

SHANTZ VILLAGE

AREA STRUCTURE PLAN

Bylaw No. 2016-04

Consolidated Version (Bylaw No. 2023-03) February 28, 2023



SHANTZ AREA STRUCTURE PLAN BYLAW NO. 2016-04 AMENDMENT LIST

Amendment	Description at 3rd Reading	Date Passed
2022-06	<p>Policy 6.10.5 of the Shantz Village Area Structure Plan 2016-04 be amended to state the following: "The minimum intersection spacing along 23 Street shall be located 300 metres from the existing centre line of Highway 582, unless a lesser distance is approved by Alberta Transportation."</p> <p>Figure 7: Land Use Policy Areas, of the Shantz Village Area Structure Plan Bylaw 2016-04 be replaced with updated Figure 7 as defined in Schedule A, to demonstrate a change in future land use from Residential to Commercial.</p>	May 24, 2022
2023-03	<p>Figure 7: Land Use Policy Areas, of the Shantz Village Area Structure Plan Bylaw 2016-04 be replaced with updated Figure 7 as defined in Schedule A, to demonstrate a change in future land use from Institutional to Residential.</p>	February 28, 2023

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PART I: POLICY CONTEXT

1.0 INTRODUCTION

The Town of Didsbury (The Town) currently owns approximately 18.5 hectares (45.7 acres) of developed lands within a recognized growth corridor along Highway 582 and 23 Street (Figure 1: Context Plan). The legal description of the site is a portion of the SW Quarter Section 19, Township 31, Range 1, West of the 5th Meridian (Appendix A). The Town envisions this site to be comprehensively planned to provide the opportunity for a variety of new residential and commercial uses, as well as to accommodate existing residents by providing alternative and diverse housing options in which they may wish to relocate to.

The Shantz Village ASP (will be referred to as ‘ASP’ from now on) and will allow opportunities for the Town to generate economic and social benefits by providing serviced lands that allow for the opportunity for various housing categories and commercial uses. The proposed ASP layout (concept) responds to the local context and characteristics of the land as well as those requirements identified by potential investors wishing to locate to the area. Shantz Village is named for Jacob Y. Shantz, the Town of Didsbury’s founder. Jacob Shantz was a Mennonite farmer that founded the Town in 1892, when he emigrated from Ontario to Didsbury.

1.1 Purpose of the Plan

In many instances, a municipality may adopt an ASP to establish the general land use, transportation and servicing framework for specific areas undergoing substantial new development. The Shantz Village ASP is unique in that the site will undergo re-designation concurrently with the adoption of this ASP. The preparation of the ASP is the next step in the Town’s planning process, bridging the broader objectives for growth and development defined in the Municipal Development Plan (MDP) to provide site specific policy guidance to ensure orderly and effective development.



Typically, an ASP is a long-term document with a timeframe of roughly 20 years. This ASP, however, is anticipated to have most of the site’s development completed within an 8 to 10 year time horizon.

1.2 Plan Interpretation

When interpreting the policies of this ASP, use of the words *shall*, *should* and *may* have the following meanings:

- “shall” – means mandatory compliance;
- “should” – means compliance in principle but is subject to the discretion of the Approving Authority where compliance is impracticable or undesirable because of valid planning principles, financial constraints or circumstances unique to a specific application; and
- “may” – means discretionary compliance or a choice in applying policy.

For a full understanding of the Shantz Village ASP, it is recommended that the reader review the entire document and not read specific sections or policies in isolation. Unless otherwise specified within the ASP, the figures illustrating locations of the various land use areas (i.e. residential), key elements and parcel sizes are approximate only and subject to a more detailed subdivision and plan of survey. No scaling of areas or dimensioning should be done on drawings as these are conceptual in nature. Importantly, the ASP figures have defined the appropriate fixed boundaries such as the property lines, roads and utility rights-of-way.

1.3 Map Interpretation

The locations of symbols or areas as shown on figures or maps are conceptual in nature and are therefore approximate.

1.4 Plan Amendments

The Shantz Village ASP is intended to provide policy direction within the ASP Plan Area. To make any change to the ASP’s text or figures, an amendment that includes a public hearing of Council shall be required in accordance with the Municipal Government Act (MGA). Where an amendment(s) to the ASP is requested, the applicant shall submit supporting information necessary to justify the proposed amendment(s).

2.1 RELEVANT POLICY

Urban planning in the Province of Alberta is guided by the policies and guidelines set forth in Part 17 of the Municipal Government Act (MGA). Part 17 establishes land use and subdivision policies, and statutory plan requirements, as well as policies governing land use bylaws and regulations.

The Shantz Village ASP has been prepared in accordance with the requirements established in Sections 633 of the Municipal Government Act (MGA) Revised Statutes of Alberta 2000 Chapter M-26. The MGA states:

633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

(2) An Area Structure Plan

(a) must describe

- (i) the sequence of development proposed for the area,*
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,*
- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and*
- (iv) the general location of major transportation routes and public utilities,*

and

(b) may contain any other matters the council considers necessary.



2.1 Intermunicipal Development Plan (IDP) - Bylaw 2007-03 and Memorandum of Agreement (MOA) – October 11, 2007

The Town of Didsbury/Mountain View County Intermunicipal Development Plan Bylaw No. 2007-03 was adopted on October 11, 2007. The ASP lands are not situated within the policy area of the IDP but, together with the Town’s Memorandum of Agreement with Mountain View County, supports the intent of on-going intermunicipal communication and meaningful involvement in the preparation of policy documents for development of the ASP lands.

2.2 Town of Didsbury - Integrated Community Sustainability Plan (ICSP)

The Town of Didsbury’s ICSP proposes to guide the Town towards a vision of “moving progressively into the future by enhancing our community, its beauty and quality of life.” This vision looks 20 years into the future and the following is needed to achieve this goal:

- Ensuring long-term fiscal viability;
- Providing effective, efficient and responsive governance;
- Being environmentally sensitive;
- Encouraging cultural and recreational diversity; and
- Contributing to municipal leadership

The Plan Area supports the goals and objectives set forth in the Town’s ICSP, which includes ensuring long-term fiscal viability, being environmentally sensitive and encouraging diversity within Didsbury.

2.3 Didsbury Municipal Development Plan (MDP) - Bylaw 2007-02, June 19, 2007

The Town of Didsbury’s MDP’s primary purpose is to guide the future growth and development of Didsbury through the inclusion of a set of broad goals and policies to help guide decisions made by the Town. The MDP envisages balancing growth by responding to the needs of current residents while not compromising the ability of future residents to meet their needs. A secondary purpose of the MDP is to implement the future vision of the community developed through the Municipal Sustainability Planning process. The Land Use and Development section of the MDP indicates that Area Structure Plans are required prior to the subdivision and/or development of new and existing lands (as the case may be). This section also encourages that growth and expansion in all growth areas are to occur in an efficient, orderly, and fiscally responsible manner. The Town of Didsbury is responsible to facilitate an

appropriate amount of serviced land in each major land use category to accommodate short-term growth. Map A – Overall Land Use Concept of the MDP currently identifies the Plan Area as Heavy Industrial. However, the intention of this Area Structure Plan will be to have these lands designated by the Municipal Development Plan as Residential/Commercial.

Part 3.0 of the MDP establishes Residential Development Policies and Strategies and states that the Town will ensure the provision of a variety of housing types and styles to meet the diverse needs of the community. The strategies also include that the implementation of innovative community and neighborhood design concepts and housing forms is encouraged.

Part 4.0 of the MDP establishes Commercial Development Policies and Strategies. It identifies that a supply of commercial land be maintained throughout the Town boundaries for future growth and to provide for the provision of a healthy, vibrant and growing commercial sector within the Town.

Policies and strategies such as location, compatibility, environmental impacts, and transportation networks, are applicable to the Plan Area and have been considered with the preparation of this ASP.

2.4 Land Use Bylaw No. 2011-03

The Town of Didsbury's existing Land Use Bylaw (LUB) No. 2013-03 was adopted by Council in 2013. The LUB is the instrument through which the use and development of all the lands in Didsbury are regulated. It offers the detailed blueprint for future development of lands within the ASP. Currently, the entire plan area is designated as Industrial District - Heavy I2 (Figure 2: Existing Land Use). The transition from the existing use will see a variety of Land Use Districts as depicted below:

Plan 131 0247; Block 1; Lot 1: General Commercial (C1)

Plan 131 0247; Block 1; Lot 2: High Density Residential (R5)

Plan 131 0247; Block 1; Lots 4,5,6,8: General Residential (R2)

Plan 131 0247; Block 1; Lot 9: General Commercial (C1)

Plan 131 0247; Block 1; Lots 10,11,12: Institutional (IS)

PART II THE DEVELOPMENT AREA

3.0 PLAN AREA

3.1 Site Context

The Plan Area is located immediately north of Highway 582 and east of 23 Street and is less than a kilometre away from Downtown Didsbury. It is approximately 8.2 kilometres west of the Queen Elizabeth II Highway, which is a major transportation corridor in Alberta.

3.2 Plan Boundary/Adjacent Uses

The Plan Area is located within the SW quarter section of Section 19, Township 31, Range 1, West of the 5th Meridian (Figure 3: Aerial Site Plan). It comprises approximately 18.5 hectares (45.7 acres) and is currently developed for an industrial purpose. The Plan Area is bordered by the following:

- Primarily Urban Reserve (UR) land to the west with a few single family homes located on these lands.
- The Canadian Pacific Railway (CPR) and Heavy Industrial (I2) Lands to the north.
- Industrial District – Heavy I2 lands to the east which is partially developed
- A strip of MR Municipal Reserve to the south with R2 General Residential adjacent to this.

3.3 Ownership

The Plan Area comprising 18.5 hectares (45.7 acres) is owned by the Town of Didsbury.



4.0 SITE ANALYSIS

4.1 Existing Uses

The Plan Area has been developed with servicing to the property lines of the area. Asphalt, curb, sidewalk and gutter have all been installed along with an appropriate storm water management system.

4.2 Topography

The Plan Area is primarily flat (Figure 4: Contour Plan) with a gradual rise from the west to the centre of the site; which has an elevation of 1040.0 metres and forms a ridge. From the centre of the site to the east there is a gradual decline in elevation to approximately 1035.5 metres.

4.3 Access

Current access to the Plan Area will be via 23 Street, which has been identified as a planned major standard roadway (Town of Didsbury Infrastructure Study – 2008 Update, ISL Engineering). Highway 582 which borders the Plan Area to the south is also identified with the same roadway standard. There will be no direct access from/to the Plan Area from Highway 582. There is potential for further entrances to be created off of 23 Street.

4.4 Site Constraints and Opportunities



The opportunities and constraints relating to the Plan Area have been identified on Figure 5: Site Constraints and Opportunities. These include: the CPR line, the Class III wetland, interface areas, and the stormwater pond. Some constraints on the site will also be considered as opportunities – for example the stormwater pond could also provide a recreational amenity within the site with the possibility of an asphalt or trail pathway loop around the pond.

4.5 Biophysical Resources

In November, 2011, Golder Associates prepared a Biophysical Impact Assessment (BIA) for the Plan Area. The Plan Area is located within the Central Parkland Subregion of the Parkland Natural Region. The Central Parkland Subregion is characterized by a broad, intensively cultivated, and heavily populated fertile crescent in central Alberta which is situated between the northern boreal forest and the southern Alberta grasslands. It has cool winters, short hot summers, and low annual precipitation (an average of 410 mm). A drainage corridor and wetland have been identified within the Plan Area. The drainage corridor flows from west to east to a culvert under the CPR line that borders the Plan Area. The drainage corridor has been cultivated over except where it meets the culvert. A class III wetland comprising 0.03 hectares is located in the southeast corner of the Plan Area. The report concludes that the residual effects to environmental components identified will be limited and insignificant when development occurs. Since the Golder study in 2011, portions of the area have experienced upgrades such as paving which has changed aspects of the BIA.

4.6 Geotechnical Evaluation

Stantec Consulting Ltd. prepared a Preliminary Geotechnical Investigation of the Plan Area in June, 2011. The purpose of the report was to obtain information on the subsurface soil, bedrock and groundwater conditions which would relate to geotechnical design and construction during development. Eight boreholes were drilled to depths of 4.6 metres to 8 metres below grade. Generally, the subsurface conditions were surficial topsoil, underlain by silty sand and/or sandy silt overlying sedimentary bedrock. A raised ridge in the centre of the site was identified as an area of possible fill. The report indicated that from a geotechnical perspective, the Plan Area is suitable for development.

4.7 Historical Resources

On September 21, 2011, the Town of Didsbury received a letter from the Government of Alberta, Culture and Community Spirit (ACCS) which identified that the Plan Area (Part of the SW 19-31-1-W5M) has Historical Resources Act clearance. ACCS has reviewed the potential for the proposed development to impact historical resources and have concluded that a HRIA – Historical Resources Impact Assessment is not required. A proviso indicates that if any archaeological resources, paleontological resources, Aboriginal traditional use sites, and/or historical period sites are encountered they must be identified to the Historic Resources Management Branch.

4.8 Environmental Site Assessment

A Phase I Environmental Site Assessment was conducted by Global Engineering and Testing Ltd (GET) in February, 2011. The purpose of the report was to describe the current environmental setting and identify any potential or existing environmental liabilities. The Phase I ESA identified no adverse environmental conditions in the Plan Area; therefore a Phase II Environmental Site Assessment was not recommended. However, the report concluded with a recommendation that the fill material on the ridge be tested for quality prior to development.

4.9 Stormwater Management Plan

ISL Engineering and Land Services conducted a Stormwater Management Plan in December of 2011. The report identifies approximately 20 hectares of catchment area will be conveyed to a proposed stormwater pond, then downstream through the North Industrial subdivision through the constructed wetland for polishing, and ultimately discharging east to the Rosebud River.

City of Calgary standards were used in determining the design guidelines and modelling parameters. The report uses a pre-development rate 2.5 L/s/ha as a stormwater management facility outlet rate. The storm pond will be sized for the 1:100 year event.

4.10 Transportation Impact Assessment

A Transportation Impact Assessment was prepared by Urban Systems on February 13, 2012. The report was prepared in accordance with Alberta Transportation's 2005 Traffic Impact Assessment Guideline. Three intersections (23 St./Highway 582, 20 St./Highway 582, Site access/23 St.) and four horizon studies were studied. The report indicates that in 2011 with full build out, the three unsignalized intersections will continue to operate acceptably. Using a 20 year horizon, the three unsignalized intersection will continue to operate acceptably. An illumination warrant (for lighting) was conducted for the existing conditions at 23rd Street/Highway 582. The analysis results recommend "Partial or Delineation Lighting" is warranted for this intersection. For the 20th Street/Highway 582 illumination at the existing horizon was assessed as not being required. At the 20 year horizon, "Partial or Delineation Lighting" at 23rd Street/Highway 582 and 23rd Street/ Site Access will satisfy the illumination requirements. The analysis for 20th Street/ Highway 582 at the 20 year horizon did not require illumination. In addition, improving the existing 23rd St and 20th St intersection along Highway 582 to a Type IIA and Type IIC intersection treatment as per Alberta Transportation Highway Geometric Design Guide was recommended.

PART III: THE DEVELOPMENT PLAN

5.0 DESIGN APPROACH

5.1 Vision

Successful plans include a vision that helps shape what happens on the site from the very beginning. A vision gives the site coherence and a sense of identity and place. It is derived from an understanding of the characteristics of the site, its history and geography, to create a sense of place. Simply, the vision process is a means of back casting - starting first with the desired outcome of the ASP in mind and then identifying present day actions to realize that outcome.

The vision for the ASP is consistent with the overriding principles identified in the Town's MDP and Sustainability Plan.

Vision

The Shantz Village ASP will be a quality, urban development within a recognized growth corridor in the Town of Didsbury. A range of residential opportunities will be leveraged to help provide diverse housing options for current and future residents. Further, commercial develop will assist to diversify the local economy and generate a greater tax stream. Appropriate edges along Highway 582 and 23rd Street will ensure a suitable transition to neighbouring uses.

5.2 Guiding Principles

The ASP will be based on the following guiding principles:

- ***Providing Diverse Housing Options to Current and Future Residents***

The Plan Area will allow the Town to continue to provide a sufficient variety of housing options for residents. This will fulfill a wide range of citizen needs and attract new individuals to the municipality. Further, as population increases, the attraction for new commercial and industrial businesses should also see an increase.

- ***Respecting the Neighbours***

The Plan Area's design and land uses forms will consider and provide compatible transitions to neighboring residential properties to the south and west and industrial properties to the east and south. Further, the Plan Area will endeavor to ensure that benefit will be realized by the entire community and impact will be minimized.

- ***Creating a Quality Development***

The ASP will ensure design standards are used to promote quality urban design. The Plan Area's position along an important gateway into Didsbury requires a positive image of the Town from Highway 582 and north along the 20 Street view corridors. All lots will need to adhere to architectural guidelines to maintain a clear and distinct image within the community.



- ***Providing Key Linkages***

The Plan Area will efficiently use the existing road infrastructure and provide direct access to the area's transportation routes, namely 23 Street. Direct access from Highway 582 into the site is not permitted; however, the highway will provide a transportation route for residents and visitors to use without having to navigate through the majority of the Town. The Plan Area's internal roadway will be designed to provide access to each of the site's lots. The ASP will provide a layout for land uses consistent with the site's land use designations. A north/south pedestrian and cyclist linkage is encouraged at the west end of the site near 23th Street that would be a connection to downtown. Linkages will also be encouraged within the site to promote pedestrian connectivity.

- ***Designing Efficient Access***

The Plan Area will contain efficient and safe access from 23 Street and to the individual lots. The roads and intersection will be designed to accommodate high quantities of traffic if needed for the density recommended for this area.

- ***Sustainability***

Sustainability is a key value of the Town as expressed in the Town of Didsbury Integrated Community Sustainability Plan. The Plan Area will assist the Town to deliver some of the sustainability strategies listed in that plan. For example, in terms of employment, the Plan Area will provide job opportunities to local residents. Further, a range of residential housing options are being made available and accommodations to meet the increased demands of the growing seniors populations are both contained within this ASP which parallels many of the components of the Integrated Community Sustainability Plan.

5.3 Concept Plan

The concept plan for the Shantz Village ASP is shown on Figure 6: Concept Plan. The concept consists of a series of varying lot sizes to accommodate both residential and commercial uses allowed in the respective zones identified in the Town of Didsbury Land Use Bylaw. The table below indicates the land use statistics.

Table 1: Land Use Statistics

	Hectares (ha)	Acres (ac)
Total Plan Area	18.5	45.7
General Land Uses		
Residential	10.72	26.48
Commercial	3.67	9.07
Storm Pond (Developer)	1.54	3.81
Roads	1.85	4.57
Road Widening	0.99	2.44

6.0 LAND USE POLICY AREAS

The Land Use Policy Areas Map (Figure 7: Land Use Policy Areas) consists of areas and symbols that define the land use pattern and other elements within the Plan Area and will provide policy direction. Policies on the appropriate transition of uses, interface with neighbouring uses and quality design policies are also included.

6.1 Residential Area

Purpose

The purpose of the Residential Area is to provide for a variety of quality, mixed residential uses within the Area Plan including semi-attached dwellings, multi family apartments and an assisted living facility. These newly created residential dwellings provide a range of housing options for existing and new residents to fulfill a variety of their needs and desires.

Policies

- 6.1.1 A range of residential uses are considered appropriate in the Residential Area dependent on the zoning for each parcel. These uses allow for dwellings from single detached, semi detached and duplexes to apartment buildings and residential care facilities. This wide range of uses allows flexibility for the developer and will result in diverse housing opportunities.



- 6.1.2 Lower density residential usages shall be located on the southern portion (adjacent to Hwy 582) of the Plan Area to provide compliment the residences located south of Highway 582 and to provide sufficient buffering and transition to higher densities and commercial uses that should be internal to the site.
- 6.1.3 Commercial uses that require visibility from the highway shall be encouraged along 23rd street
- 6.1.4 Higher density sites shall be situated in internal locations that are less visible from Highway 582 and 23 Street.
- 6.1.5 Development adjacent to Highway 582 and 23 Street shall comply with Section 6.3 Interface Area and Section 6.4 Urban Design and Town Gateway.
- 6.1.6 Building facades and adjacent landscapes shall demonstrate quality design principles. These principles are outlined in the Shantz Village Architectural Guidelines contained in Appendix B.

6.2 Commercial Area

Purpose

The purpose of the Commercial Area is to provide for additional commercial opportunities to supplement the existing buildings currently located in the municipality. The Commercial Area shall provide for a number of spaces for private businesses to service the many needs of the residents within Shantz Village and throughout the entire municipality.

Policies

- 6.2.1 The Commercial Area shall allow for a variety of uses including retail, office and personal service shops that are compatible with the area.
- 6.2.2 Adequate access and parking locations shall be taken into consideration to ensure that residential areas are not impacted by visitors or users of these commercial locations.

6.3 Institutional Area

Purpose

The purpose of the Institutional Area is to allow for a facility to provide a high standard of increased care services that are responsive to the constantly changing needs and requirements of Town of Didsbury residents.

Policies

- 6.3.1 The Institutional Area shall compliment the proposed use of the surrounding area.
- 6.3.2 Adequate access and parking locations shall be taken into consideration to ensure that residential areas are not impacted by visitors or users to this location.

6.4 Interface Areas

Purpose

The purposes of these Interface Areas are to provide a sensitive transition from the Plan Area to the adjacent land uses to the east and north. A range of residential and commercial uses that would be minimally impacted by the neighboring industrially zoned parcels shall be considered in these areas. Further, neighboring industrial parcels should not be negatively affected by development in this interface area.

Policies

- 6.4.1 Commercial uses and high density residential uses are recommended in this area. Examples of uses that are compatible in a General Commercial (C1) district include: Convenience stores, offices, personal service shops and retail stores. Further high density residential uses may provide a sufficient transition between the residential and industrial usages.
- 6.4.2 Maximum setback from adjoining industrial parcels are encouraged for any residential uses that are proposed for this interface area.
- 6.4.3 Adequate buffering on the north and east Plan Area boundaries shall be implemented through design to minimize impacts on the adjacent, less intense areas. This shall include, but is not be limited to site specific design, landscaping, and building design as identified in Appendix B – Shantz Village Architectural Guidelines.
- 6.4.4 Staggered building heights, with lower heights along Highway 582 and 23 Street and higher heights along the Canadian Pacific Railway tracks and adjoining neighboring industrial parcels may be encouraged to provide a sensitive interface.
- 6.4.5 Buildings along the Highway 582 shall be setback a minimum of 20 meters from the future highway alignment. (amended October 2, 2012)

6.5 Urban Design and Town Gateway

Purpose

The Plan Area forms the northern gateway to the Town. As development proceeds to the north, Highway 582 will play an important role in creating a positive visual entranceway. The purpose of the Urban Design and Gateway policies is to support quality development along this corridor and within the Plan Area.

Policies

- 6.5.1 Development within the Plan Area shall adhere to the Shantz Village Architectural Guidelines contained in Appendix B.
- 6.5.2 Highway 582 is an important gateway to the Town of Didsbury and the ASP should consider that visual quality is key to this corridor.
- 6.5.3 The uses that border the intersection of 23 Street and Highway 582 shall consider that the intersection area is a Town gateway and should create a positive visual image.
- 6.5.4 The edges of the Plan Area should ensure elements such as site specific design, landscaping, and building design are addressed to create a positive, visual image.

6.6 Railway

Purpose

The Plan Area is bounded by the CPR line on the north and east edges. The purposes of these policies are to provide a transition between the Area Plan and the CPR line. Although noise from this line is inevitable, site and noise reduction practices should be introduced to minimize the impact to the Area Plan.

Policies

- 6.6.1 Site and noise reduction practices shall be instituted in order to minimize the impact of the CP line on the residents of Shantz Village.
- 6.6.2 Consultation with Canadian Pacific is encouraged to ensure that safety of the Area Plan is maximized.
- 6.6.3 Appropriate setbacks from the CP line shall be followed.

6.7 Reserves

Environmental Reserve

Purpose

The purpose of this section is to provide guidance on the allocation of Environmental Reserve (ER) land within the Plan Area. The dedication of ER is legislated by the Municipal Government Act at time of subdivision.

Policies

- 6.7.1 Pursuant to the Municipal Government Act, any land that qualifies as ER shall be allocated as such.
- 6.7.2 Wetlands that qualify as ER shall be subject to protection or compensation in accordance with the Provincial Wetlands Restoration/Compensation Guide (AENV 2007).
- 6.7.3 Provision and allocation of ER shall be determined at the time of subdivision, at the discretion of the Approving Authority. Deferral of ER shall not be allowed.

6.8 Wetland

Purpose

A Class III Wetland has been identified in the BIA carried out by Golder Associates and is located in the southeast portion of the Plan Area and comprises 0.03 hectares (0.074 acres). The loss of the wetland will require compensation under the Water Act prior to construction in accordance with the Provincial Wetlands Restoration/Compensation Guide (AENV 2007). The removal of this wetland will not result in a significant change to the wildlife condition in this area due to the high disturbance related to crop production and livestock grazing. The purpose of the Wetland Policies is to guide an appropriate compensation process.

Policies

- 6.8.1 Where the wetland qualifies as ER in accordance with the provisions of the Municipal Government Act, the wetland may be dedicated as ER through the subdivision process.
- 6.8.2 The Class III Wetland shall be subject to protection or compensation in accordance with the Provincial Wetlands Restoration/Compensation Guide (AENV 2007).
- 6.8.3 Financial compensation to Ducks Unlimited shall be provided as per the Town of Didsbury's Council direction on December 20, 2011 for the 0.03 hectares (0.074 acres).

6.9 Stormwater Pond

Purpose

The Shantz Crossing Stormwater Management Plan provides direction and recommendations for drainage within the Plan Area. Stormwater runoff is proposed to be conveyed to a proposed storm pond within the Plan Area, then downstream through the North Industrial subdivision, through the constructed wetland for polishing, and ultimately discharging east to the Rosebud River.

Policies

- 6.9.1 The stormwater management system for Shantz Village shall comply with the Shantz Crossing Stormwater Management Plan.
- 6.9.2 The stormwater management system shall be designed to adequately serve the ultimate development of the Plan Area.
- 6.9.3 Stormwater facilities shall be generally located on Figure 10 with the location subject to refinement at the subdivision stage.

6.10 Transportation Network

Purpose

The purpose of the Transportation Network in the Plan Area is to facilitate the movement of goods and people. The Transportation Network within the Plan Area provides a high standard for vehicle movements while also providing access for pedestrians, cyclists, and future public transit. The external roads to the Plan Area provide a 46.0 metre right-of-way for Highway 582 and a 40.0 metre right-of-way for 23 Street due to an intended rural cross-section.

Policies

Road Policies

- 6.10.1 The location of the internal roads shall be generally consistent with the Concept plan shown in Figure 6.
- 6.10.2 The internal roads within the Plan Area shall comply with City of Calgary Standards.
- 6.10.3 The access from 23 Street should comply with City of Calgary Standards.
- 6.10.4 Due to future traffic volumes, 23 Street shall have a future right-of-way of 40.0 metre and Highway 582 shall have a future right-of-way of 46.0 metre. Adjacent to this site, Highway 582 widening shall occur only on the north side.
- 6.10.5 The minimum intersection spacing along 23 Street shall be located 300 metres from the existing centre line of Highway 582, unless a lesser distance is approved by Alberta Transportation.

Pedestrian and Cycling Policies

- 6.10.6 Consideration should be given for the movement of pedestrians and cyclists from an internal and external site perspective.
- 6.10.7 A north/south pedestrian and cyclist linkage is encouraged at the southwest end of the Plan Area near 23 Street that would connect to downtown and the existing Regional Pathway.
- 6.10.8 To promote environmental sustainability, developers are encouraged to provide the following: secure bicycle parking, sufficient pedestrian crosswalks and an effective mobility network for pedestrians.

Public Transit Policies

- 6.10.9 The Plan Area layout and design shall consider future, efficient bus public transportation.

6.11 Servicing

The Plan Area will be serviced through the extension of existing Town infrastructure for both municipal and shallow utilities. This will include water, sanitary, stormwater, gas, electricity, and telecommunications infrastructure.

Water

Purpose

The purpose of these policies is to ensure the provision of safe, potable water to development within the Plan Area.

Policies

- 6.11.1 The Plan Area shall be serviced with municipal water.
- 6.11.2 The Plan Area shall be connected to the municipal water system as shown in Figure 8: Water.
- 6.11.3 All water mains shall be designed according to Town standards, Alberta Environment, and relevant studies.

Sanitary Sewer

Purpose

The purpose of these policies is to ensure the safe collection of wastewater from development within the Plan Area.

Policies

- 6.11.4 The Plan Area shall be connected to the municipal sanitary sewer system as shown in Figure 9: Sanitary Sewer.
- 6.11.5 The Town shall collect and treat all wastewater from the Plan Area.
- 6.11.6 The Town of Didsbury shall prohibit over-strength effluent from entering the municipal sanitary sewer system.
- 6.11.7 All sanitary sewer lines shall be designed according to Town standards, Alberta Environment, and relevant studies.

Stormwater Management

Purpose

The purpose of these policies is to ensure the safe and responsible management of stormwater within the Plan Area.

Policies

- 6.11.8 Stormwater shall be managed onsite through an engineered stormwater pond (as shown on Figure 6: Concept Plan).
- 6.11.9 The stormwater management infrastructure shall be designed according to Town standards, Alberta Environment, and relevant studies including the Town of Didsbury Master Drainage Plan (see Figure 10: Stormwater).
- 6.11.10 Best management practices shall be used in stormwater management infrastructure design to maximize the amount of local infiltration and maintain the predevelopment flow rates.

Shallow Utilities

Purpose

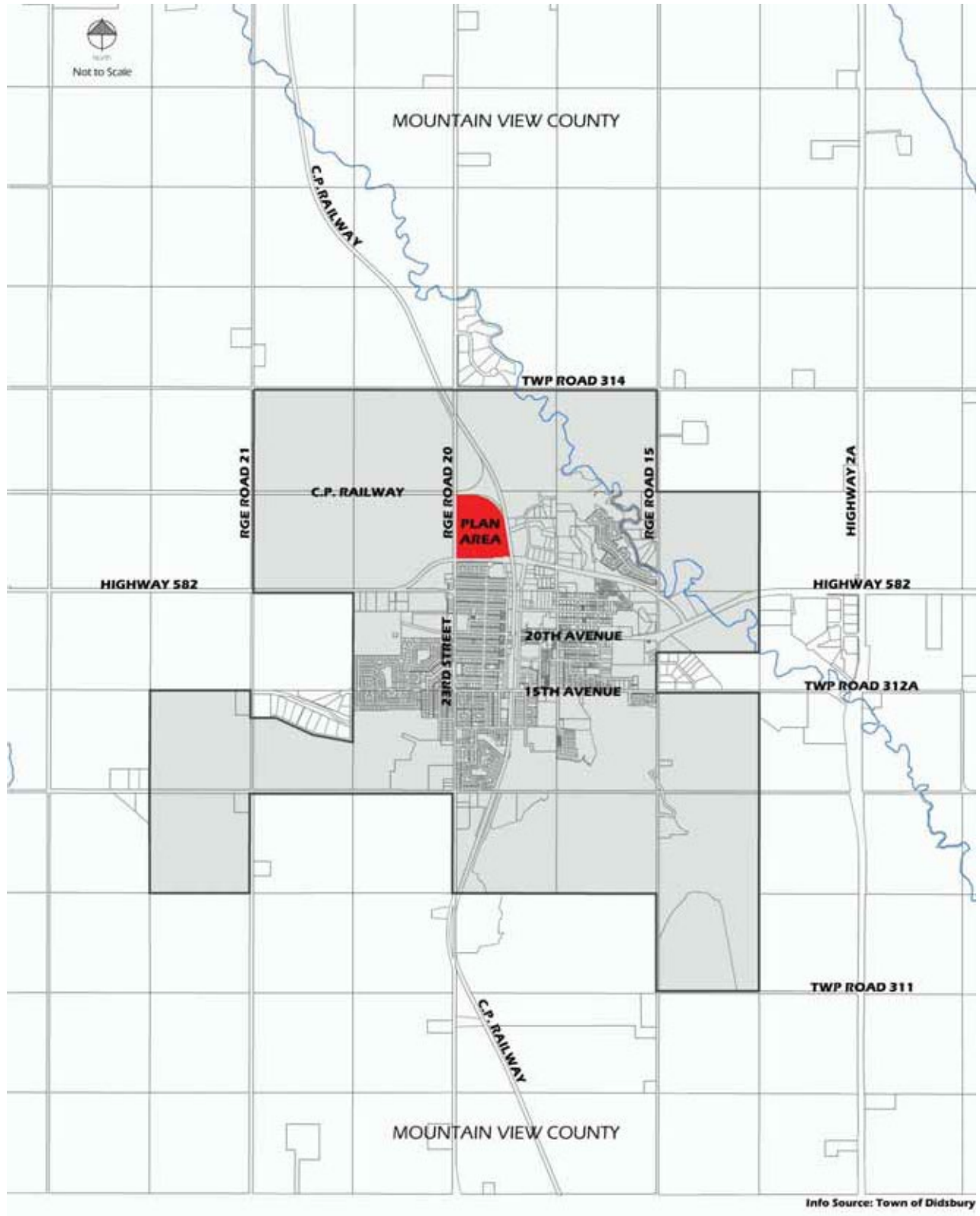
The purpose of these policies is to ensure the provision of gas, electricity, and telecommunications infrastructure to lands within the Plan Area.

Policies

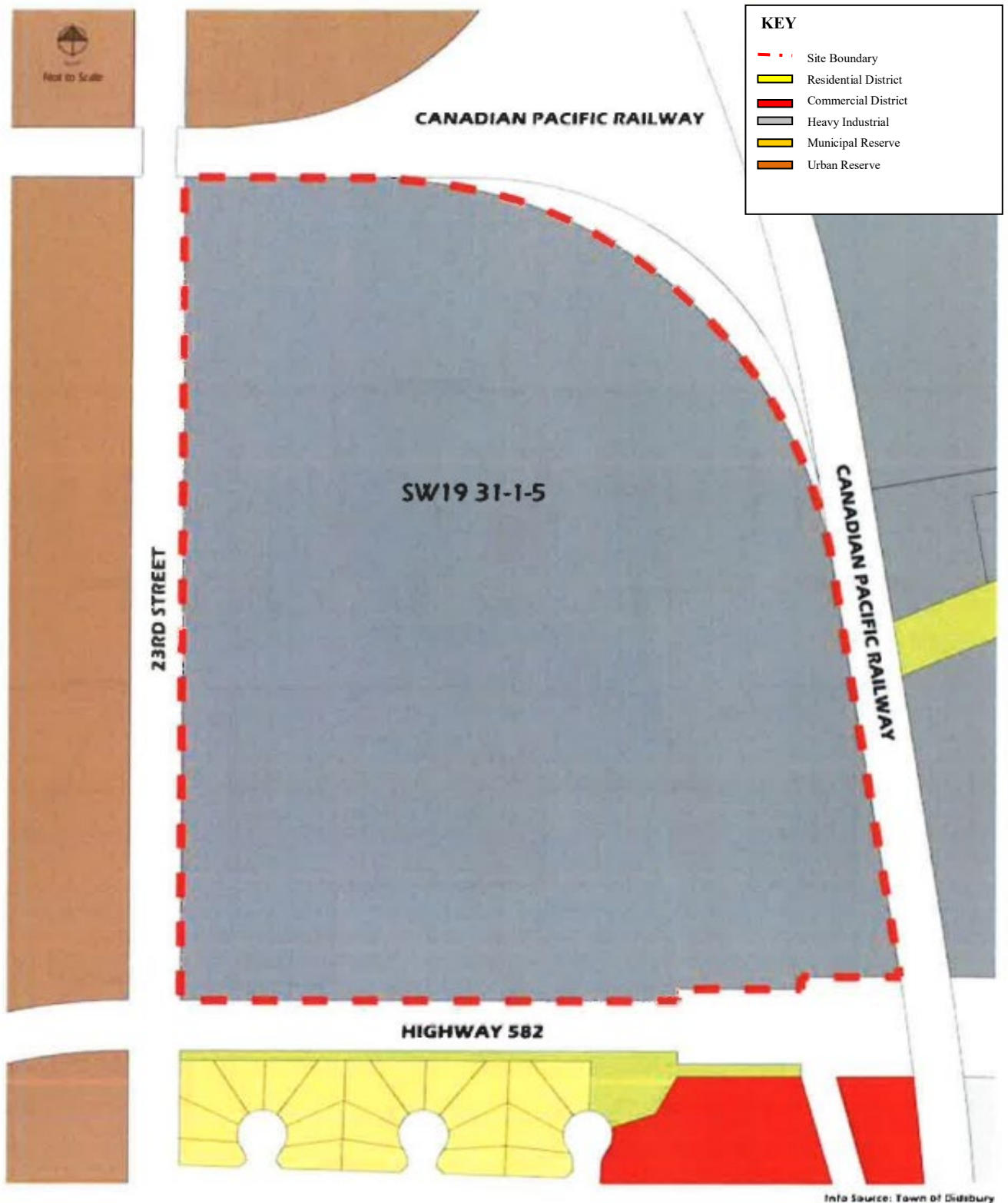
- 6.11.11 The Plan Area shall be serviced with natural gas, electricity, and telecommunications infrastructure.
- 6.11.12 Electrical service shall be located underground.
- 6.11.13 All connections shall be designed according to the requirements of the Town and the service providers.

FIGURES

Context Plan



Existing Land Use

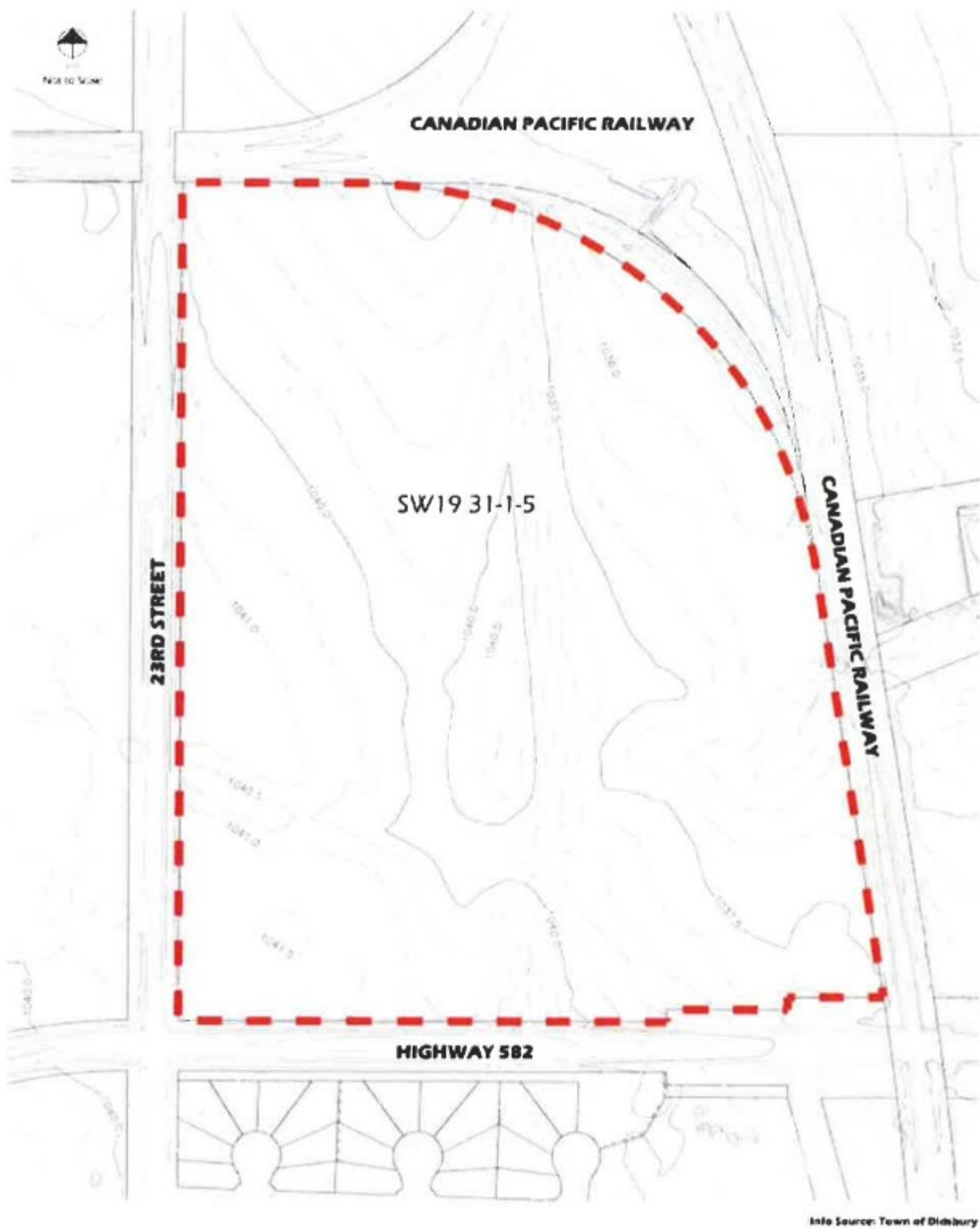


Aerial Site Plan

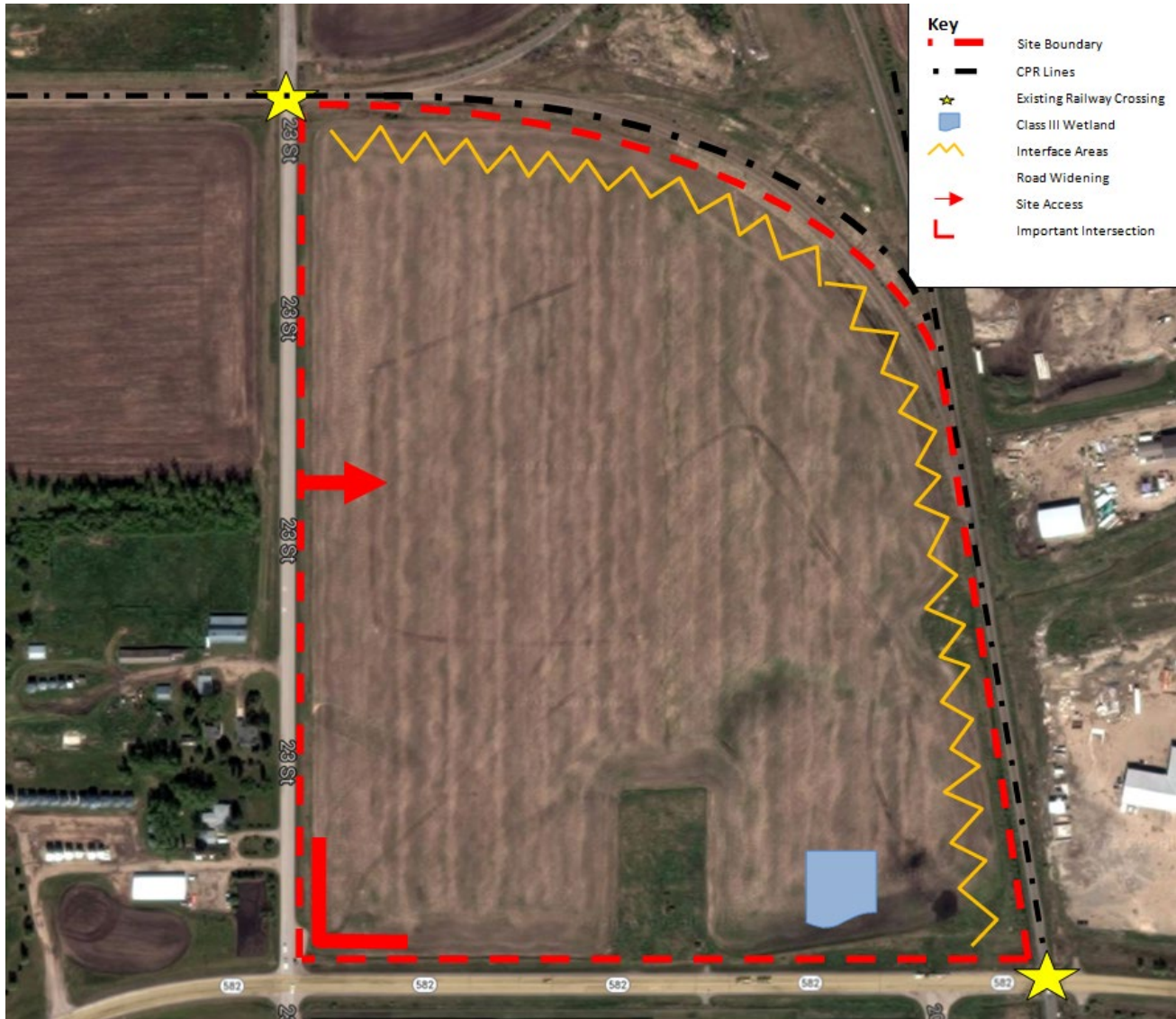


Info Source: Town of Didsbury

Contour Plan



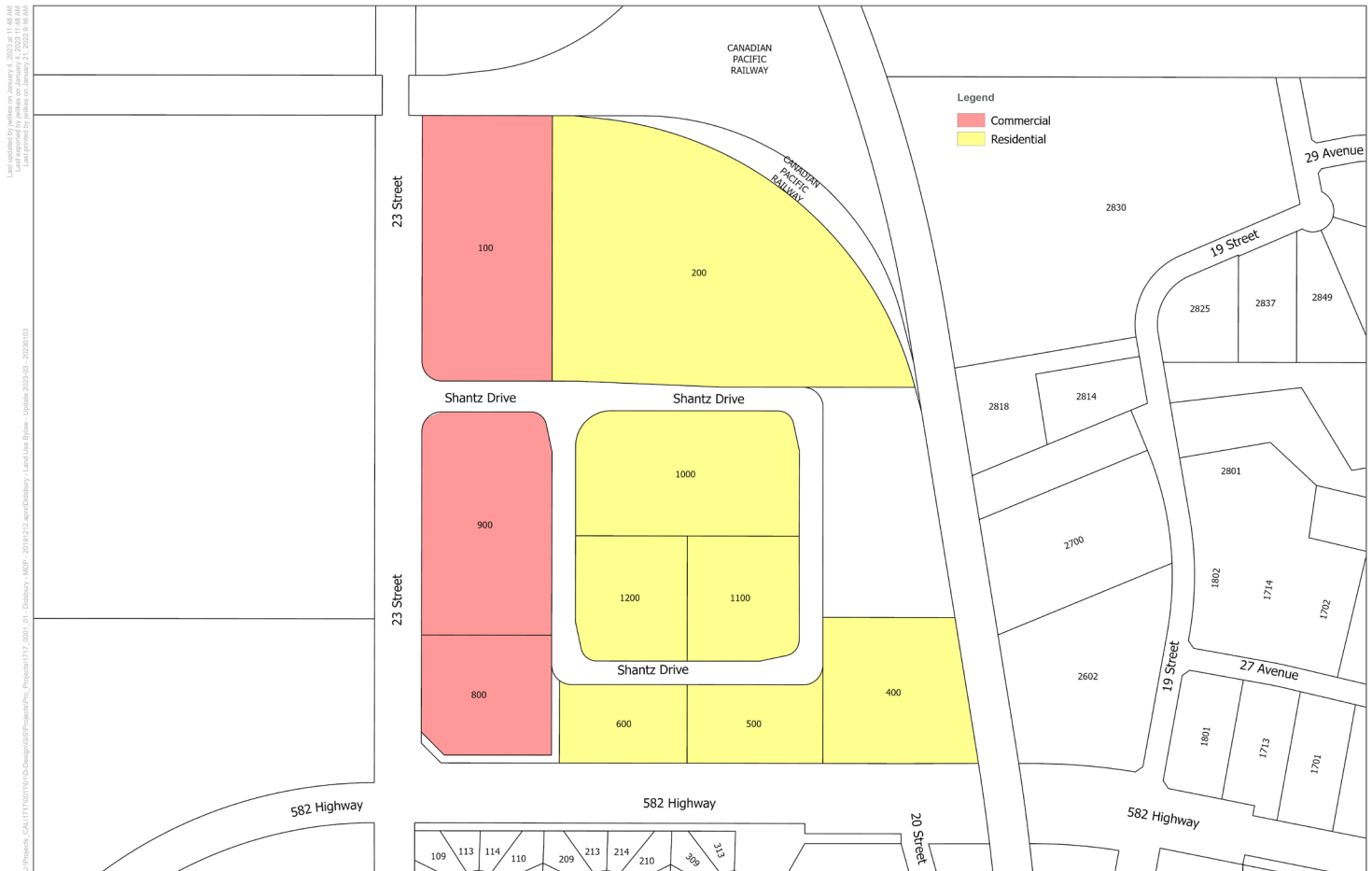
Site Constraints & Opportunities



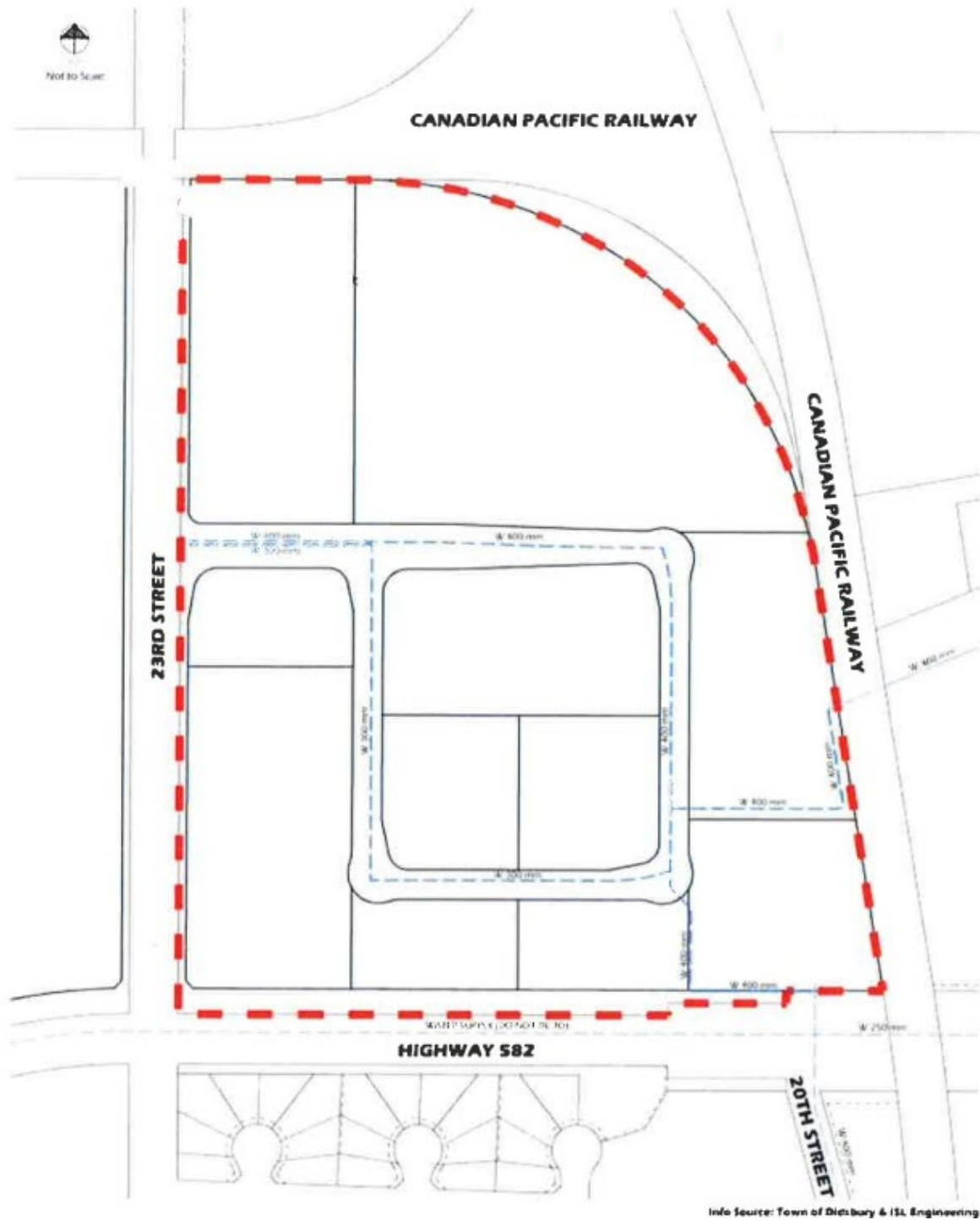
Concept Plan



Land Use Policy Areas



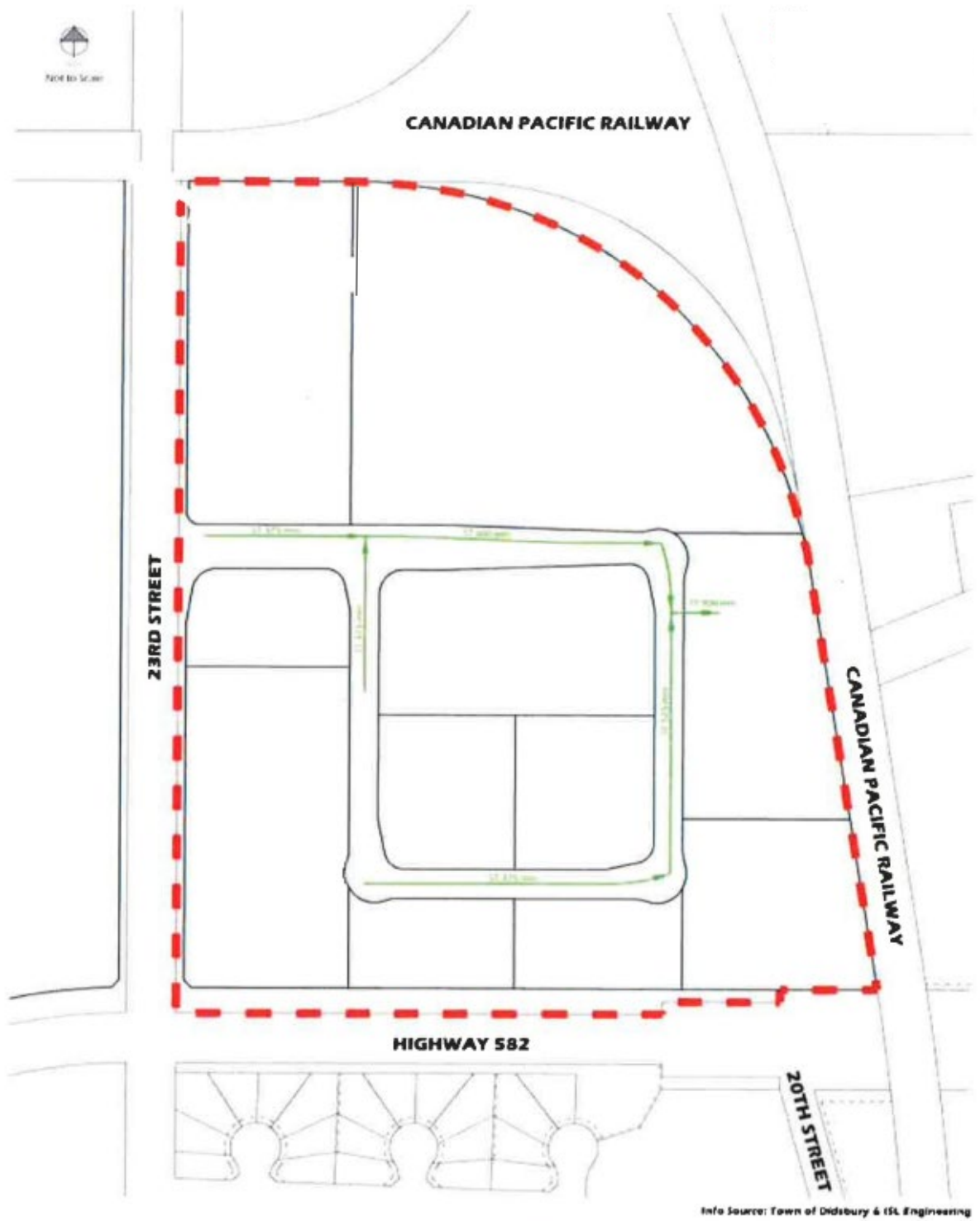
Water Plan



42



Storm Plan



APPENDIX A

Certificate of Title



LAND TITLE CERTIFICATE

S
LINC SHORT LEGAL TITLE NUMBER
0028 266 419 5;1;31;19;SW 111 040 808

LEGAL DESCRIPTION

MERIDIAN 5 RANGE 1 TOWNSHIP 31
SECTION 19
THAT PORTION OF THE SOUTH WEST QUARTER
WHICH LIES WEST OF RAILWAY ON PLAN RY9,
NORTH OF ROAD PLAN 4226JK AND SOUTH OF
ROAD PLAN 4671JK
CONTAINING 19.0 HECTARES (47 ACRES) MORE OR LESS
EXCEPTING THEREOUT:

PLAN	NUMBER	HECTARES	ACRES (MORE OR LESS)
ROAD	7564JK	0.267	0.66
RAILWAY	9510085	0.494	1.22

EXCEPTING THEREOUT ALL MINES AND MINERALS
AND THE RIGHT TO WORK THE SAME

ESTATE: FEE SIMPLE

MUNICIPALITY: TOWN OF DIDSBURY

REFERENCE NUMBER: 001 007 077

REGISTERED OWNER(S)				
REGISTRATION	DATE(DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
111 040 808	17/02/2011	TRANSFER OF LAND	\$1,143,500	\$1,143,500

OWNERS

THE TOWN OF DIDSBURY.
OF BOX 790
DIDSBURY
ALBERTA T0M 0W0

(CONTINUED)

ENCUMBRANCES, LIENS & INTERESTS

PAGE 2
111 040 808

REGISTRATION
NUMBER DATE (D/M/Y) PARTICULARS

871 174 216 23/09/1987 UTILITY RIGHT OF WAY
GRANTEE - FORTISALBERTA INC..
320 - 17 AVENUE SW
CALGARY
ALBERTA T2S2V2

"PORTION DESCRIBED"
(DATA UPDATED BY: TRANSFER OF UTILITY RIGHT
OF WAY 021185519)
(DATA UPDATED BY: TRANSFER OF UTILITY RIGHT
OF WAY 071355584)

111 040 809 17/02/2011 MORTGAGE
MORTGAGEE - CANADIAN MINERALS INC..
P.O. BOX 1027
DIDSBURY
ALBERTA T0M0W0
ORIGINAL PRINCIPAL AMOUNT: \$1,093,500

111 040 810 17/02/2011 CAVEAT
RE : ASSIGNMENT OF RENTS AND LEASES
CAVEATOR - CANADIAN MINERALS INC..
P.O. BOX 1027
DIDSBURY
ALBERTA T0M0W0
AGENT - DANIEL C HARDER

TOTAL INSTRUMENTS: 003

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN ACCURATE
REPRODUCTION OF THE CERTIFICATE OF TITLE REPRESENTED
HEREIN THIS 20 DAY OF JANUARY, 2012 AT 06:29 P.M.

ORDER NUMBER:20469545

CUSTOMER FILE NUMBER: 1717.0005.01



END OF CERTIFICATE

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED FOR THE
SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER, SUBJECT TO WHAT IS

(CONTINUED)

SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM INCLUDING THIS UNMODIFIED PRODUCT IN ANY REPORT, OPINION, APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT (S) .

APPENDIX B

Shantz Village Architectural Guidelines

SHANTZ VILLAGE ARCHITECTURAL GUIDELINES

1.0 Introduction

Shantz Village, being those lands set out in appendix “A” (hereinafter the “Area”), was developed to create an environment of high quality, one which will provide long-term benefits to residents within the Area and the community at large.

2.0 General Purpose

The purpose of these Architectural and Development Guidelines (hereinafter the “Guidelines”) is to establish a framework around which individual landowners, builders, and/or architectural consultants can implement individual designs and to establish criteria for all development in the Area.

3.0 Governing Planning Criteria

The planning criteria which are to govern development in the Area and which are reflected in the Guidelines include the following:

- Creation of an attractive environment characterized by quality in architectural design, site planning and landscaping.
- To protect the owners, lessees and/or tenants of buildings within the Area against improper and undesirable use of other building sites in the Area, and to foster the development of high quality developments.
- Each building site shall be site-specific in its design, different from its neighbors, and generally should improve the aesthetic character of its surroundings.
- Landscaping shall be an integral part of the overall site planning and shall define circulation, buffer adjacent uses and unsightly views.
- Enhance and maintain the quality of the architecture and site design of this development within the Town.
- To ensure development is complimentary to existing and proposed adjacent land uses and development.

4.0 Bylaw

These guidelines are to be read in conjunction with the Town of Didsbury Land Use Bylaw 2011-03. If any requirements of these guidelines is at variance with the governing bylaw requirements, the more restrictive of such requirements shall apply.

5.1 Architectural and Development Guidelines

5.2 General:

- Principal entrances and primary building elevations should orient to public streets and should be well defined. Lots which have exposure to two streets will require specific architectural treatment.
- Site design shall, above all, recognize and relate to adjacent streets and adjacent developments.
- Details of the proposed colours and materials must be shown on the building drawings. Bright contrasting colours shall be used for trims and accents only.
- Long horizontal roof lines shall be broken up by providing articulations in the facade of buildings, change in height of roofs, or change in colour, material, etc.
- Principal facades of buildings visible from a public street shall be constructed of good quality material. These materials are to extend along the front face and along the side for at least 6m. Good quality materials include:
 - Glass
 - Metal Composite Panels
 - Smooth Stucco (must have relief)
 - Masonry (brick, split-face block, or stone)
 - Pre-cast Concrete
- The massing of the buildings is to be broken up and architectural interest created by combinations of these materials.
- No temporary buildings or other temporary improvements, including but not limited to shacks, trailers, or tents are permitted on site. The only exceptions shall be when used solely in connection with the construction of approved permanent improvements and shall be removed no later than 14 days from completion or occupancy, of the construction, whichever occurs first.

5.3 Maximum Site Coverage:

- Refer to Town land use by-law for specific zoning details.

5.4 Loading Areas:

- Refer to Town land use by-law.

5.5 Fencing:

- All exterior storage areas are to be fenced.
- Proposed fence style should be included in the landscape plan.
- Acceptable fencing materials include: chain link, vinyl, and masonry.
- Maximum height of a fence shall be 2.5 m.

5.6 Garbage Enclosures:

- Garbage containers must be screened so that they are not visible from any street, adjacent lot, or building entrance either by a freestanding enclosure or within the principle building.
- Enclosures must be constructed of materials similar to the principle building.

5.7 Landscaping:

The quality of the landscaping is a major consideration in this Area. Consideration should be given to the angled sight lines from the street. Site grading should complement the landscaping.

- A professional landscape plan must be prepared for each lot.
- Provide a minimum 2m landscape buffer between the building face and the parking stalls. This buffer is to contain shrubs and trees and may contain a concrete (hard landscaping) sidewalk.
- Landscaping should be used to buffer the view of parking areas, storage areas, loading areas.
- The creation of berms in the front yard that act as a noise and visual buffer that would create interest is desirable.
- All unused portions of a site to be hydro-seeded.
- Minimum of the first 5 meters from the front property line must be landscaped.

5.7.1 Trees:

- 1/3 coniferous to 2/3 deciduous.
- Minimum 1 tree per 45 sq. m. of landscaped area.
- 50% of the trees to have a minimum caliper of 50mm. The other 50% is to have a minimum caliper of 80mm.

5.7.2 Shrubs:

- To be complementary to the trees and provide visual interest in all seasons.

5.7 Parking:

- Extended vehicle parking is not allowed in front of the principal building. All vehicles stored for an extended period are to be located at the side or behind the principal building.
- Handicap parking to be as per Alberta Building code. Additional requirements are contained in section 78 of the Town land use by-law 2011-03.
- Standard parking stall dimensions shall be determined via section 71.5 of the Town land use by-law 2011-03.
- Driveway crossings to be a min. of 7.0m wide with 3.0m flares for standard traffic.
- Additional Parking requirements can be found in the Town of Didsbury land use bylaw.
- All parking is required to be provided on-site.

- Pedestrian and vehicular traffic paths shall be separated as much as possible to minimize conflict points.

5.8 Signage:

- No sign shall be located where it will interfere with pedestrian or traffic safety.
- The municipal address, a minimum size of 100mm in height, must be installed on the building at the principal entrance. Blinking, flashing or strobe lights are not permitted.
- Free-standing signage:
 - must be illuminated,
 - must be permanently attached to the ground, and
 - municipal address must be clearly indicated.
- All signs shall be manufactured and installed by competent professionals. Graphics will appear to be professionally produced - no hand lettering will be accepted.

5.9 Lighting:

- Avoid undue illumination of the neighboring parcels.
- Not to interfere with traffic safety.
- All pedestrian/public areas to be well illuminated.
- Outdoor fixtures shall be dark sky friendly.

5.10 Mechanical Equipment:

- All louvers, gutters, and scuppers must blend in to the architectural theme.
- Roof mounted equipment and/or ductwork shall be located in areas which are not visually prominent. These units must also blend into the architectural theme of the building by either screening or paint.
- Any equipment that sits outside of the building also must be screened and must be located at the rear or side of the building.