

Lacombe Park  
Area Structure Plan  
Bylaw 24/2003

October 6, 2003

CITY OF ST. ALBERT

BYLAW 24/2003

Being a Bylaw to adopt the Lacombe Park Area Structure Plan

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WHEREAS the Municipal Government Act provides that a Council may by Bylaw establish a framework for subsequent subdivision and development of land; and

WHEREAS Council deems it desirable to establish an Area Structure Plan for Lacombe Park;

NOW THEREFORE the Municipal Council of the City of St. Albert, pursuant to the provisions of the Municipal Government Act, S.A. 2000, c. M-26, as amended, hereby ENACTS AS FOLLOWS:

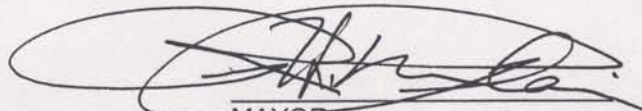
- 1) That the Lacombe Park Area Structure Plan attached hereto as Schedule "A" be adopted.
- 2) That Bylaw 19/88 be repealed.

READ a first time this 15th day of September 2003.

READ a second time this 15th day of September 2003.

READ a third time this 6th day of October 2003.

SIGNED AND PASSED this 7 day of October 2003.

  
MAYOR

  
CHIEF LEGISLATIVE OFFICER

## SCHEDULE "A"

### TO BYLAW NO. 24/2003

## LACOMBE PARK AREA STRUCTURE PLAN

### CHAPTER 1 – INTRODUCTION

#### 1.1 Area Structure Plan Document Purpose

This plan establishes the basic residential land use and circulation patterns for the Lacombe Park area. It addresses planning and servicing patterns as well as the staging of future development according to St. Albert's current guidelines and standards. These standards are referenced in the Lacombe Park Area Structure Plan (ASP) Technical Report, dated June 2003, which may be used to support the implementation of this bylaw.

### CHAPTER 2 – THE DEVELOPMENT AREA

#### 2.1 Location and Area (Figure 1)

Lacombe Park is located in the northwest sector of St. Albert and is bounded by Giroux Road to the north and northwest, Lacombe Lake Park to the east, the CN Sangudo Rail line to the south and the future Urban Village Centre to the west.

#### 2.2 Policy Context

The Lacombe Park Area Structure Plan complies with the current Municipal Development Plan Bylaw 4/2000 (CityPlan). The CityPlan Future Land Use Policy Map identifies this area as a location for new residential and park/open space/school development in St. Albert. The ASP also recognizes and incorporates the requirements of the Land Use Bylaw No. 18/94. The ASP is generally in keeping with the previous Lacombe Park Area Structure Plan Bylaw No.19/88.

#### 2.3 Existing Features

The Lacombe Park Area Structure Plan encompasses 83.92 gross hectares (207.4 gross acres), of which 80.77 gross hectares (199.6 gross acres) are developable. As of July 30, 2003, the Lacombe Park ASP area has been partially developed with 279 single family lots, 1 park parcel and 2 municipal reserve lots on approximately 30.56 ha in the northern sector of the neighbourhood.

The undeveloped lands (50.21 ha) are mostly classified as Urban Reserve (UR) in the Land Use Bylaw 18/94 with the exception of approved Stage 15 and Stage 16 which are classified as low density residential (R1).

Existing vegetation, topographic and drainage characteristics of the area are illustrated on Figure 3 in the Technical Report. The lands within the amendment area can be characterized as being flat to gently rolling, sloping south towards the CN rail line. The majority of the lands in Lacombe Park are used for agricultural purposes. The ASP area contains no environmentally or archaeological sensitive land features. Existing tree cover (aspen poplar bluffs) will be identified and preserved where possible when the land is subdivided. The elevation of the land falls from 678 metres above sea level at the south

end of the existing Lacombe Drive at Laurelcrest to 661 metres just west of Lacombe Lake Park. Overall, the slopes range between two and four percent.

Two rural road allowances, Hogan Road (running north-south) and Old McKenney Avenue (running east-west), cross the ASP area and portions of both roads that are not part of the post-development road pattern will require to be closed.

The ASP area contains two rights-of-way. Right-of-way Plan 0226012 traverses the central part of the ASP running in a northwest/southeast direction and is a utility right-of-way. An additional right-of-way plan (1957) crosses through the northwest part of the ASP area in a northeast/southwest direction and contains an oil pipeline.

#### 2.4 Land Ownership Pattern

The Lacombe Park area is entirely owned by Genstar Titleco Limited. The land ownership pattern of the amendment area is characterized by both the early river lot settlement pattern surveyed in 1883, and the later township and range subdivision pattern. Parcel configuration and land ownership is shown under section 1.4 (Table 1) in the Technical Report.

### CHAPTER 3 – THE DEVELOPMENT PLAN

#### 3.1 Residential Development (Figure 2)

Residential development will provide approximately 44.38 ha of single family development and 7.10 ha of multiple family development for the entire Lacombe Park ASP area.

Multiple family development will be contained in three sites located along the perimeter of the area. The multiple family sites will accommodate semi-detached, townhousing and cluster housing.

A statistical breakdown of the proposed land uses for the ASP is shown below.

Land Use	Hectares	Acres	Percentage
Total Gross ASP Area	83.92	207.4	
Environmental Reserve	0	0	
Total Gross Developable Area	83.92	207.4	100.0
Municipal Reserve/Parks	8.39	20.73	10.0
Stormwater Management	5.06	12.5	6.0
Local Roads	16.15	39.9	19.2
Arterials	3.15	7.8	3.8
Net Residential Land	51.17	126.4	61.0
Low Density Residential	44.11	109.7	52.6
Multiple Family Residential	7.06	17.5	8.4
<b>Total Amendment Area</b>	<b>43.32</b>	<b>107.04</b>	

### 3.2 Housing Type

At buildout, the Lacombe Park Area Structure Plan area is estimated to have 710 single family dwellings and 178 multiple family dwelling units. This distribution will result in 80 percent single family dwellings and 20 percent multiple family dwelling units, as per Policy 4.10(2) of the Municipal Development Plan.

### 3.3 Population Density and Student Generation

The population for the Lacombe Park ASP area is estimated at 2,673 persons. This assumes a density of 3.19 persons per single family dwelling and 2.3 persons per multiple family dwelling unit. The population density for ASP area is 31.9 persons per gross hectare. This is consistent with Policy 4.10(2) of the Municipal Development Plan, which stipulates that a residential neighbourhood must be up to 37 persons per gross residential hectare, but not less than 30 persons per gross residential hectare.

The school population generation figure (estimated at 24 percent of overall population) is 642 students, based upon the population-forecasting model provided to the City by Applications Management Inc. in February 2002.

### 3.4 Schools, Parks, Open Space and Other Institutional

No school site has been proposed in either the original Area Structure Plan or in the proposed ASP area. Based on the presently known school needs assessment, students from Lacombe Park can be accommodated within the school facilities in adjacent neighbourhoods. In addition, a site for a place of worship has not been designated within the Lacombe Park ASP area.

The Municipal Reserve lands are distributed throughout the ASP area to provide parks, public utility lots and linear parks. All reserve calculations are subject to confirmation at the detailed subdivision stage by plan of survey.

### 3.5 Environmental Assessment

The majority of the undeveloped lands in Lacombe Park are used for agricultural purposes. All significant tree cover in this area will be preserved and protected. No archaeological sites were identified within the amendment area.

### 3.6 Commercial Development

No Commercial sites are located within the Lacombe Park ASP. The Lacombe Park ASP is directly adjacent to a future Urban Village, as identified in the Municipal Development Plan Bylaw 4/2000.

### 3.7 Sequence of Development

The sequencing of development shall occur in a manner that promotes contiguous development and establishes an efficient servicing pattern. New development is proposed to occur in a southerly direction from the existing neighbourhood.

## CHAPTER 4 – TRANSPORTATION

### 4.1 Existing Circulation Pattern

Giroux Road, the existing arterial road, serves the developed area of Lacombe Park. Proposed future construction of the Giroux Road roadway will be subject to a Permanent Area Contribution (P.A.C.) made by the developer as subdivision occurs.

### 4.2 Proposed Circulation Pattern (Figure 3)

The road network to and from Lacombe Park will be via two collector access points to Giroux Road. As well, an emergency access adjacent to the medium density residential site in the northwest portion of the area will be provided to Giroux Road. Lacombe Drive will function as an internal collector, connecting Giroux Road at two points. Lacombe Drive will no longer connect Giroux Road with McKenney Avenue due to an alignment change. It is proposed that Giroux Road will provide access to the West Regional Road, Villeneuve Road and St. Albert Road.

The City is currently undertaking a detailed analysis of the costs associated with the construction of the West Regional Road. It is likely that the City of St. Albert will be seeking a contribution towards the costs of this roadway from developers of lands within the City. Once the City has completed its analysis of the areas from which a contribution will be sought and the amount of contribution to be sought from developers will be determined and affected Area Structure Plans will be amended to reflect the charges.

### 4.3 Public Transportation

Transit services may be extended to the Lacombe Park ASP area in accordance with City Policy. It is anticipated that bus routing will follow the internal collector system along Lacombe Drive.

### 4.4 Pedestrian Circulation

A system for pedestrian walkways is incorporated into the ASP design, providing a link between the North Ridge neighbourhood, through Lacombe Park to the Red Willow Trail system in Lacombe Lake Park and to adjacent neighbourhoods. The neighbourhood will also be connected by way of planned trails and linear walkways with the stormwater management facility and additional park sites.

## CHAPTER 5 – SERVICING AND UTILITIES

### 5.1 Water (Figure 4)

Water service will be provided by the extension of existing mains along the northern and southern portions of the ASP area. An existing 300 mm water main at Lafleur Drive will be extended, looping and connecting to a 250 mm water main located along Lacombe Drive. The 300 mm water main will be extended to the south to provide for the future lands south of the railway and the 250 mm water main will be extended to the west, acting as a secondary source to the bordering Urban Village Centre. Internal looping may be necessary as development occurs.

## 5.2 Sanitary Servicing (Figure 5)

The ASP area contains a couple drainage basins as shown in the ASP Technical Report. A lift station may be required in the southeast corner of the amendment area as a result of topographical grade constraints and the invert elevation of an existing trunk sewer. The sanitary sewers have been designed to accommodate the anticipated flows from the North Ridge and Lacombe Park neighbourhoods; however, the installation of a large diameter trunk sewer system may be required to deal with wet weather flows and any capacity concerns with the existing Mission siphon crossing. Servicing will be subject to further detailed engineering review.

## 5.3 Storm Drainage and Stormwater Management Facility (Figure 6)

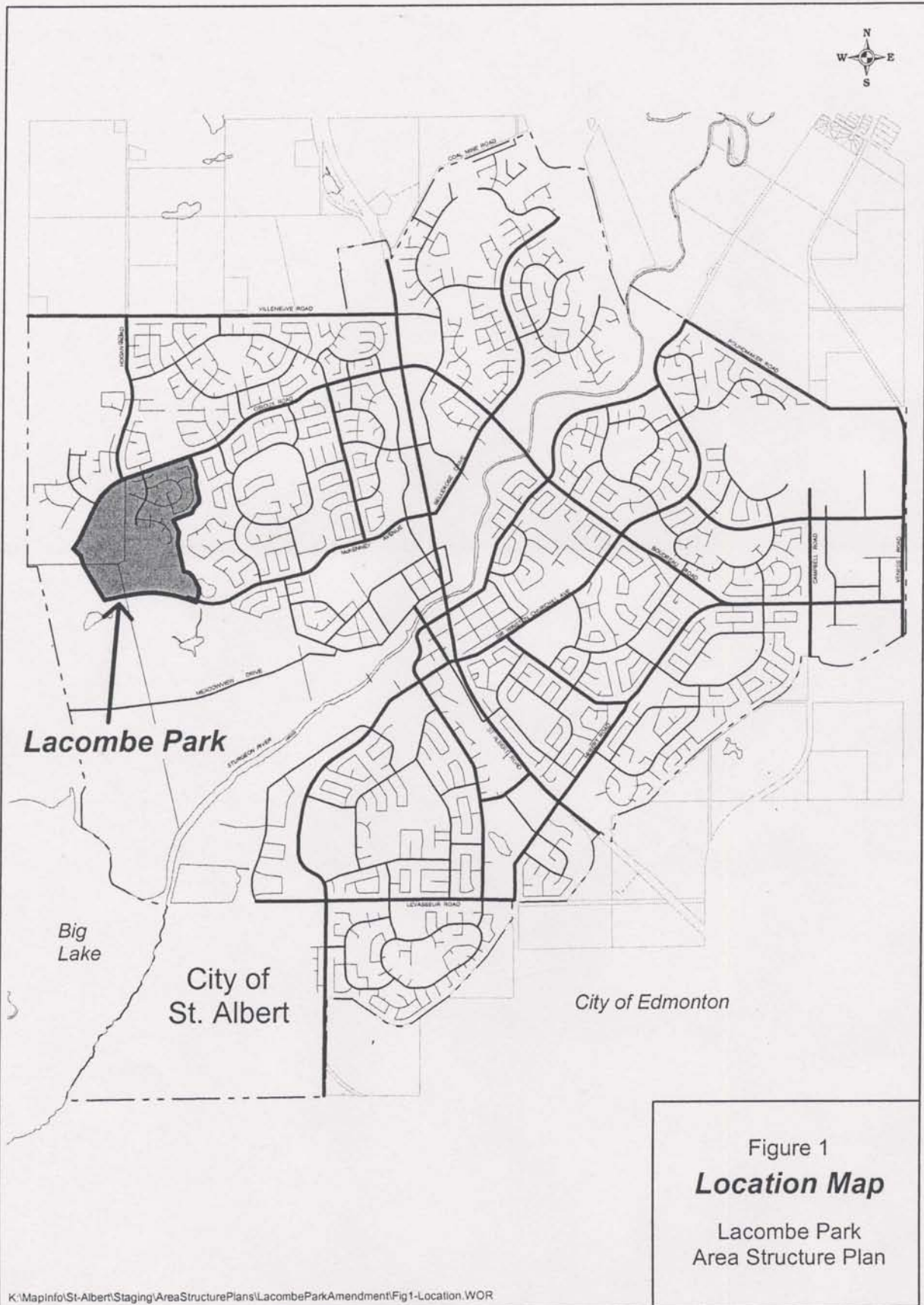
The lands will drain south and discharge into the stormwater management facility and trunk sewer that is located to the north of the CN railway tracks. All alterations and improvements will be subject to further examination by engineering services.

## 5.4 Other Utilities and Servicing

An existing overhead power line along Hogan Road will be relocated and replaced underground at the time of the extension of Giroux Road.

Telus, Power, Atco Gas and CCTV will be able to service the area through their existing facilities along Lacombe Drive, Giroux Road and McKenney Avenue. Utility right-of-way/PUL will also be used for Atco Gas and CCTV for long range planned looping of their facilities. All utilities shall be provided in accordance with City Policies.









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Low Density Residential	ASP Amendment Area
Medium Density Residential	ASP Area
Park/Open Space	Emergency Access
Storm Water Management/Public Utility	
Trail	<b>Note:</b> Circulation pattern does not constitute subdivision design and is subject to change. Proposed trail alignment is subject to change.
Walkway	




Figure 2  
**Future Land Use**



Lacombe Park  
Area Structure Plan





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-  Arterial Roadway
-  Major Collector
-  Emergency Access
- MD Medium Density Residential

-  ASP Amendment Area
-  ASP Boundary

Note: Circulation pattern does not constitute subdivision design and is subject to change.

Figure 3  
**Transportation**  
 Lacombe Park  
 Area Structure Plan





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- |                 |                           |                      |
|-----------------|---------------------------|----------------------|
| — 300 —         | Existing 300 mm Watermain | — ASP Amendment Area |
| — 250 —         | Existing 250 mm Watermain | - - - ASP Boundary   |
| — 200 —         | Existing 200 mm Watermain |                      |
| - - - 300 - - - | Future 300 mm Watermain   |                      |
| - - - 250 - - - | Future 250 mm Watermain   |                      |
- Note: Circulation pattern does not constitute subdivision design and is subject to change.

Figure 4  
**Water Servicing**  
 Lacombe Park  
 Area Structure Plan





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— 450 —	Existing 450 mm Sanitary	— — — —	ASP Amendment Area
— 375 —	Existing 375 mm Sanitary	— — — —	ASP Boundary
— 300 —	Existing 300 mm Sanitary		
- - - 300 - - -	Future 300 mm Sanitary		
● ● ● ● ● ● ● ●	Basin Boundary		

Note: Circulation pattern does not constitute subdivision design and is subject to change.




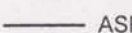

Figure 5  
**Sanitary Servicing**

Lacombe Park  
Area Structure Plan





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-  Existing Storm Sewer Main
-  Future Storm Sewer Main
-  Direction of Flow
-  ASP Amendment Area
-  ASP Boundary

Note: Circulation pattern does not constitute subdivision design and is subject to change.

Figure 6  
**Storm Water Management**

Lacombe Park  
Area Structure Plan