (AR)

This Policy Area covers lands that are either owned by Agriculture and Agri-Food Canada as part of the Lacombe Research Centre or are part of the Field Crop Development Centre land base, which is operated by Alberta Agriculture and Rural Development. The intent is to recognize the valuable research conducted by these facilities, and ensure that new developments on neighbouring lands do not unduly interfere with the continuation of these activities.

It is recognized that the use of these federally and provincially owned lands for agricultural research activities are otherwise exempt from the planning and development provisions of the Municipal Government Act and indeed this Plan.

Policy:

- 3.6.1** All lands identified as Agricultural Reserve shall be protected for uses associated with the agricultural research activities conducted by the federal and provincial governments.

3.7 Community Facilities

It is recognized that future development in the Plan Area may require new community facilities. These needs will be investigated further by municipalities as development proposals are brought forward.

Policies:

- 3.7.1** Requests for school sites within the Plan Area may be provided for in accordance with Section 666(1) of the Municipal Government Act at the discretion of the County.
- 3.7.2** In considering any redesignation of lands for multi-lot residential use, local school authorities shall be consulted about future school requirements. Where possible, open spaces will be consolidated to accommodate school facilities and other community (recreation) uses.

3.8 Existing Subdivision Opportunities

The Plan does not propose to change subdivision opportunities currently available under the Agricultural District of the County's Land Use Bylaw. These opportunities include the subdivision of a first parcel out or agricultural subdivision from an unsubdivided quarter section and a fragmented parcel. Criteria for the consideration and approval of these subdivisions are set out in the County's Municipal Development Plan.

Policies:

- 3.8.1** A "first parcel out" subdivision may be allowed in accordance with the requirements of the County's Municipal Development Plan.
- 3.8.2** An agricultural subdivision or a fragmented parcel may also be approved based on criteria in the Municipal Development Plan.

3.9 Existing Uses

The County acknowledges that area landowners want some assurance that they may continue to use their lands the way they are doing if they choose to do so. This Plan describes how the County sees the Plan Area being developed in the future, as illustrated in Figure 1 – Future Land Use Concept. The adoption of the Plan, however, does not change the designation of the lands under the County's Land Use Bylaw. If a landowner wishes to do something different with their lands, permission will generally be required from the County at which time the County will need to consider whether the proposed land use change is consistent with the provisions of this Plan.

Policies:

- 3.9.1** Existing buildings may be rebuilt to their original scale and scope if damaged or destroyed, subject to the setbacks and regulations of the Land Use Bylaw being met.
- 3.9.2** Existing residential structures shall be allowed to be maintained, modified and expanded as long as they remain residential in use.
- 3.9.3** A new residence may replace an existing older residence at the discretion of the County having regard for how the development might affect the objectives of this Plan.
- 3.9.4** Existing businesses may be expanded at the discretion of the County as long as they meet municipal guidelines and standards.
- 3.9.5** Existing agricultural uses are allowed to continue within the Plan Area.
- 3.9.6** With the exception of the agricultural research lands, no new confined feeding operations and/or expansion to existing confined feeding operations shall be allowed within the Plan Area.

4.0 TRANSPORTATION STRATEGY

4.1 Existing Road System

No improvements to the Queen Elizabeth II Highway or Highway 2A are expected as a result of the development proposed in this Plan. However, other existing roads will need to be upgraded. A planned conceptual collector roadway system for the Plan Area has been identified in Figure 2: Road System.

Policies:

- 4.1.1** Depending upon the size and density of the proposed development, a developer may be required to supply a traffic impact analysis showing what improvements will be necessary to the existing road system.
- 4.1.2** The development of lands directly adjacent to the Queen Elizabeth II Highway/Highway 2A for light industrial or commercial use shall be subject to the provisions of the Highways and County Main Roads Overlay District in the County's Land Use Bylaw.
- 4.1.3** No new access points to Queen Elizabeth II Highway will be considered for development in the Plan Area.
- 4.1.4** Development proposed along the Queen Elizabeth II Highway may be required to implement noise alteration techniques, such as berms, barriers, setbacks or additional landscaping at the request of the County. A noise impact study may be required by the County.
- 4.1.5** Other than the existing intersections along Highway 2A, no additional access to the Plan Area shall be considered from Highway 2A with the exception of potential access into commercial sites, as may be permitted by Alberta Transportation.
- 4.1.6** Access to each development and the internal road system shall be designed in accordance with municipal standards and constructed at the developer's cost. Internal roadway systems should endeavour to make clean and logical connections to adjacent development.
- 4.1.7** All proposed road systems must meet the specifications of the County.
- 4.1.8** Additional right-of-way that is required for the upgrading of local roads shall be requested as a condition of subdivision approval.
- 4.1.9** Any upgrades required to the existing road system shall be designed to the satisfaction of the County and shall be paid for by the developer through off-site levy payments. In some cases, a developer may be required to front-end the cost of road and intersection improvements where these improvements are necessary to safely accommodate the increased traffic from a proposed development. "Endeavour to assist" provisions shall be included in the development agreement to allow the developer to recoup some of these front-end costs from other benefiting developments that may occur later.

5.0 SERVICING STRATEGY

5.1 Water and Wastewater

A regional water and wastewater supply line runs through the Plan Area. Where it is not feasible to connect to these services, other servicing arrangements must be considered to ensure a safe reliable water supply and that wastewater is treated and disposed of in an environmentally responsible way.

As previously mentioned, communal water and wastewater systems will be required for all new multi-lot housing developments in the Plan Area. These systems will need to be designed to allow for possible connection to municipal or regional systems later.

Private systems, where properties have their own water well and on-site sewage system, will generally be restricted to subdivision and development opportunities available under the Agricultural District of the County's Land Use Bylaw and other non-residential uses allowed under this Plan.

Policies:

- 5.1.1** Except as otherwise permitted in Section 3.1.4, new multi-lot housing developments must be serviced by a communal water distribution system and communal wastewater treatment system. These systems shall be designed to serve the ultimate development potential of a site and if the County deems appropriate, other development that may occur on other surrounding lands.
- 5.1.2** The County shall require that the communal systems be designed to allow for future connection to municipal or regional services. Additional rights of way and other land requirements necessary for such connection will be requested when subdivision occurs. Developers will be requested to enter into deferred services agreements with the County to advise lot owners of their requirement to contribute to the cost of connecting to these systems when the services become available.
- 5.1.3** Communal wastewater systems must treat effluent to a minimum secondary treatment standard before dispersal and final treatment in the soil. The use of communal septic systems (with no secondary treatment) shall not be allowed in new multi-lot housing developments.
- 5.1.4** It shall be the responsibility of the developer to show how their communal system will successfully convert and connect into any future municipal or regional system.
- 5.1.5** No water and wastewater treatment facilities shall be allowed on environmental reserve or municipal reserve.
- 5.1.6** Individual water wells and on-site private sewage systems may be allowed in other subdivisions and developments that may be approved by the County under the Agricultural District of the County's Land Use Bylaw.

- 5.1.7** Existing country residential developments approved before the adoption of this Plan may continue to utilize individual private water wells and on-site sewage systems.

5.2 Stormwater Management

It shall be the responsibility of the developer of a multi-lot development to show how stormwater will be managed. Stormwater will be managed on site by controlling the amount of water released into the overall system. Flow rates must be maintained the same as pre-development flow rates except where the requirements of the Wolf Creek/Whelp Brook Master Drainage Plan apply. Stormwater facilities should not only mitigate run-off but should also provide stormwater treatment and enhancement prior to discharge.

Policies:

- 5.2.1** Stormwater management plans shall be required, as necessary, to define the regulation of stormwater discharge and water quality according to Alberta Environment and County standards.
- 5.2.2** Developers shall be encouraged to integrate best management practices in the design of stormwater systems that improve water quality.
- 5.2.3** Stormwater management systems shall not be accepted as municipal reserve.

5.3 Shallow Utilities

Shallow utilities shall typically include services, such as power, gas, telephone, cable and fibre optic.

Policies:

- 5.3.1** Developers shall be required to determine the requirements for the provision of franchise utilities, such as gas, electricity, and telecommunications, at the Concept Plan stage of development, based upon capacities and rights-of-way required. The cost of installation of all utility services shall be borne by the developer.
- 5.3.2** All shallow utilities shall be located in areas acceptable to the County and utility companies. Right-of-way requirements shall be determined at the time of subdivision.
- 5.3.3** The developer may be required to provide access to or through their lands to accommodate the servicing of adjacent development.
- 5.3.4** The extension of all shallow utilities shall be the responsibility of the developer.

6.0 ENVIRONMENTAL STRATEGY

Lacombe Lake is the most prominent natural feature located in the west part of the Plan Area. It is a relatively shallow lake whose quality is dependent on several inlets, groundwater movement and natural processes. The surrounding landscape is varied with some well defined ridges that run between Lacombe Lake and Highway 2A and several wetlands, which makes for an attractive setting for residential development. Planning for further development in the Plan Area must ensure these natural features are adequately protected for their intrinsic environmental values, scenic qualities and recreational benefits.

6.1 Environmental Review

As development occurs within the Plan Area, the County will endeavour to ensure that environmentally significant lands are adequately protected. Major new developments, particularly near Lacombe Lake and other sensitive features, will be required to mitigate any adverse environmental effects.

Policy:

- 6.1.1 Where a multi-lot development is proposed in or near an environmentally sensitive area, an environmental study will need to be prepared describing all the potential impacts of the development and the extent to which these impacts may be mitigated through the design of the development, construction procedures and operational (or management) practices.

Environmentally sensitive areas generally refer to areas which perform important environmental, ecological or hydrological functions, such as aquifer recharges, areas containing unique habitats, unusual diversity of plant and/or animal communities, rare or endangered species, or other combinations of habitat and landform that may be of scientific research or conservation education interest; and also include areas which provide important wildlife corridors.

6.2 Dedication of Reserve Lands

As a means of protecting environmentally sensitive areas, the County will require the dedication of those lands that qualify as environmental reserve under the provisions of the Municipal Government Act. The dedication of municipal reserve will also be required as necessary to protect other distinctive landscape features of the Plan Area, including ridgelines.

Policies:

- 6.2.1 Environmental reserve lands shall generally be preserved in their natural state.
- 6.2.2 Municipal reserve may be provided by land and/or a cash-in-lieu of land payment by the developer at the discretion of the County. When a cash-in-lieu payment is requested, the resulting funds may be utilized for the acquisition of conservation lands within the Plan Area or other use deemed appropriate by the County.

6.2.3 The dedication of additional municipal reserve over and above the general 10% allowance shall be requested in exchange for increased densities as provided for in the County's Land Use Bylaw.

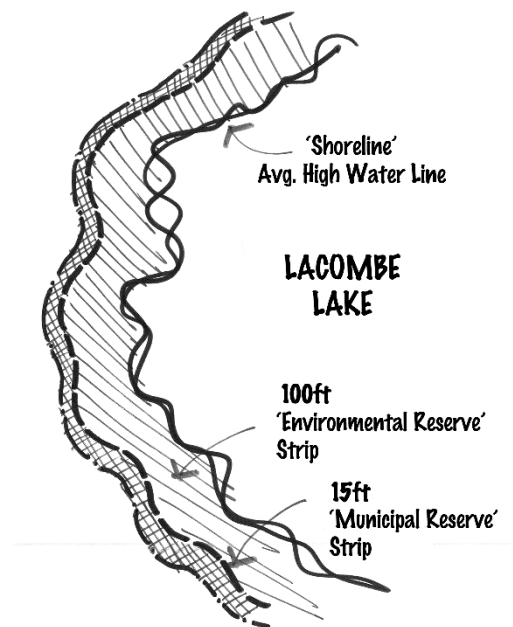
6.2.4 A combination of environmental reserve and municipal reserve shall be dedicated along the shoreline of Lacombe Lake as follows:

6.2.4(i) There shall be a 100 ft (30.48 m) wide strip of land around the shoreline of Lacombe Lake dedicated as environmental reserve.

6.2.4(ii) An additional 15 ft (4.57 m) wide municipal reserve strip shall be dedicated past the environmental reserve lands adjacent to Lacombe Lake in order to accommodate a trail.

6.2.4(iii) As a condition of subdivision approval, a greater environmental reserve width may be required by the County if geotechnical conditions warrant.

6.2.4(iv) The environmental reserve width shall be measured from the bank of the lake.



6.2.5 The preservation of ridgelines, as well as the views to and from them, is essential in maintaining the special landscape qualities of the western part of the Plan Area. Ridgeline features should be considered an integral part of the open space system that is dedicated as environmental reserve and/or municipal reserve.

6.3 Environmental Land Management

Landowners will be encouraged to help protect environmentally significant lands through proper environmental stewardship.

Policies:

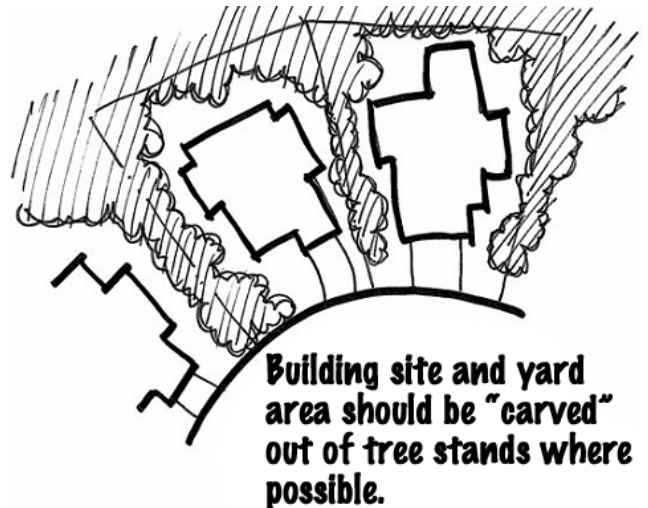
6.3.1 Developments shall be designed to preserve large areas of trees, ridgelines, visual vistas and the natural landscape character wherever possible.

6.3.2 A developer shall not disturb, nor cause or permit to be disturbed, the existing natural features or grades, and shall not permit any use whatsoever, of any part of their development lands that are proposed to be designated as environmental

and/or municipal reserve, unless such changes or use have been approved in writing by the County at its sole discretion.

6.3.3 Landowners are advised that the dumping and/or storing of any materials or other items on reserves, or any other private use of them, is strictly prohibited. No clearing of vegetation or other changes to reserve areas shall be permitted without the prior written approval of the County.

6.3.4 If damage occurs to any heavily vegetated natural area designated as environmental reserve or municipal reserve, the developer shall, at their cost, return the area to its natural state, including replacement of native plants, shrubs and grass. Where this is not possible, the developer shall return the damaged area to an acceptable state as required by the County.



6.3.5 Should development occur in treed areas, it is encouraged that any buildings be "carved out" of the vegetation mass in order to retain as much vegetation as possible.

6.3.6 Existing drainage patterns should not be altered unless it can be shown that the proposed changes will not have any adverse effects on receiving water bodies. Permission may be required from the Province where alterations are being considered.

7.0 PARKS AND OPEN SPACE STRATEGY

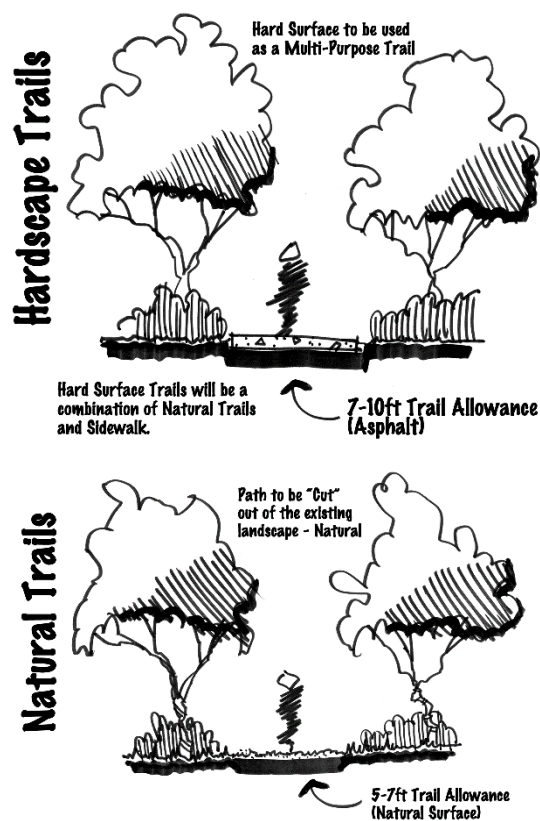
The area surrounding Lacombe Lake offers opportunities for the development of parks, open space and trails for the enjoyment of both County residents and those of the nearby Towns.

7.1 Open Space and Recreational Amenities

The County recognizes how important it is to maintain and improve the quality of life of local residents by ensuring that sufficient recreational opportunities are provided to allow for community interaction and the enjoyment of the local environment.

Policies:

- 7.1.1 The County shall request environmental reserve and/or municipal reserve where the dedication of the lands supports the Plan's objectives to protect the natural environment or provide recreation opportunities.
- 7.1.2 All parks shall be provided at visible locations designed to be safely accessed.
- 7.1.3 Park and open spaces shall be connected to the community through a series of trails and pathways.
- 7.1.4 Park areas shall include facilities for both passive and active recreational uses.
- 7.1.6 Developers shall be encouraged to provide a variety of recreational facilities for the use and enjoyment of both local residents and the general public.



7.2 Trails and Pathways

The County will ensure that new residential developments are designed to provide interconnected open spaces that allow for the development of trails and pathways that ultimately link to the Towns of Blackfalds and Lacombe.

Policies:

- 7.2.1 A pathway system shall be developed to link community focal points and open spaces to promote greater pedestrian and cycling usage.

- 7.2.2** The trail system developed in the Plan Area shall be designed to connect to the Towns of Blackfalds and Lacombe but must also provide access to various parts of the Plan Area, such as open spaces, commercial areas and other community attractions. Trail routes are conceptually shown in Figure 3 – Proposed Trail System.
- 7.2.3** Trails may be developed to a variety of standards, satisfactory to the County.
- 7.2.4** Trails shall be designed to minimize the amount of roadway crossings.
- 7.2.5** Municipal reserve lands shall be required around Lacombe Lake to accommodate the development of a trail system built to County standards.
- 7.2.6** Trails shall incorporate heritage routes, such as the historic C&E Trail. A potential roadway/trail alignment is shown below.



8.0 PLAN IMPLEMENTATION, REVIEW AND AMENDMENT

8.1 Plan Implementation

It will be the County's duty to ensure that all decisions and actions it takes are consistent with the policy directions of this Plan.

Policies:

- 8.1.1** The County shall ensure that every development proposal meets the intent of the Plan.
- 8.1.2** Each phase of development shall not prejudice the further subdivision and development of any subsequent phases of the development or development of surrounding lands.
- 8.1.3** Should an application for development be in direct conflict with the intent of this Plan, the applicant may submit a request for a Plan amendment, which shall be considered by the County in consultation with the Town of Blackfalds and City of Lacombe.

8.2 Consultation with the Town and the City

It is important that the County continue to work with its municipal neighbours to ensure that growth and development in the Plan Area is compatible with the long-term growth plans of the Town and the City.

Policies:

- 8.2.1** The County will refer all rezoning and subdivision applications in the Plan Area to the Towns of Lacombe and Blackfalds for comment.
- 8.2.2** The County will refer development permit applications to the Town and the City as required to do so by the respective Intermunicipal Development Plans.
- 8.2.3** Further referral to the Town and the City may be made at the County's discretion on other matters of interest or potential concern.

8.3 Plan Review

From time to time, the Plan may need to be updated to reflect changing needs and conditions.

Policies:

- 8.3.1** The Plan should be reviewed in five years or soon thereafter to ensure consistency with the County's policies.

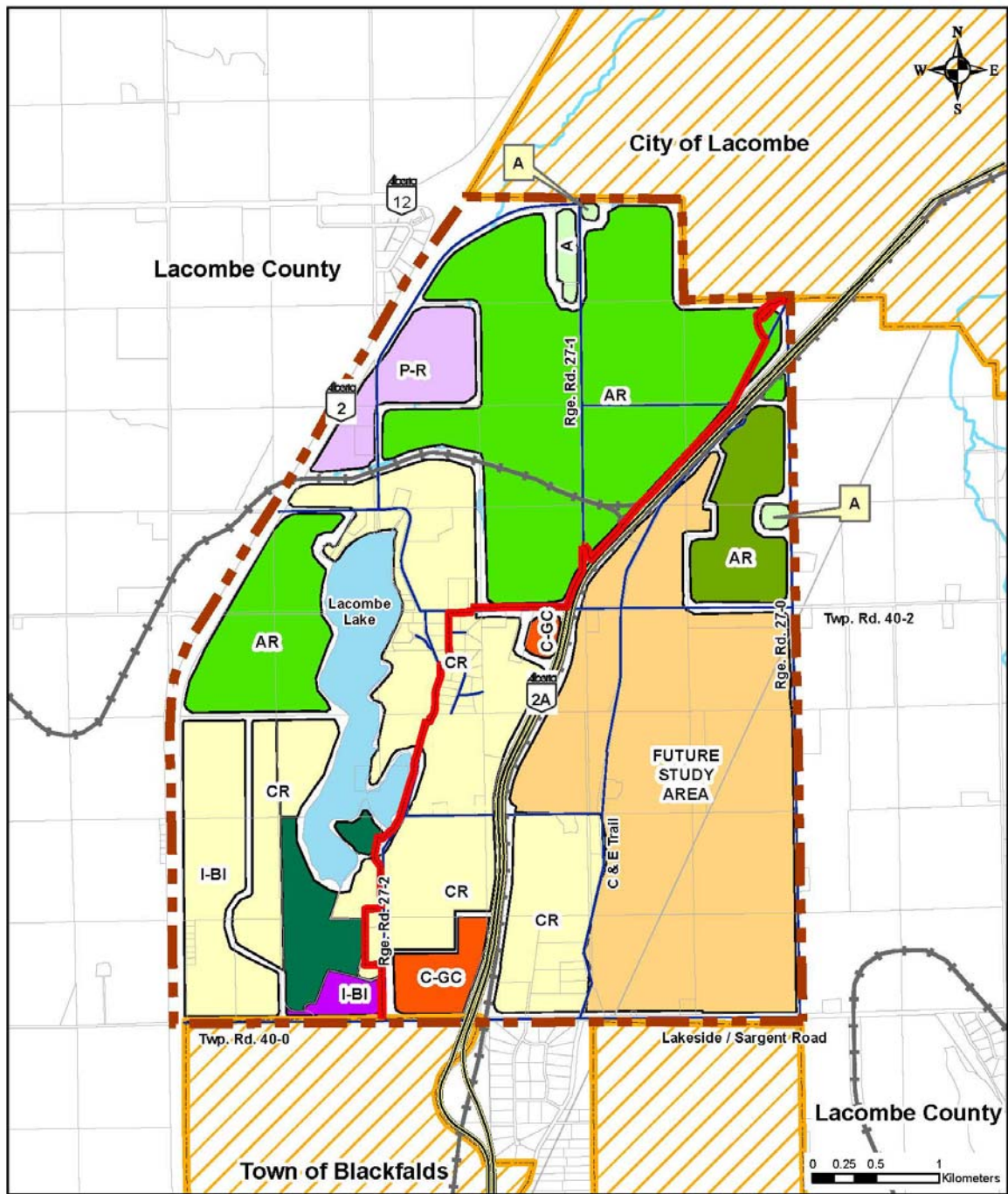
- 8.3.2** When the Plan is being reviewed, the views of the public shall be sought. The Town and the City and other government authorities will also be asked for their views.

8.4 Plan Amendments

Once adopted, the Plan will be incorporated into the planning process for any proposed development and may need to be changed from time to time to ensure consistency with other planning documents.

Policies:

- 8.4.1** Any amendment to this document shall follow the process and requirements of the approving authority and the Municipal Government Act.
- 8.4.2** Minor changes to the proposed land use boundaries, roadway alignments, or other identified elements may be made without amendment to the Plan at the discretion of the County.
- 8.4.3** Major changes to the Plan may require changes to the County's Municipal Development Plan and/or the Intermunicipal Development Plans.



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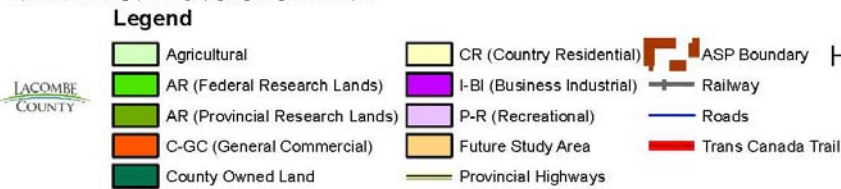
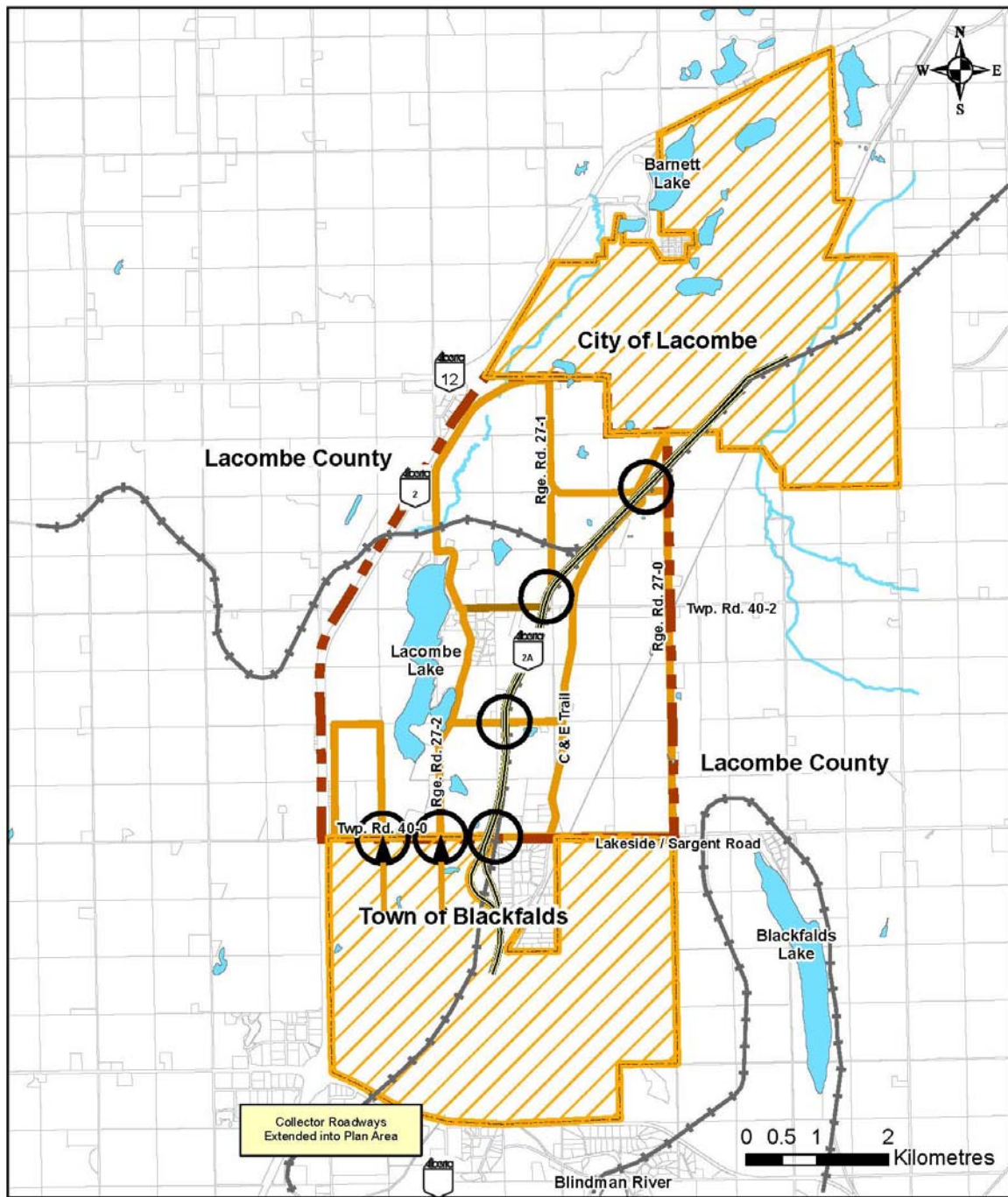


Figure 1
Highway 2A Urban Corridor
Area Structure Plan:
Future Land Use
Concept Map



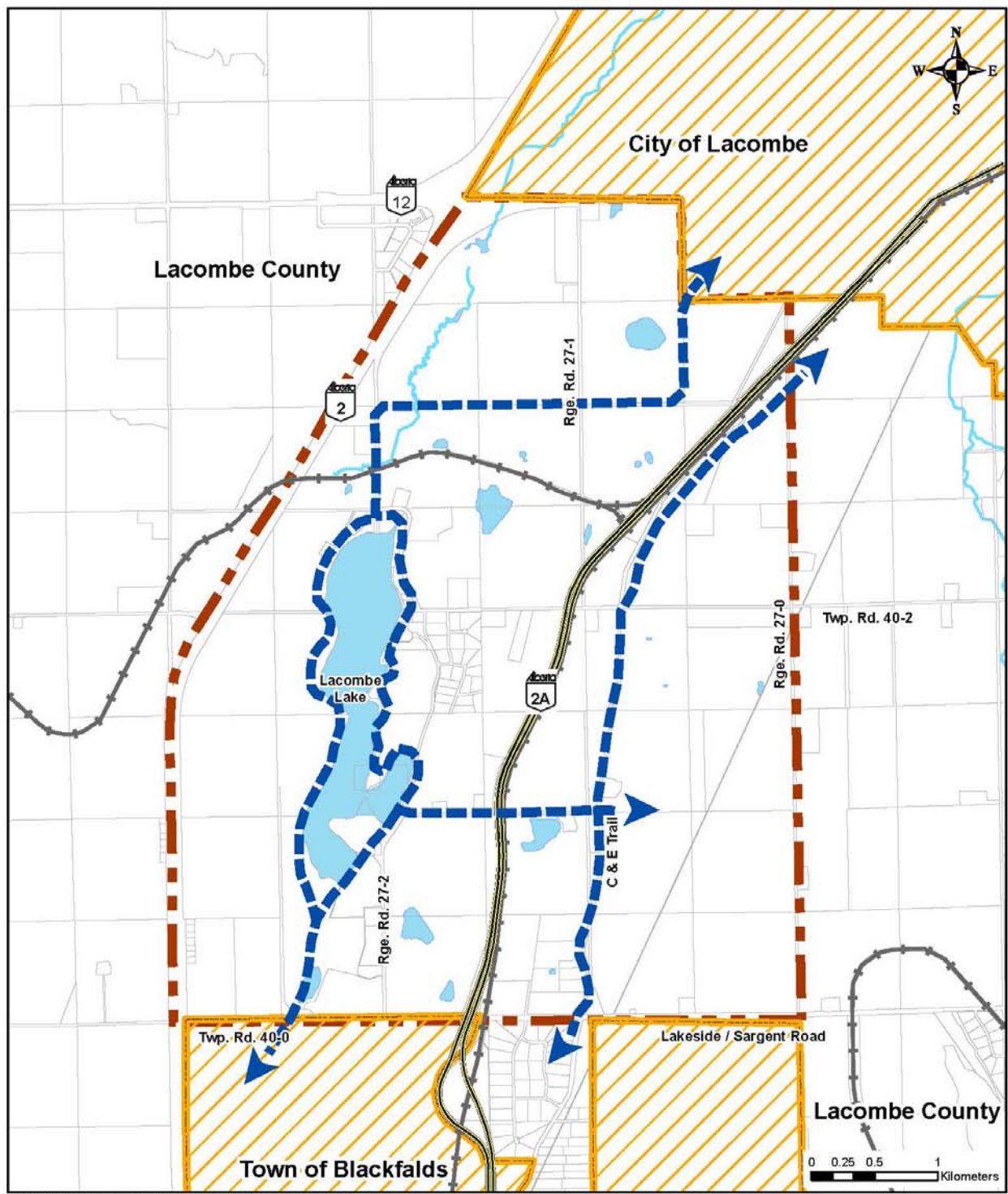
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Legend

- Proposed Arterial Roadways
- Proposed Collector Roadways
- Provincial Highways
- Intersection Improvements
- Railway
- Town Boundaries
- ASP Boundary

Figure 2
Highway 2A Urban Corridor
Area Structure Plan:
Roadways and Intersections



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- Legend**
- Trails
 - Provincial Highways
 - Town Boundaries
 - Railway
 - - - ASP Boundary

Figure 3
Highway 2A Urban Corridor
Area Structure Plan:
Proposed Trail System