



QEII WEST AREA STRUCTURE PLAN

BYLAW 1414/24

ADOPTED JUNE 13, 2024





www.lacombecounty.com



(403) 782-8389



planning@lacombecounty.com

For electronic copies of this document, please visit our website. For paper copies of this document, please contact us directly.



acknowledging **land and people**

Lacombe County acknowledges that the Plan Area is situated on Treaty 6 lands, the traditional and ancestral territory of the people's of the Cree, Dene, Blackfoot, Saulteaux and Nakota Sioux, as well as the Métis.

We acknowledge the many First Nations, Métis and Inuit and all First Peoples of Canada whose footsteps have marked these lands for generations. We respect the histories, languages, and cultures of Indigenous peoples whose presence continues to enrich our vibrant community.

We make this acknowledgement as an act of reconciliation and gratitude to those whose territory we reside on.



THANK YOU!

Lacombe County would like to thank all residents, landowners, businesses, neighbouring municipalities, and government agencies who provided input during the public engagement sessions. The development of this Plan would not be possible without this rich community insight.

Table of Contents

1.0	INTRODUCTION.....	7
1.1	BACKGROUND	8
1.2	PURPOSE.....	8
1.3	BACKGROUND	9
1.4	PLANNING PROCESS.....	10
1.5	INTERPRETATION	11
2.0	CONTEXT	12
2.1	PLAN AREA	13
2.2	CONTEXT	14
3.0	DEVELOPMENT STRATEGY.....	22
3.1	VISION & PURPOSE	24
3.2	GUIDING PRINCIPLES	25
4.0	ECONOMIC DEVELOPMENT	26
4.1	ENSURING SUCCESS GROWS HERE!.....	27
5.0	LAND USE POLICIES.....	29
5.1	GROWING HERE - SUPPORTING THE AGRICULTURAL COMMUNITY ...	32
5.2	BUSINESS INDUSTRIAL AND COMMERCIAL DEVELOPMENT	34
6.0	TRANSPORTATION STRATEGY.....	38
6.1	EXISTING TRANSPORTATION SYSTEM	39
7.0	SERVICING STRATEGY	40
7.1	WATER AND WASTEWATER	41
7.2	STORMWATER MANAGEMENT	42
7.3	SHALLOW UTILITIES	43
7.4	FIRE PROTECTION	43
8.0	ENVIRONMENTAL STRATEGY	44
8.1	BIOPHYSICAL AND GEOTECHNICAL ASSESSMENT.....	45
8.2	DEDICATION AND MANAGEMENT OF RESERVE LANDS & OPEN SPACE	46
9.0	DEVELOPER CONCEPT PLAN	48
9.1	FRAMEWORK.....	49
10.0	PLAN IMPLEMENTATION, REVIEW, AND AMENDMENTS	51
10.1	PLAN IMPLEMENTATION	52
10.2	CONSULTATION WITH URBAN PARTNERS AND OTHER AGENCIES.....	52
10.3	PLAN REVIEW	53

11.0	GLOSSARY	54
11.1	GLOSSARY OF TERMS.....	55

LIST OF MAPS

MAP 1 - PLAN AREA	13
MAP 2A - EXISTING USES (LACOMBE NODE)	17
MAP 2B - EXISTING USES (BLACKFALDS NODE)	18
MAP 3 - TRANSPORTATION NETWORK.....	19
MAP 4 - INTERMUNICIPAL CONTEXT	21
MAP 5A - FUTURE LAND USE CONCEPT (LACOMBE NODE)	30
MAP 5B - FUTURE LAND USE CONCEPT (BLACKFALDS NODE).....	31



1.0

INTRODUCTION

1.1 BACKGROUND

The *Highway 2 West Area Structure Plan* ('the Plan') was first adopted by Lacombe County Council in 2012 in response to continued interest for commercial and business industrial development opportunities on the lands west of the QEII Highway, by the City of Lacombe and Town of Blackfalds. At that time, County Council saw the tremendous economic development potential of these lands, being located on the main transportation corridor between the province's two major cities. However, through extensive public engagement, County Council also recognized the strong rural roots of the local community and immense agricultural productivity of these lands. The Plan was created to outline a balanced planning approach that provides opportunities for new, high-quality development while protecting the agricultural land base from premature loss and fragmentation.

Between the original adoption of the Plan in 2012 and 2023, many changes occurred including:

- The County adopted an updated *Municipal Development Plan* and *Land Use Bylaw* in 2017 after extensive consultation with the community. These plans include updated standards for commercial and industrial development.
- The County has adopted updated intermunicipal development plans with the City of Lacombe and Town of Blackfalds. These plans highlight the shared regional priorities of our communities.
- The County adopted its *Economic Development Strategy – Success Grows Here!* While this is a non-statutory document, it outlines the Council's priorities for attracting and retaining investment in the County.
- Water and wastewater servicing from the City of Lacombe and Town of Blackfalds are now available in both development nodes identified in the Plan.
- Significant development has occurred in the three business parks in the Plan Area.
- In 2014, Lacombe County, Ponoka County, City of Lacombe, and Town of Blackfalds completed the *Wolf Creek/Whelp Brook Master Drainage Plan*. Most of the Plan Area falls within the Whelp Brook Watershed and must comply with the updated requirements of the Master Drainage Plan.

As such, the County embarked on creating an updated Plan in 2023 that addresses the updated policy requirements of the higher-level plans while ensuring it reflects the vision of the community.

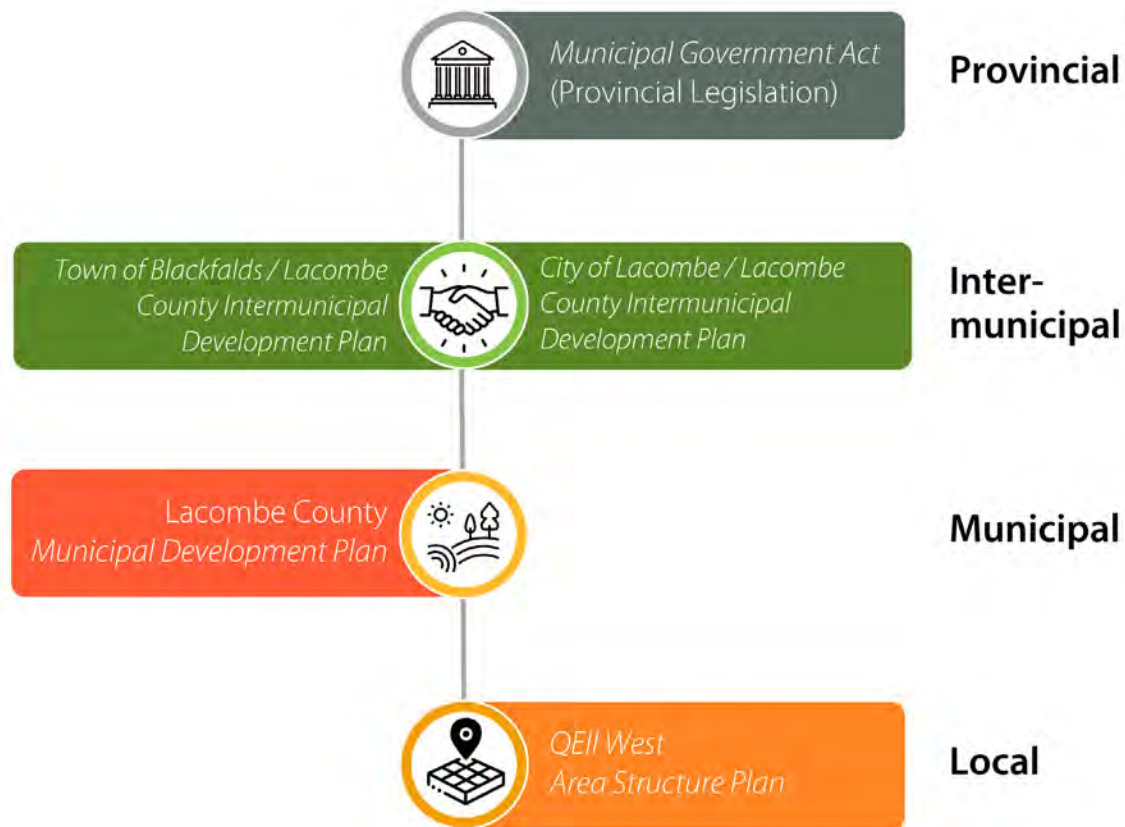
1.2 PURPOSE

The Plan sets out a framework for development opportunities in the Plan Area, while also protecting agricultural uses. At strategic nodes, the Plan outlines where a development proposal can be considered, standards that would apply to future development, and technical study/information requirements.

1.3 BACKGROUND

1.0

FIGURE 1 - PLANNING HIERARCHY OF ALBERTA



1.3.1 MUNICIPAL GOVERNMENT ACT

This Plan has been prepared pursuant to Section 633 of the *Municipal Government Act* which authorizes a council to adopt an area structure plan. The *Municipal Government Act* directs 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.

1.3.2 PROVINCIAL LAND USE POLICIES

These policies were established in 1996 and identify where areas of provincial interest and municipal plans merge in relation to land use and development. Under the *Municipal Government Act*, all municipal statutory plans must comply with the *Provincial Land Use Policies*.

1.3.3 INTERMUNICIPAL DEVELOPMENT PLANS

This Plan has been prepared to ensure consistency with the *City of Lacombe / Lacombe County Intermunicipal Development Plan* and *Town of Blackfalds / Lacombe County Intermunicipal Development Plan*, since parts of the Plan Area fall under both plans (see [Map 4 – Intermunicipal Context](#)). Both Intermunicipal Development Plans identify these lands for future commercial and business industrial development opportunities within the Joint Economic Areas. This model of intermunicipal collaboration ensures the County and our urban partners can all benefit from future investment in the Plan Area.

1.3.4 LACOMBE COUNTY MUNICIPAL DEVELOPMENT PLAN AND LAND USE BYLAW

The foundations of the *QEII West Area Structure Plan* are rooted in the vision and policies of the *Municipal Development Plan*, which identifies the County's priority of directing high-quality investment along our major transportation routes while protecting large tracts of agricultural lands for the benefit of future generations. The Plan expands on this vision by providing a planning framework to realize it for this specific part of the County.

The *Land Use Bylaw* is the direct product and implementation tool of the *Municipal Development Plan*. The *QEII West Area Structure Plan* is crafted so that all business industrial and commercial development occurs within the parameters of either the Business Industrial 'I-BI' District or Highway Commercial 'C-HC' District of the *Land Use Bylaw*, respectively. The *Land Use Bylaw* outlines regulations applicable to each form of development.

1.4 PLANNING PROCESS

POLICY REVIEW

To prepare the Plan, the County reviewed all existing studies and information for the Plan Area. This includes information on hydrology, topography, oil and gas infrastructure, existing land uses, and Confined Feeding Operations (CFOs) in the Plan Area. The County also reviewed existing studies and data on the QEII Highway Corridor in Lacombe County. This enabled the County to identify opportunities or constraints within the Plan Area.

PUBLIC ENGAGEMENT

The County carried out an extensive public consultation process to seek input from landowners, residents, and businesses in the Plan Area.

The County held an initial Public Meeting on November 22, 2023 to provide the community with information on the existing Plan, the need for an update, and information on how they can provide feedback to the County. This was followed by a two-week survey which yielded

30 responses. The community was understanding of the ongoing development pressures in the Plan Area and the need to provide a planning framework to direct that development appropriately; however, the community emphasized their desire for the County to protect the Plan Area's valuable agricultural resources. Overall, the community indicated satisfaction with the existing development standards of business industrial and commercial development in the Plan Area.

The original *Highway 2 West Area Structure Plan* (2012) area included all lands between the Lacombe and Blackfalds Nodes. Even though the lands outside of the nodes were protected for agricultural use, the community questioned why these lands were included in the Plan Area if they were not being considered for development. In response to this feedback, all lands outside of the nodes were excluded from the Plan Area in the 2024 update.

1.5 INTERPRETATION

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.

The policy statements which contain 'shall', 'must', 'should', 'will' and 'may' statements are to be interpreted as follows:

- 'Shall', 'will', or 'must' means mandatory compliance.
- 'Should' means compliance in principle but is subject to the discretion of the approving authority where compliance is impractical or undesirable because of valid planning principles or circumstances unique to a specific application.
- 'May' means discretionary compliance or a choice in applying policy.

Further, unless specifically identified within the Plan, all land use boundaries and/or symbols shown on the various figures and maps included in the Plan are meant to be approximate and should be interpreted as such.





2.0

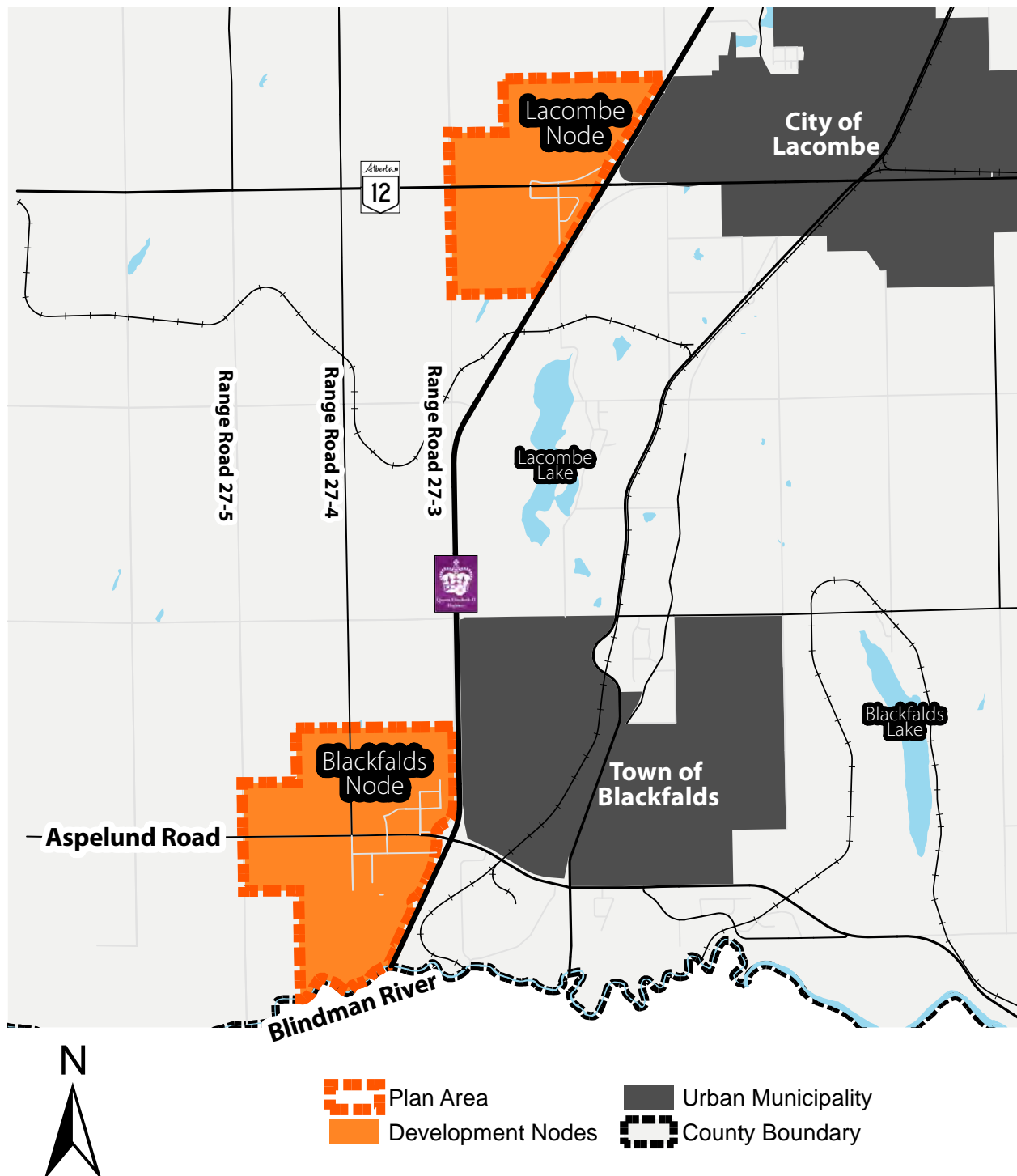
CONTEXT

2.1 PLAN AREA

The QEII West Area Structure Plan covers two strategic nodes of land lying west of the QEII Highway, near Blackfalds and Lacombe ('the Plan Area'). The Plan Area covers approximately 3,850 acres (1,558 hectares) of land in the heart of Lacombe County (see [Map 1 – Plan Area](#)).

2.0

MAP 1 | PLAN AREA



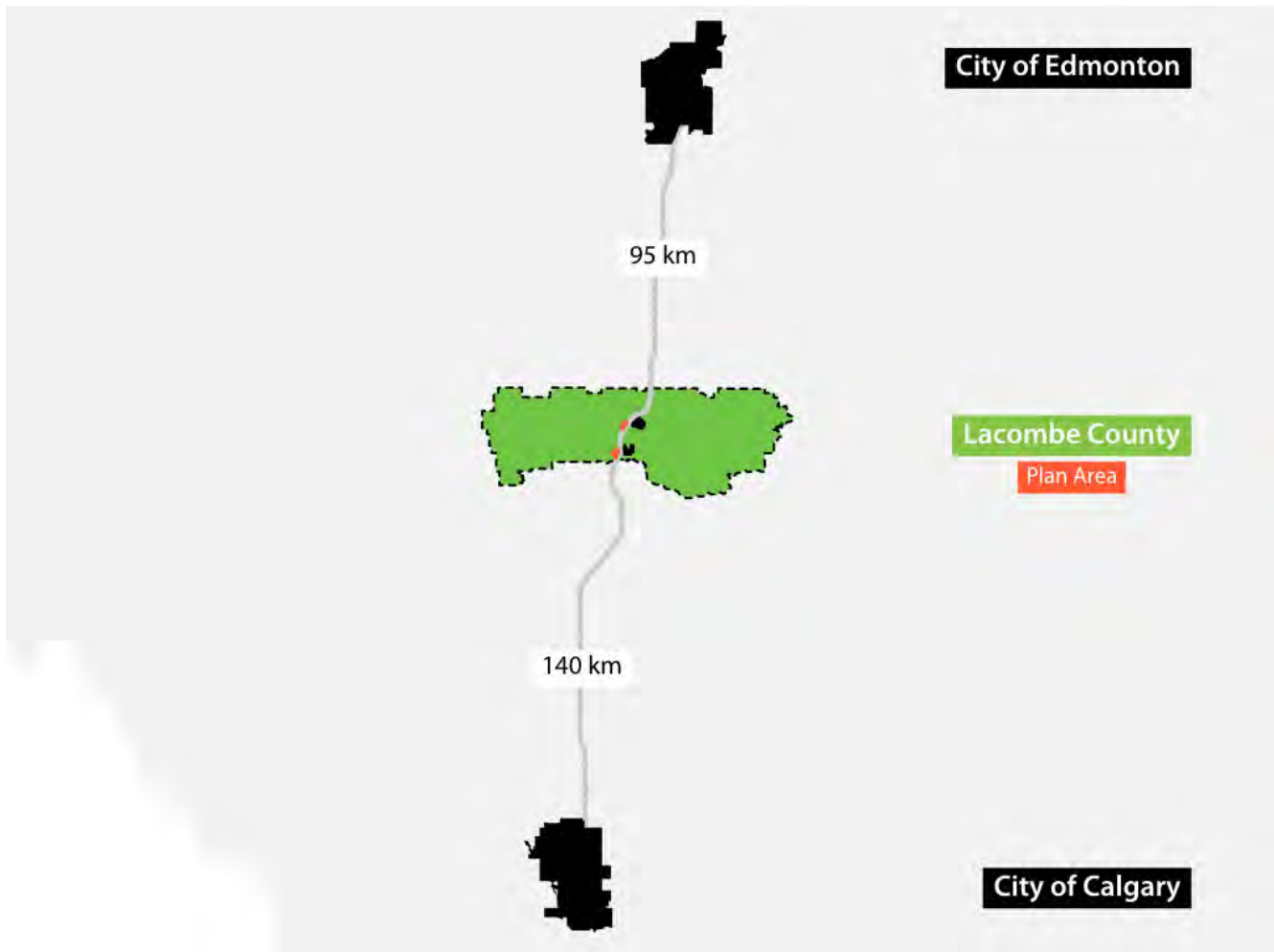
2.2 CONTEXT

2.2.1 LOCATION

The Plan Area is situated along the QEII Highway, a very important transportation corridor, connecting Alberta's two major cities.

2.0

FIGURE 2 - ALBERTA CONTEXT



The Plan Area is situated near the mid-point between Edmonton and Calgary, north of Red Deer. It is directly adjacent to two of the major urban municipalities along the QEII Highway Corridor – the City of Lacombe and Town of Blackfalds. Direct access from the QEII Highway is provided by Highway 12 and Aspelund Road. Data obtained from Alberta Transportation and Economic Corridors indicates, on average, approximately 30,000-40,000 vehicles per day travel on the QEII Highway adjacent to the Plan Area.

Due to this strategic location, the Plan Area represents the most attractive lands in Lacombe County for commercial and business industrial development.

2.2.2 NATURAL CONTEXT

The Plan Area is situated in the Parkland Natural Region of Alberta. The southern edge of the Plan Area abuts the Blindman River, within the Red Deer River Watershed. The rest of the Plan Area, north of the Blindman River Valley area, falls within the Whelp Brook Watershed, which flows into the Battle River. While the majority of the Plan Area is cultivated, the landscape is dotted with remnant poplar/spruce tree stands, native pastureland, and wetlands.

Wetlands can be found throughout the Plan Area. Wetland inventory data from the Alberta Biodiversity Monitoring Institute (ABMI) estimates roughly 7.4% of the Plan Area is covered by wetlands. For an accurate inventory of wetlands on any given parcel, a desktop analysis and on-site examination of the wetlands would be required by a qualified professional. Wetlands provide environmental and amenity value for development; hence, any disturbance due to development requires provincial approval. Lacombe County values the protection of its wetlands with numerous policies supporting wetland loss minimization. Future development within the County must be designed to protect and enhance the environmental features of the site based on the required technical studies.

Most of the Plan Area north of Aspelund Road falls within the Whelp Brook Watershed. As such, all development within the Whelp Brook Watershed in the Plan Area must meet the requirements of the *Wolf Creek/Whelp Brook Master Drainage Plan* which requires that the post development discharge rate for stormwater be two litres per hectare per second (2 L/ha/s). This is the agreed rate of stormwater discharge for development in the lands identified in the City of Lacombe, Town of Blackfalds, Ponoka County, and Lacombe County under the Master Drainage Plan.

The Plan Area is situated on the Paskapoo Formation, which contains sandstone, mudstone, and siltstone from the Paleocene Epoch. The topography of the local landscape is largely influenced by the recession of the glaciers after the last Ice Age (11,700 years ago). The majority of the Plan Area contains gently sloping lands, with elevation decreasing west-to-east. The northwest represents the high point of the Plan Area at 890 metres above sea level and the southeast represents the low point at 845 metres above sea level. Steeper lands can be found in the south of the Plan Area, near the Blindman River.



2.2.3 HISTORICAL RESOURCES

The Plan Area is situated on the Great Plains of North America, within Treaty 6 Territory and Métis Nation 4. Therefore, lands within the Plan Area may contain historic resources. Historic resources may include archaeological or paleontological sites, areas of traditional Indigenous use, or lands with historical structures.

The Alberta Listing of Historical Resources identifies the parcels near the Blindman River Valley within the Plan Area to have potential of containing archaeological or paleontological historic resources. As such, any development on lands identified in the Listing will require historical resource clearance from the Government of Alberta prior to the County considering a request to rezone land for development.

2.2.4 AGRICULTURAL CONTEXT

The Plan Area is blessed with fertile agricultural soils cherished by the local community. The Plan Area remains predominantly agricultural, with 83% of lands being zoned Agricultural 'A' District. Lands west of the QEII Highway, in the vicinity of the Plan Area, are home to numerous confined feeding operations (CFOs). Most CFOs in the area are dairies, though other livestock operations also exist.

Agricultural uses and expansion to existing agricultural businesses are supported by this Plan.

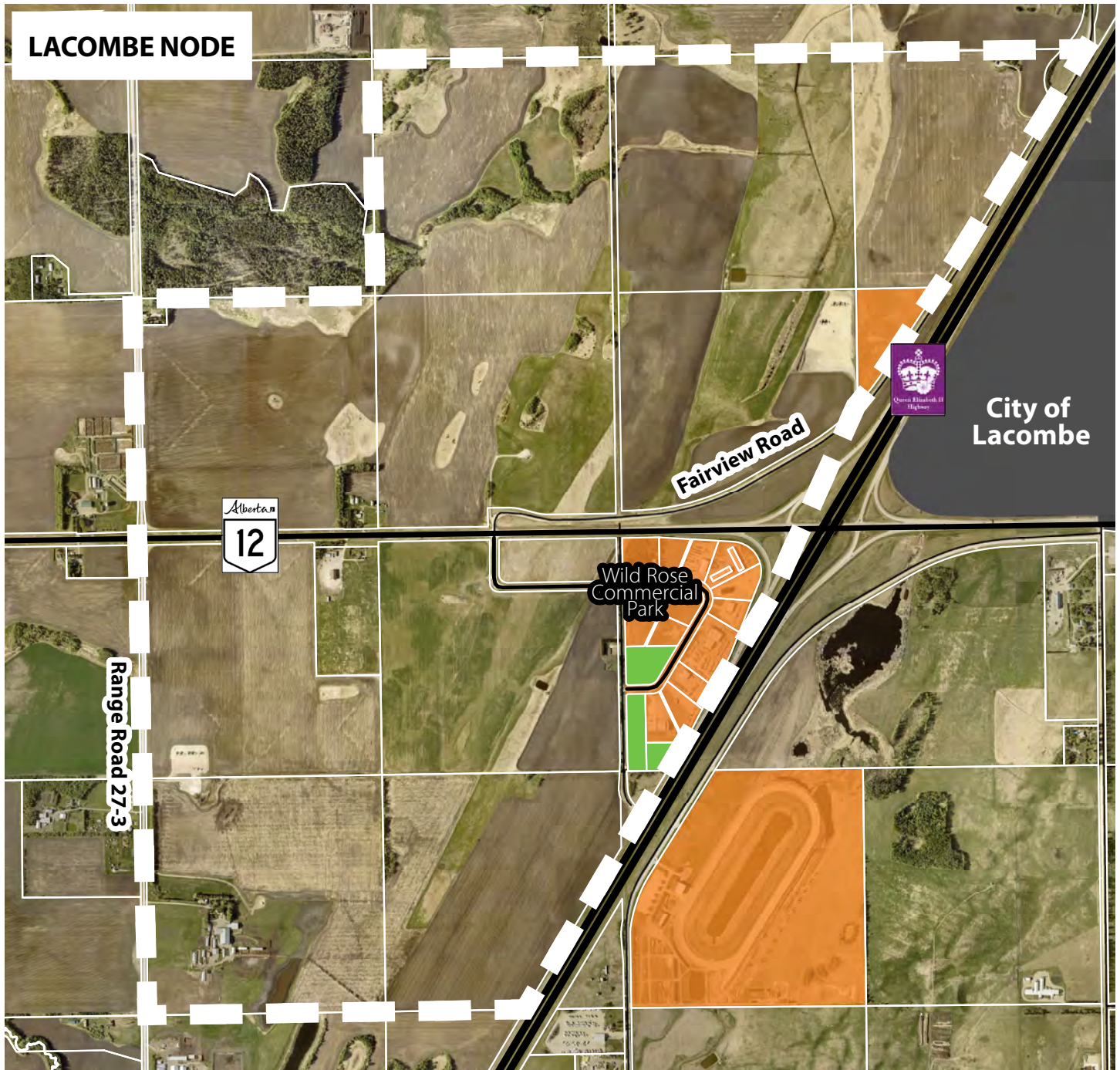
2.2.5 BUSINESS INDUSTRIAL AND COMMERCIAL USES

The Plan Area contains three of the five business parks in Lacombe County. These parks are located at strategic transportation nodes, at the intersections of the QEII Highway with Highway 12 or Aspelund Road (see [Map 2 – Existing Uses](#)). The following table summarizes existing development that has occurred in the Plan Area as of 2024.

Development	Land Use Bylaw District	Development Footprint
Wild Rose Commercial Park	Highway Commercial 'C-HC' District	67 acres (27 hectares)
North Aspelund Industrial Park	Business Industrial 'I-BI' District	218 acres (88 hectares)
South Aspelund Industrial Park	Business Industrial 'I-BI' District	180 acres (73 hectares)

Lacombe County's planning policies have facilitated business industrial and commercial development in the Plan Area since the early 2000s. Rezoning to create North Aspelund Industrial Park, the initial part of South Aspelund Industrial Park (formerly known as McLevin Industrial Park), and Wild Rose Commercial Park occurred from 2003-2010, and was guided by the County's *Municipal Development Plan* and the *Highway 2 Corridor Economic Development Study* (2003). After Council adopted the original *Highway 2 West Area Structure Plan* in 2012, rezoning took place to expand South Aspelund Industrial Park in 2013.

MAP 2A | EXISTING USES



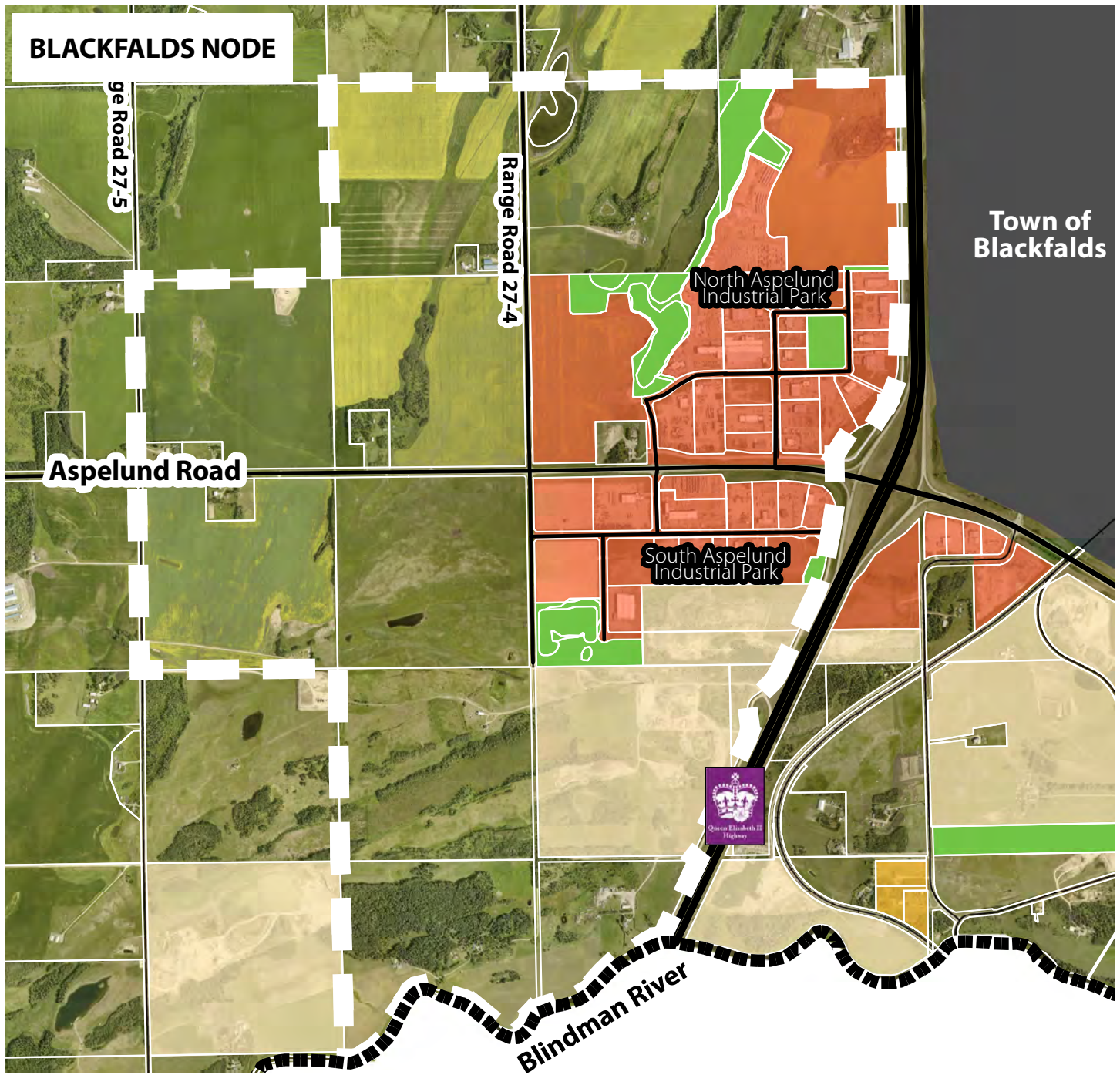
- Agricultural 'A' District (no colour)
- Highway Commercial 'C-HC' District
- County Reserve Lands or Public Utility Lots

- Provincial Highways
- County Roads

Note: Since regulatory requirements shift frequently, oil and gas installations & confined feeding operations are not shown on this map. Developers will need to consider setbacks from existing facilities at the time of rezoning.

MAP 2B | EXISTING USES

2.0



- Agricultural 'A' District (no colour)
- Business Industrial 'I-BI' District
- County Reserve Lands or Public Utility Lots
- Gravel Extraction Areas
- Country Residential 'R-CR' District
- Provincial Highways
- County Roads

Note: Since regulatory requirements shift frequently, oil and gas installations & confined feeding operations are not shown on this map. Developers will need to consider setbacks from existing facilities at the time of rezoning.

The following table summarizes the lands that have been rezoned. Some lands that have been rezoned have not been developed and remain in agricultural use.

Node	Total Area	Lands Rezoned	Percent of Node Rezoned
Blackfalds Development Node	2,202 acres	591 acres	26.8%
Lacombe Development Node	1,648 acres	80 acres	4.9%

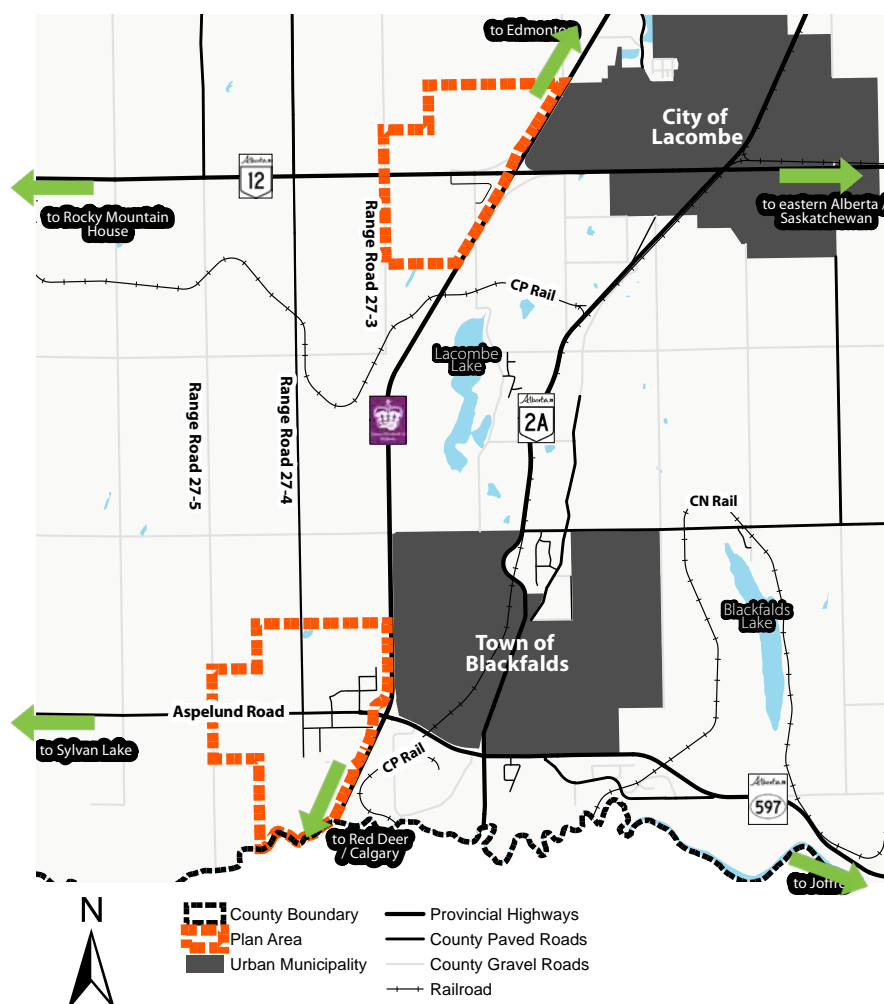
**Note: These numbers are accurate as of February 2024.*

A total of 170 acres (69 hectares) of land rezoned Business Industrial 'I-BI' District in the Blackfalds Development Node have not been developed at the time this Plan was written.

2.2.6 TRANSPORTATION INFRASTRUCTURE

The Plan Area has two major regional transportation routes connecting the two development nodes to the QEII Highway (see [Map 3 – Transportation Network](#)):

MAP 3 | TRANSPORTATION NETWORK



- Highway 12 (Lacombe Node) – a provincial highway connecting eastern Alberta with the Rocky Mountains
- Aspelund Road (Blackfalds Node) – a County main road connecting Highway 597 (east) to Highway 20 (west)

The Plan Area also contains two north-south connections:

- Range Road 27-4 – a paved County main road
- Range Road 27-3 – a gravel County road

This Plan aims to preserve the Plan Area's strong transportation infrastructure and requires developers to complete traffic impact assessments and complete any necessary upgrades to mitigate impacts to transportation infrastructure.

2.2.7 WATER AND WASTEWATER SERVICING

Both development nodes contain water and wastewater servicing extended from the City of Lacombe or the Town of Blackfalds. Regional servicing represents the safest, most cost-effective, and environmentally sustainable form of water and wastewater management. This Plan requires all new commercial and business industrial developments to connect to the regional water and wastewater lines. Private or communal water wells or sanitary systems are not supported by the Plan. Logistics and costs associated with connecting new development to the regional system will be determined at the stage of rezoning and subdivision.

2.2.8 OTHER USES

The southern portion of the Plan Area along the Blindman River contains aggregate deposits. The Plan Area contains two gravel pits south of South Aspelund Industrial Park (see [Map 2 – Existing Uses](#)). One of these gravel extraction pits is owned by Alberta Transportation.

The Plan Area is dotted with oil and gas facilities and associated pipeline infrastructure. Developers will need to determine the setbacks and any applicable development restrictions associated with the facilities. These constraints will need be addressed by developers at the concept plan stage.

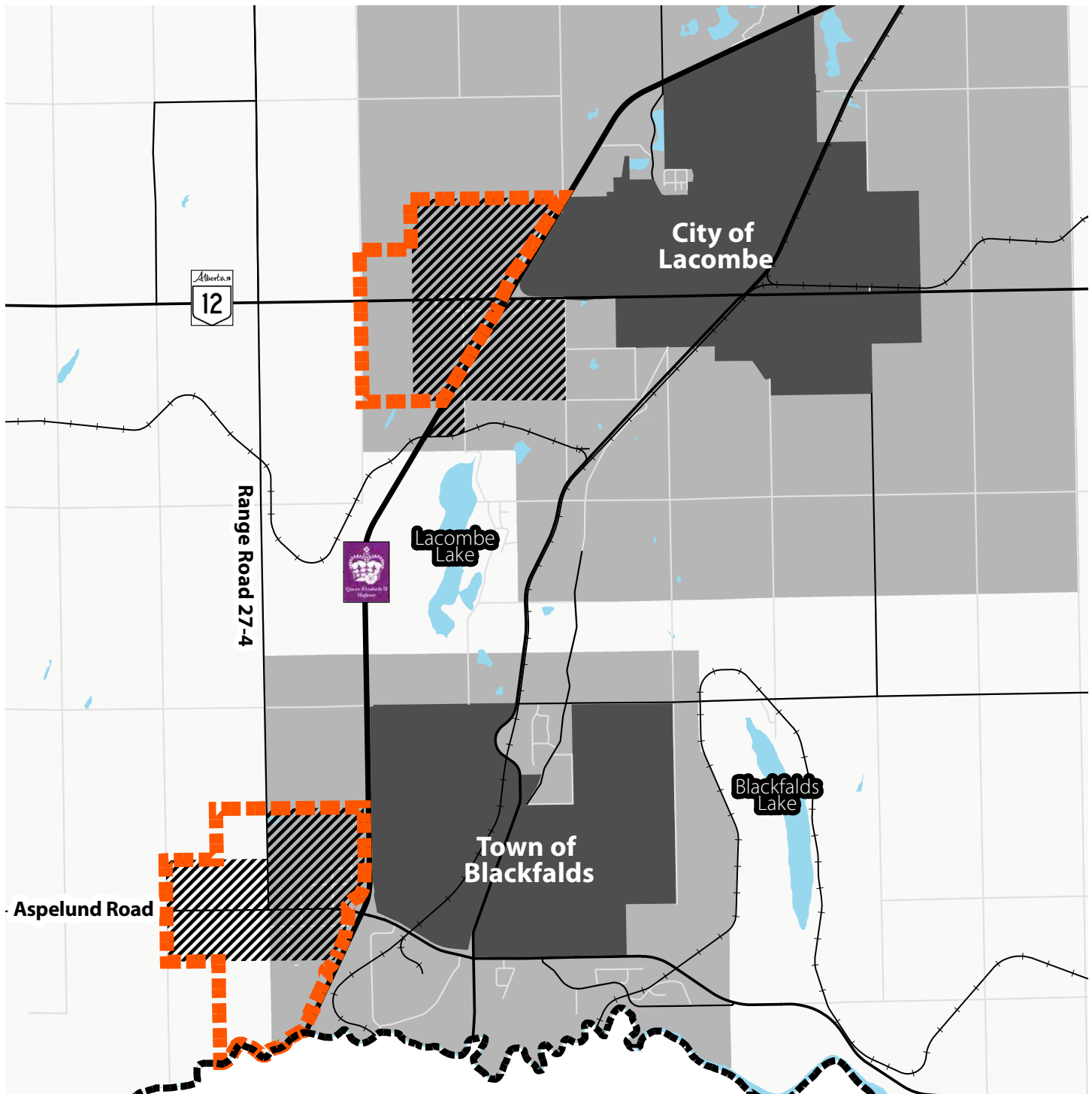
2.2.9 URBAN NEIGHBOURS - CITY OF LACOMBE AND TOWN OF BLACKFALDS

Development in the *QEII West Area Structure Plan* area is a product of collaborative regional planning with the City of Lacombe and the Town of Blackfalds. Existing development has occurred on land within Lacombe County, using servicing from the adjacent urban municipalities, allowing our communities to benefit from economic development and shared tax revenue.

Parts of the Plan Area fall within the Joint Economic Areas with each municipality (see [Map 4 – Intermunicipal Context](#)). In these Joint Economic Areas, the County shares a portion of the tax revenue from commercial and business industrial development with the respective urban municipality.

MAP 4 | INTERMUNICIPAL CONTEXT

2.0



- Urban Municipality
- Respective Intermunicipal Development Plan Area
- Respective Joint Economic Area

- QEII West Area Structure Plan Area
- County Boundary



3.0 DEVELOPMENT STRATEGY



VISION

The *QEI West Area Structure Plan* envisions the Plan Area to be an **agricultural and business hub** - where **agriculture continues to be supported** as the primary land use while **new, diverse, and innovative forms of commercial and business industrial development continue** to cluster at the strategic nodes identified in this Plan.

3.1 VISION & PURPOSE

The lands west of the QEII Highway, west of the City of Lacombe and Town of Blackfalds, are the most desirable and attractive lands for commercial and business industrial development in Lacombe County. These lands are vital for the County's economic prosperity.

Expanding on the vision of the County's *Municipal Development Plan*, the *QEII West Area Structure Plan* ('the Plan') leverages the advantages of this prime location to outline strategic growth in the Plan Area, ensuring *Success Grows Here!*

The Plan serves as a guiding document for the County when considering future rezoning, subdivision, and development of commercial and business industrial uses in the Plan Area. This Plan incorporates the unique characteristics of the area, including our thriving rural community, presence of agricultural lands, natural ecosystems, and our urban neighbours. This approach prioritizes strategic growth by attracting high-quality investments to the area, while preserving significant areas of agricultural land and ensuring the continued success of local agricultural producers.

The Plan also outlines specific standards for new developments to ensure that they align with the community's vision for the future. This approach not only promotes economic development, but also ensures that Lacombe County remains a thriving community for years to come.

The Plan has been developed in consultation with area residents, landowners and businesses and replaces the previous *Highway 2 West Area Structure Plan* (adopted in 2012, updated in 2017) which formerly guided development in the area.



3.2 GUIDING PRINCIPLES

The land use planning approach of this Plan has been guided by the following objectives:



Continue to support the agricultural community in the Plan Area by allowing normal agricultural operations to continue and allowing existing agricultural businesses to expand within the provisions of existing regulations.



Protect agricultural lands from premature loss and fragmentation.



Preserve the natural capital of the Plan Area, along with the associated ecosystem services.



Ensure development safeguards the significant environmental and natural features of the Plan Area.



Ensure development policies align with the applicable intermunicipal development plan, to best support our regional community.



Allow the development of commercial and business industrial areas at strategic development nodes while protecting large tracts of agricultural lands elsewhere in the County.



Encourage the clustering of similar types of industries and businesses to foster synergies that build cooperative relationships in the industrial and commercial nodes.



Accommodate both large and small scale commercial and business industrial developments.



Ensure all developments are connected to safe, reliable, and environmentally responsible regional water and wastewater systems.



Ensure that all commercial and business industrial developments provide improved road infrastructure, which addresses the access and road requirements necessary to accommodate imminent and future development.



Ensure all developments have proper stormwater management systems which meet the requirements of the provincial government, the County's *Municipal Development Plan*, and the *Wolf Creek / Whelp Brook Master Drainage Plan*.



Ensure all commercial and business industrial developments are developed to a high-quality visual standard and integrates the community's needs and expectations.



4.0 ECONOMIC DEVELOPMENT

Lacombe County Council has adopted “*Success Grows Here!*” as the County’s vision statement, which acknowledges the County’s strong agricultural roots as a rural community that has attracted high-quality investment for decades. Council’s *Strategic Plan* highlights supporting existing businesses and attracting new businesses to the County as a key priority. The concept of *Success Grows Here!* has become the engine for the County’s *Economic Development Strategy* and is interwoven thematically throughout this Plan.

4.1 ENSURING *SUCCESS GROWS HERE!*

Economic development encompasses a set of policies that promote the quality of life of a community. Lacombe County’s commitment to economic development in the Plan Area is captured in the following policies.

POLICIES

- 4.1.1** As outlined in the *Municipal Development Plan*, the County shall continue to support new businesses, innovations, and advancements in the agricultural industry on local farms.
- 4.1.2** In the agricultural area, the County shall encourage a diverse rural economy which supports the agricultural community through ventures such as tourism, supplemental farm business activities, agricultural support services and Indigenous enterprise, in accordance with the provisions of the County’s *Land Use Bylaw*.
- 4.1.3** The County will attract and encourage high-quality business developments that contribute to the economic prosperity of the larger community.
- 4.1.4** The County will aim to foster a diverse local economy by guiding and supporting compatible businesses of various types to consider locating in the business parks within the Plan Area.



FIGURE 3 - RELATIONSHIP BETWEEN PLANNING AND ECONOMIC DEVELOPMENT

Success Grows Here!

Leveraging the *QEII West Area Structure Plan* as an Economic Development Tool



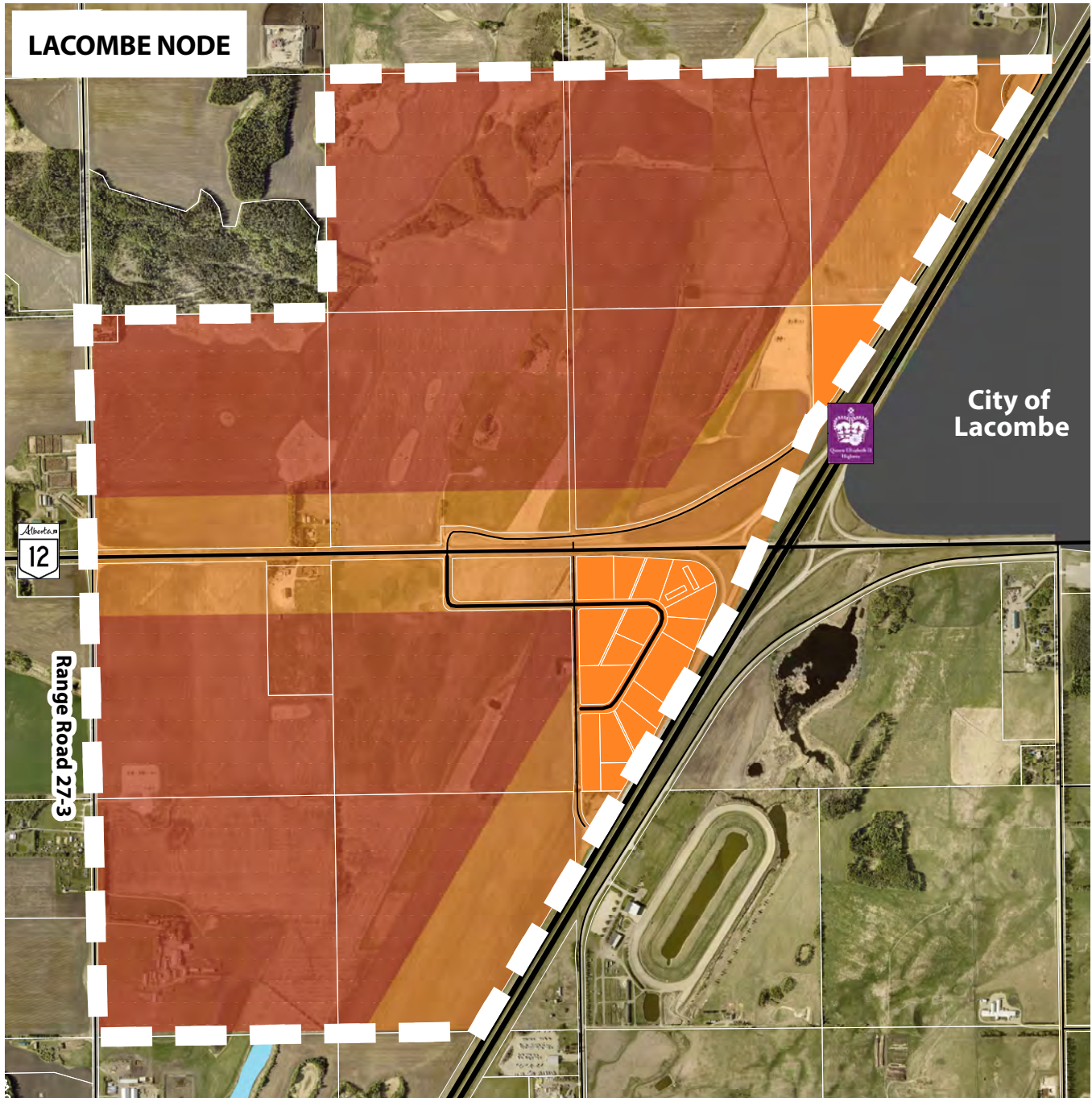


5.0

LAND USE POLICIES

This policy section details what land uses can be considered at particular locations in the Plan Area. All applications for rezoning, subdivision, and development will be required to conform to [Map 5 – Future Land Use Concept](#), except where otherwise provided in this Plan.

MAP 5A | FUTURE LAND USE CONCEPT

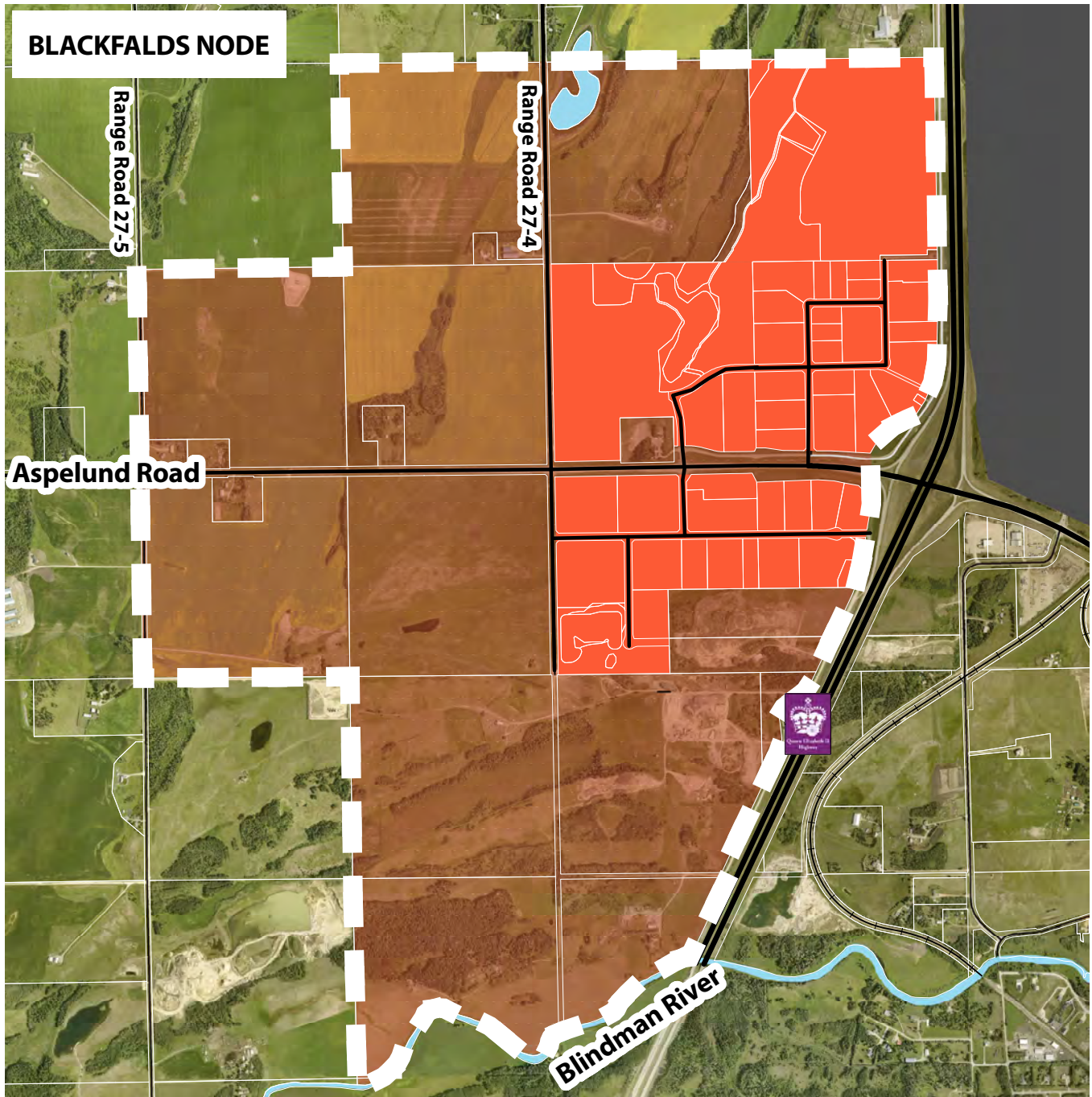


5.0



- Existing Highway Commercial 'C-HC' District
- Potential Future Highway Commercial 'C-HC' District
- Potential Future Business Industrial 'I-BI' / Highway Commercial 'C-HC' Districts

MAP 5B | FUTURE LAND USE CONCEPT



- Existing Business Industrial 'I-BI' District
- Potential Future Business Industrial 'I-BI' / Highway Commercial 'C-HC' Districts

5.1 GROWING HERE - SUPPORTING THE AGRICULTURAL COMMUNITY

The County's *Municipal Development Plan* deems all lands in the County as agricultural, unless identified otherwise. Recognizing the strong agricultural roots of the local community, the *QEII West Area Structure Plan* supports the rural community to be able to maintain their existing way of life. The Plan allows for existing agricultural uses to continue, protects opportunities for existing agricultural businesses to expand, and protects existing subdivision opportunities afforded under the *Municipal Development Plan*. Overall, this Plan was created with intent that there will be no impact to the rural community's existing use of land.

POLICIES

Existing Uses in the Agricultural 'A' District

- 5.1.1** Existing agricultural uses are allowed to continue in the Plan Area, as provided for in the County's *Municipal Development Plan* and *Land Use Bylaw*.

Right to Farm

- 5.1.2** When making decisions on development, the County shall take into consideration the impact of the development on adjacent agricultural uses. The County will respect the right of agricultural operators to pursue normal activities with extensive agriculture without interference or restriction based on their impact to adjacent uses.

Confined Feeding Operations

- 5.1.3** Existing confined feeding operations are supported in this Plan. Existing operations will be allowed to expand dependent on approval from the Natural Resources Conservation Board (NRCB).
- 5.1.4** The County will request that the NRCB not allow any new confined feeding operations within the Plan Area.

Existing Subdivision Opportunities

- 5.1.5** In the Agricultural 'A' District, "first parcel out," "agricultural parcel," "fragmented parcel," or "boundary adjustment" subdivisions may be allowed in accordance with the requirements of the County's *Municipal Development Plan*.

Existing Uses on Rezoned Lands

- 5.1.6** On lands that have been rezoned to Business Industrial 'I-BI' District or Highway Commercial 'C-HC' District, agricultural uses should continue until the land is to be subdivided and developed.
- 5.1.7** On lands that have been rezoned to Business Industrial 'I-BI' District or Highway Commercial 'C-HC' District, existing buildings and dwellings may be maintained or expanded, as long as they remain in agricultural or residential use.

5.0



5.2 BUSINESS INDUSTRIAL AND COMMERCIAL DEVELOPMENT

The Plan Area includes the most attractive lands for business industrial and commercial development in Lacombe County. This Plan aims to direct high-quality growth to the Plan Area, ensuring that large tracts of agricultural lands are protected elsewhere in the County. This clustering approach also aims to attract similar types of industries together to foster synergies and strengthen the competitiveness of these nodes on a regional scale.

This section outlines where future development can be considered and the standards that will be applied to that development.

5.2.1 HIGHWAY COMMERCIAL 'C-HC' DISTRICT

The Plan recognizes the importance of highway frontage for attractive commercial development and the important services and products commercial areas provide to the community and highway commuters. As such, the Plan allows the County to consider proposals for highway commercial development anywhere in the Plan Area. In the Lacombe Node, the Plan also reserves 400 metres of the QEII Highway frontage and 200 metres of the Highway 12 frontage exclusively for future commercial development, as shown on [Map 5 – Future Land Use Concept](#).

POLICIES

Location of Future Commercial Development

5.2.1.1 [Map 5 - Future Land Use Concept](#) identifies lands that are eligible for rezoning to Highway Commercial 'C-HC' District of the *Land Use Bylaw*.

Requirements for Development

5.2.1.2 Commercial development shall comply with the regulations set out under the Highway Commercial 'C-HC' District of the *Land Use Bylaw*.

5.2.1.3 All commercial lots serviced by regional water and/or wastewater require a principal building of at least 278.7 square metres (3,000 square feet), prior to permitted or discretionary uses establishing on the lot.

Site Development

5.2.1.4 Commercial developments should be pedestrian friendly and may include office development on a potential second floor or in areas adjacent to the retail areas.

5.2.1.5 The site design of the commercial areas shall take account of and create a compatible interface with any adjacent development and the surrounding environment.

- 5.2.1.6** For all other individual commercial developments not subject to Site Development Guidelines, the County shall require landscaping, building design and other aspects of site development, including signage, to meet or exceed the requirements of the Highways and County Main Roads Overlay 'OD-1' District in the County's *Land Use Bylaw*.
- 5.2.1.7** Commercial developments shall be required to design lighting that provides security and adds visual interest while minimizing light pollution through the application of dark sky lighting principles. Specific lighting requirements are outlined in Part 6 of the *Land Use Bylaw*.
- 5.2.1.8** The County shall support and encourage the incorporation of Crime Prevention Through Environmental Design (CPTED) standards to help mitigate crime in and around commercial developments.

Amenities

- 5.2.1.9** The County will encourage development which capitalizes on the culture, natural capital, or geographic properties of the site/area to create a unique identity for a development or an identified development area.
- 5.2.1.10** Commercial developments with either naturally occurring or artificial environmental features shall provide a trail system for the public enjoyment of those features as well as passive amenities at the County's discretion.

Infrastructure

- 5.2.1.11** All commercial developments shall be serviced by regional water and wastewater systems.
- 5.2.1.12** Commercial developments shall comply with the County's *Standards Manual*.



5.2.2. BUSINESS INDUSTRIAL 'I-BI' DISTRICT

Business industrial development provides regional employment, economic diversification, and important services and products for local industries. As such, the Plan allows the County to consider proposals for business industrial development anywhere in the Plan Area, except for the commercial buffers in the Lacombe Node, as shown on [Map 5 – Future Land Use Concept](#).

5.0

POLICIES

Location of Future Business Industrial Development

5.2.2.1 [Map 5 - Future Land Use Concept](#) identifies lands that are eligible for rezoning to Business Industrial 'I-BI' District of the *Land Use Bylaw*.

Requirements for Development

5.2.2.2 Business industrial development shall comply with the regulations set out under the Business Industrial 'I-BI' District of the *Land Use Bylaw*.

5.2.2.3 All business industrial lots serviced by regional water and/or wastewater require a principal building of at least 278.7 square metres (3,000 square feet), prior to permitted or discretionary uses establishing on the lot.

Site Development

5.2.2.4 The site design of business industrial areas shall take account of and create a compatible interface with any adjacent development and the surrounding environment.

5.2.2.5 For all multi-lot business industrial developments, the County shall require Site Development Guidelines that set out building design, landscaping, signage and other site requirements. The Guidelines should 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 'OD-1' District of the County's *Land Use Bylaw*.

5.2.2.6 For all other individual business industrial developments not subject to Site Development Guidelines, the County shall require landscaping, building design and other aspects of site development, including signage, to meet or exceed the requirements of the Highways and County Main Roads Overlay 'OD-1' District in the County's *Land Use Bylaw*.

5.2.2.7 Business industrial developments shall be required to design lighting that provides security and adds visual interest while minimizing light pollution through the application of dark sky lighting principles. Specific lighting requirements are outlined in Part 6 of the *Land Use Bylaw*.

5.2.2.8 The County shall support and encourage the incorporation of Crime Prevention Through Environmental Design (CPTED) standards to help mitigate crime in and around business industrial developments.

Amenities

5.2.2.9 The County will encourage development which capitalizes on the culture, natural capital, or geographic properties of the site/area to create a unique identity for a development or an identified development area.

5.2.2.10 Business industrial developments with either naturally occurring or artificial environmental features shall provide a trail system for the public enjoyment of those features as well as passive amenities at the County's discretion.

Infrastructure

5.2.2.11 All business industrial developments shall be serviced by regional water and wastewater systems.

5.2.2.12 Business industrial developments shall comply with the County's *Standards Manual*.





6.0

TRANSPORTATION STRATEGY

6.1 EXISTING TRANSPORTATION SYSTEM

The following policies aim to ensure that the Plan Area's existing road infrastructure is protected, and that the local community is not adversely affected by traffic impacts from new developments. The Plan requires developers to construct adequate accesses, provide internal road systems, and mitigate traffic impacts to existing infrastructure as a part of their development.

POLICIES

- 6.1.1** A Traffic Impact Assessment (TIA) shall be required for all new proposed commercial and business industrial developments showing that the road network has the capacity to accommodate the development and what improvements will be necessary to the existing road system.
- 6.1.2** Development proposed along the QEII Highway may be required to implement noise alteration techniques, such as berms, barriers, setbacks or additional landscaping at the request of the County.
- 6.1.3** Access to each development and the internal road system shall be designed in accordance with the County's *Standards Manual* and constructed at the developer's cost. Internal roadway systems should endeavour to make clean and logical connections to adjacent developments.
- 6.1.4** Additional road right-of-way that is required for the upgrading of local roads shall be required as a condition of subdivision approval.
- 6.1.5** 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.
- 6.1.6** Other than the existing interchanges along the QEII Highway and Highway 12, no additional highway accesses shall be considered unless otherwise approved by Alberta Transportation and Economic Corridors.



7.0

SERVICING STRATEGY

7.1 WATER AND WASTEWATER

Both the Lacombe and Blackfalds Nodes have water and wastewater servicing from the City of Lacombe or Town of Blackfalds. Regional water and wastewater lines are the most efficient, cost-effective, and environmentally sustainable method of servicing available. This Plan requires all new developments to connect to the existing regional water/wastewater system. Communal systems or private services for commercial and business industrial developments are not supported by this Plan.

7.0

POLICIES

- 7.1.1** All new commercial and business industrial developments must be serviced by the regional water and wastewater system.
- 7.1.2** All water and wastewater infrastructure, including the location of rights-of-way, shall be designed in accordance with the County's *Standards Manual* and any other requirements of the servicing provider.
- 7.1.3** The County will require the developer to submit a water and wastewater servicing plan detailing how the proposed development will connect to the regional system, to the County's satisfaction. The servicing plan shall be prepared by a qualified professional.
- 7.1.4** Any upgrades required to the existing water/wastewater systems 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 improvements where these improvements are necessary. "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.
- 7.1.5** Individual water wells and on-site private sewage systems are still supported for rural developments in the Agricultural 'A' District.



7.2 STORMWATER MANAGEMENT

Developers will be responsible for demonstrating how stormwater will be managed in their proposed development. All stormwater management plans must be in accordance with provincial legislation and the County's stormwater management policies, as outlined in the County's *Standards for Stormwater Management Facilities*. Most of the Plan Area falls within the Whelp Brook Watershed. As such, all commercial and business industrial development will need to comply with the requirements of the *Wolf Creek/Whelp Brook Master Drainage Plan*.

The County's stormwater management policies are intended to ensure stormwater management systems are designed to provide critical ecosystem services that enhance the quality of the development. This approach protects developments from flooding, safeguards aquatic ecosystems from unnatural discharge, and maintains healthy water quality. Aside from providing drainage benefits, stormwater management facilities may also become a community amenity and provide habitat for various organisms.

7.0

POLICIES

- 7.2.1** Stormwater management plans shall be required, as necessary, to define the regulation of stormwater discharge and water quality, designed to accommodate a 1:100 year flood event, in accordance with the Government of Alberta and Lacombe County standards.
- 7.2.2** Areas affected within the Wolf Creek or Whelp Brook drainage basins shall comply with the *Wolf Creek/Whelp Brook Master Drainage Plan* when completing their stormwater management plans.
- 7.2.3** The County shall require new multi-lot developments to design their stormwater management features as wetlands and amenity areas, in accordance with the County's *Standards for Stormwater Management Facilities*.
- 7.2.4** Developers shall be encouraged to integrate best management practices in the design of stormwater systems that improve water quality.
- 7.2.5** Stormwater management systems shall not be accepted as Municipal Reserve.



7.3 SHALLOW UTILITIES

Shallow utilities typically include services such as power, gas, telephone, and cable. Developers are responsible for arranging such servicing with the service provider.

POLICIES

- 7.3.1** Developers shall determine the required provisions of utility installation, such as gas, electricity and telecommunications, at the concept plan/rezoning stage of development, based upon capacities and rights-of ways required. The cost of installation of all utility services shall be borne by the developer.
- 7.3.2** Utilities required to service a multi-lot subdivision shall be located within a designated utility right of way and meet the requirements of the County's *Standards Manual*. Right-of-way requirements shall be determined at the time of subdivision.
- 7.3.3** The developer may be required to provide access to or through their lands to accommodate the servicing of adjacent development.
- 7.3.4** The extension of all shallow utilities shall be the responsibility of the developer.

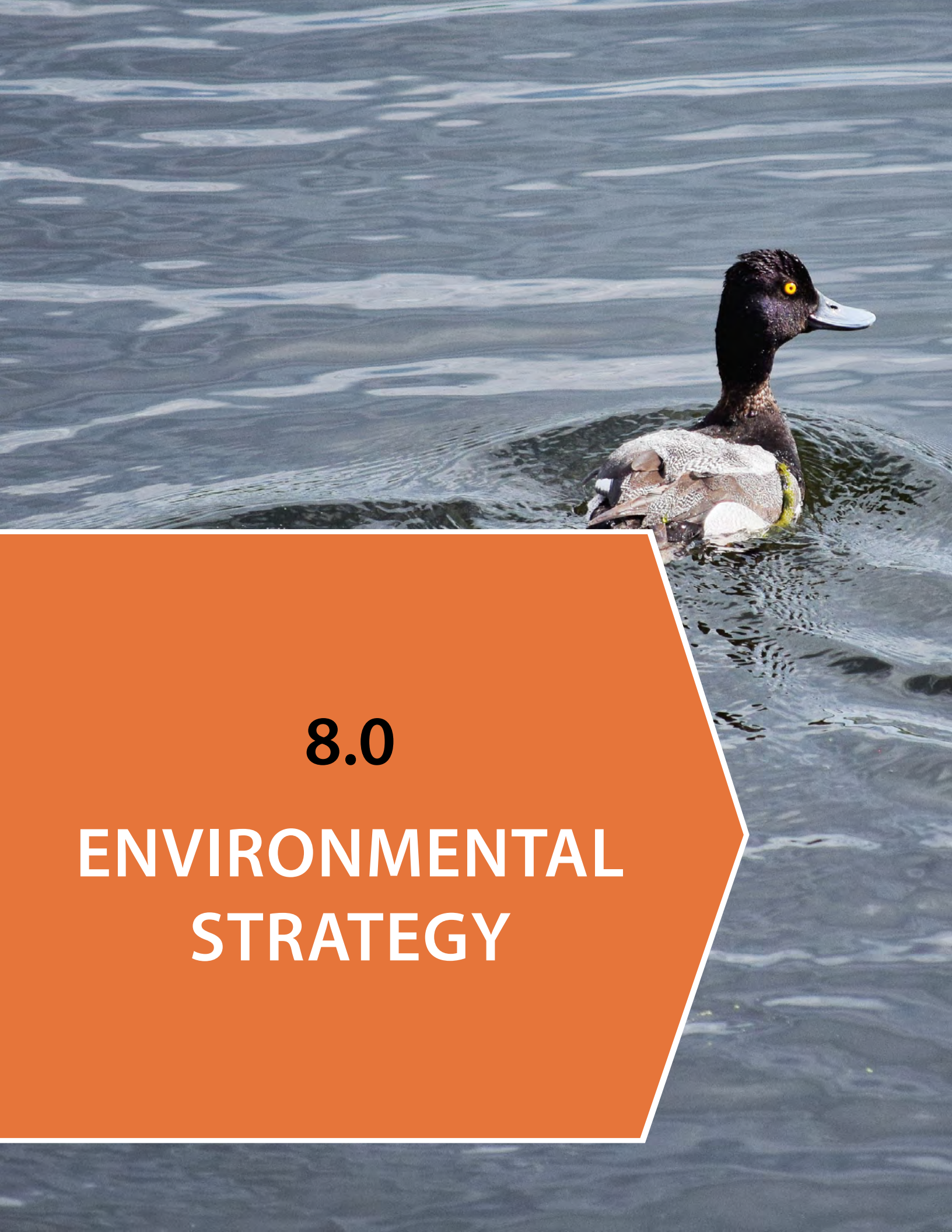
7.0

7.4 FIRE PROTECTION

Adequate fire protection and emergency response are quintessential for any development, especially commercial and industrial development. The following policies require developers to provide a fire protection plan detailing how their development will incorporate adequate fire protection and emergency response services, and mitigative measures incorporated into the development design to reduce the risk of a fire or emergency incident.

POLICIES

- 7.4.1** New commercial and business industrial developments shall prepare a fire protection plan to the satisfaction of the County outlining how they will provide adequate fire protection services and how their development design incorporates mitigative measures to reduce fire and emergency risk. All fire protection plans will be forwarded to the County's Fire Chief for approval.
- 7.4.2** Full fire flow will be required for new commercial and business industrial developments as per the regulations of the Lacombe County *Land Use Bylaw*.



8.0

**ENVIRONMENTAL
STRATEGY**

8.1 BIOPHYSICAL AND GEOTECHNICAL ASSESSMENT

Prior to the County considering a development concept plan, it is important that background studies are completed to determine if the subject lands contain natural constraints for development. Biophysical and geotechnical studies are prepared by qualified professionals and provide us with a better understanding of the area's geology and ecology. These studies determine how an area's physical and biological context would impact development, and the impact development would have on sensitive ecosystems. The County requires the findings of these studies to be incorporated into the development concept plan.

POLICIES

- 8.1.1** The County shall require for all commercial and business industrial rezoning applications a biophysical assessment prepared by an environmental scientist or other qualified professional to identify and assess the environmental significance and sensitivity of existing vegetation, wetlands and other features, wildlife habitat and unique physical features of the site. Recommendations regarding the protection of significant or sensitive features, ways to avoid or mitigate risks, project limitations and any further recommended studies or monitoring should be provided.
- 8.1.2** The County shall require for all commercial and business industrial rezoning applications a geotechnical investigation prepared and stamped by a qualified engineer.
- 8.1.3** The findings from the biophysical assessment and geotechnical investigation shall be incorporated into the design of all new development.
- 8.1.4** The County may, at its discretion, require a developer to carry out flood hazard mapping for a watercourse or waterbody within the development boundary prior to development or subdivision approval. Permanent structures shall not be permitted within the 1:100 year floodplain of any river, stream, or lakeshore.



8.2 DEDICATION AND MANAGEMENT OF RESERVE LANDS & OPEN SPACE

This Plan aims to ensure that important environmental features are protected in new commercial and business industrial developments through environmental and municipal reserve dedication. The Plan also facilitates the development of trails and amenities for public use. Since 2013, the County has received positive feedback on the natural features, stormwater ponds, and trail networks that have been incorporated into North and South Aspelund Industrial Parks. The trails and benches are often used by employees of local businesses and surrounding residents for the passive enjoyment of nature. This Plan aims to continue leveraging development as an opportunity to preserve significant environmental features. This approach ensures ecosystem services remain intact in new commercial and business industrial developments, while allowing opportunities for the public to access and enjoy these natural features.

8.0

FIGURE 4 - ECOSYSTEM SERVICES

BENEFITS ECOSYSTEMS IN THE PLAN AREA PROVIDE TO THE COMMUNITY



POLICIES

- 8.2.1** For all new commercial and business industrial development, the County shall require an environmental reserve or, at the County's discretion, an environmental reserve easement of not less than 30 metres (98 feet) in width from the high water mark of waterbodies and/or the top of bank of watercourses to the lot line on either side of the bank. A greater setback may be required by the County based on the recommendations of a geotechnical study undertaken by a qualified professional. Environmental reserve lands shall generally be preserved in their natural state.
- 8.2.2** 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 to allow other use deemed appropriate by the County subject to the provisions of the *Municipal Government Act*.
- 8.2.3** Environmental and municipal reserve lands will be managed in accordance with the County's *Parks and Reserve Management Bylaw*.
- 8.2.4** New commercial and business industrial development shall be designed to preserve large areas of trees, escarpments, terraces, river banks, visual vistas, and the natural landscape character wherever possible.
- 8.2.5** 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 Alberta Environment and Protected Areas where alterations are being considered.
- 8.2.6** Where possible, river access points shall be connected through a series of trails and pathways to promote greater pedestrian usage.
- 8.2.7** Where possible, park areas shall include facilities for both passive recreational uses.
- 8.2.8** Trails may be developed to a variety of standards, satisfactory to the County.



9.0

CONCEPT PLAN

9.1 FRAMEWORK

The following policies outline a framework for proponents seeking commercial or business industrial development in the Plan Area. A more detailed description of what is required can be found in the County's *Multi-Lot Residential Development Proposals: A Guide to the Approval Process*. This section lists some possible studies that may be required by the County, based on the context of the property. To determine which of the studies will be required for a specific application, developers should arrange for a meeting with their consultants and the County to discuss the required studies at the beginning of the process.

POLICIES

- 9.1.1** A detailed concept plan must address a series of planning factors and demonstrate that the site is suitable for the proposed development. These relate to the policy framework of the County; suitability of the site to support development; site design; environmental and community impacts and any remedial actions related thereto; and any other aspect the County may require to be considered. While the factors and guidelines generally outlined in this section are to be addressed in a site development plan, they may not be the only factors the County may require to be addressed.
- 9.1.2** In preparation of the concept plan, the County will require that a qualified professional provide documentation for any or all of the following:
- i. Wastewater servicing plan;
 - ii. Water servicing plan;
 - iii. Stormwater management plan;
 - iv. Traffic impact assessment;
 - v. Geotechnical study;
 - vi. Biophysical study;
 - vii. Fire protection plan;
 - viii. Environmental site assessment;
 - ix. Historic resources clearance or impact assessment;
 - x. Flood mapping;
 - xi. A description of how utilities, such as power, gas, and telephone will be provided;
 - xii. Site development guidelines

POLICIES

- 9.1.3** The County will require that the concept plan show how the proposed development relates to existing and potential future use of surrounding lands, and any measures that have been taken to reduce potential conflicts (e.g. development adjacent to a major road or other potentially conflicting land use).
- 9.1.4** Consultations are to be carried out with other government authorities and neighbouring property owners during the preparation of the concept plan.





10.0

PLAN IMPLEMENTATION, REVIEW, AND AMENDMENTS

10.1 PLAN IMPLEMENTATION

This Plan is a statutory plan adopted by bylaw by Lacombe County Council. The Plan represents an updated planning framework in line with the community's vision for the future and the direction of the *Municipal Development Plan*. As such, all development, subdivision, and rezoning applications in the Plan Area will be assessed based on the policies set out in the *QEII West Area Structure Plan*, *Municipal Development Plan*, applicable Intermunicipal Development Plan, and the regulations in the *Land Use Bylaw*.

POLICIES

- 10.1.1 The County shall ensure that every development proposal meets the intent of the Plan.
- 10.1.2 Each phase of development shall not prejudice the further subdivision and development of any subsequent phases of the development or development of surrounding lands.

10.0

10.2 CONSULTATION WITH URBAN PARTNERS AND OTHER AGENCIES

Existing and future development in the Plan Area is dependent on continued collaboration and joint economic development with the City of Lacombe and Town of Blackfalds. Through this Plan, the County commits to continuously working with both urban partners to ensure future development supports the needs of our communities. Development in the Plan Area will also require close collaboration with Alberta Transportation and Economic Corridors, due to the Plan Area's location along the QEII Highway and Highway 12.

POLICIES

- 10.2.1 The County will refer all rezoning and subdivision applications for their respective development nodes to the City of Lacombe or the Town of Blackfalds for comment.
- 10.2.2 All other referrals to the City of Lacombe or Town of Blackfalds will be made in accordance with the applicable Intermunicipal Development Plan. Further referral may be made at the County's discretion on other matters of interest or potential concern.
- 10.2.3 The County will refer rezoning and subdivision applications to Red Deer County as required by the *Municipal Government Act* and the County's *Municipal Development Plan*.
- 10.2.4 The County will refer all rezoning and subdivision applications in the Plan Area to Alberta Transportation and Economic Corridors, and other government agencies as required.

10.3 PLAN REVIEW

This Plan is a living document that is critical for economic development in Lacombe County. As such, the Plan will be updated from time-to-time, as needed, to address new development pressures, policy updates, and the community's desires. A major Plan update will be required once 75% of the lands in either node have been redesignated. However, at the current growth rate, this threshold is unlikely to be reached in the 30-year horizon.

POLICIES

- 10.3.1** The Plan shall be reviewed once 75% of the lands within either development node have been rezoned from the Agricultural 'A' District to the Highway Commercial 'C-HC' District or Business Industrial 'I-BI' District of the *Land Use Bylaw*. At this stage, the County will need to evaluate whether expansion of the nodes is required.
- 10.3.2** Otherwise, the Plan shall be reviewed from time-to-time, as deemed necessary by the County, to ensure consistency with the County's policies.
- 10.3.3** Any amendment to this document shall follow the process and requirements of the County and the *Municipal Government Act*.
- 10.3.4** 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.

10.0





11.0

GLOSSARY

11.1 GLOSSARY OF TERMS

Area Structure Plan	Refers to a statutory plan as defined in the <i>Municipal Government Act</i> that establishes the general land use, transportation and servicing requirements for specific areas experiencing development pressures.
Biophysical Impact Assessment	A study that identifies the important parts of an ecosystem in a given area.
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.
Business Industrial	A form of business development that allows for a broad range of commercial and industrial uses, some of which may have outdoor storage or work activities.
Bylaw	A legal document outlining regulations in a municipality, passed by Council pursuant to the Municipal Government Act.
Crime Prevention Through Environmental Design (CPTED)	A set of development design principles that seeks to prevent crime using environmental design that disincentivizes crime.
Commercial	A form of business development that contains businesses focused on the buying and selling of goods and services. Examples include stores, restaurants, hotels, shops, etc.
Confined Feeding Operation	Refers to a confined feeding operation as defined in the <i>Agricultural Operation Practices Act</i> .
Council	Refers to the Lacombe County Council.
County	Refers to the Corporation of Lacombe County and where required by the context, shall include all lands within the corporate boundaries of the County.
Dark Sky Lighting	Design principles for outdoor lighting that aims to limit unnecessary light pollution in the rural environment.
Developer 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.

Development	A change in land use.
Development Node	One of the two nodes identified in this Plan for future commercial and business industrial development.
Economic Development	Refers to creating a positive environment from which local businesses can succeed and grow and attract new enterprise to the community.
Ecosystem Services	Benefits humans receive from ecosystems.
Environmental Reserve	Refers to land dedicated (given) to a municipality during the subdivision process for environmental reasons in accordance with the provisions of the <i>Municipal Government Act</i> . Environmental reserve may include areas, such as wetlands, ravines, drainage courses and steep slopes.
Environmental Reserve Easement	Refers to a caveat registered with Land Titles in favour of the municipality for lands that would be normally taken as environmental reserve in accordance with the <i>Municipal Government Act</i> .
Environmentally Sensitive Areas	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.
Geotechnical Investigation	A study of the subsurface of an area to determine risk for flooding, erosion, slope instability and other environmental hazards.
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	Refers to a highway as defined in the <i>Public Highways Development Act</i> , and which falls under the jurisdiction of the Government of Alberta.
Intermunicipal Development Plan	Refers to a plan adopted by Council and the Council of one or more other municipalities pursuant to the <i>Municipal Government Act</i> to guide future land use and development in an area of common interest.
Joint Economic Area	In Lacombe County, an area where the County has entered into an agreement with a neighbouring urban municipality to share a portion of the tax revenue earned from developments in the area. Typically, the urban municipality provides servicing to these developments.

Land Use	How a given parcel of land is being used (e.g. agricultural, residential, commercial, industrial, etc.).
Land Use Policies	Provincial policies that were established in 1996, identifying where areas of provincial interest and municipal planning merge in relation to land use and development.
Land Use Bylaw	Refers to a document that regulates the use and development of parcels 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.
Municipal Development Plan	The main land use planning document of a municipality, which defines future growth and development of the municipality.
Municipal Government Act	Refers to provincial legislation that gives the County the authority for municipal planning, subdivision and development control. The Act allows the County to adopt plans and a land use bylaw and make 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> .
Natural Resources Conservation Board (NRCB)	The approving and regulating body of confined feeding operations in Alberta.
Off-Site Levy	A charge that is collected from developers for off-site improvements to infrastructure that their development benefits from. The Municipal Government Act gives municipalities the authority to collect off-site levies by passing an off-site levy bylaw.
Open Space	Refers to reserve lands and/or other lands to be kept in an undeveloped state and preserved in that state by way of an easement or other legal instrument, and shall include other recreational uses which may be authorized by the County.
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 park land, whether or not such recreational facilities are publicly operated or operated by other organizations pursuant to arrangements with the public authority owning the park.
Policy	Refers to a statement identifying a specific course of action for achieving objectives.

Qualified Professional	An individual with an educational and/or professional background that qualifies them to conduct a required study, at the County's sole discretion.
QEII Highway Corridor	The transportation corridor connecting Edmonton and Calgary.
Referral	The process of sending the details of an application or plan amendment to affected parties for review and comment.
Rezoning	The process of amending the <i>Land Use Bylaw</i> to change the land use district of a parcel of land. In the context of this Plan, a rezoning would convert a parcel from the Agricultural 'A' District to a district considered in this Plan.
Right-of-Way	Refers to a lane, road, County main road, or highway.
Standards Manual	Lacombe County's guide governing the engineering and design parameters, and the preparation and submission of plans and specifications for the orderly and satisfactory development of subdivisions and other municipal services in Lacombe County.
Stormwater	Runoff of precipitation from impervious surfaces, result of development.
Subdivision	The process of separating a parcel of land into two or more parcels (with separate titles).
Topography	The physical form of the surface of land.
Traffic Impact Assessment (TIA)	A study that assesses the impacts of a proposed development on the existing road infrastructure and required mitigations to reduce impact.
Water Servicing	The method by which potable water is provided to a development.
Wastewater Servicing	The method by which sanitary sewage is disposed of at a development.
Watershed	The entire area of land that drains into a particular river and its tributary watercourses.