

**TOWN OF DIDSBURY  
PROVINCE OF ALBERTA  
BYLAW 2022-15 (Creekside ASP)**

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Being a Bylaw to regulate the use and development of land within the Town of Didsbury.

**WHEREAS**, the Council of the Town of Didsbury believes it expedient to adopt a Bylaw consolidating all regulations governing the use and development of land within the Town;

**NOW THEREFORE**, pursuant to Sections 633 of the Municipal Government Act, Revised Statutes of Alberta, Chapter M-26-1, as amended, the Council of the Town of Didsbury, in the Province of Alberta, duly assembled enacts the following:

(1) The document titled "Creekside Area Structure Plan", attached to this Bylaw as Schedule "A" is hereby adopted.

**1. SHORT TITLE**

1.1 This Bylaw may be referred to as the "Creekside Area Structure Plan"

**2. EFFECTIVE DATE**

2.1 This Bylaw shall come into effect upon passing or the third and final reading.

Read a first time this 8<sup>th</sup> day of November 2022

Read a second time this 13<sup>th</sup> day of June 2023

Read a third time this this 13<sup>th</sup> day of June 2023



Mayor Rhonda Hunter



Chief Administrative Officer Ethan Gorner



# Creekside Area Structure Plan



GLOBAL PERSPECTIVE.  
LOCAL FOCUS.

MAY 2023



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# Introduction

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The Creekside Area Structure Plan (ASP) has been prepared in conformance with Section 633 of the Municipal Government Act (MGA) and establishes a framework to guide the subsequent subdivision and development of land within the boundaries of this plan area as illustrated in Figure 1.1. As per the MGA, this plan provides policy direction regarding:

- Sequencing of development;
- Distribution, form and intensity of development; and
- Location of transportation networks and municipal infrastructure.

The Plan outlines a strategy for the expansion of industrial and residential development based upon the vision and mission statements established by the Town of Didsbury Municipal Development Plan and supported by appropriate technical studies and responsible public and stakeholder engagement.

The plan area is located within a designated future growth area of the Town of Didsbury. The site encompasses 51.407 hectares (126.97 acres) within NW 19-31-1-W5M.

## 1.1 Plan Interpretation

1. All boundaries are to be considered approximate except where such boundaries coincide with clearly recognizable physical features, roads or property lines.
2. Locations of infrastructure and other fixed elements should be independently confirmed.
3. Minor deviations may be permitted without an amendment at the discretion of the Town if such deviations are not contrary to the purpose and intent of this ASP.
4. Compliance with policies in this ASP shall be interpreted and applied as follows:
  - a. "Shall" and "will" mean mandatory compliance,
  - b. "Should" means compliance in principle but is subject to the discretion of the Approving Authority where compliance may be undesirable or impractical due to the specific circumstances associated with an issue,
  - c. "May" means discretionary compliance or choice in the application of policy.
5. To interpret this ASP, the definitions in the MGA, the MDP and Land Use Bylaw (LUB) or other overarching legislation shall apply.
6. In the event a matter arises that is not addressed by this ASP, then the policies of the MDP shall apply.



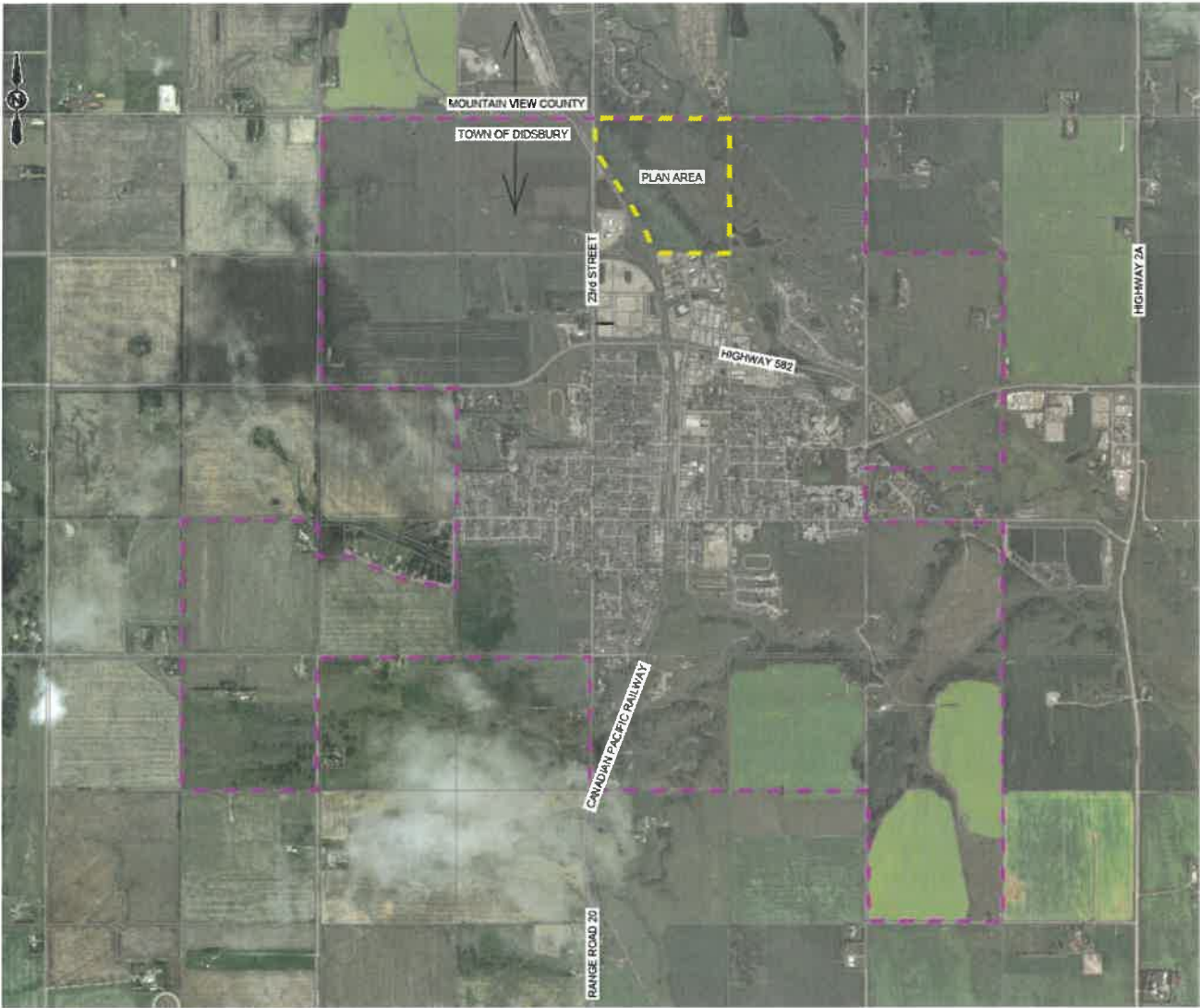


Figure 1-1 Creekside Plan Area |

# Policy and Regulatory Context

2



The Intermunicipal Development Plan, Integrated Community Sustainability Plan, Municipal Development Plan, and Land Use Bylaw regulate development in the Town of Didsbury.

## 2.1 Intermunicipal Development Plan (IDP)

The Town of Didsbury and Mountain View County Intermunicipal Development Plan (IDP) establishes a framework for the orderly and coordinated approach to the development of land within areas of mutual interest to the two communities.

The IDP establishes fringe areas within the County adjacent to the Town intended to be reserved for future urban expansion over the next 40 years and referral areas where annexation is not anticipated over this period. The ASP plan area is located outside of these areas.

The IDP identifies the environmental significance of the Rosebud River and the limitations this places on development due to flood hazard and steep slopes. The river is to be preserved and enhanced for the enjoyment of the region through the cooperative development of greenspaces and trail linkages between the two communities. Future residential development as envisioned by this ASP is planned to situate outside of the floodway of the Rosebud River to enable these sensitive areas to be retained in a natural state and remain accessible to the public through a network of trails and park areas.

The IDP establishes a common expectation that new development within the Town will be serviced by municipal water and wastewater infrastructure unless an alternative strategy is agreed upon by the two municipalities.

The IDP speaks to combined efforts of the Town and County to ensure a suitable inventory of commercial and industrial lands are available within the area to diversify the non-agricultural and non-residential land base.

As per the IDP, due to the location of the plan area relative to the corporate boundary of the County, this ASP was circulated to the County for review and comment.

## 2.2 Integrated Community Sustainability Plan (ICSP)

The Town of Didsbury Integrated Community Sustainability Plan is an overarching strategic plan. It provides direction for the Town to realize its sustainability objectives for the environment, culture, society, governance and the economy. The pillars of sustainability represented in the ICSP that are considered to influence decisions concerning land use and development within the ASP area include:

ICSP Pillar	Implementation
<b>Environment:</b> enacting measures to ensure a quality natural and built environment	<p>A quality environment is one that performs well in accordance with its intended function. The ASP defines how the proposed development in this area uses the natural features to provide a quality-built environment and to support use and occupation of the area. This includes:</p> <ul style="list-style-type: none"> <li>• Preservation and incorporation of the Rosebud River.</li> <li>• Preserving the sloped area and existing vegetation as a transitional area between industrial and residential uses.</li> <li>• Preparing a drainage plan that mimics the natural collection and conveyance of stormwater before being released into the Rosebud River.</li> <li>• Using the natural features to complement and enhance the built environment by creating scenic views for homes to back onto and providing spaces for the development of pathways and other park amenities.</li> </ul>
<b>Economy:</b> Creating a flourishing and diverse local economy	<p>Adding additional industrial properties will support the expansion of the Town's economy. The land development process creates local economic activity during construction. Providing a high-quality residential neighbourhood which is functional and visually appealing will assist in attracting new residents to the Town.</p>
<b>Social:</b> Working with stakeholders to ensure harmonious and inclusive communities	<p>The following stakeholders were engaged during the preparation of the ASP and the feedback received was incorporated into the plan for development.</p> <ul style="list-style-type: none"> <li>• The Town of Didsbury Administration</li> <li>• Mountain View County</li> <li>• Alberta Environment</li> <li>• Didsbury RCMP</li> <li>• Didsbury Fire Department</li> <li>• Chinook School Division</li> <li>• Alberta Transportation</li> </ul> <p>Although neighboring landowners were not individually consulted, an opportunity was provided to them to attend an open house to discuss the project. The input received from these engagements informed decisions to the land use plan for example, Alberta Environment wanted to ensure the proposed residential or industrial development avoided the floodplain. The land use plan was designed to ensure residential and industrial development stayed outside of the floodplain area.</p>

## 2.3 Municipal Development Plan (MDP)

The Municipal Development Plan (MDP) establishes a broad-based policy direction to guide sustainable future growth and development in the Town of Didsbury. The MDP policies promote a balanced approach to growth which seeks to promote effective, efficient and responsible governance and planning through a lens of sustainability.

The Overall Land Use Concept Map appended to the MDP as Map A designates the ASP area for future industrial development. Approval of this ASP will require that Map A be amended to limit industrial development to the upland areas along the west plateau of the Rosebud River valley and support residential land use along the valley floor. The MDP may be amended from time to time to ensure the needs of Town are being met, provided that the overall intent



of the Plan does not change. Amendments are to follow the MGA.

The following sections summarize the key MDP policies considered in preparing this ASP and which will assist in its interpretation and implementation as subdivision and development occurs.

## Part 2.0: Land Use and Development

The MDP requires Area Structure Plans to demonstrate how they meet the Town's strategic priorities, long range plans and policies, and how the development defined by the ASP promotes the orderly and economic development of the Town. An ASP is prepared to support the land use designation, zoning and eventual subdivision of the subject property. The MDP further states that an ASP will be prepared in conformance with the Town's policies and procedures and can be completed by either the Town or a landowner/developer.

An ASP is required to demonstrate how future development considers adjacent land uses, the availability of municipal utilities and transportation infrastructure.

Section	MDP Policies
2.2.4	Area Structure Plans will be considered by the Town where they are deemed by Town Council to meet the Town's strategic priorities, long range plans and policies, and where they promote the orderly and economic development of the Town.
2.2.4	The Town of Didsbury shall require that developers prepare and submitted Area Structure Plans, to the satisfaction of the Town, whenever deemed necessary by the Town.
2.2.5	Where time and resource constraints necessitate the preparation of Area Structure Plans by others (private landowners, developers, and / or their consultants), Council may permit them to do so.
2.2.6	When an Area Structure Plan is required, the plan shall be prepared in accordance with the requirements of the Municipal Government Act and the Town of Didsbury Guidelines for the Preparation of Area Structure Plans and Area Redevelopment Plans.
2.2.8	When others (private landowners, developers, and / or their consultants) prepare an Area Structure Plan, the costs associated with the preparation of the plan, including the costs associated with the studies and testing required to determine the suitability of the land for development, shall be at their expense.
2.2.26	Development within the Town of Didsbury should occur in a contiguous manner in close proximity to existing development and major services.
2.2.27	Future development should only be permitted in locations that can be accommodated by logical extensions of the municipal infrastructure and that follow a logical sequencing of development.
2.2.28	New development shall not be permitted until such time as utilities and transportation facilities can be provided in an adequate and cost effective manner or unless all costs associated with the provision of such services are borne by the development proponent.
2.2.29	New development shall not be permitted on lands that are not contiguous to existing development or within 300 metres (as measured along the length of the facilities in question) of existing municipal servicing capacity, as determined by the Town.

This ASP has been prepared in accordance with the Town of Didsbury guidelines and is consistent with the provisions of the Municipal Government Act. The plan are shares a common boundary with current developed areas within the Town and demonstrates an intention to extend existing roadway and underground services to support subdivision and development. This ASP does not guarantee the timing for subdivision and development within the lands but rather speaks to the means by which development may be accommodated.

### Part 3.0: Residential Development

The MDP provides for accommodation of various housing types to respond to a range of lifestyle choices, budgets, and phases of life while maintaining the community's existing character and high aesthetic quality. It promotes community and neighbourhood design innovation to enhance development areas transportation network, open spaces, and housing types and styles.

The ASP will need to identify specific areas for the development of housing.

Section	MDP Policies
3.2.5	The range, style, and type of new residential development shall be approved in Area Structure Plans.
3.2.6	The overall density for residential uses shall strive to achieve an average minimum of five (5) units per net developable acre within each Area Structure Plan area.
3.2.7	The Town will ensure the provision of a variety of housing types and styles to meet the diverse needs of the community.
3.2.10	Medium density housing developments (i.e. fourplexes and townhouses) are supported by this Plan provided they are integrated with the overall design of the neighbourhood.
3.2.11	High density housing developments (i.e. apartments and large seniors housing projects) are supported by this Plan provided they are located in close proximity to shopping facilities, major institutions, parks and / or open spaces and have good access to transportation facilities.
3.2.15	The implementation of innovative community and neighbourhood design concepts and housing forms is encouraged. Innovations in community and neighbourhood design might include alternate road configurations and standards, open space integration, and varied setbacks. Innovation in housing form might include variation in unit type, the inclusion of secondary dwelling units, variation in building styles, materials, and colours, and innovative landscaping concepts.
3.2.16	Residential community designs that incorporate dead-end or hammerhead lanes are not permitted.
3.2.20	The Town encourages developers to establish design guidelines and architectural controls for housing developments which enhance interaction and communication, provide a sense of community and are pedestrian friendly.
3.2.22	Housing proposed within Area Structure Plans shall demonstrate sensitivity to established residential edges with regard to style, form, and density.

Residential development is anticipated to consist primarily of single-family homes which is consistent with the Town's current housing supply. The design of the proposed residential area offers flexibility to consolidate land to support other forms of housing including semi-detached, row and apartment style housing if sufficient demand exists. The mix of housing in this area would be determined based on market conditions.

The plan for residential development represents a planned average density of 6 units per net developable acre which exceeds the minimum standard established by the MDP.

The plan for development includes significant open space and a comprehensive pathway network to encourage interaction in outdoor areas and to promote an active and healthy lifestyle for residents. There is no intention to establish or adopt specific design guidelines or architectural controls within the plan area.

### Part 5.0: Industrial Development

The MDP seeks to ensure industrial development is managed responsibly through compatibility with adjacent land uses, is in areas permitted for industrial land use, and is linked with transportation routes.

The ASP should provide further detail on the location of industrial development and how it can be successfully

implemented in this area.

Section	MDP Policies
5.2.3	To ensure compatibility, industrial development adjacent to existing or future residential areas shall be subject to special controls, including but not limited to screening, buffering, fencing, or other mitigating measures.
5.2.5	Heavy industry shall only be permitted in Town subject to environmental impacts and impacts on adjacent areas being addressed.
5.2.6	Industrial areas shall be provided with direct linkages to major transportation routes and mixing of industrial and residential traffic is discouraged.

Industrial development is proposed for the industrial properties within the ASP area to align with the current designation of these lands by the MDP. The specific use of the lots will be regulated on a case by case basis through the development permit process and the application of the Town's land Use Bylaw regulations.

The western valley slope provides a significant physical separation between upland industrial development and the proposed new residential development within the river valley. Proposed industrial development is situated along an established road serving existing industrial developments, in the vicinity of rail infrastructure and in an existing industrial area.

Primary road access to the industrial area will be provided from 19th Street

### Part 6.0: Open Space, Parks, and Schools

The MDP encourages the development of new parks and recreation facilities, linking school sites, recreation facilities, and major open space areas to the rest of the community. The MDP seeks to include usable open space when dedicating municipal reserve lands. It also allows for environmental reserve lands to be augmented with municipal reserve to ensure the open space is functional and continuous pathway systems can be constructed.

The ASP should provide land areas for municipal reserve and describe the types of parks and facilities may be implemented for recreational uses.

Section	MDP Policies
6.2.4	Recreation facilities, parks, and open space systems are part of the overall land development process and shall therefore be considered in the preparation of Area Structure Plans and the Open Space and Pathway Plan.
6.2.6	New development areas shall provide linear parkway systems, where possible linking school sites, recreation facilities and major open space areas to the rest of the community.
6.2.7	The provision of pathways, local tot lots, and playgrounds shall be demonstrated in parks concept plans to be submitted and approved through the Area Structure Plan process.
6.2.10	Reserves shall be taken in the form of land or as otherwise agreed to by the Town and the Developer in accordance with the Municipal Government Act.
6.2.11	All developments shall provide the full (10%) dedication of municipal, school, or municipal / school reserves.
6.2.12	New residential subdivisions shall include the full dedication of reserve lands through the provision of parks and open space linkages in accordance with the Town of Didsbury Open Space and Pathway Plan.
6.2.13	Emphasis shall be placed on the provision of usable open space when dedicating credit Municipal Reserve.
6.2.14	Linear spaces averaging less than 12 metres in width shall not be credited as Municipal Reserve.

Section	MDP Policies
6.2.15	Walkways which solely provide connections between streets and open space facilities shall not be credited as Municipal Reserve but shall be provided as part of the road system or as public utility lots.
6.2.16	All new developments shall consider school land requirements in the development of their plans.
6.2.20	Environmental Reserve shall be provided as required adjacent to and including major watercourses and drainage areas and in accordance with the Municipal Government Act.
6.2.21	Environmental Reserve lands may be augmented with Municipal Reserve to ensure the open space is functional and continuous pathway systems can be constructed.

An estimated 33.8% of the gross land area within the boundaries of the ASP is planned to be dedicated as either environmental or municipal reserve. Municipal reserve dedications include lands outside of the floodway and within the flood fringe of the Rosebud River and all lands along the planned pathway network based upon a 15-metre right-of-way as per the standards established by the Pedestrian Network Master Plan. A total of 4.48 hectares is proposed to be dedicated for this purpose which exceeds the 10% requirement as established by the MGA. The municipal reserve areas are intended to include active and passive uses and a path network enabling the public to access and enjoy the natural amenity provided by the river valley and navigate the neighbourhood with minimal interaction with vehicle traffic. The plan also includes an intention to develop a children's playground and disc golf course near the Rosebud River which is accessible from the path network.

An environmental designation is planned to apply to all other undeveloped lands that are considered unsuitable for development due to flood potential and slope stability. For the areas near the Rosebud River, there will be little physical distinction between the municipal and environmental reserve lands.

## Part 9.0: Environmental Sustainability

The MDP promotes the need for environmental sustainability to reduce negative impacts on the environment. The MDP policies encourage the protection of historically or culturally significant sites, major drainages, water courses and restricts development on hazard lands due to slope instability or flood potential.

Consideration should be made in the plan to protect the Rosebud River water course and flood fringe areas exhibiting a flood risk from development that would put people and property at risk. These areas should be dedicated as environmental reserve to ensure they remain protected.

Section	MDP Policies
9.2.2	All development shall respect and maintain the integrity of the Rosebud River corridor.
9.2.4	Developers are encouraged to orient development sites to take advantage of winter sun in order to reduce the cost of heating.
9.2.9	All Area Structure Plans submitted for approval shall be accompanied by a Phase 1 Environmental Site Assessment and describe what follow up measures are required including determining whether a Phase 2 and / or Phase 3 assessment is required.
9.2.10	All Area Structure Plans submitted for approval shall be subject to Provincial review for identification of historically or culturally significant sites.
9.2.11	Major drainages and water courses shall be protected from development, dedicated as environmental reserves, and integrated into urban development in a manner which minimizes disruption of their natural systems.
9.2.12	No development other than parks shall be permitted to occur within the floodway of the Rosebud River, however golf course developments may be considered if Alberta Environment approval can be obtained.



Section	MDP Policies
9.2.13	Development within the flood risk zone may be allowed in accordance with the requirements of the Flood Hazard Identification Program (formerly covered by Canada-Alberta Flood Damage Reduction Program) and Town standards.
9.2.14	All new developments shall be required to regulate and control surface runoff during and following construction and shall include the incorporation of treatment for storm water runoff designed to improve the quality of the runoff entering the receiving body.
9.2.15	The Town shall endeavour to retain and improve the natural functions and habitat as well as improve the recreational and scenic qualities of watercourses.
9.2.16	Parks development and operations shall be carried out in a manner that minimises the need for invasive action such as pesticide and herbicide spraying, utilizing natural forms of control wherever possible.
9.2.17	All development shall minimize the impacts of post development light pollution.

An estimated 33.8% of the subject property is planned to be retained in a natural state or used as park space. The plan intends for lands situated in the floodway of the Rosebud River to be designated as environmental reserve and lands lying in the floodway fringe to be designated as public park space. No residential subdivision is planned for lands within the flood fringe. A Phase 1 ESA and HRIA was performed on the subject property as per the MDP policies. The results of these investigations are summarized in Sections 3.5 and 3.6 of this report with the full reports attached as Appendices. The open space areas along the riverbank will include a combination of landscaped parks, naturalized areas and a path network designed to enhance the scenic qualities of the river, provide public access to the area and to reduce maintenance requirements.

### Part 11.0: Transportation and Mobility

The MDP requires all new roads, pathways, sidewalks and bicycle routes to be identified in an ASP. The roads should be designed using the City of Calgary Standards and consider the school bus movements.

The plan will need to provide for a road hierarchy that integrates efficiently with the Town's existing road network and offers direct and convenient access to the existing community. Providing two points of access will be vital to separate heavy truck and residential traffic streams. Accessible active transportation linkages that accommodate multiple modes of transportation (i.e., pedestrian/cycling) that connect to the existing network should be considered in the plan configuration.

Section	MDP Policies
11.2.4	All new roads, pathways, sidewalks and bicycle routes shall be identified in Area Structure Plans.
11.2.5	Road right-of-ways should make provision for landscaping, tree planting and pathway systems.
11.2.7	Roads provided as part of new development areas shall be provided in accordance with Town of Didsbury road standards, which uses the City of Calgary Standards.
11.2.8	School Boards are encouraged to consider the movements of school buses adjacent to residential areas and within individual school sites when making requests for new sites at the Area Structure Plan stage.
11.2.11	Pathways form part of the overall mobility system and shall therefore be dedicated as part of the road rights-of-way. Roads and pathways shall be constructed simultaneously.

The ASP defines the extents of future transportation infrastructure planned for the area which includes roadways designed to the City of Calgary Standards with an integrated sidewalk as well as a full pathway network. The pathways

are planned to be dedicated simultaneously with roadway dedication.

### Part 12.0: Municipal Services and Utilities

The MDP promotes comprehensive planning that includes water and wastewater services and stormwater management. The MDP seeks to accommodate the extension of municipal services and utilities responsibly.

Sequencing of development within the ASP will be influenced by the locations of existing utilities and municipal services. The plan must consider appropriate locations for stormwater management facilities that integrate with the general drainage network.

Section	MDP Policies
12.2.4	The location of municipal services and private utilities in new development areas is to be identified at the earliest possible time in the planning process.
12.2.5	Generally, all new development shall incorporate underground services into the design.
12.2.7	Utility rights-of-way and public utility lots shall be provided at the time of subdivision.
12.2.9	The installation of any utility shall be in accordance with Town of Didsbury standards which are the City of Calgary Standards and accepted engineering standards and practices.
12.2.23	New developments shall install storm water retention facilities as a means of preventing direct drainage to existing watercourses.
12.2.25	Where storm water retention facilities are provided, they shall be dedicated as public utility lots and designed to enhance open space as well as to avoid water stagnation problems.
12.2.26	Direct runoff into the Rosebud River from new developments shall not be permitted. All developments shall be required to institute measures to restrict flow and siltation in a manner suitable to the Town and the Province.

This ASP includes a conceptual servicing plan prepared to comply with the City of Calgary Standards and accepted engineering standards and practices.

### Part 13.0: Intermunicipal Planning and Growth Management

The MDP encourages intermunicipal planning between the Town of Didsbury and the Mountainview County. Any development within 400 m of the Town's boundary will be referred to the County for comment.

Section	MDP Policies
13.2.4	The Town will refer to the County for comment prior to a decision on any proposed statutory plan, outline plan, or application for redesignation, subdivision, or development that is located within 400 metres of the Town's boundary.
13.2.7	As development occurs, the Rosebud River open space corridor shall be expanded so that it forms a continuous parkway system between the Town and the County.
13.2.9	The Town supports development of pathways linking Didsbury to the Mountain View County via continuous pathway systems.

Mountainview County was consulted to share information concerning the proposed configuration of development and to assess a willingness to support the use of Township Road 314 to act as a north access to 23rd Street/Range Road 20. The plan provides for the protection and continued public access to the Rosebud River.

## 2.4 Land Use Bylaw (LUB)

The Land Use Bylaw (LUB) is the primary tool used to regulate land use and development in the Town and implement the policy direction represented by the MDP. The ASP area is currently zoned UR – Urban Reserve District, which is applied to protect lands designated for future development. Planned development in the ASP area will necessitate a change in zoning to a residential, industrial and recreational district.

The following additional regulations will inform decisions regarding the ASP future land use map:

Section	LUB Regulation
3-19	<p><b>DEVELOPMENT NEAR A BODY OF WATER</b></p> <p>a) Parcels shall be located at least 10.0 metres (32.81 feet) back from the high water level;</p> <p>b) Parcels shall be located outside the high water level of a storm pond;</p> <p>c) Parcels shall be located outside the Flood Hazard Area;</p> <p>d) Additional setback requirements may be determined as part of an Area Structure Plan or Subdivision Application, at the discretion of the Development Authority;</p> <p>e) Applications for re-designation or development within the Flood Fringe shall provide such technical information in support of the application as may be required by the Development Authority and/or Alberta Environment;</p> <p>f) Development within the Floodway shall be restricted to the following:</p> <ol style="list-style-type: none"> <li>Structures and associated works for flood control;</li> <li>Public utilities, including bridges and pedestrian walkways, that do not obstruct the flow of water;</li> <li>Public parks and outdoor recreation land uses that do not obstruct the flow of water; and/or</li> <li>Agricultural land uses which do not obstruct the flow of water.</li> </ol>
3-20	<p><b>DEVELOPMENT ON OR NEAR SLOPES</b></p> <p>a) Buildings shall be located at least 20.0 metres (65.62 feet) back from the top-of-bank of an escarpment where the grade exceeds fifteen percent (15%), as shown in Figure 2;</p> <p>b) The Development Authority may, at their discretion, increase or reduce the setback requirements if the Applicant provides satisfactory proof of bank stability using a geotechnical or engineering study prepared by a qualified engineer.</p>

The ASP defines the limits to development based upon the application of the above-noted land use regulations.

# Existing Conditions

3



## 3.1 Plan Boundary and Ownership

The ASP site is located in along the Town's northern boundary. The Rosebud River traverses along the northeastern corner of the site. The site lies approximately 8 kilometres west of the Queen Elizabeth II Highway, which is a major provincial highway.

Legal Description	Portion NW 19-31-1-W5M
Registered Owner	1755545 Alberta Ltd. (Train Oilfield Services)
Gross Area	51.38 ha (126.97 ac)
Current Zoning	UR – Urban Reserve

## 3.2 Topography

The Rosebud River valley extends through the site creating two distinct and physically separated development areas. The upper plateau along the western third of the plan area lies at an average geodetic elevation of 1034 m but ranges in elevation between its height of 1037 m in the southwest corner of the plateau to a low of 1026 m in the northwest corner of the plateau. The land within the upper plateau is relatively flat with a gentle slope towards the bank of the valley to the east at an approximate 3% grade. The upper plateau has been historically cultivated and farmed with no significant natural vegetation present. The depth of land along the plateau varies between 100 m at the north end and 260 m at the south end.

The upper plateau quickly transitions into the western valley wall, presenting a gradient between 8% and 12%. The land along the cultivated western crest leading into the valley floor is well treed. Although the western valley slope is too steep to support development, it provides a physical separation between uses in the upper plateau and the valley floor as well as offering an opportunity for the extension of a pathway network to support public access into the area.

The valley floor lies at an average geodetic elevation of 1008 m. The lowest elevations are located directly adjacent to the Rosebud River bank. Grassland is the predominant land cover within the valley floor with some sporadic shrub land.

The Rosebud River originates southwest of Didsbury and is a major tributary of the Red Deer River providing water for irrigation canals. The river extends through the north east corner of the ASP area. The size of the river channel varies significantly within the ASP plan area with widths ranging between 1 m and 15 m. The Government of Alberta Flood Hazard Identification Program indicates a 1:100 year open water flood event would inundate land to an elevation of 1005.78 m.



Lands lying east of the river within the ASP area transition gradually up the eastern valley slope towards the valley crest. The slopes along the eastern boundary of the plan area are more gradual than other areas of the valley to the south.

#### Plan Influence

- The topography within the plan boundaries creates two distinct and physically separated development areas supporting consideration of two distinct forms and intensities of development.
- The valley walls present a significant hindrance to building development but offer an opportunity for supporting continued public access into the area through the extension of a pathway network.
- The lower valley floor is well suited for residential development given the scenic views and natural amenities provided by the Rosebud River valley.
- The Rosebud River presents a flood hazard and building development should be situated outside of the potential areas of inundation as established by the Town of Didsbury Flood Risk Mapping Study.
- Lands along and adjacent to the Rosebud River should be protected from development that would negatively impact the ecological value of the river. Public access to the river should be provided where appropriate.

### 3.3 Existing Land Use and Development

The lands within the plan boundaries are primarily zoned urban reserve which provides for a limited range of temporary uses to protect lands for future development. Land uses surrounding the site, include urban reserve, light and heavy industrial, commercial, residential, recreational, and agricultural uses.

Lands along the northern boundary of the plan area are situated in Mountain View County and include cultivated farm land, riparian area associated with the Rosebud river and 12 country residences.

The lands to the west include urban reserve, commercial, and light industrial uses. The urban reserve lands are used for pasture lands, while the commercial lands consist of empty lots and a grocery store. The light industrial lands include vacant lots and Train Oilfield Services. Considering existing uses and promoting complementary forms of development is an important consideration in this ASP.

The lands south of the plan area include a mix of heavy industrial, recreational, and residential uses. The industrial uses include the Rubyrock Construction Ltd., Corner Stone Enterprises Inc., Tanas Concrete, Countryside Autobody, Town of Didsbury Public Works yard, Didsbury Mini Storage, Wander Wash car wash, and Didsbury Veterinary Clinic. The recreational uses to the south include baseball diamonds, paved walking paths with lighting, and playground equipment. Residential uses south of the plan area are predominately single-detached dwellings associated with the Valarosa development. The uses along the southern interface need to be acknowledged during the design of the subject property to provide complementary land use.

The lands east of the plan area include urban reserve and existing recreational lands. Copperview Landing is a future community planned for the urban reserve lands to the east. Copperview Landing is planned to include a mix of land uses including low and medium density residential, commercial, municipal and environmental reserves and stormwater management areas. Lands along the Rosebud River within Copperview Landing are designated environmental reserve. The existing recreational lands east of the project area include stormwater ponds, paved walking paths, landscaping, and resting/viewing areas. The uses along the eastern interface need to be acknowledged during the design of the subject property to provide complementary land use.

#### Plan Influences:

- Rezoning land within the plan area will be required to support subdivision and development in the future.
- Planning for future development should appropriately consider existing and planned development on surrounding lands, providing for complementary forms and intensities or accounting for the need for buffering or transition between potentially incompatible uses.
- Development within the plan area should seek to provide a continuous trail network linking key destinations and providing continued public access to natural areas within the Rosebud River Valley.



AE PROJECT No.	20210039-00
SCALE	1" = 100'
APPROVED	B. DELANEY
DATE	2021 OCT 26
REV	0
DESCRIPTION	ISSUED FOR REPORT

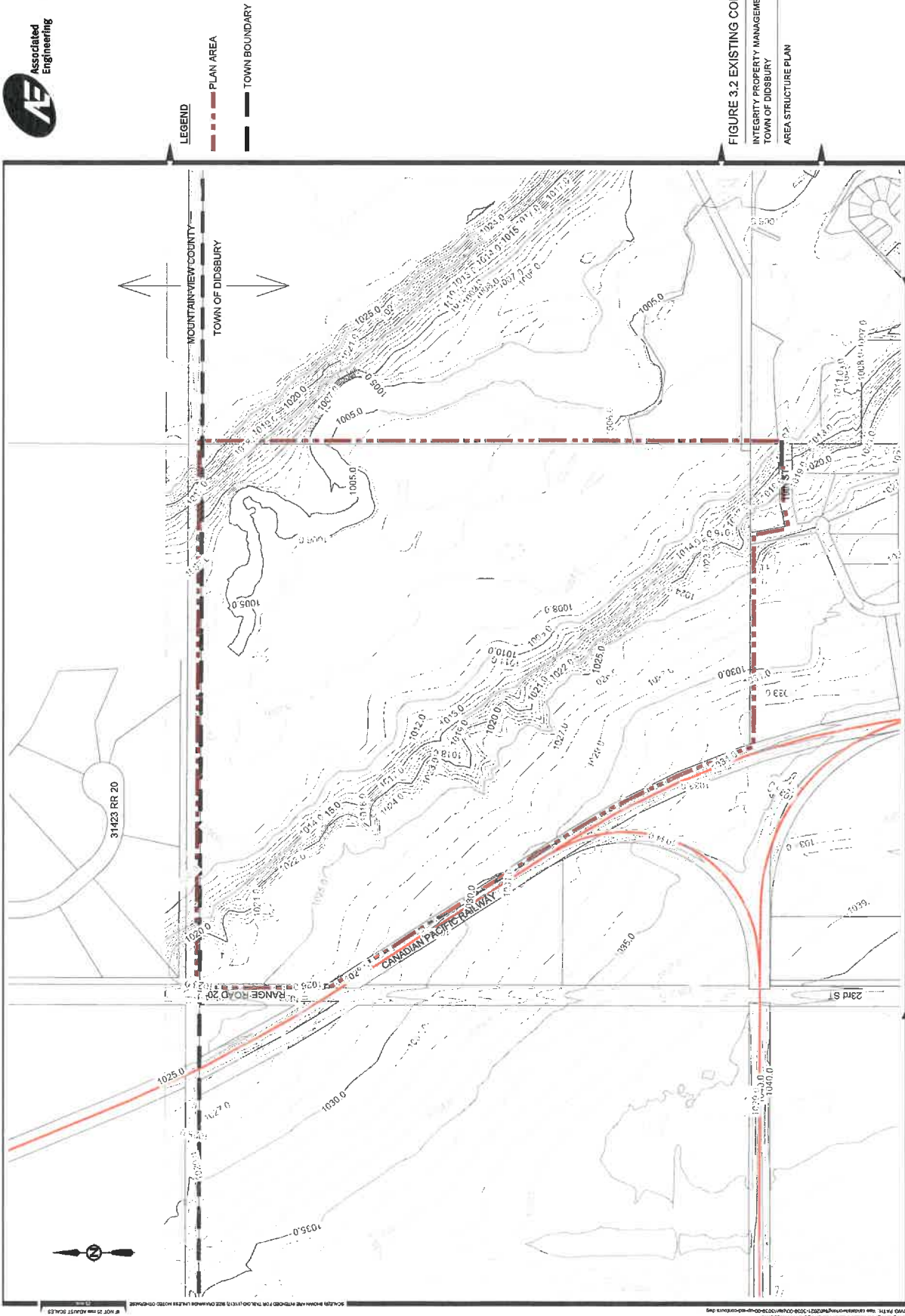


FIGURE 3.2 EXISTING CONTOURS

**INTEGRITY PROPERTY MANAGEMENT CORP.**

TOWN OF DIDSBURY

## AREA STRUCTURE PLAN

### 3.4 Geotechnical Conditions

ParklandGeo completed a geotechnical investigation of the lands within the plan area on November 15, 2021. The report summarizes the field and laboratory testing results and presents geotechnical recommendations for general site development. On September 10, 2021, nine boreholes were drilled to depths ranging between 3.1 m to 5.3 m below grade. The laboratory program consisted of measuring the moisture contents, hydrometer particle size analysis and water soluble sulphates.

The soil profile at the site consists of a mixture of surficial topsoil, silt, sand, glacial till and weathered bedrock. The uppermost layer of topsoil was moderately organic and ranged in depth between 150 mm and 250 mm. Sand was encountered below the surficial topsoil in Boreholes 3 and 5, extending to depths of 1.0 m and 1.6 m below grade. The sand contained little to some silt, trace gravel, and was fine grained, loose to compact, brown and damp. Silt was encountered in Boreholes 4, 6 and 9 below the surficial topsoil, extending to depths of 1.3 m to 1.8 m below grade. The silt contained some clay, sand, rust and coal inclusions; and was brown and moist. Clay was encountered in Borehole 7 below the surficial topsoil from 0.2 m to 1.3 m below grade. The clay contained some silt, little to some sand, rust and coal inclusions; and was characterized as firm, medium plastic, brown and moist. Glacial till was discovered in all boreholes except Borehole 9. The till extended to depths between 1.7 m to 4.5 m below grade and extended to the underlain bedrock. The till is a variable mixture of clay, silt and sand with trace gravel and occasional rust and coal inclusions. Weathered siltstone bedrock was encountered below the till and silt in all boreholes. The bedrock in this area is sedimentary in origin and consists of siltstone and shale. The local bedrock is considered to have a strength classification of extremely weak rock (R0) with the competency generally increasing with depth.

The soil samples identified a concentration of water-soluble sulphates ranging from 0.06 to 0.09 percent. The soil sample results indicate a "negligent potential for sulphate attack on buried concrete in direct contact with soil."

During drilling, sloughing conditions were observed in Boreholes 2 and 3 upon completion of drilling. No seepage was observed during drilling in all boreholes. The groundwater levels were measured on September 22, 2021 and the observed groundwater ranged from 2.15 m to 3.10 m below grade in the upper plateau land areas and from 1.57 m to 2.43 m in the lower valley floor land areas. The observed groundwater measurements are considered to be typical in this area and near or below the seasonal average. Groundwater elevations are expected to fluctuate on a seasonal basis and will be highest after periods of heavy or prolonged precipitation and snow-melt. Groundwater seepage is expected for shallow excavations at the site. The volumes of groundwater encountered will be dependent on seasonal conditions and the permeability of the soils within the profile.

The subsurface conditions at this site are considered to be suitable for the proposed subdivision development, including paved roadways. The main geotechnical findings include:

1. The general foundation conditions at this site are considered fair to good.
2. The slope between the industrial and residential areas appeared relatively stable at the time of drilling.
3. The near surface silt, sand or clay will be sensitive to disturbance when wet. The concern is that groundwater can "pump up" to the surface due to repetitive construction traffic, resulting in significant weakening/failure of the subgrade.
4. The clay till deposit is relatively stable and has favourable engineering properties for use as site fill, trench backfill, and road subgrade. It may require moisture conditioning before placement and compaction. The silt or clay will be more difficult to work with and not as favourable for use as site fill.
5. The clay till soils will be moderate to high frost susceptible. The estimated frost depth in exposed areas with limited snow cover is estimated to have an average depth of 2.5 m. The depth to the local water table for much of the site is relatively shallow, and this creates some potential for heave in these frost susceptible soils.
6. Minor groundwater seepage is expected for shallow excavations at this site. Conventional cut slopes are expected to be suitable for basement and utility excavations.
7. Weathered bedrock was encountered as shallow as 1.6 m. This bedrock may impede excavations for foundation and underground services.
8. Foundation design considerations will vary across the proposed industrial park in the upland areas on a lot by lot basis. Detailed recommendations for foundations should be based on site specific geotechnical investigations for individual lots.



The site is relatively flat in the valley floor area and gently sloped in the upper plateau area. The geotechnical report anticipates only minor cuts or fills (i.e. less than 1.0 m) may be required for possible building pads. The layer of topsoil should be removed and the exposed subgrade should be scarified to a depth of 150 mm to 200 mm and re-compacted uniformly to a minimum of 98 percent of SPMD.

A copy of the geotechnical investigation report is attached as Appendix A.

#### **Plan Influences:**

- The clay till deposit has favourable engineering properties for use as site fill, trench backfill, and road subgrade, but may require moisture conditioning before placement and compaction.
- The silt or clay deposits will be more difficult to work with and not as favourable for use as site fill.
- Observed groundwater ranged from 2.15 m to 3.10 m below grade in the upper plateau land areas and from 1.57 m to 2.43 m in the lower valley floor land areas. Minor groundwater seepage is expected for shallow excavations at this site.

### **3.5 Biophysical Resources**

Associated Engineering completed a Biophysical Impact Assessment for the plan area in August 2021 to assess potential impacts of development on biophysical resources. The report collected site-specific information and characterized the existing biophysical conditions within the plan area. The evaluation accounted for the temporary disturbances from construction activities and permanent disturbances from vegetation removal, wetland removal, and habitat loss associated with future development. The information gathered assessed potential impacts, identified environmental effects on biophysical resources, and provided mitigations to limit the effects on the environment.

The subject property will include three land uses: industrial, residential, and environmental reserves. Industrial areas are best suited for locations that have been previously disturbed by crop production and located far as possible from the Rosebud River and its riparian areas. Residential properties can be developed in the low-lying area of the site, assuming the valley wall and Rosebud River habitat are considered in the design of the plan area. The considerations during the design phase of the development to limit the impacts on biophysical resources can include;

- Limiting industrial areas to pre-disturbed areas;
- Retaining native habitat as much as possible;
- Employing Environmental Reserves to preserve high-value native habitat; and
- Establishing setbacks between residential development areas and riparian areas.

Additional construction impact assessments and environmental requirements (i.e. field assessments and regulatory approvals) are necessary at the construction stage of the project, before development. The project's anticipated impacts can be minimized or avoided by adhering to the mitigation measures provided in the biophysical report.

A copy of the biophysical report is attached as Appendix B.

#### **Plan Influences:**

- Industrial areas are best suited for locations that have been previously disturbed by crop production and located far as possible from the Rosebud River and its riparian areas.
- Residential properties can be developed in the low-lying area of the site, assuming the valley wall and Rosebud River habitat are considered in the design of the plan area.
- Industrial development should be limited to disturbed lands.
- Native habitat should be protected from development that would negatively impact the resource through the use of environmental dedication.
- Setbacks should be established between residential development areas and riparian areas.



FIGURE 3.3 EXISTING LAND USES

INTEGRITY PROPERTY MANAGEMENT CORP.  
TOWN OF DIDSBURY  
AREA STRUCTURE PLAN

### 3.6 Historical Resources

A desktop heritage review was completed using the Alberta Historic Resource Management Branch, Listing of Historic Resources (Listing) on-line GIS database. The Listing is a tool that may assist landowners, developers, industry representatives, and municipalities in determining if a proposed development might affect historic resources. The Listing identifies lands that contain or have a high potential to contain historic resources, including archaeological sites, paleontological sites, Aboriginal traditional use sites (burials, ceremonial sites, etc.), and/or historic structures.

The review classified the site as HRV 5 (a) and (p). The HRV 5 classification means the site has a high potential to contain a historic resource. The subclasses (a) and (p) are the primary historic resource category of concern. Subclass (a) stands for archaeological and (p) stands for paleontological. The review is appended to the back of this report in Appendix C.

Circle CRM Group Inc submitted a historic resources application to determine the requirements, conditions, or approvals that apply to the project. There are no archaeological concerns with future development activities in the cultivated upland terrain located within the western portion of the ASP area. Remaining portions of the ASP area to the east exhibit a high potential to contain archaeological resources. Final development plans in these areas must be submitted for review by Alberta Culture and Status of Women before unconditional approval can be granted. Before development activities commence, the final plans must be submitted in a new Historic Resources Application. Depending on the nature and location of specific project components, a Historic Resources Impact Assessment for archaeological resources may be required before development proceeding in these areas.

Circle CRM Group completed a Historic Resources Impact Assessment (HRIA) dated January 10, 2021, (ASA Permit 21-220). The assessment included a pre-field background study, in-field survey, and reporting. The fieldwork included using a backhoe to excavate 16 test sites within the lower plateau area. Test sites were measured roughly 1.5 m x 5 m, with sediments being carefully hand-screened with assistance of a rake and shovel. The investigation did not identify any previously unreported historic resource sites.

Given the results of the HRIA, it recommends that the proposed lower plateau area in the NW-19-31-1-W5M be granted Historical Resources Act approval for residential development and in accordance with the Historical Resources Act Requirements (HRA Numbers: 4835-21-0085-001 and 4835-21-0085-002). The recommendations are subject to the approval of Alberta Culture and Status of Women.

The HRIA report is attached as Appendix C.

#### Plan Influences:

- The HRIA needs approval from Alberta Culture and Status of Women.

### 3.7 Environmental Site Assessment

Pinchin Ltd. completed a Phase I Environmental Site Assessment (ESA) in May 2021 to identify potential issues of environmental concern associated with the project area. The Phase I ESA was performed in general compliance with currently acceptable practices for environmental site investigations.

In 2013, Pinchin Ltd. completed a Phase II ESA to assess for impacts associated with an oil and gas well located approximately 30 m south of the project area from 1984 to 1993. Based on the work completed as part of the Phase II ESA and the subsequent laboratory analytical results, a concentration of chloroform in groundwater exceeded the currently applicable 2019 Tier 1 SGRG. Based on the concurrent Groundwater Monitoring and Sampling Program (GMSP) results, reported concentrations in the groundwater samples submitted for analysis of volatile organic compounds (VOC) were below laboratory detection limits and satisfied their respective Alberta Tier 1 Soil and Groundwater Remediation Guidelines.

Given that the results of the 2013 Phase II ESA were limited to exceedances of chloroform in groundwater, and all concentrations of chloroform were non-detect during the current GMSP, it is Pinchin's opinion that nothing further is warranted in relation to the off-site oil and gas well and previously detectable chloroform concentrations at the site.



Based on the results of the Phase I ESA, Pinchin identified that the following could result in potential subsurface impacts at the site:

- Sandblasting and spray-painting is conducted over the bare ground in tents located on the southwest portion of the site.

Pinchin recommends completing a Phase II ESA at the site based on the findings noted above.

The Phase I ESA is attached as Appendix D.

#### **Plan Influences:**

- Confirm with Pinchin the area required to be studied further by a Phase II to support development based on the Sandblasting and spray-painting activity at the Train Oilfield site and at what point in time should this study be completed to support the development.

## **3.8 Infrastructure**

### **3.8.1 Access**

Roads in the immediate vicinity of the plan area include 23rd Street/Range Road 20 to the west, 19th Street to the south and an undeveloped segment of Township Road 314 to the north.

Township Road 314 falls under the jurisdiction of Mountain View County and use of this road allowance would be contingent on obtaining County approval.

Access to 19th and 23rd Street is possible, and another potential access point may be provided from an extension of 16th Street along the southeast corner of the project area. The extension of 16th Street will represent the primary residential access for the plan area.

A Canadian Pacific Rail (CPR) line extends along the property's western boundary. The CPR line extends from the City of Edmonton to Calgary.

#### **Plan Influences:**

- Providing multiple points of access within the development is essential from the perspective of public safety.
- Separating industrial and residential traffic would be beneficial to the development.
- Providing industrial development with direct connections to higher-order roadways and major transportation networks is important.
- Access to 16th Street from the planned residential area requires land acquisition and subdivision of Block 5, Lots 7 and 8.
- Development adjacent to rail corridors should consider the Guidelines for New Development in Proximity to Railway Operations, May 2013, including setbacks for development adjacent to rail lines.
- Any access to the rail line needs to be considered and approved by CP Rail.

### **3.8.2 Stormwater Management**

Portions of the property are located within a defined flood hazard area. Flood hazard areas are typically divided into floodway and flood fringe zones. Development within the floodway cannot obstruct the flow of water and is limited to structures associated with flood control, public utilities including bridges and pathways, public parks and outdoor recreation land uses, and agricultural land uses. If development is proposed in the flood fringe area, the Development Authority and Alberta Environment need to be consulted to determine additional technical information required to support the infringement.



The Town of Didsbury Stormwater Infrastructure Management Master Plan figure 6.1 Future Storm Drainage System identifies a future pond in the southeast corner of the project area. Based on the mapping provided in the plan, there is a proposed 1950 mm trunk at this location in the future. The existing runoff in the area is managed overland through ditches, natural overland flow paths, and culverts.

#### **Plan Influences:**

- Development of the site will be located outside of the floodway and flood fringe zones to reduce the potential for flooding of private property.
- The stormwater management plan will need to be designed as a combination of an overland and minor systems where runoff is conveyed through catch basins, ditches, culverts, and swales to a storm pond.
- The size and location of a storm pond needs to be defined at the ASP stage of development to ensure sufficient land has been set aside to accommodate the facility.
- The design criteria and service area for the proposed 1950 mm storm trunk will need to be confirmed during the design of the development area.

### **3.8.3 Water**

The Town of Didsbury Water Distribution Infrastructure Management Plan identifies the extension of a 300 mm distribution main planned to extend from the Butte Pumphouse in the west end of Town through the centre of the subject property. The extension will then connect with the existing network in 19th Street and will continue to be extended further west past the Rosebud River, through Copperview Landing, through Roseridge and then back along Township Road 312/15th Avenue.

The Town requires waterlines in developments to be looped to provide redundancy in the system in the event of a water main break and to ensure that water does not get stagnant. The waterline may tie-in at the intersection of 19th Street and 29th Avenue as an interim strategy. A tie-in at the edge of the existing Valarosa development may also be feasible; however, the 19th Avenue Street and 29th tie-ins are sufficient at this time. The Town expects this to be looped into the water main west of the tracks. If this tie at 19th Street is used, looping into the valley would be required within the development.

#### **Plan Influences:**

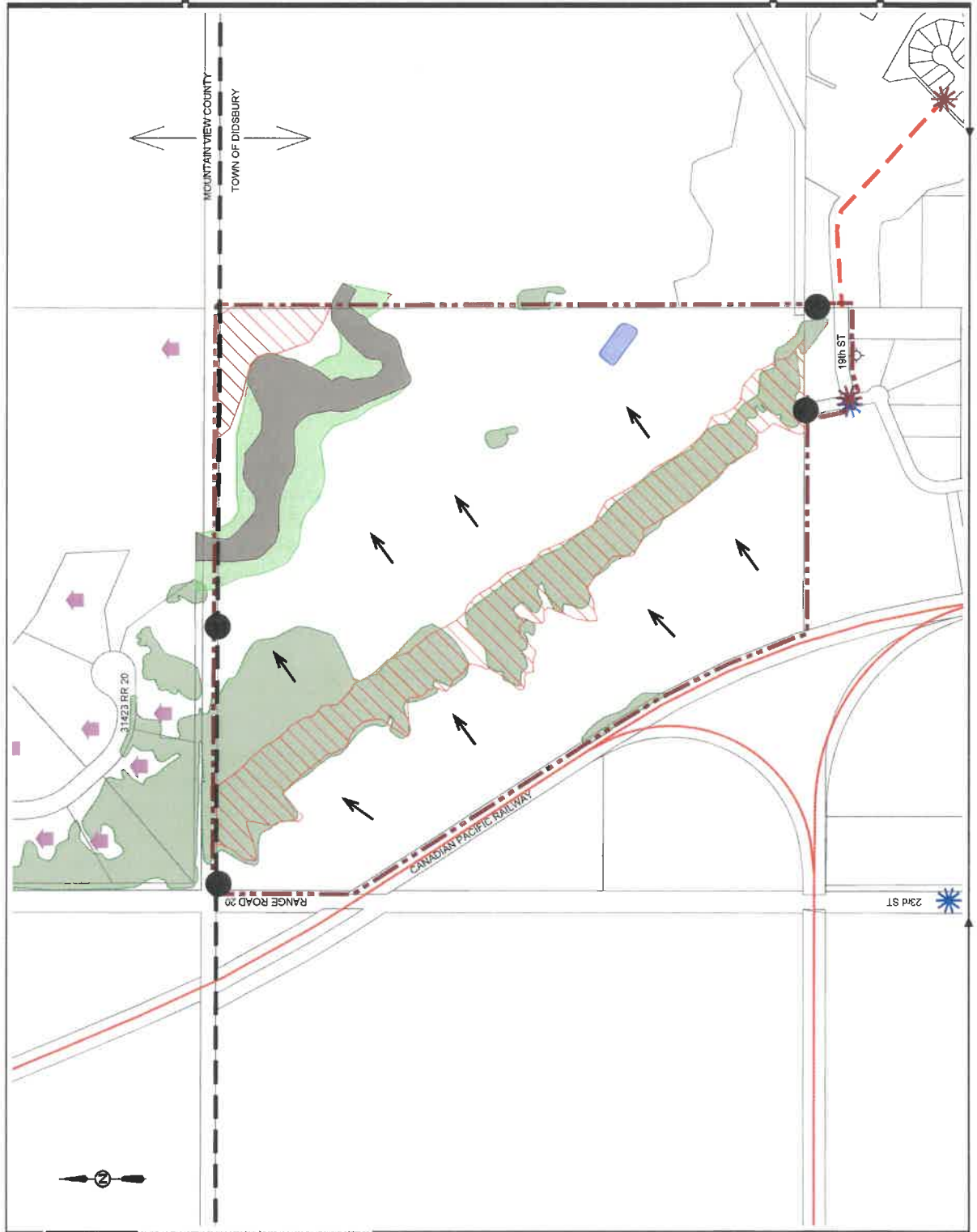
- The preparation of the water network for the ASP will need to ensure it is fully looped.
- The tie-in points for the proposed water network will be at 19th Street and 29th Avenue.

### **3.8.4 Wastewater**

The Town of Didsbury Wastewater Infrastructure Management Plan has a 525 mm trunk planned along the site's southern boundary. This trunk line will tie-in with a 600 mm trunk along the Rosebud River adjacent to the Valarosa development and the 600 mm will tie-in with a proposed Rosebud Lift Station adjacent to Highway 582 discharging to the Town's lagoons. Recognizing that the above noted infrastructure is planned and not yet constructed, wastewater services within the plan area will connect to the existing 300 mm sanitary main in the 19th Street and 29th Avenue or the existing 450 mm sanitary trunk in the Valarosa development. A lift station is expected to be required within the development and tie in either within the new system or directly at the 300mm sanitary main in 19th Street. The existing lift station has some spare capacity per design, and the existing 450 mm trunk does have provision for lands in the subject quarter section.

#### **Plan Influences:**

- Determine the most feasible tie-in with the existing network.
- Determine the expected wastewater flows.



**LEGEND**

- PLAN AREA
- TOWN BOUNDARY
- OVERLAND FLOW
- HOUSE
- ABANDONED OIL WELL
- ONSITE DUGOUT
- CP RAIL LINE
- TREE LINE
- ESTIMATED SLOPE > 15%
- FLOODWAY - ALBERTA ENVIRONMENT FLOOD RISK MAP
- FLOOD FRINGE - ALBERTA ENVIRONMENT FLOOD RISK MAP
- PLANNED FUTURE ROAD
- POTENTIAL ACCESS POINTS
- POTENTIAL WATER TIE-IN
- POTENTIAL SANITARY SEWER TIE-IN

**FIGURE 3.4 DEVELOPMENT INFLUENCE**

INTEGRITY PROPERTY MANAGEMENT CORP.  
 TOWN OF DIDSBURY  
 AREA STRUCTURE PLAN

AE PROJECT No.	20213038-00
SCALE	NTS
APPROVED	B. DELANEY
DATE	2021NOV04
REV	0
DESCRIPTION	ISSUED FOR CLIENT MEETING

# Consultation

4



## 4.1 Stakeholder Engagement

Associated Engineering contacted representatives from Alberta Environment, Alberta Transportation, the Chinook's School Division, the RCMP Didsbury Detachment, and the Didsbury Fire Department to discuss the project. The following represents a summary of these discussions.

### Alberta Environment

Alberta Environment was contacted by telephone and offered an opportunity to comment on the proposed plan on June 17, 2022. They requested additional information be shared via email including a land use plan to verify any comments they may have associated with the proposal. On June 20th, 2022, Marian Jones, Interim Senior Lands Officer, provided a single comment regarding the planned Rosebud River pathway crossings. These crossing may require authorization from the Water Act Team, which should be addressed before the pathway development occurs. The Water Act Team was copied on the communication to Associated Engineering. It is assumed the Water Act Team is aware of this area's future planned pathway crossings along the Rosebud River system.

The correspondence from Alberta Environment is attached in Appendix E.

### Alberta Transportation

Alberta Transportation (AT) was contacted by email and offered an opportunity to comment on the Transportation Impact Assessment (TIA) report. AT identified the need for additional analysis to reflect the intention to separate industrial and residential traffic with residential traffic exclusively using 16th Street and industrial traffic using 19th Street to access the existing Town street network to the south. Other comments from the initial consultation related to confirming current intersection capacities, defining the timing and design for future intersection upgrades and a request to include railway crossing and illumination recommendations in the final report.

Following this initial review, the TIA report was updated accordingly and resubmitted to AT for review and approval.

A copy of the correspondence from Alberta Transportation is attached in Appendix E.

### Chinook's School Division

The Chinook's School Division was provided a draft land use concept for the project area and requested to confirm that the local school has sufficient capacity to accommodate the projected population generated by the proposed residential development; to determine if the area can be added to the bus route; and to confirm if additional land dedication within the plan area is required to support future school construction.

A response was provided by Shawn Russell, Associate Superintendent Corporate Services. The comments received confirmed that sufficient capacity exists as the schools are currently operating at 80% capacity. They supply busing services to the community and those services also have capacity to serve the proposed ASP area. At this time the

Division has no plans for an additional school in Didsbury. If the Board should need one in the future, the Joint Use Planning Agreement between the Town and the Division would be used to establish how the site selection process would happen.

The correspondence from the Chinook's School Division is attached as Appendix E.

### **RCMP Didsbury Detachment**

The RCMP Didsbury Detachment was provided a draft land use concept for the project area and requested to comment on and confirm their ability to service the proposal. A response was received from Staff Sergeant Stephen Browne, Commander, on May 4th, 2022. The RCMP had no formal comments on the proposed ASP land use concept and confirmed their ability to provide service to the development area.

The correspondence from the RCMP is attached as Appendix E.

### **Didsbury Fire Department**

The Didsbury Fire Department was provided a draft land use concept for the project area and requested to comment on and confirm their ability to service the proposal. A response was received from Fire Chief Curtis Mousseau, on May 25th, 2022. The Fire Department wants to ensure that water servicing will be adequately sized for their use. They also want to ensure the street widths are sufficient to accommodate the fire response equipment as their largest apparatus is almost 3 m wide and they have found it challenging to maneuver the equipment in newer residential streets. The internal street network will be designed to the current City of Calgary local street standard which account for the space requirements for emergency service access. The Didsbury Fire Department confirmed their ability to respond to this development. Their current fleet includes two engines, rescue, aerial, water tender, bush buggy, utility truck, and command truck. Any unit or combination of units would be used to respond to various incidents.

The correspondence from the Didsbury Fire Department is attached as Appendix E.

## **4.2 Public Open House**

A come and go public open house was held on November 16th, 2022, from 6 pm to 8 pm, at Town Council Chambers. It included a series of display boards that the public could review and ask questions or provide comments regarding the Creekside ASP. The open house engagement was advertised for 2 weeks on the Town's website, community bulletin boards, and in the newspaper. The event had 12 registered attendees. Following the event, additional time, up to November 28th, was provided to residents to send in their questions or comments.

There was a feeling of excitement and optimism from the public during the event. Some attendees felt the development would help increase the taxes in the community. Others felt growth would be a good thing for Didsbury and is something the community needs as they continue to watch neighbouring urban municipalities experience growth at a faster pace.

Below is a summary of conversations, questions, and comments received during the event.

### **Summary of Engagement:**

- A question was raised regarding if the proposed residential development is within the flood plain? Based on the available information regarding flood risk, the answer is no. The residential rear yards along the Rosebud River are outside of the flood risk limit of the 100-year design flood as per Alberta Environment Flood Hazard and Flood Criteria mapping.
- A question was raised about access on the south side to 16th through private property. As mentioned above in section 3.7.1, this access point would require land acquisition. It was also discussed that the plan is conceptual and if access to 16th Street was not attainable, then the land use plan would require an amendment to demonstrate a second point of access along 19th Street that extended down the valley into the residential area.
- A comment was made regarding the entire property being developed for industrial uses. However, as illustrated on the land use concept and discussed during the event, the plan was to mitigate potential conflicting land uses by maintaining consistency on how the Town is currently developed. This includes the residential along the



bottom of the valley like Valarosa and the neighbouring country residential housing to the north. It also included locating future industrial on the top of the valley. The response to the land use plan was positive and attendees felt the mix of residential and industrial was fitting for the area and felt the sites natural physical features provides a sufficient buffer between the uses. Attendees like that the development creates live/work opportunities for future residents with the proposed residential and industrial developments being near one another and accessible by trails and road networks.

- A question was asked regarding if the plan was exclusively for single family homes or if a mixture of dwelling types may be introduced to the area. As discussed later in this report, the layout of the proposed residential development is anticipated to consist primarily of single-family homes which is consistent with the Town's current housing supply. The design of the proposed residential development provides flexibility in the future to consolidate land to support other forms of housing including semi-detached, row and apartment style housing if sufficient demand exists. The mix of housing in this area would be determined based on market conditions.
- A question was asked regarding if the southeast wet pond in the residential development area is intended to drain into the memorial park wetlands, and if it does, what kind of quality control actions will be implemented to mitigate contamination. The southeast pond is intended to drain into the Didsbury North Industrial Stormwater Wetland (now known as Memorial Park Wetlands). The ponds will be designed to include an upstream oil grit separator. The purpose of the oil grit separator is to screen the incoming water and separate debris, sediments, and hydrocarbons from impacting downstream areas. Additionally, the wet pond will allow runoff water to be collected and stored. The wet pond storage will provide sedimentation, allowing any other particles from the runoff water to drop to the bottom of the pond before it is released at a controlled flow rate to the wetland.
- A question was asked about why development could not happen along the 15% or greater sloped area. As mentioned in this report, the Town has policy and regulation that prohibits development within areas with slopes at or greater than 15%. Therefore, the plan is to designate these areas as environmental reserve and try to retain the natural features as much as possible.
- A question was asked on if park space was considered during planning. As discussed with the attendees, over 33% of the plan area is designated as either environmental or municipal reserve space which is a significant amount of land being dedicated for reserves. The plan for park space was to utilize flat areas within the flood fringe areas where residential development would not be capable of occurring. The plan was also to include a trail network that meandered around the entire development area and connected with the Town's existing pathway network in Memorial Park southeast of the project area.
- A questions was asked regarding the need for another lift station in the area when a new lift station was just constructed in Valarosa. The response was that the lift station is necessary because the Valarosa lift station is at a higher elevation then the proposed development. Therefore, the proposed lift station for Creekside is needed to have an operational sanitary sewer system.

# Development Vision and Principles

5



This ASP builds on the direction provided by the Town's IDP, ICSP, MDP, and Land Use Bylaw. The following vision and plan principles were prepared in response to the existing conditions and development influences of the area identified during the planning process.

## 5.1 Development Vision

The vision for development within the ASP area is to leverage the natural land characteristics within NW 19-31-1-W5M to support a combination of residential and industrial land uses. Although these two uses typically conflict with one another, the local terrain creates two physically separate and distinct development areas capable of effectively accommodating different types of uses of varied intensity while naturally mitigating the land use characteristics that are the source of incompatibility.

At the core of land use planning, is a desire to create compatibility between adjacent land uses or utilize natural or built features to create the necessary buffers between lands that may have incompatible characteristics. The development plan envisions the continuation of industrial development along the upper plateau of the valley and the rail line corridor. The land lying east of the rail line represents a natural extension of the existing predominant use in this area and an appropriate form of development given the existing transportation infrastructure in place which would be less suitable for other forms of development. The valley wall represents a significant constraint to development while offering an effective physical transition into the valley floor. Lands within the Rosebud River Valley are best suited for the extension of residential development which benefits from the scenic value of the area and the natural separation that the valley provides from potentially incompatible uses. Although the valley walls are considered a constraint to building development, these areas offer an opportunity to create a network of pedestrian trails to support public navigation of the area and to promote wellness and active recreation. Residential development within the river valley is anticipated to be primarily single-family lots with the potential to consider strategically located multi-family nodes if desired and supported by the local market.

## 5.2 Development Principles

The following plan principles will be used to inform decisions when developing land within the ASP area:

1. To ensure land is being used for its highest and best use.
2. To provide for the expansion and potential diversification of the Town's housing supply to meet forecasted growth.
3. To preserve and encourage public access into the area surrounding the Rosebud River.
4. To utilize Municipal Reserve lands to provide ongoing public access to the area surrounding the Rosebud River and to meet the recreational needs of the local population.

5. To utilize Environmental Reserve lands to preserve and protect natural features and wildlife from unwanted development.
6. To support local economic growth and expanded employment opportunities by providing additional serviced industrial land.
7. To plan for development that responds positively to the physical conditions represented in the plan area.
8. To plan for development that can be efficiently and economically serviced.
9. To promote development that is compatible with existing and planned development on surrounding lands.
10. To provide for an effective and efficient public road network.
11. To provide a continuous pathway/trail network that enables local residents and the public to access the natural areas within the plan area and to support active lifestyles and multiple modes of transportation.
12. To align servicing with current municipal standards and the demands of new development.
13. To define the future land requirements for stormwater management facilities and utility corridors.
14. To design new stormwater management infrastructure which mimics natural drainage systems.
15. To phase development to coincide with the expansion of municipal infrastructure.
16. To create a policy framework which balances the needs for certainty today while retaining some flexibility to respond to changing market conditions over time.

# Land Use Concept

6



Creekside is envisioned to be a high-quality neighbourhood that provides a combination of residential and industrial development. A high-quality neighbourhood is designed to provide a safe environment, be pedestrian friendly and accessible, have green landscapes, include a variety of housing types, and are convenient for the residents. A high-quality neighbourhood is a safe and friendly place with a strong sense of community established where most people know one another. Being pedestrian friendly and accessible provides the ability to freely explore an area by foot or other modes of transportation and link the users to various destinations within the community. Green landscapes create a high-quality neighbourhood as they often add value and character to a neighbourhood and provide for a healthier living environment as people can seek refuge in exploring these spaces for their physical and mental wellbeing. A variety of housing options provide choice and meets the diverse needs of people of all ages. A high-quality neighbourhood also provides convenience to its residents by offering park space for recreation, linking to destination points inside and outside of the neighbourhood, and offering locations where people can seek employment opportunities or other services.

The industrial development on the upper plateau is attractive to businesses and employees while providing a variety of services necessary to support the local and regional populations. The upper plateau abuts existing heavy industrial development to the south that creates a seamless transition into the plan area. The transportation network connecting to the area makes the site easily accessible for traffic as it has direct access to Range Road 20 and 19th Street and both connect with Highway 582. The location creates employment opportunities. A localized workforce is directly adjacent to the business development area with the planned residential land use along the lower plateau.

The vision for the parks and open space areas is balance and connection. The plan promotes environmental stewardship through the protection of natural assets while enabling public access and activity within the spaces through the development of active and passive park areas. The plan provides for the development of a continuous path network, connecting residents to the natural assets in the area, to the planned recreational amenities and to the broader neighbourhood. The transportation network is safe and efficient, serving a range of mobilities and contributing to the overall connectivity within the plan area.

Figure 6.1 illustrates the development concept for the plan area.

## 6.1 Land Use Allocation

The proposed allocation of land and foretasted population within the plan area is summarized in Table 6.1.

The Town's MDP establishes an overall average density for residential uses at a minimum of five (5) units per net developable acre within an Area Structure Plan area. The overall average density of the land use plan as illustrated in figure 6-1 is approximately 6 units per net developable acre for residential use.

The MDP speaks to ensuring the provision of a variety of housing types and styles to meet the diverse needs to the community. The current plan identifies the area as single-family lots to complement Valarosa to the southeast



and the country residential to the north. If a mixture of residential densities are desired in the area, the lots could be consolidated for larger parcels to provide the ability for different housing products such as semi-detached or row houses and dwelling group developments. The land use concept identifies mixed density residential areas which would be equally suitable for single and multi-family development. The decision concerning the mix of single and multi-family housing will be determined during the rezoning and subdivision stage of the development based on the current needs and market demands.

As per the MGA, the future subdivision of lands within the plan area will require the dedication of 10% of the net developable area (NDA) as municipal reserve. The plan projects a total municipal reserve dedication of 4.48 hectares representing 11.3% of the NDA. Municipal reserve lands include lands not proposed for development lying outside of the floodway of the Rosebud River and the lands set aside for pathway development throughout the plan area. Park space within the vicinity of the Rosebud River will include grassed fields, a children's playground area and naturalized areas celebrating the natural beauty of the area.

Table 6-1 Land Use Statistics |

Land Use	Area (ha)	Percent of GDA
<b>Gross Development Area (GDA)</b>	51.40	100.0
Environmental Reserve	11.78	22.9
<b>Net Developable Area (NDA)</b>	<b>39.62</b>	<b>77.1</b>

Land Use	Area (ha)	Percent of NDA
Residential	15.22	38.4
Industrial	10.37	26.2
Municipal Reserve	4.48	11.3
Storm Pond/Utility Parcel	3.25	0.1
Road Rights-of-Way	6.30	15.69
<b>Totals</b>	<b>38.12</b>	<b>100</b>

Plan Metric	Value
Residential Lots	233
Residential Lot Density - All Single Family Dwellings (Dwellings/NDA)	5.9
Average Household Size (Persons/Dwelling)	2.5
Estimated Residential Population	583
Industrial Lots	15



**FIGURE 6.1 - LAND USE CONCEPT**

INTEGRITY PROPERTY MANAGEMENT CORP.	
TOWN OF DIDSBOURY	
AREA STRUCTURE PLAN	
AE PROJECT No.	20213039-00
SCALE	NTS
APPROVED	S. DELANEY
DATE	2022DEC16
REV	0
DESCRIPTION	ISSUED FOR REPORT

# Land Use Policies

7



Building on the vision and plan principles for the development, the following policies have been established to be used to guide future rezoning, subdivision and development permit applications. All development within the plan area will occur following the policies of the MDP and this ASP.

## 7.1 General

The following policies apply to all development within the Creekside ASP:

### 7.1.1 General Development Policies

1. The location of land uses shall be generally consistent with Figure 6-1 Land Use Concept.
2. Development shall allow for the future development of adjacent properties to support land use and servicing continuity.

## 7.2 Residential

The residential use areas as shown on Figure 6.1 – Development Concept encompasses lands along the lower plateau of the Rosebud River. The continuation of residential uses along the lower plateau creates a uniform pattern of development linking Creekside with Valarosa. Together these areas will allow for growth that improves housing choice and enhances community character. The configuration of development within the ASP area takes direct account of the physical conditions in the area by utilizing undeveloped areas as public open space and to act as a natural transition between industrial and residential uses. The incorporation and protection of key natural areas into the development enables the residential development pattern along the Rosebud river to take on an organic form, providing a direct link between residents and nature. The initial east to west block orientations allow sites to take advantage of passive solar opportunities.

Residential development is anticipated to consist primarily of single-family homes which is consistent with the Town's current housing supply. The block depths and road configuration provides flexibility in the future to consolidate land to support other forms of housing including semi-detached, row and apartment style housing if sufficient demand exists. The amount and proximity of public open space within this neighbourhood would support higher density forms of development where private open space is limited. The mix of housing identified above will be determined based on market conditions and plan refinements.

### 7.2.1 Residential Policies

1. Residential development will be predominately single detached dwellings.
2. More intensive forms of housing consisting of semi-detached, row or apartment style housing may be supported along the western valley as described in Figure 6-1 where it can be demonstrated that sufficient servicing capacity exists.



3. The overall residential density target will meet or exceed five units per net developable acre.
4. Semi-detached and row housing within the plan area should situate in Mixed Residential Density areas as defined in [Figure 6-1 Land Use Concept](#) to take advantage of close proximity to public open space and offsetting reduced private yards.
5. The internal road network will not include hammerhead lanes but may include cul-de-sacs.
6. Privately owned lots adjacent to publicly dedicated natural areas should utilize transparent fencing to provide natural surveillance for public areas.
7. Subdivisions should respect the natural topography of the lands and seek to minimize the alteration of natural grades.
8. Lot orientation and housing design should seek to take advantage of passive solar gain in the winter months to improve energy efficiency.
9. New development shall incorporate high-quality landscape design including street trees, boulevard landscaping, and the integration of natural vegetation where appropriate. Landscaping shall form part of the development agreement between the Town and developer as regulated in the Town's Land Use Bylaw.
10. Planting of native vegetation on private and public lands should be encouraged to minimize environmental and economic costs.
11. Xeriscaping and other low maintenance landscape materials are encouraged.
12. Prior to a land use amendment or subdivision approval, the Developer shall submit the detailed subdivision plan and obtain any additional approvals required by Alberta Culture and Status of Women as outlined in the Historic Resources Impact Assessment report.

## 7.3 Industrial

Industrial use areas as shown on Figure 6.1 – Development Concept is directed to lands along the upper plateau of the Rosebud River valley. The continuation of industrial uses along the upper plateau maintains the pattern of development. Industrial development is planned to connect with 19th Street in the south and Range Road 20/23rd Street in the northwest. Range Road 20 is classified as an arterial road as per Map F – Transportation Network in the MDP making it a major transportation link that connects with the provincial highway network.

Development within the Industrial Land Use Policy Area is expected to accommodate a range of industrial uses involving manufacturing, processing, and assembly activities that may occur indoors or outdoors. This is consistent with the IMDP and MDP. The internal road and block configuration offers some flexibility to subdivide lots of a variety of sizes to accommodate market demands. The river valley offers a natural buffer and transition of use from more intensive industrial development along the plateau to the planned residential development within the valley. The plan will seek to limit the removal of existing trees wherever possible to provide a further visual separation between the two development areas.

### 7.3.1 Industrial Policies

1. Development within the industrial policy area will be heavy industrial as defined by the MDP designation of the lands.
2. Heavy industrial developments shall, at the development permit stage, demonstrate how the use will address potential environmental impacts in regard to drainage, sewage effluent, airborne emissions, noise pollution.
3. Specific site development standards for heavy industrial parcels shall be applied through the Land Use Bylaw.
4. Where an industrial parcel shares a common boundary with a non-industrial parcel, the development shall be required to incorporate buffering, screening or other acceptable mitigating measures acceptable to the municipality.
5. Development shall seek to limit the removal of existing trees along the valley bank to assist in providing a visual separation from nearby residential developments.
6. Industrial developments shall be required to submit an outdoor lighting plan that demonstrates that the area of illumination for outdoor lighting does not extent beyond the horizontal or vertical boundaries of the site.
7. At the subdivision stage, the Town may require the submission of a lighting plan for public spaces demonstrating that the proposed lighting is consistent with the character of the area while also providing appropriate illumination to ensure public safety.
8. The internal road network should seek to separate industrial and residential traffic.



9. The future landowners requiring access to the rail line will be responsible for engaging and negotiating with Canadian Pacific Rail.
10. New development shall incorporate high-quality landscape design including trees and the integration of natural vegetation where appropriate. A Landscaping Plan prepared by a qualified professional may be required at the discretion of the Town, and the Landscaping Plan shall form part of the development agreement between the Town and developer as required by the Town's Land Use Bylaw.
11. Planting of native vegetation on private and public lands should be encouraged to minimize environmental and economic costs.
12. Xeriscaping and other low maintenance landscape materials are encouraged.

## 7.4 Open Space Policy Area

Planned municipal and environmental reserve areas are as illustrated in Figure 6.1 – Development Concept and includes public parks and lands intended to remain in a natural state but publicly owned.

The physical conditions within the plan area account for the significant land area set aside as municipal and environmental reserves which account for over 34% of the gross development area. The vision for open space development within Creekside is founded on 'connectivity' and 'balance'. The plan seeks to strike a balance between protecting significant natural environmental assets and supporting increased human activity in the valley by locating park spaces outside of critical habitat and proposing low impact development along the river corridor and the valley wall as a means of putting nature first in these areas. The plan linear nature of the river valley lends itself to the incorporation of trails and pathways allowing users to travel through and explore the neighbourhood beyond the street network, connecting people with nature, one another and the key destinations within the area.

The plan anticipates municipal reserve dedications to provide for a mix of active and passive uses including a children's playground, a disc golf course, general sports field, toboggan area and multi-purpose path network including the typical accompaniments including benches and trash receptacles.

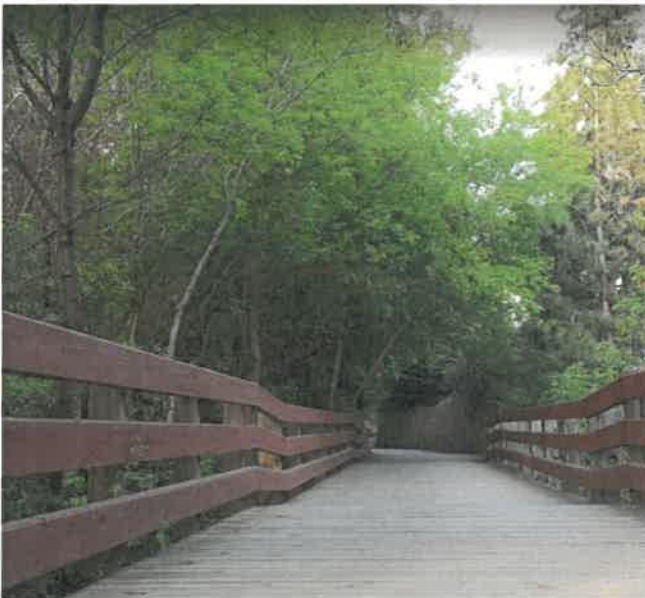
The proposed children's playground is anticipated to situate centrally within the neighbourhood and will be designed to complement and reinforce the connection with the surrounding natural areas along the Rosebud River.

The plan anticipates the construction of a general purpose sports field within a natural flatland north of the river and at the base of the east valley wall. This field is not anticipated to be used for programmed activities but rather to offer space for informal field sports. The adjacent valley wall provides an opportunity to develop an area for tobogganing with minimal alteration to the natural conditions in this area and expanding public use of the area in the winter months.

The flatland areas west of the river provide a suitable location to situate passive forms of recreation including picnic benches and associated amenities. This area is also conducive and provides a perfect backdrop for the development of a disc golf course. Disc golf is a growing sport that is unobtrusive with very little maintenance required.

The neighbourhood includes an extensive pathway network to be incorporated into the Town's municipal reserve lands. The pathway dedication will be of a sufficient area to enable the pathway to meander while generally maintaining a direct route between destinations and to provide a suitable maintained fringe on either side of the pathway to control pests and encroachment of unwanted vegetation.

The design of open spaces and pathways will consider accessibility standards, public safety, and four-season use. Design elements will minimize physical barriers, consider Crime Prevention Through Environmental Design principles, and incorporate cold climate strategies to increase levels of comfort and accessibility throughout the year, enhancing the recreation experience for people of all ages and mobility ranges.



#### 7.4.1 Municipal Reserve Policies

1. The location and intended use of municipal reserve lands shall be generally consistent with [Figure 6-1 Land Use Concept](#) and dedicated in accordance with the Municipal Government Act.
2. The specific details and design of neighbourhood parks shall be defined in conjunction with the submission of detailed subdivision plans.
3. Development of parks and pathways shall be consistent with the Town's Parks and Recreation and Pedestrian Network Master Plans.
4. The design of new public parks and open space areas should follow the principles of Crime Prevention through Environmental Design (CPTED), support four season use and meet current accessibility standards.
5. Local roadways shall include integrated monolithic sidewalks designed to comply with the Town's adopted design standards.
6. Local pathways will be designed and constructed to link park spaces and to offer public access to natural areas.
7. Local pathways and crossings shall be designed in compliance with the Town's adopted design standard or City of Calgary Design Standards and meet current accessibility standards.
8. Local pathways and crossings shall, at the discretion of the Development Authority include appropriate safety measures including guard rails and lighting where they are located in areas that present potential safety hazards

for users.

9. Pedestrian river crossings shall be subject to approval under the Water Act.
10. Development within the ASP area shall provide for the continuation of the community pathway network connecting park spaces and key destinations within the Town and County.

#### **7.4.2 Environmental Reserve Policies**

1. Land designated as floodway within the Rosebud River valley shall be dedicated as environmental reserve. This includes the Rosebud River and its adjacent banks and the valley side.
2. The extent of environmental dedications shall be confirmed in conjunction with the submission of detailed subdivision plans.
3. Development within designated floodway and flood fringe areas shall be limited to open spaces and parks.
4. Open space and park amenities situated in flood prone areas shall be designed to accommodate temporary periods of inundation and support public access to the Rosebud River.

### **7.5 Community Interface**

Sequential development creates areas where new development abuts existing development. The industrial development interface lies to the south and west. Due to the intention to continue the current form of development into the plan area, the potential for conflict between developed and undeveloped lands is minimal.

Residential development within the plan area shares a common interface with park space to the south with the exception of a portion which abuts existing industrial development. This plan provides for the incorporation of a linear green space situated along the common boundary as a means of providing a physical buffer between potentially conflicting uses.

#### **7.5.1 Community Interface Policies**

1. Where residential development abuts a potentially non complementary use, the subdivision shall provide for the dedication of a linear green space and the retention of natural vegetation to buffer the uses.

### **7.6 Transportation and Circulation**

Establishing an efficient transportation network is critical for supporting industrial businesses and the daily needs of residents. The proposed transportation network builds on existing roadways while placing increased emphasis on the needs of pedestrians and cyclists. The Land Use Concept and street network should be planned together so that the management of vehicle traffic does not conflict with other more passive modes of movement within the neighbourhood.

The transportation network seeks to link neighbourhoods together and be functional, safe and efficient for all modes of travel. The street network within the plan area is designed to accommodate walking, cycling and the potential provision of public transit. Consideration has been made to provide separate access points and transportation routes for residential and industrial users recognizing the difference in the demands and nature of traffic. The primary residential access will be provided through the extension of 16th Street while the industrial access will be from 19th Street. These roads will share an intersection at the north end of the plan area connecting to Range Road 20/23rd Street.

In addition to managing vehicular traffic, the plan provides for the construction of a pathway network to support active modes of transportation which connects users with the natural assets represented in the area.

A Traffic Impact Assessment (TIA) was completed by Associated Engineering in April 2023. The TIA reviewed the impacts that the additional traffic generated by the development is expected to have on the existing road network. The following key intersections were assessed to study the impacts of the development:

- Highway 582 / 23 Street
- Highway 582 / 19 Street
- Highway 582 / 16 Street



- Range Road 20/23rd Street/North Access

The proposed development contains a 15.29 hectare residential component divided into 234 single family detached housing lots in addition to a 10.37 hectare industrial component divided into 15 light industrial lots. Trip generation was calculated using the ITE Trip Generation Manual (11th Edition).

- ITE Code 110: General Light Industrial
- ITE Code 210: Single Family Detached Housing

There are 176 AM and 232 PM trips estimated for the residential development area at full build-out. The industrial development total trip estimates at full build-out are 508 AM and 446 PM. The trips include in and out of the development area trips.

Traffic can access the development via Range Road 20/23rd Street, 19th Street, and 16th Street. It was assumed that 80% of the residential traffic will use 16 Street and 20% will use Range Road 20. For the industrial developments, it was assumed that 50% will access off Range Road 20/23rd Street and 50% via 19th Street. The distribution of development trips at each study intersection was based on the ratio of traffic volume turning movements at each intersection.

The trips generated in the AM and PM peak hours are substantial and are expected to have a significant impact on the performance of intersections along Highway 582 in the future.

Alberta Transportation has a roundabout-first policy which requires consideration of a roundabout as an alternative to signalization. Based on the analysis, the stop-controlled intersection of Highway 582 / 23 Street will require a roundabout or signalization by 2032 to accommodate both the background traffic growth as well as the traffic generated from the partial build out of the proposed development. Roundabouts or signals at Highway 582 / 19 Street and Highway 582 / 16 Street will be required by 2042 with development.

The new intersection that provides access to the development off Range Road 20 is anticipated to operate acceptably as a stop controlled intersection with stop control on the new access road and free flow on Range Road 20.

The TIA has been submitted to Alberta Transportation for comment. The full TIA Technical Memorandum is attached as Appendix F.

#### 7.6.1 Transportation Policies

1. Ensure that the development provides options for multiple modes of transportation to meet the needs of residents.
2. Connectivity shall be provided by the extension and expansion of the Town's existing street network and the provision of multiple points of access and a separation of industrial and nonindustrial traffic.
3. Roadway design shall follow the City of Calgary design standards as per the Town's MDP policies.
4. The roadway network shall incorporate sidewalks on both sides of the roads.
5. Intersection improvements shall occur in conjunction with subdivision approval and in compliance with the recommendations presented in the TIA report attached as Appendix F.
6. Pathway designs shall be a minimum of 3 m wide with a paved surface to allow for multi-modes of human powered transportation.

### 7.7 Stormwater Management

The stormwater system follows a traditional dual drainage system with a pipe system and a designed overland drainage system that incorporates the roads, curbs, and other designed overland flow paths as well as stormwater management facilities.

These policies serve to guide the design and development of a safe, and efficient stormwater management system, while reserving important watershed features to the greatest extent possible, including steep slopes, floodplains



and riparian areas, groundwater, and the Rosebud River.

The stormwater system will consist of an underground gravity-based minor storm network system that will convey run-off to several wet ponds designed to manage these flows and major storm events. The area will be graded to retain natural drainage routes and provide for the appropriate treatment of run-off prior to its discharge into the Rosebud River.

#### **7.71 Stormwater Management Policies**

1. The construction of new stormwater management services shall generally follow the plan for servicing illustrated in Figure 7.3.
2. New stormwater management facilities will incorporate water quality control measures to ensure that run-off generated by development does not negatively impact the river.
3. Land required for the construction of a storm water management facility shall be dedicated as a public utility at the time of subdivision.
4. New stormwater management infrastructure shall be designed according to Town standards, Alberta Environment and Parks regulations, and in accordance with relevant studies including the Town of Didsbury Master Drainage Plan.

### **7.8 Potable Water**

Development will require the installation of new water mains within the plan area. Two off site water main connections on the south side of the development will be required to connect to the existing water system of the Town. These off site water mains will create a looped water main that will provide capacity to meet the normal operating needs of the system. These policies serve to provide a safe, suitable and efficient potable water infrastructure to service both industrial and residential build-out in the area.

#### **7.8.1 Potable Water Policies**

1. All development within the plan area will be connected to a municipal water system.
2. Water servicing shall generally follow the plan for servicing illustrated in Figure 7.4.
3. All water mains shall be designed according to Town standards, Alberta Environment and Parks regulations, and relevant studies.
4. Accommodation of off site construction shall be incorporated based on serviceable areas as required by the Town.

### **7.9 Sanitary Sewer**

Sanitary sewer servicing will require installation of new sanitary sewers within the proposed roadways. This servicing concept includes one lift station that will pump sewage collected in gravity mains to the existing wastewater system if the Town. The conceptual servicing plan includes a strategy for wastewater servicing.

These policies serve to provide a suitable and efficient sanitary collection system to service both the industrial and residential build-out of Creekside.

#### **7.9.1 Sanitary Sewer Policies**

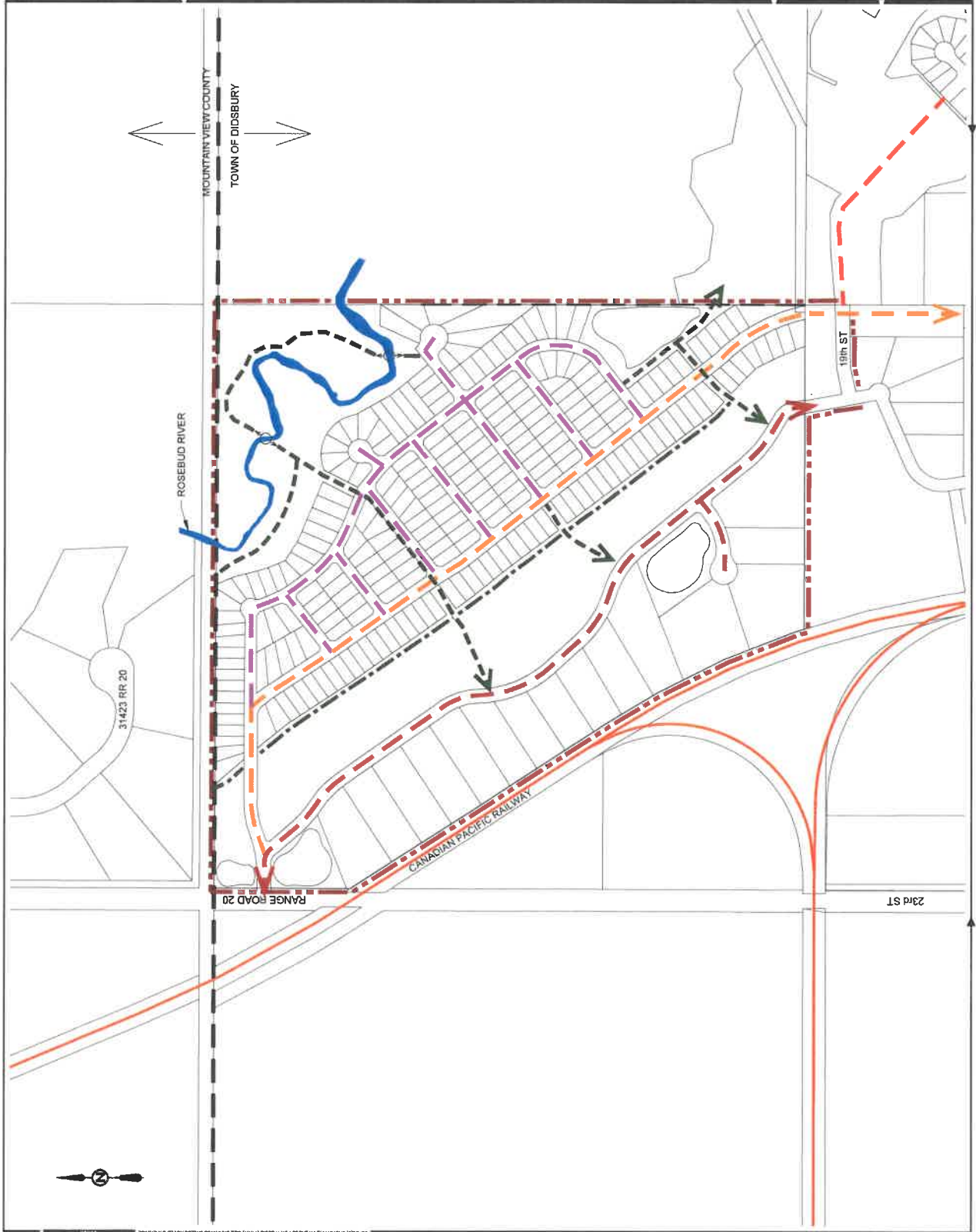
1. Sanitary servicing shall generally follow the plan for servicing illustrated in Figure 7.4.
2. All development within the plan area will be connected to a municipal sanitary sewer system.
3. The Town of Didsbury shall prohibit over-strength effluent from entering the municipal sanitary sewer system.
4. All sanitary sewer lines shall be designed according to Town standards, Alberta Environment and Parks regulations, and relevant studies.
5. Accommodation of off site construction shall be incorporated based on serviceable areas as required by the Town.

## **7.10 Shallow Utilities**

These policies serve to ensure the provision of gas, electricity, and telecommunications infrastructure to lands within the proposed site by interconnecting with existing infrastructure in adjacent communities. All power, telephone, and cable television distribution systems will be constructed underground.

### **7.10.1 Shallow Utilities Policies**

1. The ASP area shall be serviced with natural gas, electricity, and telecommunications infrastructure.
2. Electrical service shall be located underground.
3. All connections shall be designed according to the requirements of the Town and the service providers.
4. According to town standards, utility rights-of-way and easements shall be determined to accommodate utility servicing.



LEGEND

- PLAN AREA
- TOWN BOUNDARY
- PLANNED FUTURE ROAD
- 18.0 m INDUSTRIAL ROAD
- 18.4 m RESIDENTIAL ROAD
- 18.0 m RESIDENTIAL ROAD
- PLANNED FUTURE PATHWAY
- CP RAIL LINE
- PROPOSED PEDESTRIAN BRIDGE

FIGURE 7.1 TRANSPORTATION

INTEGRITY PROPERTY MANAGEMENT CORP  
TOWN OF DIDSBURY  
AREA STRUCTURE PLAN

AE PROJECT No.	20213039-00
SCALE	NTS
DATE	2022JUL08
REV	A
DESCRIPTION	ISSUED FOR INFORMATION

THE DRAWINGS OF THE SITE OF THE CLIENT AND SUBJECT PROPERTY, AND REPRESENTATIONS OF ANY BOUNDARY AND TO THE BOUNDARY.



Associated  
Engineering

GLOBAL PERSPECTIVE.  
LOCAL FOCUS.



- LEGEND
- CATCHMENT AREAS
  - INDUSTRIAL NORTH
  - INDUSTRIAL SOUTH
  - RESIDENTIAL
  - UNDEVELOPED AREAS

## FIGURE 7-2 CATCHMENTS

1755545 ALBERTA LTD.  
TOWN OF DIDSBURY  
CONCEPTUAL SERVING PLAN  
CREEKSIDE AREA  
CATCHMENT AREAS

AE PROJECT No. 2021-3039-00  
SCALE 1:3,500  
DATE 2023 APRIL  
REV A  
ISSUED FOR INFORMATION



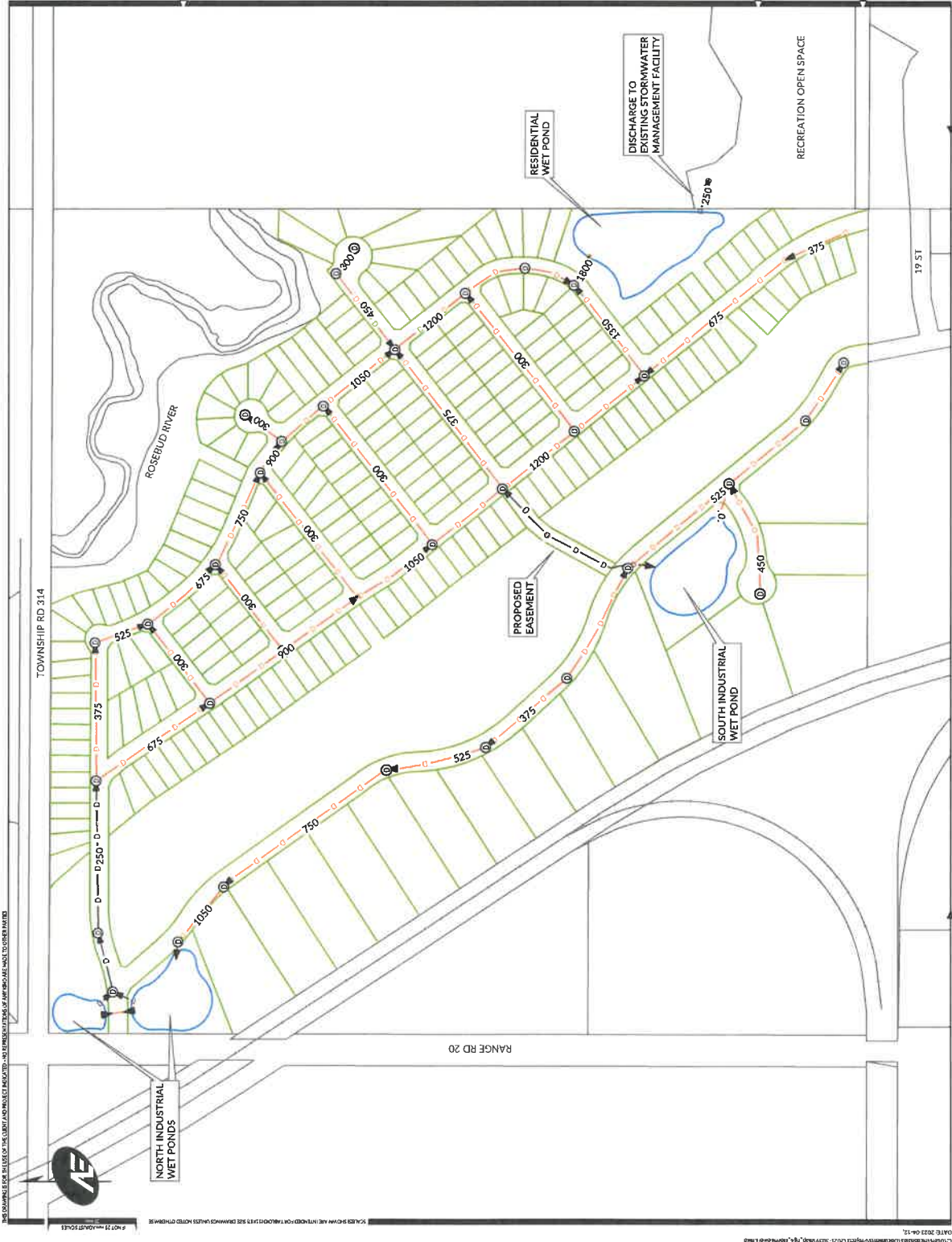




FIGURE 7-4 WATERMAINS

1755545 ALBERTA LTD.  
TOWN OF DIDSBURY

AE PROJECT No.	2021-3039-00
SCALE	1:3,500
DATE	2023 APRIL
REV	A
DESCRIPTION	ISSUED FOR INFORMATION

DATE: 2023-04-12  
C:\Users\mike\OneDrive\Documents\Projects\2021-2022\Map\_012\_Sanitary.mxd



Associated Engineering  
GLOBAL PERSPECTIVE.  
LOCAL FOCUS.



- LS SANITARY LIFT STATION
- ⊙ PROPOSED SANITARY MH
- ⊙ EXISTING SANITARY MH
- 8" PROPOSED SANITARY MAINS
- 12" PROPOSED SANITARY FORCE MAIN
- 5" EXISTING SANITARY MAINS

**FIGURE 7-5 SANITARY SEWER**  
1755545 ALBERTA LTD.  
TOWN OF DIDSBURY  
CONCEPTUAL SERVING PLANCKREEK SIDE AREA  
SANITARY SEWER LAYOUT

AE PROJECT No. 2021-3035-00  
SCALE 1:3,500  
DATE 1023 APRIL  
REV A  
DESCRIPTION ISSUED FOR INFORMATION



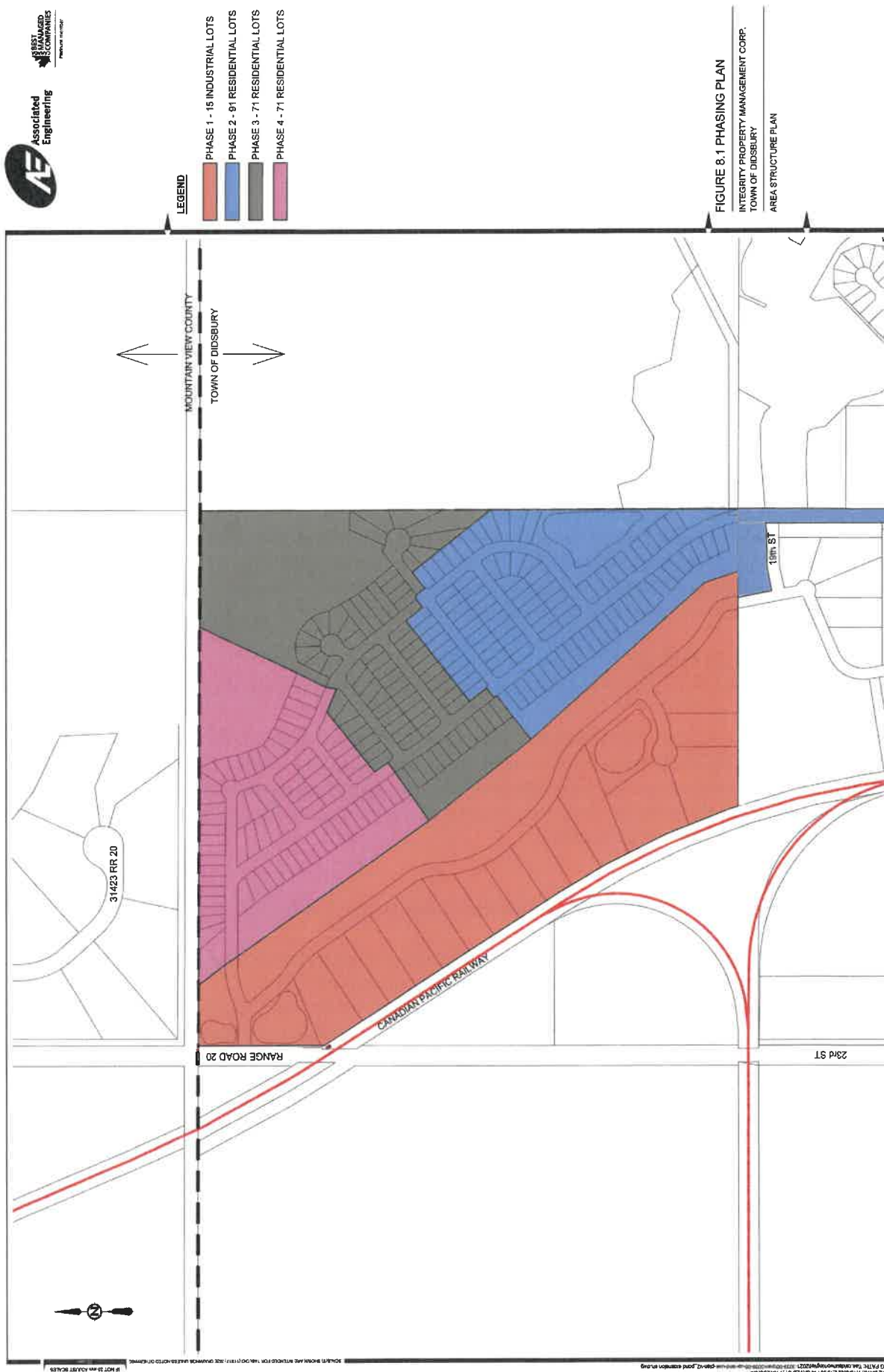


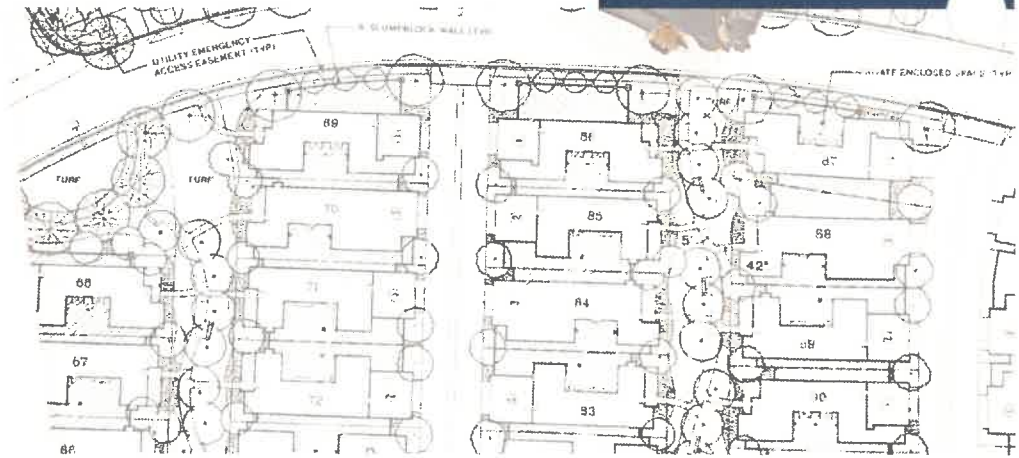
FIGURE 8.1 PHASING PLAN

INTEGRITY PROPERTY MANAGEMENT CORP.  
TOWN OF DIDSBURY  
AREA STRUCTURE PLAN



# Plan Implementation

8



## 8.1 Plan Implementation

The direction portrayed in this plan is expected to be implemented in stages through the submission of a land use amendment request and subdivision application coinciding with the logical extension of municipal infrastructure and considering the market demand. This plan anticipates the potential need for further, more detailed submissions to support municipal consideration of land use amendments and subdivision.

### 8.1.1 Plan Interpretation Policies

1. In reviewing all applications, the Approving Authority should consider the context of the application within the Plan Area.
2. If an inconsistency arises between report statements and a policy, the policy will take precedence.
3. Policies in this ASP are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental constraints, must be assessed on a case by case basis as part of an application for land use, subdivision or a development permit.

### 8.1.2 Plan Phasing Policies

1. Staging of the development shall be on a logical and contiguous manner from existing service extensions and access points.
2. The timing for development should consider the availability of municipal services required to support the proposed development and align with the logical extension of municipal services.
3. If municipal servicing is available, it may proceed with the development approval process. Applications for development shall be reviewed on their planning merits and the availability of infrastructure.

### 8.1.3 Plan Implementation Policies

1. Prior to a land use amendment or subdivision approval within the planned industrial area, the Developer shall complete a Phase II Environmental Site Assessment to the satisfaction of the Town.
2. Prior to a land use amendment or subdivision approval, the Developer shall submit the detailed subdivision plan and obtain any additional approvals required by Alberta Culture and Status of Women as outlined in the January 2022 Historic Resources Impact Assessment report.
3. All applications for land use amendments or subdivision adjacent to the railway shall be circulated to the Canadian Pacific Rail (CPR) for review.
4. At the detailed design phase, the Developer shall be responsible for consulting with acquiring any additional permits required pursuant to the Fisheries Act, the Water Act, the Public Lands Act and Environmental Protection and Enhancement Act as defined by the Biophysical Impact Assessment report dated August 2021.
5. Construction activity shall consider the mitigation measures as defined by the Biophysical Impact Assessment report dated August 2021.

6. Any application for a land use amendment or subdivision approval on lands situated within 400 metres of Town's corporate boundary shall be referred to Mountainview County for review and comment.

## 8.2 Plan Amendment

The ASP should have the flexibility to support innovative ideas, respond to prevailing market conditions and reflect community aspirations. As a statutory document, any changes to the policies will require an amendment to the ASP. Minor variances may be considered by Council or the Approving Authority, without requiring an amendment to the ASP. Any changes to the text or maps in this ASP may require an amendment, in accordance with the Municipal Government Act. Where an amendment to this ASP is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.