



TOWN OF DIDSBURY AGENDA

Regular Council Meeting

Tuesday, June 13, 2023, 6:00 pm

Council Chambers 1606 14 Street

Pages

1.	<u>CALL TO ORDER</u>	
2.	<u>ADOPTION OF THE AGENDA</u>	
3.	<u>DELEGATIONS/PRESENTATIONS</u>	
4.	<u>ADOPTION OF MINUTES</u>	
4.1	May 23, 2023 Regular Council Meeting Minutes	3
5.	<u>PUBLIC HEARINGS</u>	
5.1	RFD Bylaw 2022-15 Creekside Area Structure Plan, Bylaw 2022-16 to Amend Bylaw 2012-09 MDP	8
6.	<u>REPORTS</u>	
6.1	Council Reports for June 13, 2023	72
6.2	CAO Report for June 13, 2023	73
7.	<u>BYLAWS & POLICIES</u>	
7.1	Creekside Area Structure Plan and Municipal Development Plan Amendment	
7.1.1	Bylaw 2022-15 Creekside Area Structure Plan (2nd and 3rd Reading)	75
7.1.2	Bylaw 2022-16 Amending Municipal Development Plan Bylaw 2012-09 (2nd and 3rd reading)	128
8.	<u>BUSINESS</u>	
8.1	Rosebud Valley Campground - Winter Camping Report	136
8.2	Summer Sunday Funday Proposal	140
8.3	Bethany Care Society Project	142
8.4	East Reservoir - Site Option	143
8.5	Mill and Overlay - Enhanced Scope of Work	144
8.6	Cul-de-Sac Speed Limit	145
8.7	Reserve Policy Development	147
8.8	Awarding of the 2023 Town of Didsbury High School Scholarship	148
8.9	Council Summer Schedule	149
9.	<u>CORRESPONDENCE & INFORMATION</u>	150
	<ul style="list-style-type: none">Ukrainian-Canadian Congress – Ukrainian Day RecognitionAlberta Municipalities – RCMP Retroactive Pay	
10.	<u>COUNCIL MEETING HIGHLIGHTS</u>	
11.	<u>QUESTION PERIOD</u>	

12. CLOSED MEETING

- 12.1 Didsbury High School Scholarship - as per Section 17 of the FOIP Act
- 12.2 Shantz Village Land Group - as per Section 23, 24 and 27 of the FOIP Act
- 12.3 Land Strategy - as per Section 23 and 24 of the FOIP Act
- 12.4 Organizational Interface- as per Section 23 and 24 of the FOIP Act
- 12.5 Council Interface - as per Section 23 of the FOIP Act

13. RECONVENE

14. ADJOURNMENT



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: May 23, 2023 Regular Council Meeting Minutes
ORIGINATING DEPARTMENT: Legislative Services

BACKGROUND/PROPOSAL:

The Minutes of the May 23, 2023 Regular Council Meeting are being presented to Council for their review and approval.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

Council can adopt the Minutes as presented or amended.

ALIGNMENT WITH STRATEGIC PLAN

5. Governance & Organizational Excellence

RECOMMENDATION

To adopt the May 23, 2023 Regular Council Meeting Minutes as presented.



**Minutes of the Town of Didsbury Regular Council Meeting
Held on May 23, 2023 in Council Chambers at 1606 14 Street
Commencing at 6:00 p.m.**

Council Members Present Mayor Rhonda Hunter
 Deputy Mayor Curt Engel
 Councillor John Baswick
 Councillor Joyce McCoy
 Councillor Dorothy Moore
 Councillor Bill Windsor

Council Members Absent Councillor Ethan Williams

Administration Present Chief Administrative Officer, Ethan Gorner
 ACAO/Chief Financial Officer, Amanda Riley
 Director of Engineering & Infrastructure, Craig Fox
 Director of Community Services, Nicole Aasen
 Economic Development Officer, Alexandra Ross
 Municipal Intern, Jocelyn Baxter
 Manager of Legislative Services/Recording Officer, Luana Smith

1. **CALL TO ORDER**
Mayor Hunter called the May 23, 2023 Regular Council Meeting to Order at 6:00 p.m.
2. **ADOPTION OF THE AGENDA**
 Res. 269-23
 MOVED by Councillor Windsor
 To adopt the May 23, 2023 Regular Council Meeting Agenda as presented.
 Motion Carried
3. **DELEGATIONS/PRESENTATIONS** – *no delegations*
4. **ADOPTION OF MINUTES**
 - 4.1 **May 9, 2023 Regular Council Meeting**
 Res. 270-23
 MOVED by Deputy Mayor Engel
 To adopt the May 9, 2023 Regular Council Meeting Minutes as presented.
 Motion Carried
5. **PUBLIC HEARINGS** – *no public hearings*
6. **REPORTS**
 - 6.1 **Council Reports for May 23, 2023**
 Res. 271-23
 MOVED by Councillor Windsor
 To accept the Council Reports for May 23, 2023 as information.
 Motion Carried
 - 6.2 **CAO Report for May 23, 2023**
 Res. 272-23
 MOVED by Councillor McCoy
 To accept the amended CAO Report for May 23, 2023 as information.
 Motion Carried

Res. 273-23

MOVED by Councillor McCoy

To acknowledge and express appreciation on behalf of Council to the volunteer fire fighters from Didsbury and the region attending the wild fires in Alberta.

Motion Carried

Res. 274-23

MOVED by Councillor Windsor

To invite representatives from the Communities in Bloom as a delegation to a future Council meeting to provide information on the success of the program.

Motion Carried

7. BYLAWS & POLICIES

7.1 Council Procedural Bylaw 2023-11

Councillor McCoy requested a recorded vote.

Res. 275-23

MOVED by Councillor Windsor

That Council grant second reading to Council Procedural Bylaw 2023-11 as amended.

Mayor Hunter	For
Deputy Mayor Engel	For
Councillor Baswick	Opposed
Councillor McCoy	Opposed
Councillor Moore	For
Councillor Windsor	For

Motion Carried

Councillor McCoy requested a recorded vote.

Res. 276-23

MOVED by Councillor Windsor

That Council grant third and final reading to Council Procedural Bylaw 2023-11.

Mayor Hunter	For
Deputy Mayor Engel	For
Councillor Baswick	Opposed
Councillor McCoy	Opposed
Councillor Moore	For
Councillor Windsor	For

Motion Carried

7.2 Shantz Village Land Corp. Development

7.2.1 Bylaw 2023-12 amending LUB Bylaw 2019-04

Res. 277-23

MOVED by Deputy Mayor Engel

That Council grant first reading of Bylaw 2023-12 amending the Land Use Bylaw 2019-04 for 400, 500 & 600 Shantz Drive.

Motion Carried

7.2.2 Bylaw 2023-13 amending Shantz Area Structure Plan

Res. 278-23

MOVED by Deputy Mayor Engel

That Council grant first reading of Bylaw 2023-13 amending Shantz Village Area Structure Plan Bylaw 2016-14.

Motion Carried

Res. 279-23

MOVED by Deputy Mayor Engel

That Council set June 27, 2023 as the Public Hearing for Bylaw 2023-12 and Bylaw 2023-13.

Motion Carried

8. BUSINESS

8.1 Shantz Land Sale

Res. 280-23

MOVED by Deputy Mayor Engel

To approve the acceptance of the offer of \$2,433,900 for the lands legally described as Plan 1310247, Block 1, Lots 2, 10, 11 and 12.

Motion Carried

8.2 Red Deer Polytechnic Convocation Invitation

Res. 281-23

MOVED by Councillor Moore

To approve Mayor Hunter, if available, to attend the 2022/2023 Red Deer Polytechnic Convocation Ceremonies on June 2, 2023.

Motion Carried

8.3 Mountain View Regional Waste Management Commission Agreement

Res. 282-23

MOVED by Councillor Windsor

To approve the updated Agreement with Mountain View Regional Waste Management Commission as presented.

Motion Carried

8.4 RCMP Building Capital Projects

Res. 283-23

MOVED by Councillor Moore

To amend the 2023 Capital Budget to add the RCMP Interior Renovation Project for \$20,000 (funded 28% Town of Didsbury RCMP Capital Reserve / 72% RCMP); to add the Furniture Upgrades for \$60,000 (funded 28% Town of Didsbury RCMP Capital Reserve / 72% RCMP); to add the RCMP Detachment Parking Lot Expansion for \$50,000 (funded 28% Town of Didsbury General Reserve / 72% RCMP); and that the Capital Budget documents be updated accordingly.

Motion Carried

8.5 2023 Community Grant Program

Res. 284-23

MOVED by Councillor Windsor

To approve the 2023 Town of Didsbury Community Grant Program allocations as presented.

Motion Carried

Res. 285-23

MOVED by Councillor Moore

That the remaining \$850 be held for additional opportunities that may arise in 2023.

Motion Carried

8.6 Town of Didsbury 2023-2025 Strategic Plan

Res. 286-23

MOVED by Councillor Moore

To approve the Town of Didsbury 2023-2025 Strategic Plan as presented.

Motion Carried

Res. 287-23

MOVED by Councillor Moore

To approve the printing of the Town of Didsbury 2023-2025 Strategic Plan as presented.

Motion Carried

Res. 288-23

MOVED by Councillor Moore

To approve the production of Strategic Priority magnets as presented.

Motion Carried

8.7 Outlying Plan Renaming Contest

Res. 289-23

MOVED by Councillor Moore

To approve the process for the Didsbury Memorial Complex Outlying Plan naming contest.

Motion Carried

9. CORRESPONDENCE & INFORMATION

- Thank you card from the Rosebud Health Foundation

Res. 290-23

MOVED by Councillor Windsor

To accept the correspondence items presented as information.

Motion Carried

10. COUNCIL MEETING HIGHLIGHTS

- Land Sale for Shantz
- RCMP Building Capital Project
- Finalizing and awarding of the 2023 Community Grant Program
- Strategic Plan
- Passing of Procedural Bylaw 2023-11
- Outlying Plan Renaming Contest

11. QUESTION PERIOD

12. CLOSED MEETING *no closed meeting items*

13. RECONVENE

14. ADJOURNMENT

Res. 291-23

MOVED by Councillor McCoy

To adjourn the May 23, 2023 Regular Council Meeting at 7:27 p.m.

Motion Carried

Mayor - Rhonda Hunter

Chief Administrative Officer- Ethan Gorner



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: Bylaw 2022 – 15 Creekside Area Structure Plan (ASP),
Bylaw 2022-16 to amend Bylaw 2012-09 Municipal Development
Plan (MDP)
ORIGINATING DEPARTMENT: Planning & Development

BACKGROUND/PROPOSAL:

The applicant has submitted a proposed new Area Structure Plan (ASP) for consideration. The plan provides guidance and polices for development within the property. The land is in the northern part of the Town along the boundary with Mountain View County and east of the railway. There is an existing developed area west of the railway consisting of a mix of commercial, direct control and industrial developments. Directly south of the property is also a mix of industrial, direct control and commercial developments. Valarosa residential development is southeast of the ASP.

The Area Structure Plan area:



First reading of Bylaw No. 2022–15 Creekside Area Structure Plan (ASP) and Amending Bylaw No. 2022-16 to amend Bylaw No. 2012-09 Municipal Development Plan (MDP) was given during the regular Council meeting on November 8, 2022.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: *The Place to Grow.*

Mission: *Creating the Place to Grow.*

The Public Hearing was opened for this project at the Regular Council meeting on December 13, 2022. After consideration of the circulation comments and questions that were raised during the Public Hearing, Council temporarily adjourned the Public Hearing. Council indicated this would allow time for administration to work with the applicant to address the circulation and Council comments.

The applicant has updated the Area Structure Plan.



Please review a copy of the Draft Creekside Area Structure Plan on the Town of Didsbury website located under Planning & Development – File Circulations at this link: <https://didsbury.ca/p/file-circulations>

During the first Public Hearing it was noted that some of the agencies had not responded to the circulation. Administration has received responses from two agencies:

Atco Transmission Pipelines	No objections.
Canadian Pacific Railway	Does not oppose commercial/industrial and/or other non-residential type developments in proximity to their right of way. CP is not in favor of any residential uses adjacent to their right of way as this land use is not compatible with railway operations. The health, safety and welfare of future residents could be adversely affected by railway activities. Notwithstanding that stated above, any development should still meet certain recommendations based upon site-specific conditions and intended use. CP continues to recommend that all proposed developments



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: *The Place to Grow.*

Mission: *Creating the Place to Grow.*

	follow the 2013 Proximity Guidelines (prepared for the Federation of Canadian Municipalities and the Railway Association of Canada). It is incumbent upon the developer to incorporate these safety measures to a degree that satisfies the requirements of the relevant agencies issuing building and development permits.
--	---

The referral agencies, including Mountain View County, were circulated with notification of the second Public Hearing date.

Council also had a few other questions to help understand the future of the development within the ASP area:

- Pathways within the ASP and connection with existing pathway network.
 - The proposed pathway, which has been relocated closer to the residential lots, can connect with the existing pathways on adjacent properties.
- Council questioned whether a playground was proposed within the area.
 - The Land Use Concept map shows an area in the northeast corner that could be utilized for a playground or sports field.
- Council wanted to clearly understand how the residential traffic and industrial traffic can be separated.
 - The southeast boundary has been extended to include the land which will provide for the future development of a road that connects with 16 Street providing traffic flow for the residential part of the ASP.
- Council questioned the type of Industrial Development proposed for the ASP.
 - The ASP has identified that future Industrial Development will be in compliance with the Municipal Development Plan. It is difficult to determine specific uses at this point.
- Council had concerns in relation to development in proximity to flood plain lands along the Rosebud River.
 - The ASP in Section 3.2 Topography explains that, according to the Provincial Flood Hazard Identification Program, a 1:100 year open water flood event would inundate to an elevation of 1005.78 meters. The valley floor is an average of 1008 meters.

Proposal Overview:

The ASP has two main development components: Industrial within the western side of the property and residential along the eastern side. The middle of the property will be dedicated for Environmental Reserve (ER) and Municipal Reserve (MR), allowing for preservation and protection of the coulee that bisects the land. In the northeast corner of the property the Rosebud River crosses and this area is also being dedicated for Environmental Reserve and Municipal Reserve. Land has also been allocated for the development of a road network to service the ASP.

Residential

- Located centrally, between the proposed environmental reserve lands (to the east and west)
- Residential development will be predominantly single detached dwellings



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: *The Place to Grow.*

Mission: *Creating the Place to Grow.*

- Some area has been allocated for higher density development providing for a mix of housing types
- The future road to service the residential area will connect south to 16 Street

Industrial

- The industrial area is located along the western Plan area boundary, representing a continuation of the existing industrial development adjacent to the railway as well as the development south of the Plan boundary
- Industrial development is planned to connect to 19 Street in the south and 23 Street/Range Road 20 in the northwest as a secondary access
- The type of industrial development proposed is described as compatible with the adjacent industrial operations, comprised of manufacturing, processing, and assembly activities that may occur indoors or outdoors
- Policies are included to ensure compliance with the MDP and LUB
- 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 ASP also includes a “Community Interface” section that contains policy to ensure that, *“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.”*

Open Space

- The ASP dedicates 11.3% of the net developable land to Municipal Reserve; this land is to provide public amenity space, passive and active recreation
- Designated pathway networks with multi-use pathways are located in areas along the environmental reserve lands, between industrial and next to residential lands, and connecting to the Didsbury Memorial Park wetlands area
- Land adjacent to the Rosebud River shall be dedicated as Environmental Reserve, as well as those lands that require wildlife protection, comprising 22.9 % of the gross developable area

Circulation

The ASP was circulated to adjacent landowners and administration received letters of objection and concern related to the proposal. The letters of objection/concerns were received from:

- Craig & Cheryl Penner (includes a signature page from the surrounding neighbours in Westfork Estates)
- Martin Labrecque
- Jennifer & Gordon Giles
- Kelly & Brian McCargar
- Ben & Mary Wirch
- Aaron Linder & Jodie Friesen
- Cathy Scherle

The following table briefly summarizes the concerns of the neighbours and the Town’s response to the



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: *The Place to Grow.*

Mission: *Creating the Place to Grow.*

concerns. The letters are attached to this report as well as a map noting the location of these landowners. The applicant has provided a response to the concerns of adjacent landowners; the response is attached to this report.

Adjacent Landowner's concerns Summary

- Concerns expressed about notification of the first public hearing on December 13, 2022
- Potential Impacts on wildlife
- Construction noise and noise after build out is complete
- Loss of enjoyment of the private country lifestyle
- Traffic volume
- Area allocated for residential vs. natural preserve
- Style and density of development
- Increased density of lots in a small footprint
- Walking paths in their backyard
- Tree removal between the adjacent landowners and the proposed development
- The existing undeveloped residential and industrial lot supply in the town
- The condition of 23 Street/Range Road 20

Administrations Response

- The First Public hearing was advertised in the paper as well as posted on the Town of Didsbury website
- The adjacent landowners were circulated the ASP after the Public Hearing and have also been provided a separate notification confirming the June 13 Public Hearing date
- The proposed industrial development lots are contained within the land that is currently under cultivation
- The central portion of the ASP area is intended to be dedicated as Environmental Reserve (ER). This covers the area of the property that includes the mature stand of trees and is an area that provides for wildlife habitat. The ER area is intended to remain in a healthy natural state
- Regarding traffic volume, the industrial development has a connection south into Town onto 19 Street and should be the main traffic route servicing the industrial development. The residential area is connected south into Town using a future connection to 16 Street
- The walking paths are located adjacent to the residential lots and have connection to the Industrial area and are not proposed to connect onto Mountain View County properties
- 23 Street is an ongoing work in progress and is not intended to be a main point of access for the ASP as there are connections internally to Town of Didsbury roads to the south of the property

DISCUSSION

The land is flanked on the west and south sides by developed lots and this area is a natural progression of growth within the Town.

The applicants have updated the ASP to include policies that ensure compliance with the Municipal Development Plan and the Land Use Bylaw.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

ALIGNMENT WITH STATUTORY PLANS

Intermunicipal Development Plan Bylaw No. 2021-08

6.0 Referrals and Circulation Process

Policies

1. Notwithstanding that the policies of the Intermunicipal Development Plan (IDP) only apply to the lands contained within the IDP Area, the Town agrees to refer planning matters to the County when lands are adjacent to the County boundary or as required in the Town's Land Use Bylaw or when development is considered under Infrastructure policy 5a and 5b. The matters to be referred shall include:
 - a. Subdivision applications when not located within an area structure plan.
 - b. Land use bylaw amendments and redesignations.
 - c. New area structure plans or amendments to an existing area structure plan.
 - d. New area redevelopment plans or amendments to an existing area redevelopment plan.
 - e. Amendments to the Town's Municipal Development Plan.
 - f. Discretionary use development permit when not within an existing area structure plan

In accordance with the IDP, Mountain View County was circulated with the Area Structure Plan as well as the Public Hearing Notification.

Municipal Development Plan Bylaw No. 2012-09

Part 2.0 Land Use and Development

- 2.2.3 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 submit Area Structure Plans, to the satisfaction of the Town, whenever deemed necessary by the Town.

The proposal complies with Part 2.0 of the Municipal Development Plan (MDP) as the plan includes the necessary technical studies to determine suitability of the proposed development. The plan includes an extension of existing Town roads and necessary environmental considerations and continuation of existing neighboring development.

Part 6.0 Open Space, Parks and Schools

Municipal and School Reserve

- 6.2.11 All Developments shall provide the full (10%) dedication of municipal, school, or municipal/school reserve.

Environmental Reserves

- 6.2.1 Environmental Reserve shall be provided as required adjacent to and including major watercourses and drainage areas and in accordance with the Municipal Government Act.
- 6.2.2 Environmental Reserve lands may be augmented with Municipal Reserve to ensure the open space is functional and continuous pathway systems can be constructed.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: *The Place to Grow.*

Mission: *Creating the Place to Grow.*

The proposal has included the required ten percent Municipal Reserve dedication as well as the dedication of Environmental Reserve to preserve the natural area surrounding the Rosebud River and a portion of the coulee.

Part 9.0 Environmental Sustainability

- 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.
- 9.2.11 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.

The Area Structure Plan includes a Phase 1 Environmental Site Assessment which concluded that a Phase 2 Environmental Site Assessment is necessary prior to redesignation and subdivision within the proposed industrial area. The ASP includes a policy that indicates this requirement.

Environmental Reserve has been shown to be dedicated for the preservation of the area adjacent to the Rosebud River as well a portion of the coulee. The plan also indicates the location of a future park that is in close proximity to the river and complies with MDP policy 9.2.12.

Part 11.0 Transportation and Mobility

- 11.2.4 All new roads, pathways, sidewalks and bicycle routes shall be identified in Area Structure Plans.

The Area Structure plan identifies the location of future roads and pathways in compliance with this MDP policy.

Administration supports approval of the proposed Area Structure Plan and the amendments to the Municipal Development Plan. The proposed ASP does comply with MDP policies and provides direction and policies to guide the future development of the area to be in compliance with the MDP and regulations of the Land Use Bylaw.

ALIGNMENT WITH STRATEGIC PLAN

3. Strong & Resilient Local Economy

5. Governance & Organizational Excellence

ATTACHMENTS

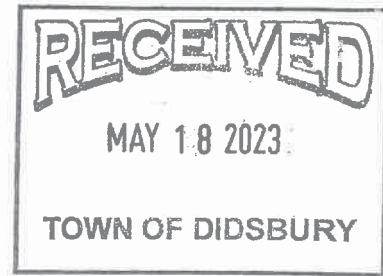
Attachment 01 – Adjacent Landowner Letters of Objection/Concern

Attachment 02 – Applicant's Response to Circulation comments

Attachment 03 – PowerPoint Presentation

May 16, 2023

Town of Didsbury
Box 790
1606 - 14 Street
Didsbury, AB
T0M 0W0



Attention: Tracey Connatty, Planner

Dear Ms. Connatty:

After receiving the letter for the proposed Creekside Plan, we are vehemently opposed to such a development. We are also disappointed that the Town of Didsbury did not inform the Westfork landowners about the public hearing on December 13, 2022 regarding the development. The recent letter (which not all residents received) of May 5, 2023 is the first we are hearing about this development.

The Aspen Parkland area where this development is proposed is a highly sensitive area of different species of plant, aquatic life, birds and animals. Aspen Parkland is identified by the Nature Conservancy of Canada as an ecoregion in crisis. Aspen Parkland has many at risk species and it is considered to be the most altered ecozone on the Prairies with only 21 percent of natural cover remaining. If a multi housing development was proposed in the Amazon we would be outraged. Natural prairie landscapes are often taken for granted. This prairie area should be valued for its biodiversity and beauty, and protected for future generations. It definitely should not be decimated by a multi housing development.

In the topography report the lower elevation adjacent to the Rose Bud river is identified as grassland with sporadic shrub land. We feel no value in this grassland is considered. This grassland plays an important part in the biodiversity of birds, wildlife and plant life (many at risk wild flowers) in this area. In this grassland there is wolf willow, saskatoon, sage, rose, potentilla, and many other unidentified shrubs and different species of grass. This grassland also is an oasis for bees which are also at risk.

The report talks about mitigation. No form of mitigation can preserve or protect the biodiversity of this Aspen Parkland. It will be the complete destruction of an ecosystem.

This Aspen Parkland is not just grass, trees and shrubs. It is a bustling area of plants, birds, aquatic life and animals. This area is a nesting area for a variety of birds. The following birds have been identified in this area. They are killdeer, great horned owl, great blue heron, hairy woodpecker, downy woodpecker, hummingbird, grouse, clay coloured sparrow, song sparrow, red winged blackbird, Wilson's snipe, American goldfinch, house sparrow, European starling, hawks, magpie, crows, Lincoln's sparrow, oriole, swallow, brown headed cowbird, mallard, robin, chickadee, eurasian collared dove, evening grosbeak, northern flicker, dark eyed junco, American pipit, white breasted nuthatch, ducks, geese. Some of the wildlife consists of moose, white tailed deer, mule deer, coyotes, rabbits, fox, skunk, porcupine, moles, gophers and many others. This area is a breeding habitat for birds, waterfowl, and animals. A multitude of offspring have been born in this woodland area. What happens to them? This development will be devastating to this ecosystem. Once again another Aspen Parkland is destroyed by human development.

Economic development should be cohesive with the environment, not destroy it. Economic development should only be considered in areas that are not in crisis. There are already underutilized areas for residential and industrial use within Didsbury. This Aspen Parkland area should be protected so plant, aquatic life, birds and wildlife can continue to flourish and not be forced out by the destruction caused by a huge subdivision. Many ecosystems are under a lot of pressure because of climate change. The approval of the Creekside Plan would add to this pressure by destroying this Aspen Parkland area. We have been in contact with the Alberta Wilderness Association regarding this Aspen Parkland proposed development.

Does the Town of Didsbury want to be part of the Aspen Parkland crisis or the solution? This could be Didsbury's chance to protect an ecosystem that is in crisis.

Sincerely,

Craig & Cheryl Penner

Please see attached the signatures of residents opposed to the approval of the Creekside Plan in the Aspen Parkland area.

Signatures:

Full Address, Town, Province and Postal Code

Aaron Linder

Didsbury, AB T0M0W0

Jodie Friesen

Didsbury, AB, T0M0W0

Martin Labrecque

Didsbury, AB T0M0W0

Kelly McCargar

County of Mountainview, AB.

Brian McCargar

" " T0M0W0.

Jennifer Gibbs

" "

Brad Blatz

Didsbury, AB T0M0W0

Diane Blatz

" " "

Mary WIRCH

DIDSBURY

Ben Wirch

Didsbury

Dale Scherte

Mountainview County

Cathy Scherte

Mountainview City

Brian Christensen

Didsbury, AB

Craig PENNER

County of Mountainview T0M0W0

Cheryl Penner

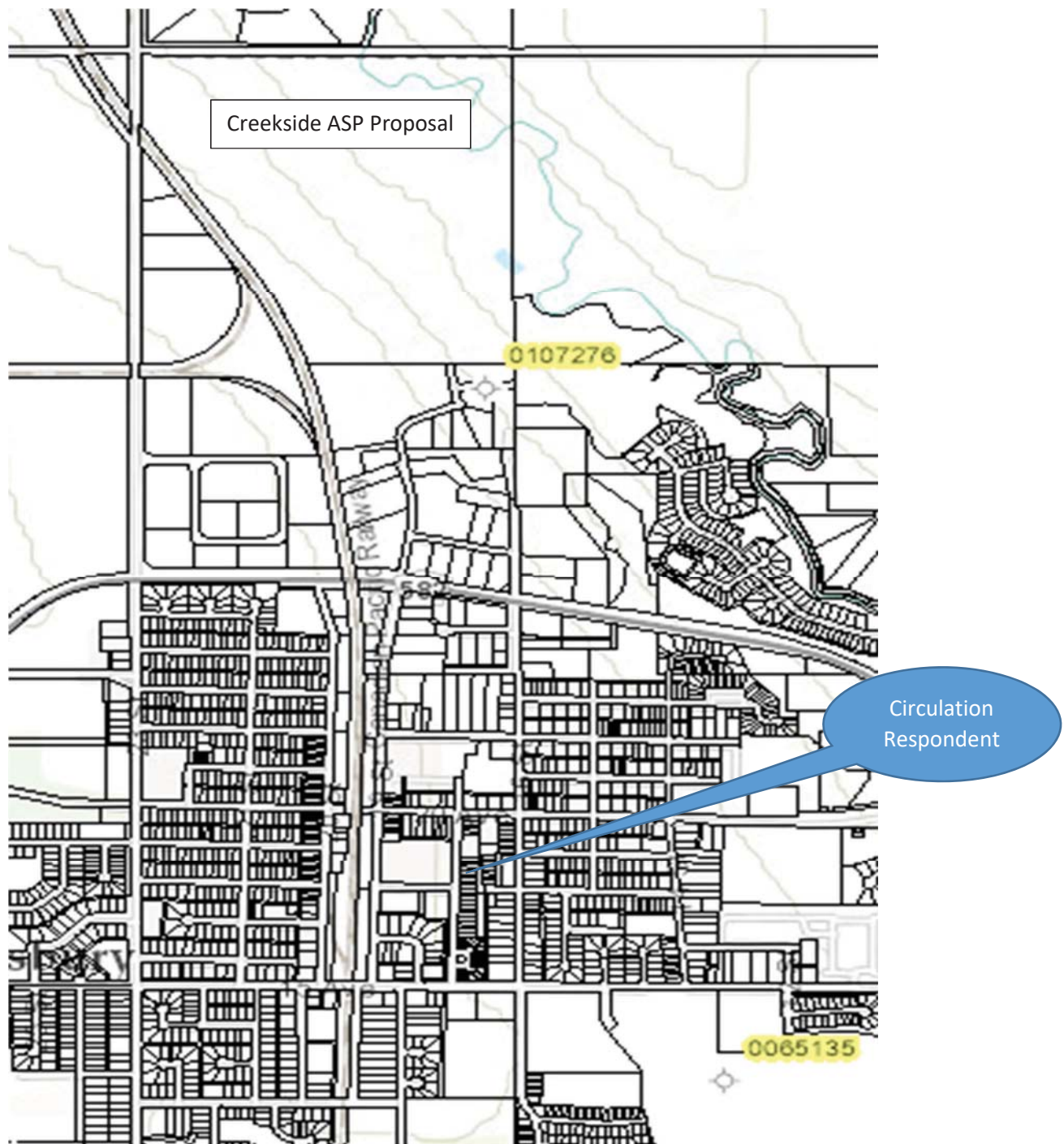
County of Mountainview, AB T0M0W0

Marlene Pieper

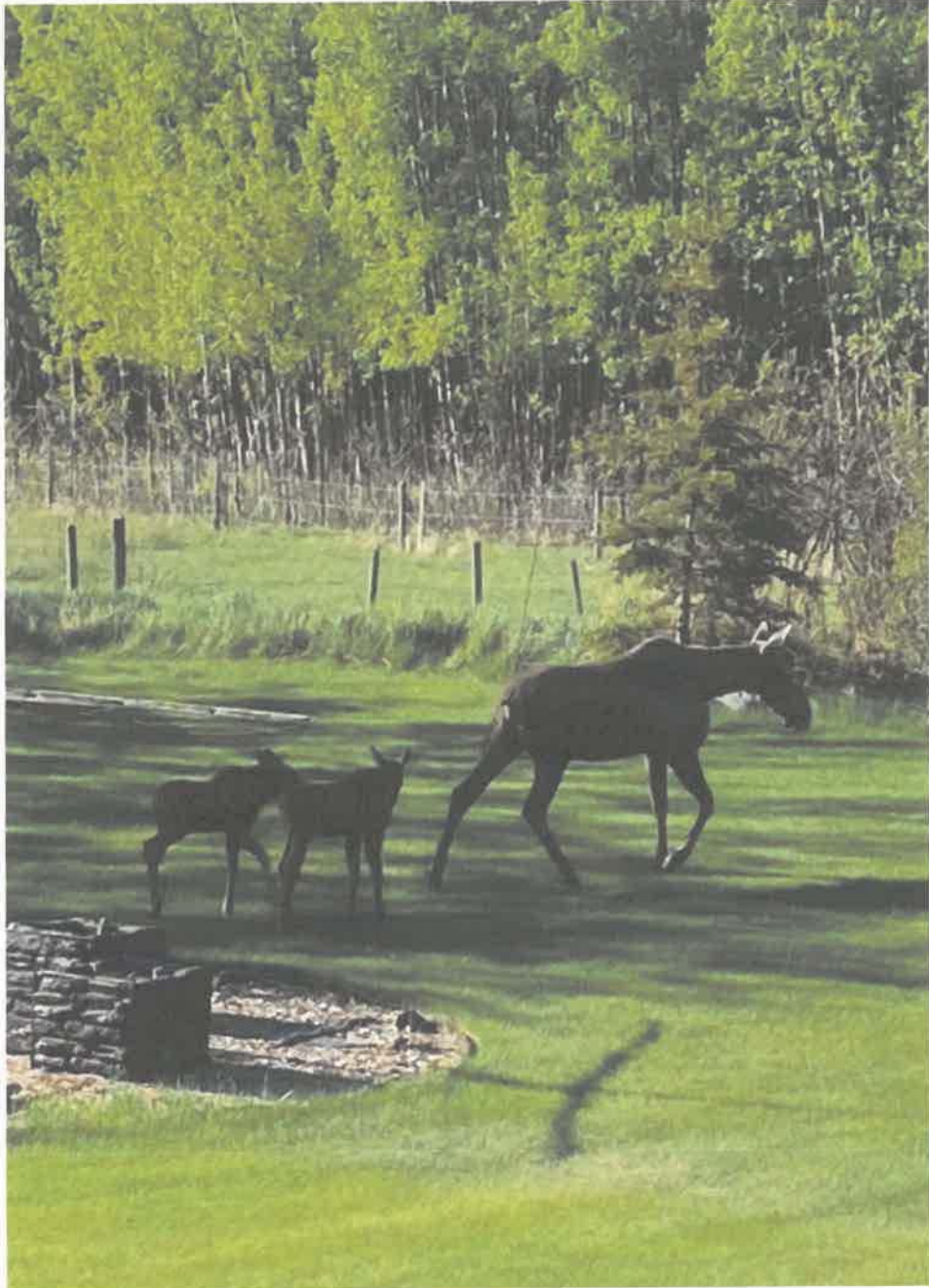
Didsbury T0M0W0



Map of Adjacent landowners north of proposal in Mountain View County



Respondent within Town









Shooting Star



Brown Eyed Susan

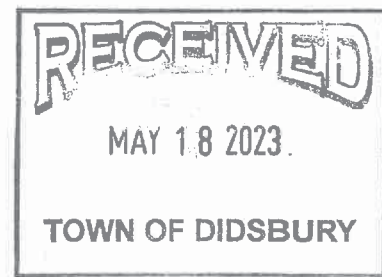


Buffalo
Bean



May 16, 2023

Attention: Town of Didsbury
Tracey Connatty, Planner



This letter is in response to your request for comments, relating to the Creekside ASP. We are residents of the Westfork Estates subdivision in Mountain View county, adjacent to the northern edge of your proposed development.

First off, **we take exception to the very short period allowed for us to comment**, and also to the fact that only 3 dwellings in our subdivision received the May 5th letter and request for comments.

Our neighborhood is quite small, and this monstrous development will surely affect us all in a major way. Also, we understand there was a public consultation in November 2022, and none of the residents in our subdivision were notified so they could attend.

Our concerns are many, and our displeasure at the anticipated impact on our lives warrants a response from all of us residents, be it:

- **the very severe impact on wildlife through the destruction of their habitat**
- **the noise both during construction and after build-out**
- **the volume of traffic**
- **the loss of enjoyment of our private country lifestyle**
- **the disproportionate allocation of residential area versus natural preserve**
- **the style and density of the development**
- **the perceived greed in squeezing so many lots in such a small footprint**
- **the walking paths landing onto our backyards**
- **the existing undeveloped residential and industrial lot supply in the town**

Impact on wildlife:

The proposed Creekside development sits inside the Aspen Parkland area, a highly sensitive ecosystem sheltering numerous species of plant, aquatic life, birds and animals, and identified by the Nature Conservancy of Canada as an ecoregion in crisis. This combined with the fact that the Rosebud creek meanders through the ASP area, riparian zone and all, makes this particular parcel of land a poor choice for the high-density development as it is being proposed.

This Aspen Parkland is not just grass, trees and shrubs. It is the bustling home of birds, aquatic life and animals. This parcel is a nesting area for a variety of birds and many have been positively identified and are listed in the table below:

congestion created in the 2 aforementioned access roads, we argue the 20/80% split of traffic estimated in your document. A lot of people will circulate via 23rd street.

Traffic to this large subdivision will be funneled through 2 access points. Those are 2 single lane roads with several twists and bends, for 1000+ people living in this subdivision. This at best seems very inadequate.

If the needed lot cannot be purchased for the 16th street access, both the busy residential traffic and the industrial traffic will funnel through 19th street, in front of the fire hall. That will be one monstrously busy street.

As per your document,

"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"

Does this sound like an attractive prospect to you?

An additional concern is the planned access via 23rd street; the turnoff will sit at the very top of a rather steep hill where the speed limit is 80 km/hr. A lot of southbound traffic crests that hill at speeds close to or exceeding 100 km/hr. There will be no way to see the subdivision traffic attempting to turn onto Range Rd 20 in time to stop or slow down.

We question the wisdom of voluntarily creating a situation where such a high volume of new traffic is allowed to develop in such a severely restrained area, as far as potential access points are concerned; whichever way you look at this, it will be a very busy and unpleasant traffic situation for many decades to come. Why select for development an area that presents so many traffic bottlenecks?

Loss of enjoyment of our country lifestyle:

Though we as residents realize that new residential development is a necessity in a growing community, we strongly disagree with the approach presented in this version of the ASP.

Firstly, it appears no consideration whatsoever was included in your plans, to alleviate the loss of enjoyment that we, existing residents, will suffer. It would have been simple to provide a natural buffer of trees to shield our subdivision from this monstrosity next door, which would also have allowed for a corridor that existing wildlife could use in their constant year-round migration.

Instead, our subdivision is likely going to be swamped with the displaced wildlife.

Secondly, this subdivision is being built in Didsbury, who prides herself in its rural, small town feel. Whoever thought it was a good idea to bring Calgary-style development and density in to this small town?

The people leaving the city to move into Didsbury are certainly not looking at merely changing address - but are surely also drawn to the country feel and lifestyle.

We understand the need to have a rational and cost-efficient approach to infrastructure and services as well as to limit urban spread. Even with due consideration to those factors there

Current undeveloped residential and industrial lot supply in the town (around Valarosa, Shantz, and others):

Your ASP document states:

“Development within the Town of Didsbury should occur in a contiguous manner in close proximity to existing development and major services”

We would like to point out that there are numerous lots adjacent to Valerosa as well as in Shantz crossing and other parts of town, sufficient for years of reasonable development of the town, where services are already available therefore reducing the up-front costs and time to market, in the short term.

The appetite in Didsbury for industrial development land is quite modest, as demonstrated by the Shantz Crossing fiasco; that area is now ripe for residential development – or is it now institutional? Or commercial?

Also, Shantz crossing illustrates quite vividly the need to be somewhat conservative in the projections into the future that any particular council undertakes; in that case, the services were designed and put in prior to any tangible and concrete interest seriously manifesting, resulting in ill-conceived and overkill infrastructure for the actual use of the land. Should we not learn from prior councils' mistakes?

Thank you for the opportunity to voice some of our concerns, and we look forward to be further engaged in this conversation now that we have been made aware of the town of Didsbury's plans for our backyard.

Respectfully,

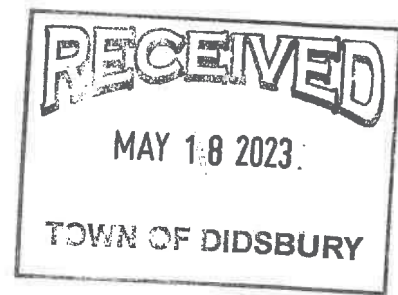
Martin Labrecque, p.eng.
Westfork Estates

Mountain View County

Jennifer & Gordon Giles

Westfork Estates

17th May 2023



Planning & Development- Town of Didsbury

Attention: Tracey Connatty, Planner
Box 790 - 1606 - 14 Street, Didsbury
403-335-7733
planning@didsbury.ca

Dear Ms. Connatty,

I am writing this letter to you pertaining to the Creekside development plan. We live in Westfork Estates on Range Road 20, and we feel compelled to respond and give our feedback to your plan. We as acreage owners in that area are directly affected. I want to start out by saying we were very disappointed to learn about this project through community members and having received zero notice about such a development and plan. We had to dig for the info ourselves, and discover we had a very tight deadline to respond and give feedback. Thank you for speaking to me yesterday and directing me to the development plans for review. I want to thank you also for advising me of the next public hearing in June. I look forward to receiving the notice on this with the details of time and place.

This development will have such a huge impact on not only every single resident of Westfork Estates, other nearby farms and acreages but all of the wildlife that will be displaced from their homes/habitats. The ecosystem will be destroyed by cutting down all of those trees and greenery backing onto our properties. Numerous species of birds and mammals call this area home. They regularly migrate through the development area in question. Some of the animals that will be directly impacted are deer, moose, horned owls, several species of birds, coyotes, bees, and bats, just to name a few. The area is a Game preserve, and therefore a wildlife protected area. It would be such a shame to see those trees, grass, shrubs, plants all be destroyed.

We own property in Didsbury as well, and we love the small town of Didsbury. We pay Didsbury Taxes, and enjoy seeing it grow and develop. In saying that, we purchased an acreage and chose to move outside of town to live the country lifestyle. Listening to the birds chirping, and seeing the deer and moose families walking through and feeding and resting on our properties. Looking out our windows, or going for a walk and seeing the trees. Your development will destroy that. We didn't buy acreages and move out of town, for us to have to live in a construction zone, with added traffic and looking out our windows to see new roads and high volumes of traffic, people and new homes. Removing all of the trees and nature backing onto our properties, with zero buffer or nature in between these said roads, pavement, walking trails, people and homes is something none of us signed up for. Not to mention, your development will add strain and congestion to roads already in poor condition (Range road 20 up to the mountain view county line.)

We feel that at this stage, a new development is completely unnecessary. We understand that growth and development are so valuable to growing communities, and that we would eventually see some development , however hopefully when it is done more consideration will be given for the wildlife, and the trees, and land in the area. Preserving our animals and their habitats, as well as consideration for residents who have built their homes and lives in the country, their privacy, and current surroundings the way it is today, should be a main concern. If this was to go through, where would all of these animals be forced to go? With increased traffic and nowhere for these animals to go, they will be fleeing and end up getting run over and killed.

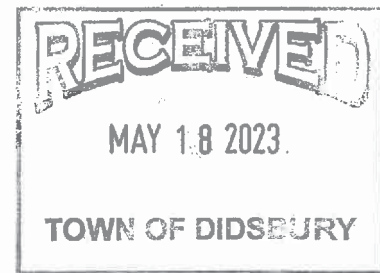
We feel that there are already areas in town, and within town limits that have yet to be developed. Money and resources should be used to finish what was started. (Shantz, Valarosa, the senior condo complex just off main street to name just a few.)

Thank you for your time, and allowing us to voice our concerns. As mentioned, I look forward to receiving the information pertaining to the next public hearing coming up in June.

Sincerely,

Jennifer & Gordon Giles

May 17, 2022
Town of Didsbury
Box 790
1606-14 st., Didsbury AB



TOM OWO

Attention: Tracey Connatty, Planner,

I am writing this letter regarding the proposed development of the Creekside ASP. We (my husband and I) are adjacent land owners that will border this possible new subdivision. We along with the other residents of Westfork estates have serious concerns about the proposed development that was presented to us in a letter from the Town of Didsbury on May 8/23.

They are as follows:

The negative environmental impact on the animal wildlife that will occur with the destruction of their habitat. I draw your attention to Section 4.3 of the Town's Creekside area structure plan, the last sentence reads "The proposed project activities have the potential to permanently remove quality habitat for several sensitive species." Page 130

Something they should be considering with this development is that the natural ravine systems act as a buffer. There is an industrial development on top of the hill creating pollution and potential runoff. If the ravines get wiped out they are removing the natural erosion control, purification of water and pollutants, as well as hinders the valley's natural flood protection.

There will be significant noise issues from the industrial area as well as the residential development.

The proposed road access on 23 St. is located at the top of a hill and thus very limited visibility for vehicles coming up the hill making for a dangerous situation with large trucks and vehicles accessing 23 St/RR20.

The town has done a very poor job of maintaining 23 St. between the 2 train tracks since they annexed it several years ago and the increased traffic on it will only cause further deterioration of the road.

We realize that perhaps the town needs some room to expand however the scale of this development is much too large for the given space. At the very least there should land set aside as environmental reserve between Westfork Estates and the Creekside development rather than have houses backing right up to our property line.

Rather than having an antagonistic relationship between the town and county residents it would be nice if some sort of compromise can be reached in regard to this development.

Thank you for your attention in this matter.

Kelly McCargar and Brian McCargar,

Riparian Zone

What are the Benefits of Riparian Zones?

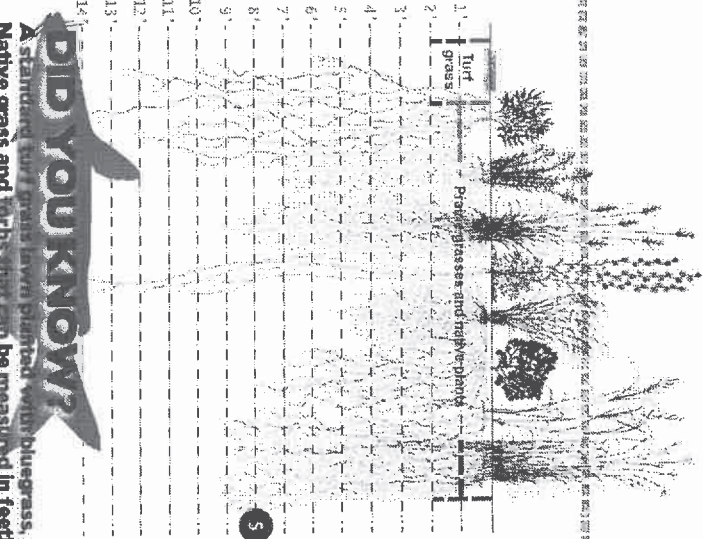
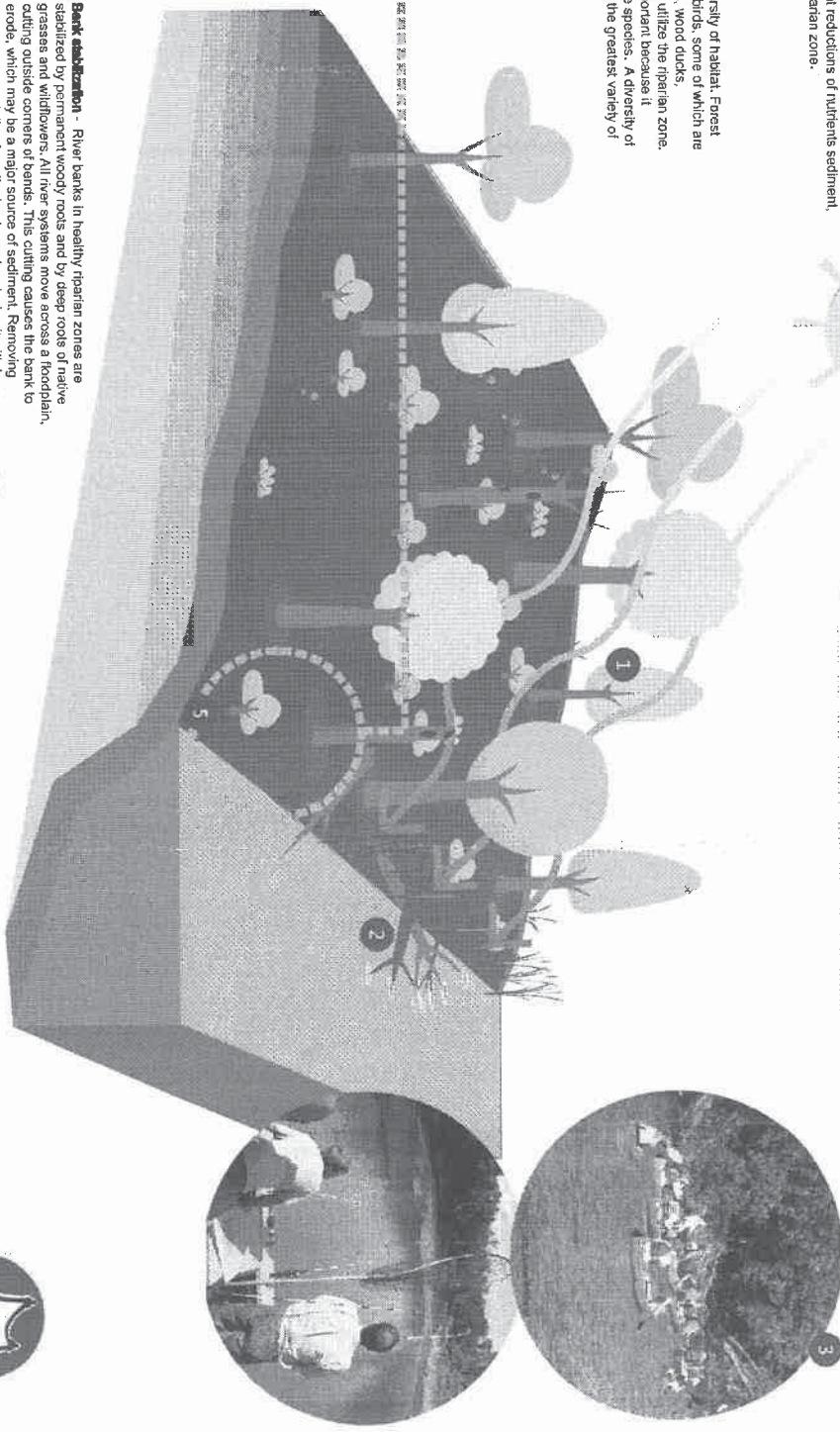
Improved soil and water quality - Above ground, dense stems of native grasses, shrubs, and trees physically slow surface runoff and cut-off-bank floodwater, which causes sediment to be dropped on the soil rather than in the waterway. Fertilizers and other pollutants that originate on the land are taken up by tree roots and are broken down by soil microorganisms. Nutrients are stored in leaves, limbs, and roots instead of reaching the river. Bacteria in the forest riparian floor convert harmful nitrates to nitrogen gas, which is then harmlessly released into the air. Below ground, roots improve soil porosity that allows more surface runoff to soak into the soil and improve soil health. Logs that extend into the river also slow down the water and armor the banks preventing erosion. Studies have shown a 30 to 99 percent reductions of nutrients sediment, pesticides, and other pollutants in surface and groundwater after passing through a riparian zone.

Improved habitat - Riparian zones offer a diversity of habitat. Forest corridors provide crucial migratory habitat for birds, some of which are now threatened due to loss of habitat. Herons, wood ducks, pheasants, turkeys, turtles, foxes, and eagles utilize the riparian zone. The width and length of a riparian zone is important because it provides corridors of travel for different wildlife species. A diversity of size, shape, and species of plants will ensure the greatest variety of wildlife.

Bank stabilization - River banks in healthy riparian zones are stabilized by permanent woody roots and by deep roots of native grasses and wildflowers. All river systems move across a floodplain, cutting outside corners of banks. This cutting causes the bank to erode, which may be a major source of sediment. Removing permanent vegetation from the banks and replacing it with lawns, agricultural practices, or overgrazing by livestock accelerates the bank cutting and slumping process.

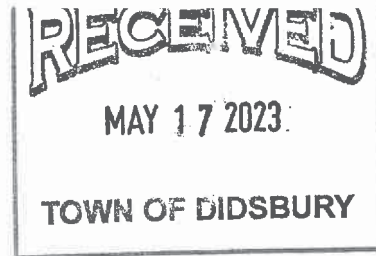
Hold water - Riparian zones increase the water-holding capacity of soil, moderating flooding and recharging groundwater supplies. Urban irrigation, cultivation, the drainage, and overgrazing of riparian zones all contribute to increased flow of water to rivers. Channelization of streams and rivers remove the natural meanders resulting in decreased water storage capacity, and increased water flow, and more flooding.

- 1 Canopy and shade** - Cooler stream temperatures result from the shading created by grasses and a canopy of trees. Aquatic species, such as fish, need moderate water temperatures. Elevated water temperatures decrease available dissolved oxygen, further degrading water quality. The tree canopy also improves air quality by filtering out windblown sediment and air born pollutants caused by erosion, cars, construction, and farm machinery.
- 2 Food** - Leaves trapped on woody debris and rocks provide food and habitat for small bottom-dwelling creatures (i.e., crustaceans, amphipods, insects, and small fish), which are critical to the aquatic food chain.
- 3 Recreation opportunities** - The riparian zone provides opportunities for many to fish, camp, birdwatch, picnic, and enjoy other activities.



DID YOU KNOW?
A standing turf grass lawn planted with bluegrass, has a maximum root depth of 3-4".





May 17, 2023

To whom it may concern.

I am a resident of Westfork estates 3331723. I am very disappointed with the lack of communication with the so called Creekside ASP. I was never informed about any development south of Westfork by any government official of any development happening just south of my property. It almost appears to me the county or the town of Didsbury does not care about how our country style living is being encroached on with not a word. I bought this property over 30 years ago when some county official told me, it be at least 50 years until any development happened. He we are. Why did only 3 residents were informed of the development. This seems like a major lack of communication on your behalf.

Don't get me wrong as I'm all for development and a greater tax revenue but all of the Westfork residents should have been notified and were able to express their views on this. I'm sick and tired of you who get elected and the a few months later become part of the system.

Ben Wirch & Mary Wirch



ADJACENT LANDOWNERS Reply To Structure Plan Creekside ASP

1 message

Aaron Linder

Wed, May 17, 2023 at 10:03 AM

To: tconnatty@didsbury.ca

Dear Tracey Connatty,

I have received your letter of the proposed Structure Plan Creekside ASP. My wife and I strongly oppose the plan & development after reviewing the proposal and Land Use Concept Figure 6.1

These are my concerns:

- Increased noise from the proposed neighborhood once developed.
- Increase in volume of noise down into our property and homes during lengthy construction.
- No outlined courtesy buffer to filter the noise from our quiet neighborhood to the proposed Creekside.
- The proposed walking path increases the likelihood of trespassing into our private community.
- Increase in vehicle traffic on Range Road 20, with no upgrade plans to the gravel packed, deteriorating rough road, south of railway at the proposed development that leads to highway 582.
- Increased risk of vehicular incidence from flow of traffic entering and exiting on a hill to the proposed community.
- Concern of excess tree removal adjoining our community in Westfork Estates and the proposed Creekside.
- Affecting wildlife corridor of moose, deer, etc.. that migrate through our protected land to the proposed area. This will severely impact wildlife and environment through destruction of their habitat.

We moved to the rural area to have the space and privacy with few neighbors that city and town living do not experience. This proposed community, as mentioned above, will serve as a great loss to the enjoyment of our private countryside lifestyle.

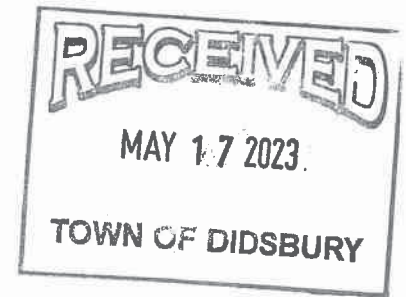
Please consider our investment as there is no guarantee this development won't decrease our acreage property value.

Please also consider concerns from our fellow community neighbors in Westfork Estates, who were not included in the "notice of the new area structure plan."

Sincerely,

Aaron Linder,
Jodie Friesen.

Westfork Estates
SW-30-31-01-5





Tracey Connatty <tconnatty@didsbury.ca>

CREEKSIDE AREA STRUCTURE PLAN

1 message

Cathy Scherle <[redacted]>
To: "tconnatty@didsbury.ca" <tconnatty@didsbury.ca>

Sun, Jun 4, 2023 at 4:44 PM

Greetings Tracey,

RE: PUBLIC HEARING NOTICE BYLAW NO. 2022-15 CREEKSIDE AREA STRUCTURE PLAN & BYLAW NO. 2022-16 AMENDMENTS TO THE MUNICIPAL DEVELOPMENT PLAN

LEGAL: NW 19-31-1-5
AREA: 127 Acres (51 hectares)
LANDOWNER: 1755545 Alberta Ltd.
APPLICANT: Associated Engineering

On May 19, 2023 a notice was provided to our neighbors on the adjacent properties to the development of the Creekside Area Structure Plan. We have been advised by our neighbors as this development will affect our future here as well.

Our concerns are to the negative impact to the wildlife habitats in this area. This includes the deer, moose, coyote, and the plethora of bird species that come every year to this area. We are also concerned with the Rose Bud River. Would construction adversely affect the flow of this river?

Plans for the subdivision show the woodland area to the west of development is to be retained as a buffer between residents and the industrial area. It has walking paths which would give residents a nice natural area in which to enjoy nature. On the east side, the plan shows the pathway and natural areas along the river. This also provides the community another area to enjoy nature. But there is no connection between the two areas. The whole development would be enhanced if more natural area was maintained. This could be done if the north perimeter also had a woodland buffer with pathways that connected the two natural areas. This would reduce the number of residential lots but we think it would increase the livability and desirability of the community. We also believe that more green space in the community would cut down on the density of the building and attraction to the area. Would it be beneficial to complete the Shantz Crossing and the Valarosa communities before considering the Creekside Area?

This development is relatively close to the rail line which has two roadway crossings along that portion. We have heard that the town has had interest from residents in obtaining an agreement with the rail line to not sound the train whistle while travelling thru the town. We do not know the facts but understand that this would involve some expense to the town. Without knowing, the lack of crossing arms at the Highway 582 crossing may affect this proposal. We believe there would be even more interest in stopping the train whistles with the build out of this community. It may be advantageous to the town to have provisions added to this development proposal to contribute to or offset the costs associated with the crossing guards at highway 582 and the ongoing expense of having an abatement of the train whistle. We also hope that this new development would improve the upkeep on the Range Road 20.

Thank you for your consideration.

Dale and Cathy Scherle

416 343 55 33

Mountainview County, AB

T0M 0W0

Sent from [Mail](#) for Windows



Virus-free www.avast.com

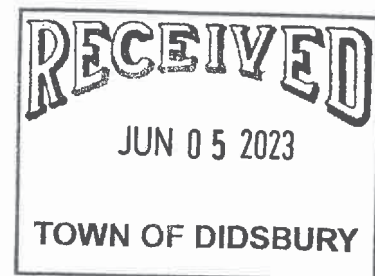
May 17, 2023

To whom it may concern.

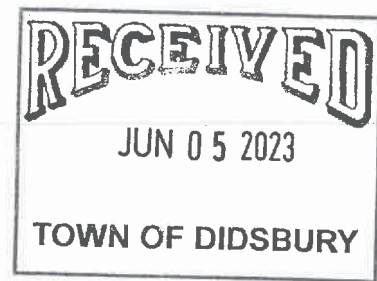
I am a resident of Westfork estates [redacted]. I am very disappointed with the lack of communication with the so-called Creekside ASP. I was never informed about any development south of Westfork by any government official of any development happening just south of my property. It almost appears to me the county or the town of Didsbury does not care about how our country style living is being encroached on with not a word. I bought this property over 30 years ago when some county official told me, it be at least 50 years until any development happened. He we are. Why did only 3 residents were informed of the development. This seems like a major lack of communication on your behalf.

Don't get me wrong as I'm all for development and a greater tax revenue but all of the Westfork residents should have been notified and were able to express their views on this. I'm sick and tired of you who get elected and then a few months later become part of the system.

Ben Wirch & Mary Wirch



From: Kelly McCargar
Sent: May 25, 2023 10:38 PM
To: Kelly McCargar
Subject: Creekside Development



Creekside Development

Town of Didsbury
Box 790
1606-14 St.
Didsbury, AB. T0M0W0

May 25, 2023

Attention: Tracey Connatty, Town Planner

I am writing to inform you of my concerns for the proposed Creekside ASP Development. My concerns are as follows:

The magnitude of this proposed development will have a huge negative impact on the wild life that currently live in that natural wooded area. I know you are aware of specific names of animals and vegetation from previous letters submitted by residents of Westfork Estates. As mentioned in the Town's own Creekside area structure plan , Section 4.3, stating that " The proposed activities have the potential to permanently remove quality habitat for several sensitive species." That, being said, the fact that this development is still being considered is unbelievable! Are you aware that there is a family of Great Horned Owls that live in that forest?? Do you know how rare that is? The fact is they have lived there for years, undisturbed by human intervention.

The location and zoning of Heavy Industrial is a prime concern. Noise, traffic increase, dangerous access onto RR. 20 from the subdivision, both industrial and residential, potential pollution of air, land and water are all negative factors to consider when building so close to an established, residential area.

The destruction of a significant area of natural forest and ground vegetation on the northern boundary between Town and County, in order to put in access roads and infrastructure for housing and industrial development. At present, the trees and woodlands that are currently there play a critical role in managing erosion, water purification, nutrient cycling, removal of pollutants, etc. before it reaches the Rosebud Creek and riparian area.

The trees and natural vegetation also protect us and the valley from flooding. Once the trees and vegetation are removed, how will that affect the flood zone of the valley. Water runs pretty quickly down a cement or paved street with no where to go until it gets to the bottom of the hill, where I currently live.

The size of the residential development is also a concern. As it looks and if I counted correctly, 242 residential lots have been proposed to be developed in a very small area of land. If this plan proceeds, that is the potential for 900+ people living in a very small, contained area. The result, . . . noise increase, traffic increase going in and out of the subdivision, more potential for an increase in crime, etc. All these factors will have a severe, negative impact on our community and the residents of Westfork Estates, which is currently a relatively quiet and peaceful neighbourhood. Everyone living here is here because they did not want to live in a town, wanting more space and country style amenities who have embraced the natural land around us, behind us, beside us.

I know that our quality of life is not relevant when it comes to Town expansion and I realize expansion will inevitably happen. That is progress. But, as a concerned neighbour I would like you to strongly consider another avenue of expansion. I understand there are several Town lots and developments that have the infrastructure in place already, but sitting vacant. Invest in those areas before invading and potentially destroying a natural pristine habitat that quietly serves a necessary purpose in our daily lives in this community and as human beings.

If this development moves forward, then some consideration for existing land owners that border the boundaries and live significantly close should be a priority before one tree or animal is removed or one hole is dug. A new proposal should be put in place to maintain the "Environmental Reserve" at the North end of the town boundary all the way down to the zoned area "Municipal Reserve", rather than clearing all those trees for 16 low density residential housing. The tree line would act as a natural buffer between the two communities, which would help maintain "some" sense of privacy for the established neighbours and reduce some of the increased noise that will definitely occur, plus leaving some of a habitat for wildlife. As well, for town residents that may wish to live in this new Creekside Development, . . . if it is approved, the grove of existing trees and the feeling of being surrounded by nature would be a much more appealing place to call home.

I know you have received several letters from concerned residents about this new land proposal. I hope you and the administration give each one significant consideration and that, if nothing else, a compromise can be determined between all the people who are being impacted.

Thank you for your time in reading my concerns.

Sincerely,

Kelly McCargar

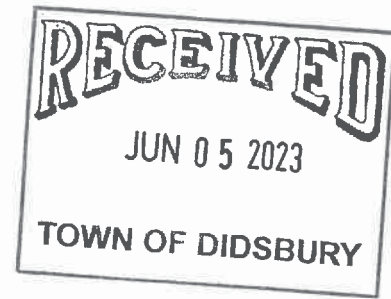
County of Mountainview.

Ph:

Sent from my iPhone

June 4, 2023

Attention: Town of Didsbury
Tracey Connatty, Planner



This letter is in response to the request for comments relating to the current approval process of the Creekside area structure plan. This ASP is currently presented to Didsbury council for second and third reading.

We are residents of the Westfork Estates subdivision in Mountain View county, adjacent to the northern edge of your proposed development.

We want to take this opportunity **to voice, in the strongest possible terms, our opposition to the passing of 2nd and 3rd reading of this ASP in its current form.**

Also, **we take exception to the very short period allowed for us to comment**, and the fact that the process for communicating with the affected parties appears to have been deficient at best. **Many of the residents of our subdivision were not formally notified** (including us), and the **Mountain View County council has reportedly not been included in the discussion as well**, even though page 5 of said ASP states that they have.

Our opposition to the passing of this ASP in its current form stems from the simple fact that this document appears not to have been prepared with a focus on the best interest of the community as well as the current and future citizens of Didsbury.

We understand this ASP was commissioned by the current landowner who is listing this property for sale. It only makes sense that the parameters set to guide the elaboration of this document would primarily benefit the owner's current marketing endeavour, hence the very high density of lots to maximize the anticipated return on investment for any prospective buyer.

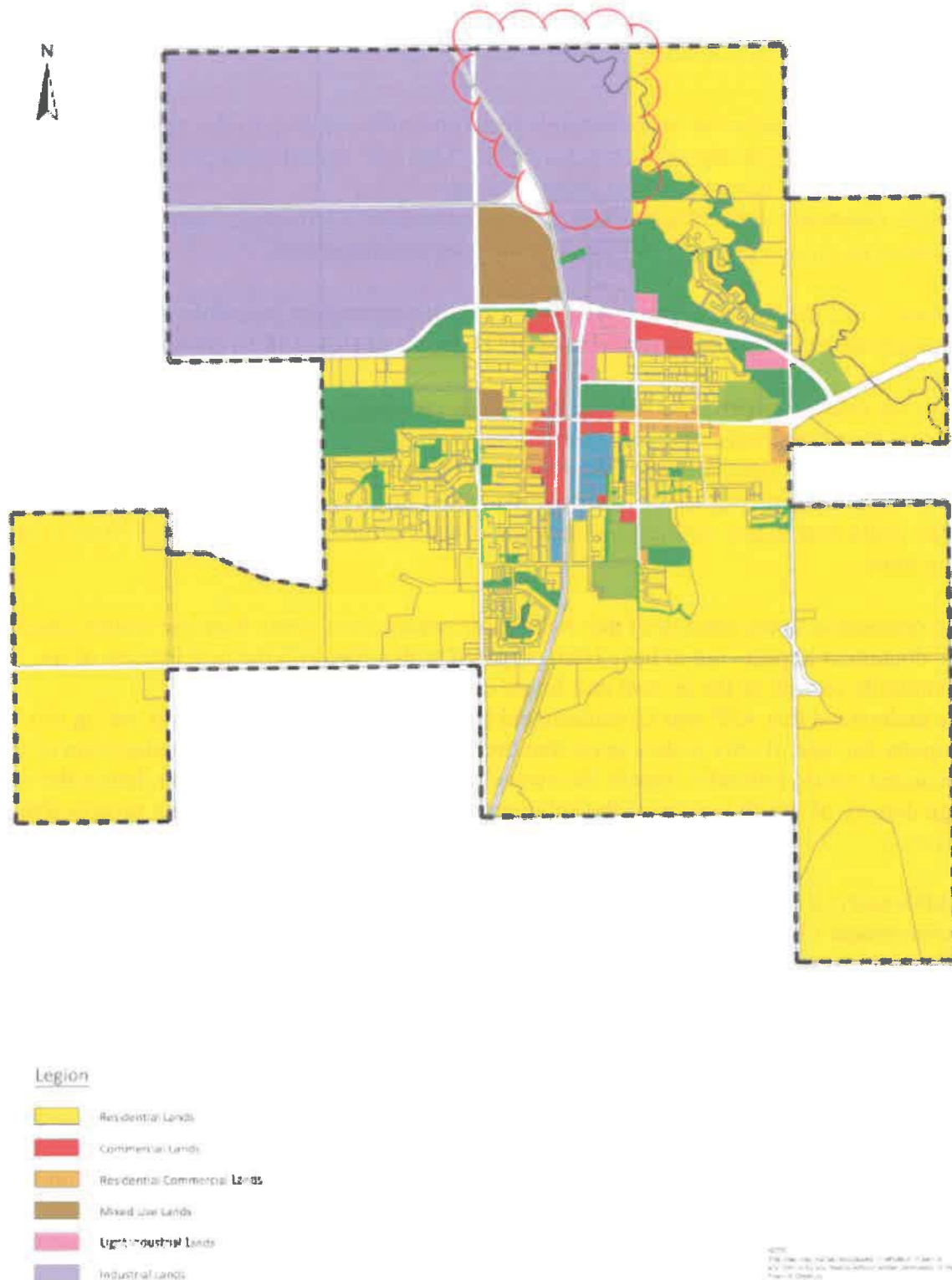
Additionally, it appears this ASP is in direct conflict with the latest Municipal Development Plan adopted in 2012. This document clearly shows where the town's industrial and residential efforts at development should occur. The amount of land slotted for residential development is staggering for a community the size of Didsbury, and the lands included in the Creekside ASP are not even part of that, as they are slotted for industrial development.

The MDP is very informative in its guidelines for development, and current council might want to revisit its development process as it deviates significantly from what was accepted in this latest iteration of the MDP.

Specifically, the Sequence of Development parameters while appearing very sound and based on common sense, seem to have been ignored or stretched significantly by the current administration in order to support the passing of the Creekside ASP.

Here are some pages extracted from the 2012 MDP:

Map A - Overall Land Use Concept



Sequence of Development

- 2.2.22 The Town of Didsbury shall ensure that growth and expansion in all growth areas occurs in an efficient, orderly, and fiscally responsible manner.
- 2.2.23 The Town shall facilitate the provision of an appropriate supply of serviced land in each major land use category to accommodate short-term growth.
- 2.2.24 The Town shall endeavour to provide a five (5) year land supply in each major land use category to accommodate medium-term growth.
- 2.2.25 The Town shall endeavour to maintain a twenty (20) year supply of developable land within its boundaries to accommodate long-term growth.
- 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.
- 2.2.30 In unusual circumstances, and where a clear benefit to the Town may be demonstrated, the Town may consider development out of sequence provided the developer agrees to front end the full costs of extending services to a particular area.
- 2.2.31 In the event the Town agrees to allow out of sequence development and front ending of main services, the Town shall undertake to obtain reimbursement to the developer by way of an Endeavour to Assist Agreement, subject to the limitations imposed by provincial legislation and reasonable time constraints.

Looking at the map above it is clear that:

- Didsbury has A LOT of residential land in reserve and there is no need to rezone lands currently destined for industrial development.
- Point 2.2.27 talks about the need to develop in locations that can be **accommodated by logical extensions** of town services, which is not the case in this ASP that requires entire new main lines, lift stations and more.

- In accordance to point 2.2.30, will the developer cover the costs of the new lift station, along with the backup power generator required?

Page 6 of the 2012 MDP also spells out some governance commitments on the part of the town of Didsbury:

“

This plan also adopts the following mission statement “To provide effective, efficient and responsive governance and planning” by:

1. Ensuring long-term fiscal viability;
2. Providing effective, efficient, and responsive governance;
3. Being environmentally sensitive;

“

As respectful neighbors to this proposed development, we would like to argue that the town’s initiatives were not entirely consistent with point #2, as we have not been notified in due time, not included in the conversion nor given adequate time to respond to this ASP.

And we would like to point out that point #3 appears to be 100% lacking in consideration when we look at the amount of displaced and/or eliminated wildlife habitats required by this destructive development.

To emphasize this point on respecting the environment, allow us to rehash some arguments from our previous letter.

Impact on wildlife:

The proposed Creekside development sits inside the Aspen Parkland area, a highly sensitive ecosystem sheltering numerous species of plant, aquatic life, birds and animals, and identified by the Nature Conservancy of Canada as an ecoregion in crisis. This combined with the fact that the Rosebud creek meanders through the ASP area, riparian zone and all, makes this particular parcel of land a poor choice for the high-density development as it is being proposed.

This Aspen Parkland is not just grass, trees and shrubs. It is the bustling home of birds, aquatic life and animals. This parcel is a nesting area for a variety of birds and many have been positively identified and are listed in the table below:

- | | | |
|--------------------------------|-------------------------------|----------------------------------|
| - kildeer | - European starling | - eurasian collared dove |
| - great horned owl | - hawks | - evening grosbeak |
| - great blue heron | - magpie | - northern flicker |
| - grouse | - crows and ravens | - dark eyed junco |
| - clay coloured sparrow | - Lincoln's sparrow | - hummingbird |
| - song sparrow | - oriole | - hairy woodpecker |
| - red winged blackbird | - brown headed cowbird | - downy woodpecker |
| - Wilson's snipe | - mallard | - American pipit |
| - American goldfinch | - robin | - white breasted nuthatch |
| - house sparrow | - chickadee | - ducks and geese |

The mammal population includes **moose, white tailed deer, mule deer, coyotes, rabbits, foxes, skunks, porcupines, moles, gophers, the occasional cougar and bear**, and many more.

Amphibians include a variety of **frogs and toads**, some of which may be protected species; we will inquire of conservation experts to obtain some expertise and develop a more informed perspective on the status of the different species in our backyard.

But one thing is for sure, this area is a breeding habitat for birds, waterfowl, and animals.

Again we emphasize that we are not against development; but growing the town while being respectful to existing ecosystems has been proven a winning formula elsewhere, as most people place a high value on protecting the environment. Developments that are touted as being environmentally-friendly as well as obviously well-integrated into the surrounding nature are very likely to be more desirable when folk contemplate a move from the city to the countryside.

Finally, animals and country life-seeking human families are often looking for the same thing: a safe place where they have room to breathe and where they can live and function in harmony with other species around them. Making green space a more dominant portion of your development will most likely make the project if not more profitable but at least much more desirable and may entice more new citizens to choose Didsbury over, say, Carstairs.

In conclusion, we wish for the Town of Didsbury to reconsider their course of action and send this ASP draft back to the property owner, with a request to strike a better balance between quality of life, protection of the current natural habitats of the local fauna, respectful application of the MDP in place, and the normal profit considerations in this kind of endeavour. Balance is key, and Didsbury can do better to foster growth in a direction that will preserve and enhance our Town status as a jewel nestled in harmony with nature, which may very well be what newcomers come here seeking.

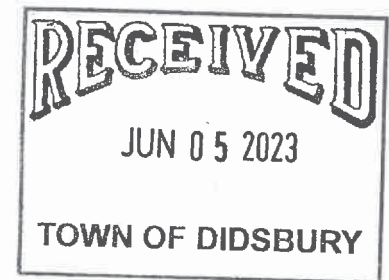
Respectfully,

Martin Labrecque, p.eng.

Mountain View County

June 3, 2023

Town of Didsbury
Box 790
1606 - 14 Street
Didsbury, AB
T0M 0W0



Attention: Tracey Connatty, Planner

Dear Ms. Connatty:

We are vehemently opposed to the massive Creekside development. We are also disappointed that the Town of Didsbury did not inform the Westfork landowners about the public hearing on December 13, 2022 regarding the development. The recent letter (which not all residents received) of May 5, 2023 is the first we are hearing about this development. Not all residents received the letter of May 19, 2023. This development will have an huge impact on all Westfork residents not just adjacent landowners. Wouldn't it have been common courtesy or a good neighbour policy to inform us?

The Aspen Parkland area where this development is proposed is a highly sensitive area of different species of plant, aquatic life, birds and animals. Aspen Parkland is identified by the Nature Conservancy of Canada as an ecoregion in crisis. Aspen Parkland has many at risk species and it is considered to be the most altered ecozone on the Prairies with only 21 percent of natural cover remaining. In the report it states in Section 4.3 of the Creekside ASP, "The proposed project activities have the potential to permanently remove quality habitat for several sensitive species." That alone should be a wake up call.

The Creekside Plan exhibits one thing and that is greed and profit. An ecoregion in crisis, Rosebud creek meandering through the Creekside ASP area, riparian zone make this Aspen Parkland a poor choice for a high density development. The ASP report states in the Development Principles to protect natural features and wildlife from unwanted development. This is not being adhered to. None of the forested area should be destroyed for housing, pathways or roads.

The open area in the Creekside ASP, which borders the adjacent Westfork properties has an extensive area of wolf willow, saskatoon, sage, rose, potentilla, and many other shrubs and different species of grass which is essential habitat for wildlife and bees, which are also at risk. With climate change and loss of habitat due to development like this we are supposed to build residential communities smarter, better, and in harmony with the environment. This Creekside ASP does not exhibit any of these principles. Trees are being destroyed. Natural prairie habitat is being destroyed. The only areas not being destroyed for development are out of necessity due to a flood plain and a sloped ridge which could not be built on. The remaining treed area on this ridge cannot sustain the amount of wildlife that exists in this area. Also the animals in this area are not sidehill gougers. There is also potential for flooding of properties due to loss of habitat during times of heavy rainfall.

The report talks about mitigation for the Creekside ASP. No form of mitigation can preserve or protect the biodiversity of this Aspen Parkland. This Creekside ASP is massive and will be the complete destruction of an ecosystem.

This Aspen Parkland is not just grass, trees and shrubs. It is a bustling area of plants, birds, aquatic life and animals. This area is a nesting area for a variety of birds. The following birds have been identified in this area. They are killdeer, great horned owl, great blue heron, hairy woodpecker, downy woodpecker, hummingbird, grouse, clay coloured sparrow, song sparrow, red winged blackbird, Wilson's snipe, American goldfinch, house sparrow, European starling, hawks, magpie, crows, Lincoln's sparrow, Baltimore oriole, swallow, brown headed cowbird, mallard, robin, chickadee, eurasian collared dove, evening grosbeak, northern flicker, dark eyed junco, American pipit, white breasted nuthatch, ducks, geese and also bats. Some of the wildlife consists of moose, white tailed deer, mule deer, coyotes, rabbits, fox, skunk, porcupine, moles, gophers and many others. This area is a breeding habitat for birds, waterfowl, and animals. A multitude of offspring have been born in this woodland area. What happens to them? This massive development will be devastating to this ecosystem. Once again another Aspen Parkland is destroyed by human development.

The heavy industrial area proposed in close proximity to residential housing is a detriment due to noise, dust, vehicle and heavy equipment traffic, fumes, toxic chemicals, possible pollution and runoff. Heavy industrial activity will also have a huge impact on the few remaining wildlife after the majority of their habitat in Aspen Parkland area is destroyed.

Any development, if at all necessary, should be greatly minimized so the least impact is done to the Aspen Parkland. Development in cohesion with the environment is a progressive way of doing things in the year 2023 and much more attractive to the general population. Economic development should only be considered in areas that are not in crisis. There are already underutilized areas for residential and industrial use within Didsbury. This Aspen Parkland area should be protected so plant, aquatic life, birds and wildlife can continue to flourish and not be forced out by the destruction caused by a huge subdivision. Many ecosystems are under a lot of pressure because of climate change. The approval of the massive Creekside Plan would add to this pressure by completely destroying this Aspen Parkland area.

This monstrous Creekside ASP will have a severe impact on wildlife through destruction of their habitat, Aspen Parkland in crisis, and Rosebud Creek aquatic life. Furthermore it could have drastic ramifications on the Westfork water wells. It will also have a severe impact on the quality of life, safety and security of Westfork residents.

Sincerely,

Craig & Cheryl Penner



**Associated
Engineering**

GLOBAL PERSPECTIVE.
LOCAL FOCUS.

Associated Engineering (Sask.) Ltd.

1 - 2225 Northridge Drive
Saskatoon, SK S7L 6X6 Canada
www.ae.ca

June 6, 2023

TEL: 306.653.4969

File: Our File 2021-3039

Tracey Connatty
Planner
Town of Didsbury
Box 790
1606 - 14th Street
Didsbury, AB
T0M 0W0

**Re: BYLAW 2022-15 CREEKSIDE ASP
PUBLIC HEARING SUBMISSION**

Dear Ms. Connatty:

This letter is being provided on behalf of the owner of the lands covered by the proposed Creekside Area Structure Plan (ASP) for inclusion in the written record associated with Bylaw No. 2022-15 Creekside Area Structure Plan and Amending Bylaw No. 2022-16 to amend Bylaw 2012-09 Municipal Development Plan (MDP).

It is our understanding that following the circulation of a notice for the upcoming public hearing, several written responses were received from neighbouring property owners expressing concerns with the proposed ASP as it relates to:

- The lack of prior notice and community consultation.
- The impact of development within the plan area on the environment including the loss of wildlife habitat.
- The disruption of the use and enjoyment of nearby properties caused by development.
- Questions concerning the necessity of this development given the current inventory of available residential and industrial properties in the Town's corporate limits.
- Out-of-sequence development; and
- Traffic-related Issues.

This letter represents the landowner's perspective and intends to offer a response to the above-noted neighbour concerns.

Lack of Perceived Notice

At the outset of the project, Associated Engineering met with representatives from the Town Administration to review the Town's ASP process as defined in the *Guidelines for the Preparation of Area Structure Plans and Area Redevelopment Plans* (the Guide). Section 2.5 of the Guide establishes the



Platinum
member



Town's expectations concerning public participation which includes the statutory requirement of a formal public hearing as well as non-statutory public engagements.

The public participation process followed in the preparation of the ASP followed the Town's published requirements and included direct engagement of the County Administration early in the process to inform and discuss the project and proposed land use plan with a specific focus on the potential development of a portion of Township Road 314 to act as a north access for the neighbourhood. The County indicated a willingness to consider this request and no issues were identified during this engagement. Ultimately the decision was made by the Town to locate the north access fully within the Town's corporate limits.

It is our understanding that at its November 8th meeting, the Town Council received a draft copy of the ASP along with the above-noted bylaws for the initial reading of the bylaws. At this meeting, the Town Administration noted the need to amend the Town Municipal Development Plan to alter the projected use of the lands in the Rosebud Creek River Valley from industrial to residential to align with the intentions for development as represented in the ASP.

Associated Engineering subsequently hosted a come-and-go public open house on November 16th, 2022, which was advertised in the local newspaper for two consecutive weeks and posted on community bulletin boards and the Town website. On December 13, 2022, Council hosted a public hearing which was duly advertised in accordance with the *Municipal Government Act* (the Act). At this Council meeting, the Town Council decided to temporarily adjourn the hearing to provide additional time to receive responses from external referrals and for the proponent and the Town Administration to continue to work through the details of the proposal. It is our understanding that the June 13th public hearing represents the resumption of the December 13th public hearing and follows the Town's published requirements and the provisions of the Act.

Loss of Wildlife Habitat

One of the common concerns expressed by neighbour property owners was the environmental impact of development in the planned area and the loss of wildlife habitat.

A Biophysical Impact Assessment (BIA) was conducted by qualified professionals to evaluate the temporary and permanent disturbances resulting from the development envisioned by the ASP and define mitigations that would limit any negative impacts on the environment. The report acknowledges that over one-third (~34%) of the gross plan area will be retained in a natural and semi-natural state including the forested slopes and riparian areas adjacent to the Rosebud River which is an effective means of minimizing the impacts on natural systems and maintaining wildlife corridors. This report also identified the following:

- There are no documented occurrences of rare plants or rare ecological features in the assessment area of the ASP.



- Based on a review of ACIMS data (AEP 2017), one rare species (the Lorquin Admiral Butterfly) was identified as potentially present in the assessment area but based on its normal range was ruled out as being present.
- The report identifies the riparian area surrounding the Rosebud River as an important wildlife corridor and noted that some of the existing acreage properties to the north of the ASP area appear to be situated in the riparian area.

The land use plan in the ASP avoids development within the riparian area surrounding the Rosebud River, maintaining wildlife corridors, and providing insulation between residential development and the river itself while also improving public access into the valley.

The BIA report includes a table summarizing the potential impacts and means of mitigating these potential impacts. Recognizing the purpose of an ASP to provide policy to regulate the subsequent subdivision of the land, the ASP implementation policies include a requirement that the proponent consults with the appropriate regulatory bodies and acquire any additional permits as defined in the Biophysical Impact Assessment report at the time of detailed design and subdivision. The approval of the ASP does not constitute unconditional approval of a subdivision application but rather establishes the expectations of future designs and submissions.

Disruption of Use and Enjoyment of Existing Properties

Another common concern was the impact of urban expansion on the use and enjoyment of acreages situated to the north of the plan area in Mountain View County. These concerns relate to increased noise, the visual impact of urban development, the potential for increased trespassing resulting from the inclusion of walking paths and the potential displacement of wildlife into the acreages because of development within Creekside.

One of the respondents referred to the proposed development as equivalent to the City of Calgary concerning its form and proposed density. We note that the Town's MDP establishes an overall density target of five dwelling units per net developable acre and that the density portrayed in the proposed ASP meets this requirement. Several of the neighbours acknowledged that more compact forms of urban development are needed to provide a 'rational and cost-efficient' approach to urban servicing and to promote affordable home ownership in Didsbury.

It is worth noting that nearly 35% of the land area within the boundaries of the ASP is intended to be retained in a natural or semi-natural state as a means of positively integrating this future urban growth area within its natural surroundings. This is not an insignificant area of land and its location and configuration provide natural boundaries between incompatible development and offer multiple corridors to enable the continued movement of wildlife through the area. There was no consideration made for buffering development within Creekside with the acreage development to the north as both are residential and not considered incompatible. Likely, residents in Creekside with lots abutting the



undeveloped road allowance (Township Road 314) to the north will want to retain as much of the natural vegetation as possible as insulation from a potential future roadway, to provide for their sense of privacy and to take advantage of the qualities of the land that drew them towards purchasing a lot in this area.

The neighbours have expressed concern that the inclusion of a pathway network in Creekside that extends to the northern boundary will result in an increased incidence of trespassing. There is no substantive evidence to support this claim and in the opinion of the proponent, the trail network is a valuable addition to the development that serves to provide public access and enable the exploration of the area along the Rosebud River. This same pathway also offers acreage owners to the north and residents within Creekside an alternative means to travel into the Town.

Sequencing of Development

A comment by a neighbour states that the direction portrayed in the ASP is contrary to the current Overall Land Use Concept map in the MDP and that approval of the ASP contradicts the Town's policies concerning the sequencing of development.

Early in the planning process, the proponent recognized that the lands within the lower river valley were better suited to host residential development due to the natural amenity provided by this area, the potential environmental sensitivity of the Rosebud River and the recognition of the incompatibility of industrial development relative to the Westfork Estates subdivision to the north. The amendment of the MDP being considered in conjunction with this ASP is a positive step forward in projecting a more suitable form of development.

The adoption of the ASP does not guarantee development but rather establishes a future expectation as to how development can occur in this area of the municipality in parallel with the MDP. In considering future land use amendments and subdivision applications, the Town will rely on the information portrayed in its MDP as well as the ASP to evaluate the appropriateness of an application which will include an assessment of the current available inventory of serviced land and the logical extension of new public infrastructure to ensure that new development does not create a long term liability for the municipality.

Traffic Concerns

Concerns were raised with traffic including the situation of the proposed north access onto Range Road 20/23rd Street, the condition of 23rd Street, and the impacts of increased traffic on Highway 582.

The ASP includes a Traffic Impact Assessment (TIA) to examine the performance of the intersections and rail crossings within the planned area and to define the need for improvements resulting from development. The TIA acknowledges that the projected traffic volume along each of the roads assessed is consistent with its classification. The report identifies existing predevelopment service level issues at



the intersection of Highway 582 and 23rd Street that would be alleviated through the immediate installation of a roundabout. The TIA recommends staged improvements to the four key intersections over time-based on a percentage build-out. Within the 10-year development horizon, the other three intersections are anticipated to operate at an acceptable level of service using stop controls. At full build-out, it is expected that the construction of roundabouts at the intersections of 19th and 16th Street at Highway 582 will provide an acceptable level of service.

Based on a posted speed limit of 80 km/hr north of the proposed north access, the safe driver sight distance applied to the north would be 170 m. At this distance, vehicles waiting to turn left onto Range Road 20 would be able to see vehicles approaching from the north. At the proposed intersection, the posted speed limit is reduced to 50 km/hr increasing the time provided for drivers to decide to enter the Range Road safely. We assume that as activity in the area increases, drivers will be more aware of this intersection and the level of traffic enforcement may increase to reduce the incidence of speeding along this route.

Excess Inventory of Land

Neighbours feel that approval of the ASP is unnecessary due to the current inventory of available vacant lots within various subdivisions within the Town's corporate limits. An ASP acts as an extension of the Town's MDP, providing a combination of descriptive text, maps and policies intended to set the stage for future investments into municipal infrastructure, rezoning and subdivision. The adoption of this ASP does not guarantee that the land will be developed in a certain timeframe and the exact form defined by this report. Much like the MDP, this ASP represents a long-term plan for development for a specific area of the community, establishing a policy basis for evaluating future rezoning and subdivision applications and will need to be revisited over time to ensure that it remains consistent with changes in circumstance and the Town's intentions for future development.

A decision to pursue rezoning and subdivision of the lands within the plan area requires further, more detailed designs and investment into new municipal services. The amount of land and timing for initial subdivision will need to consider the inventory of land for similar uses weighed against the private investments required to extend new municipal services into the area.

In the opinion of the proponent, the plan submitted provides a strong foundation for the future development of this area in Didsbury. Before initiating work on this plan, the Town's MDP designated this entire area as a future industrial growth area which would have posed a much greater challenge from an environmental and land use compatibility perspective. The proposed ASP strikes a balance between human-focused development and the protection of the environment by providing significant areas of land to be set aside from development. These contiguous corridors of undeveloped land provide a link for continued wildlife movement within the area while also providing an opportunity for public access to previously privately owned lands which is not the case for the lands to the north.



Associated
Engineering

GLOBAL PERSPECTIVE.
LOCAL FOCUS.

June 6, 2023
Tracey Connatty
Page 6

The plan meets the density requirements established within the Town's MDP and poses no greater risk to the environment than the acreage development to the north. We are confident that the ASP policies provide the Town and the proponent with the necessary direction to proceed with additional more detailed design of a future subdivision with confidence and with due consideration of what the market will support.

Yours truly,

Bill Delainey, RPP
Manager, Urban Planning

BD/mp



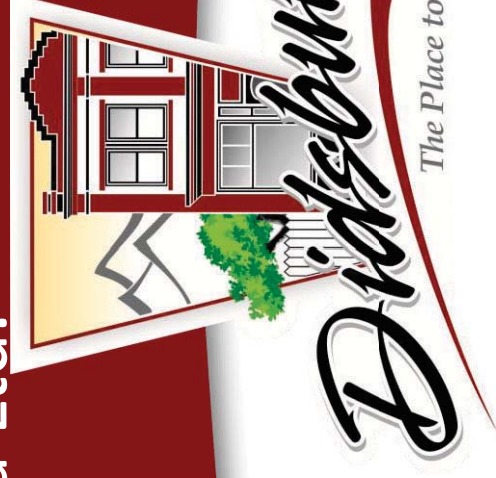
Platinum
member

Bylaw No. 2022-015 and Bylaw No. 2022-16

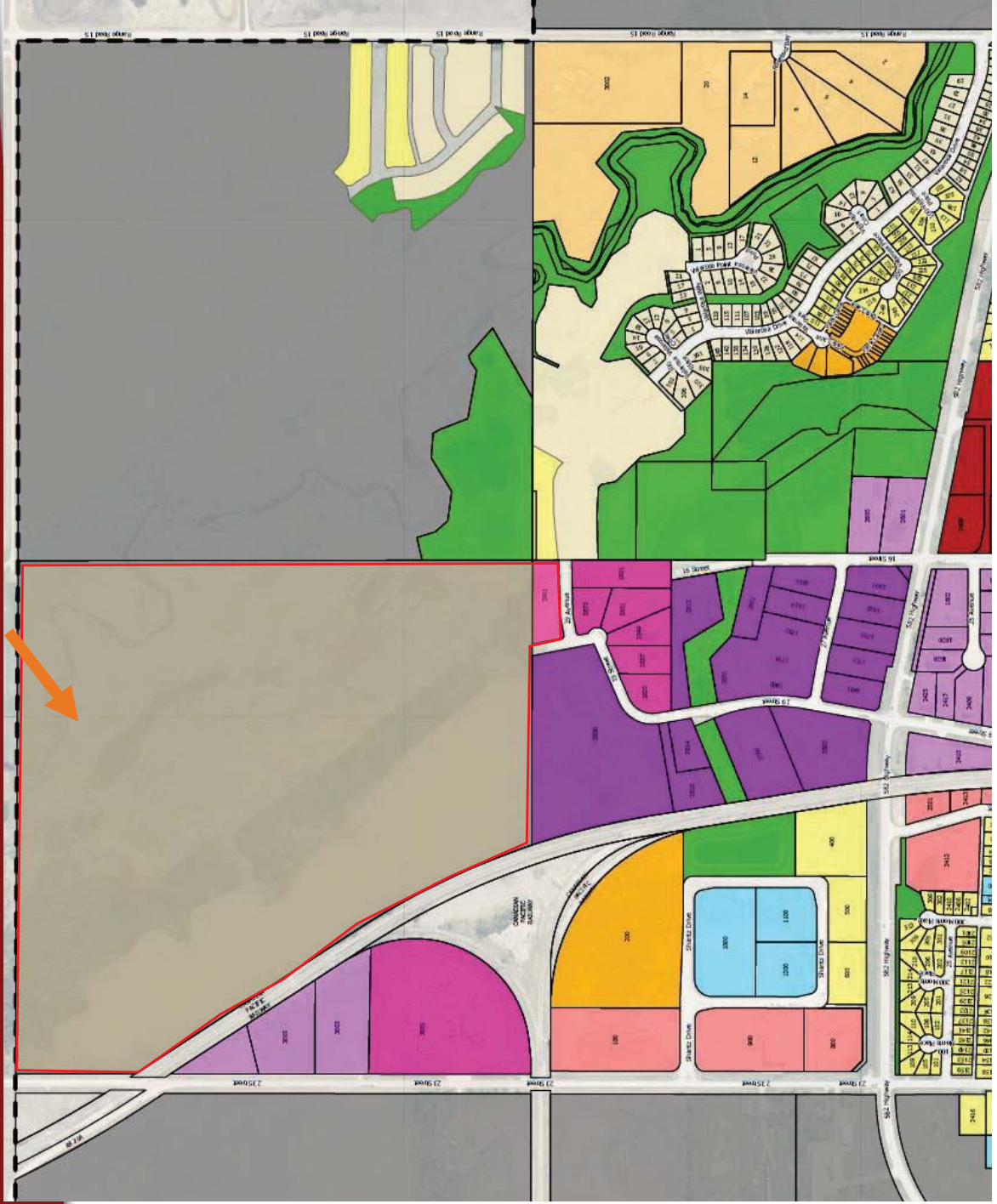
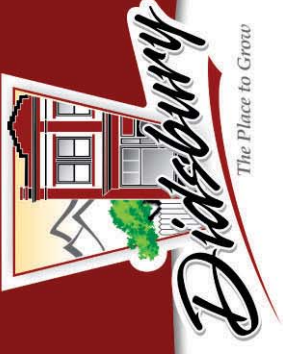
Council

June 13, 2023

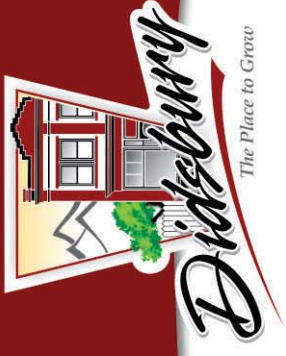
Applicant: Associated Engineering, c/o John Crawford
Landowner: 1755545 Alberta Ltd.



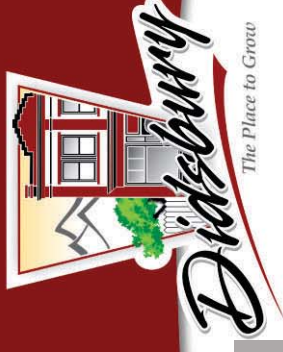
Proposal Location



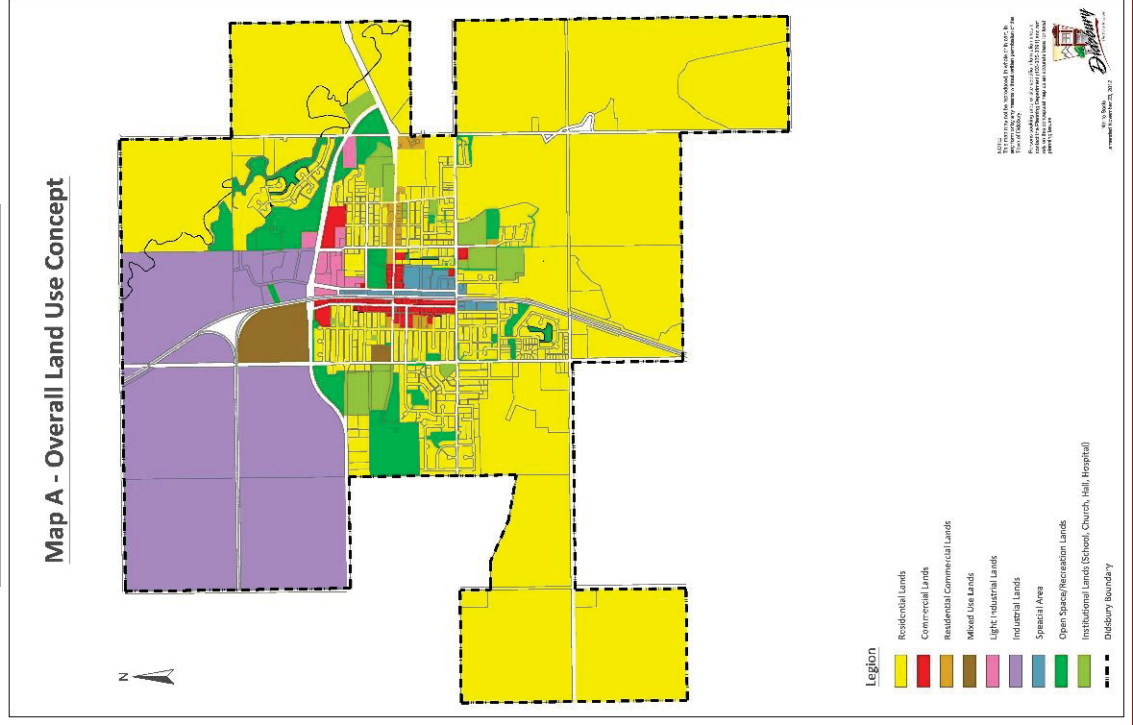
Bylaw No. 2022-15 Creekside ASP Future Land Use Map



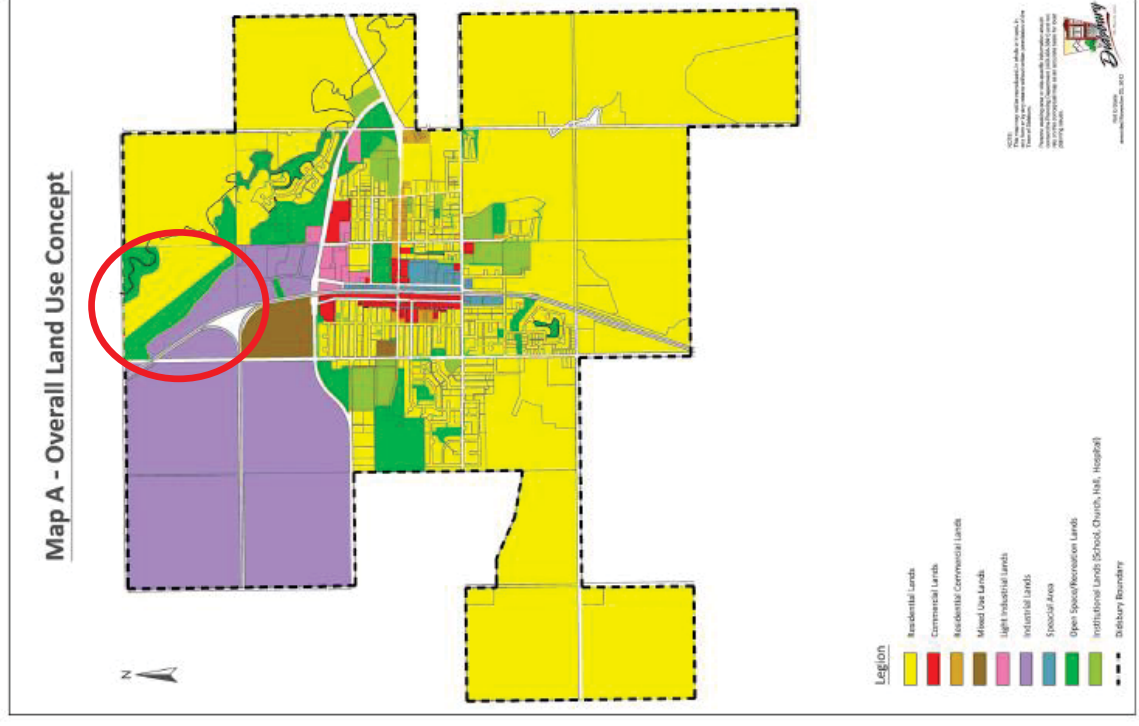
Municipal Development Plan Amendment Bylaw No. 2022-16



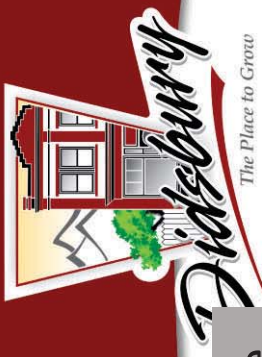
Existing Map A



Proposed change

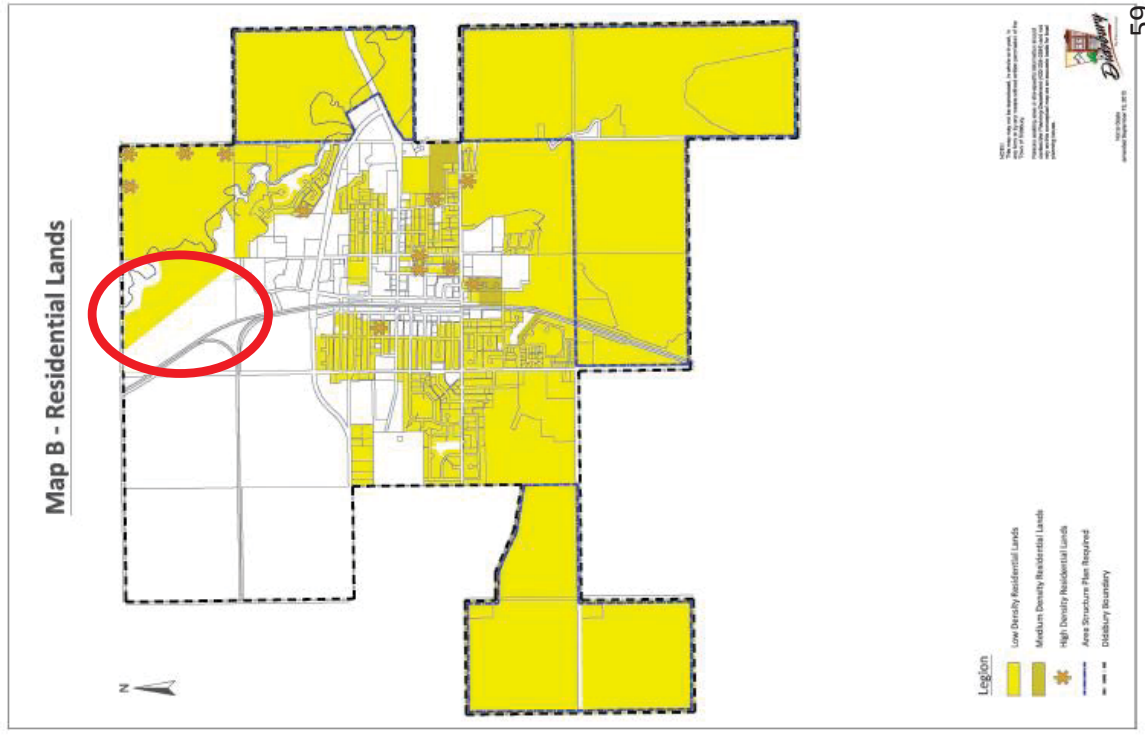
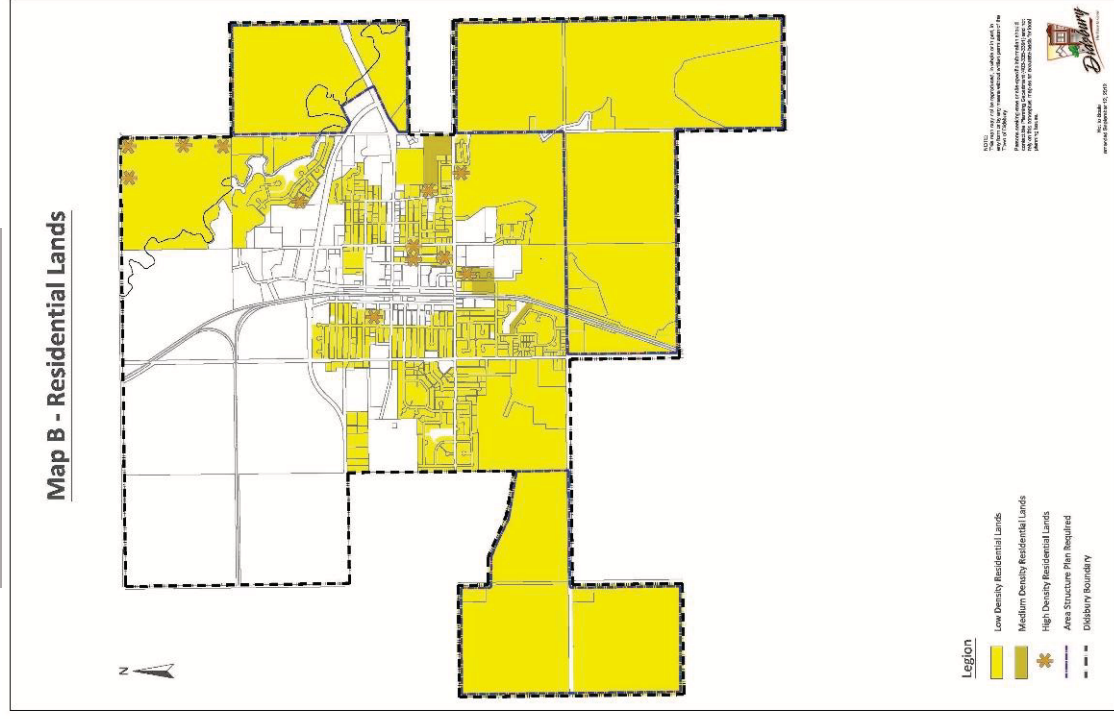


Municipal Development Plan Amendment Bylaw No. 2022-16



Proposed change

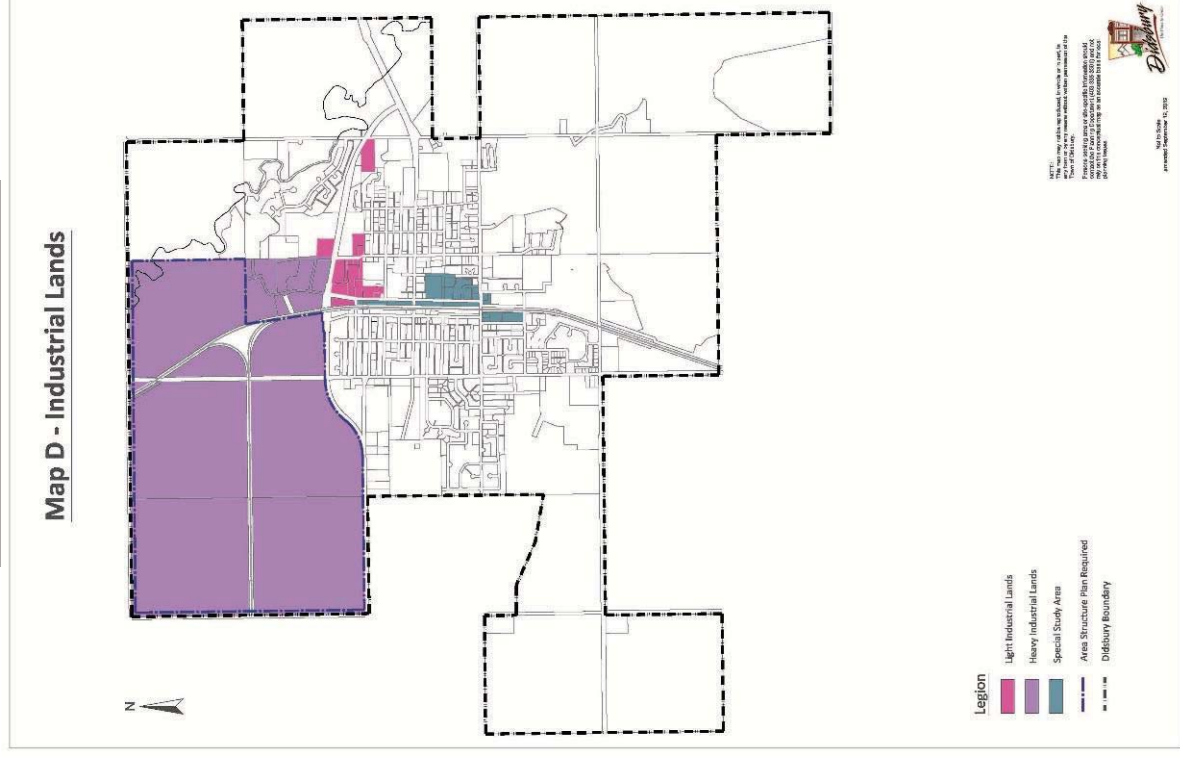
Existing Map B



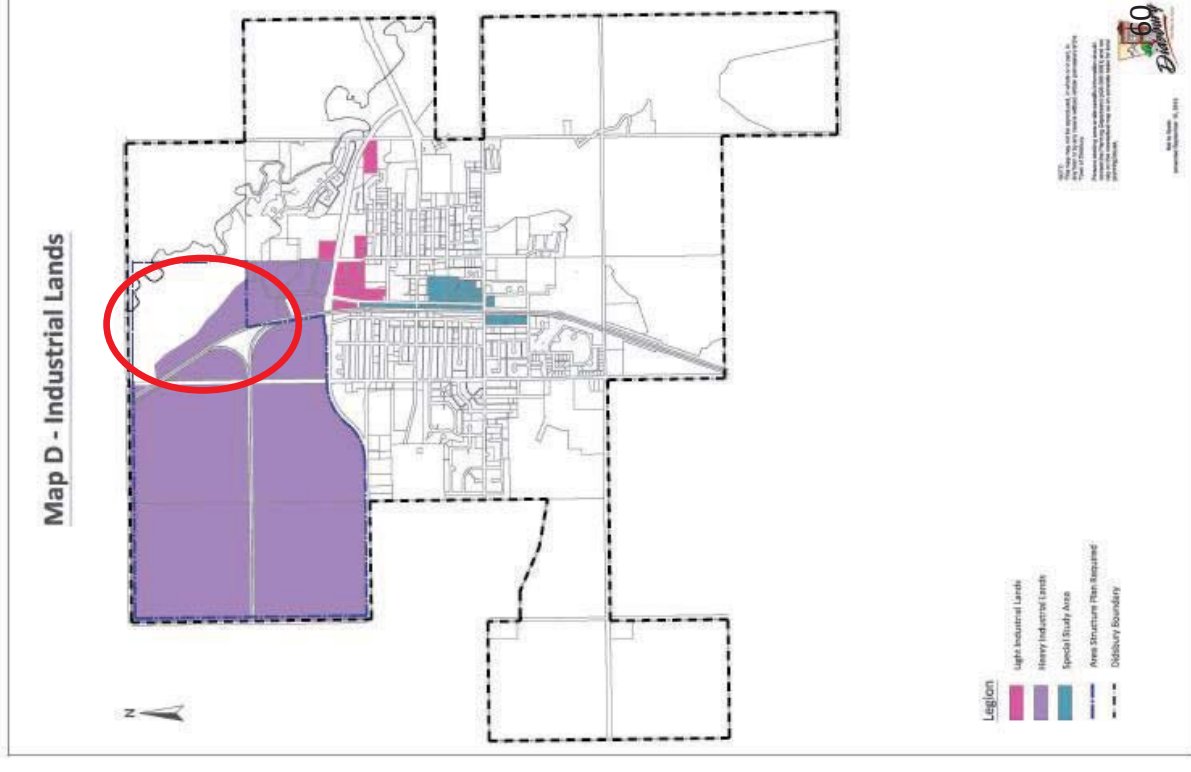
Municipal Development Plan Amendment Bylaw No. 2022-16



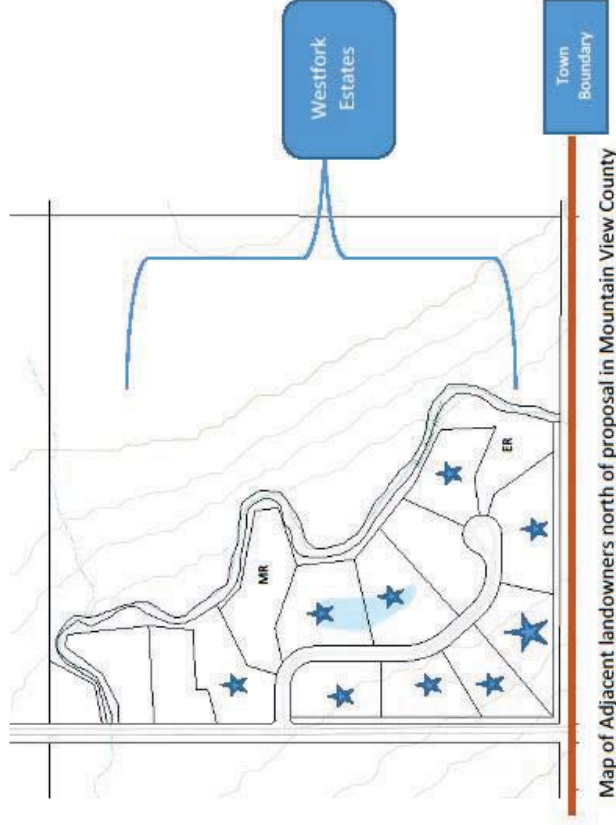
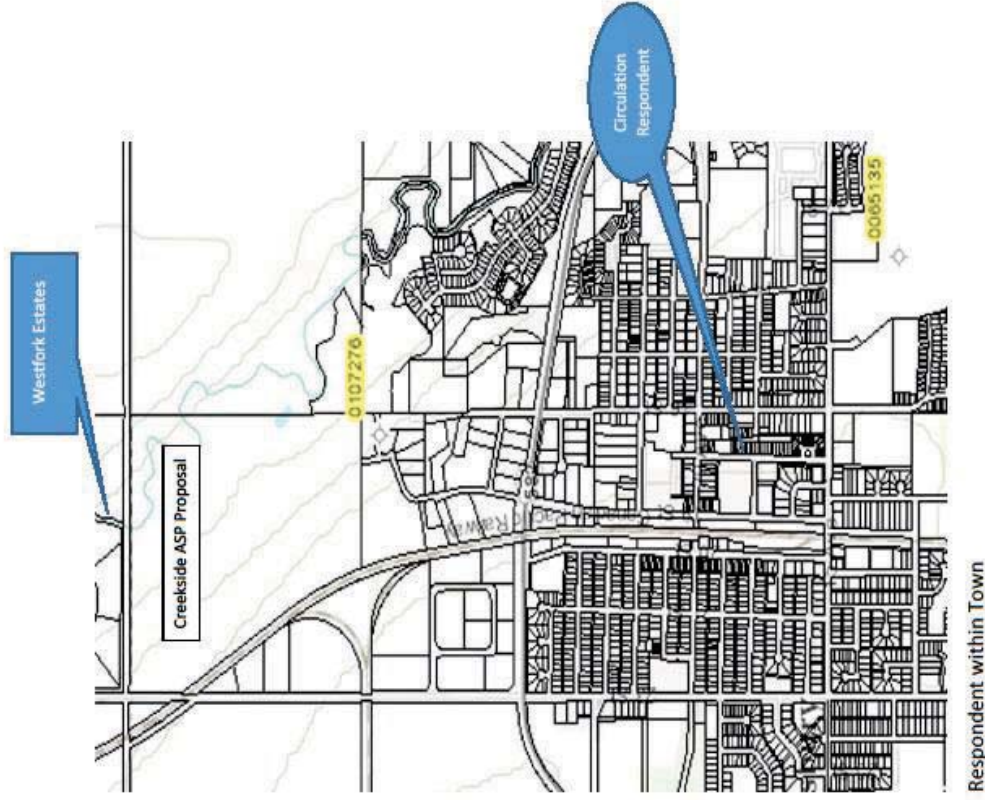
Existing Map D



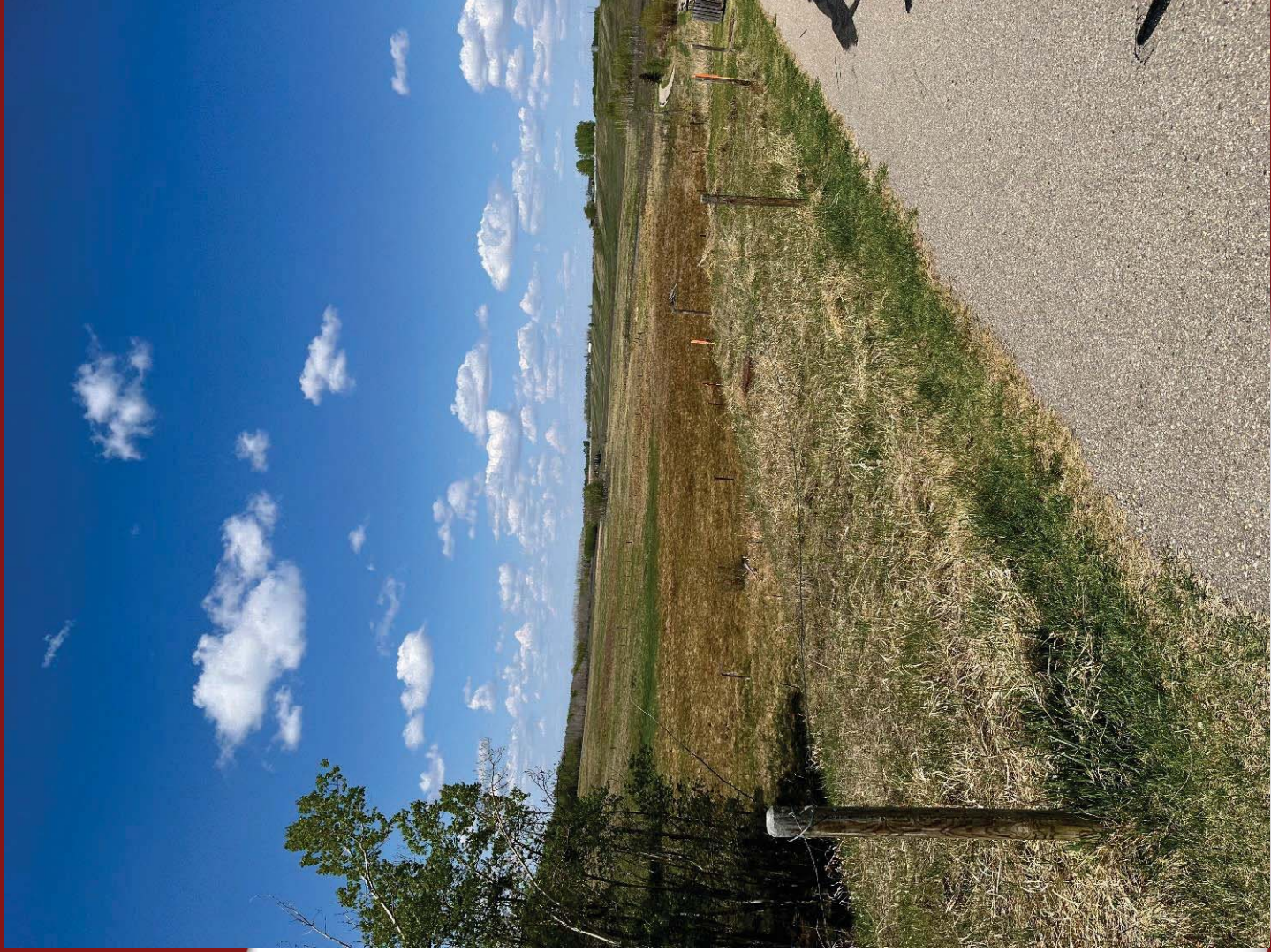
Proposed change



Adjacent Landowner Responses

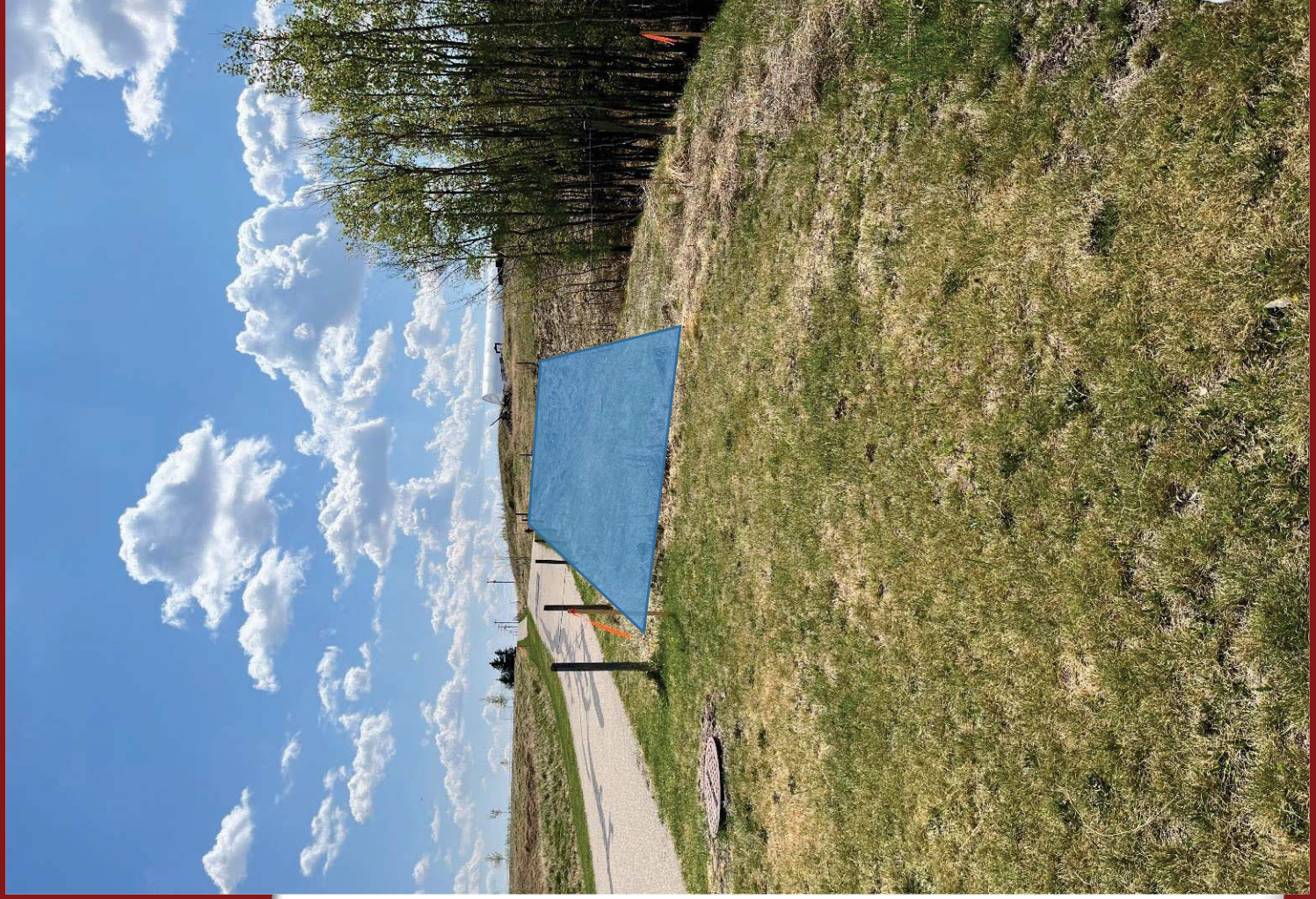


Site Visit



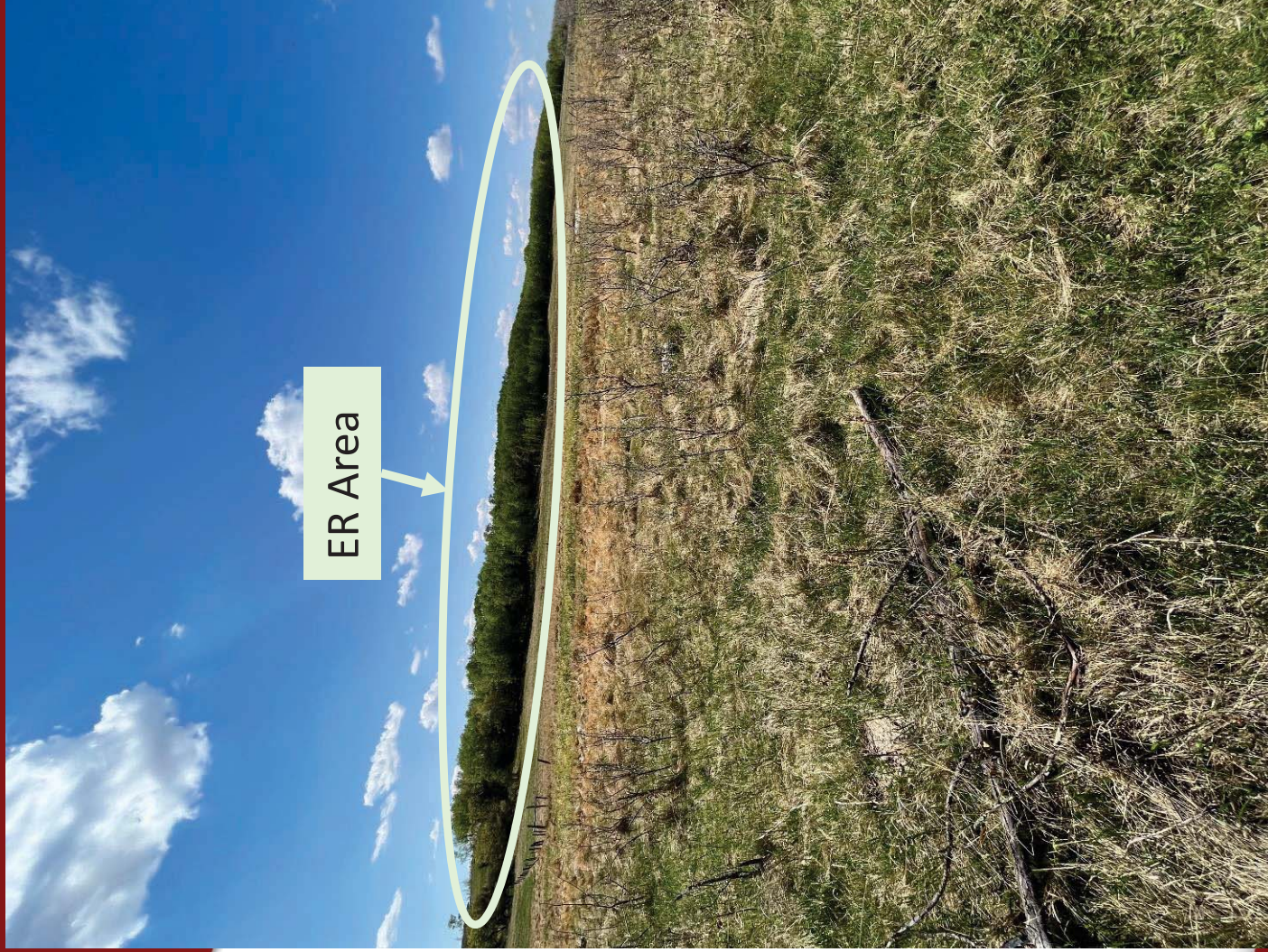
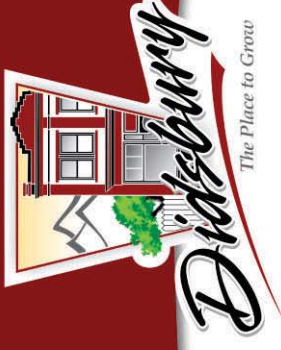
Looking Northwest from Southeast corner

Site Visit

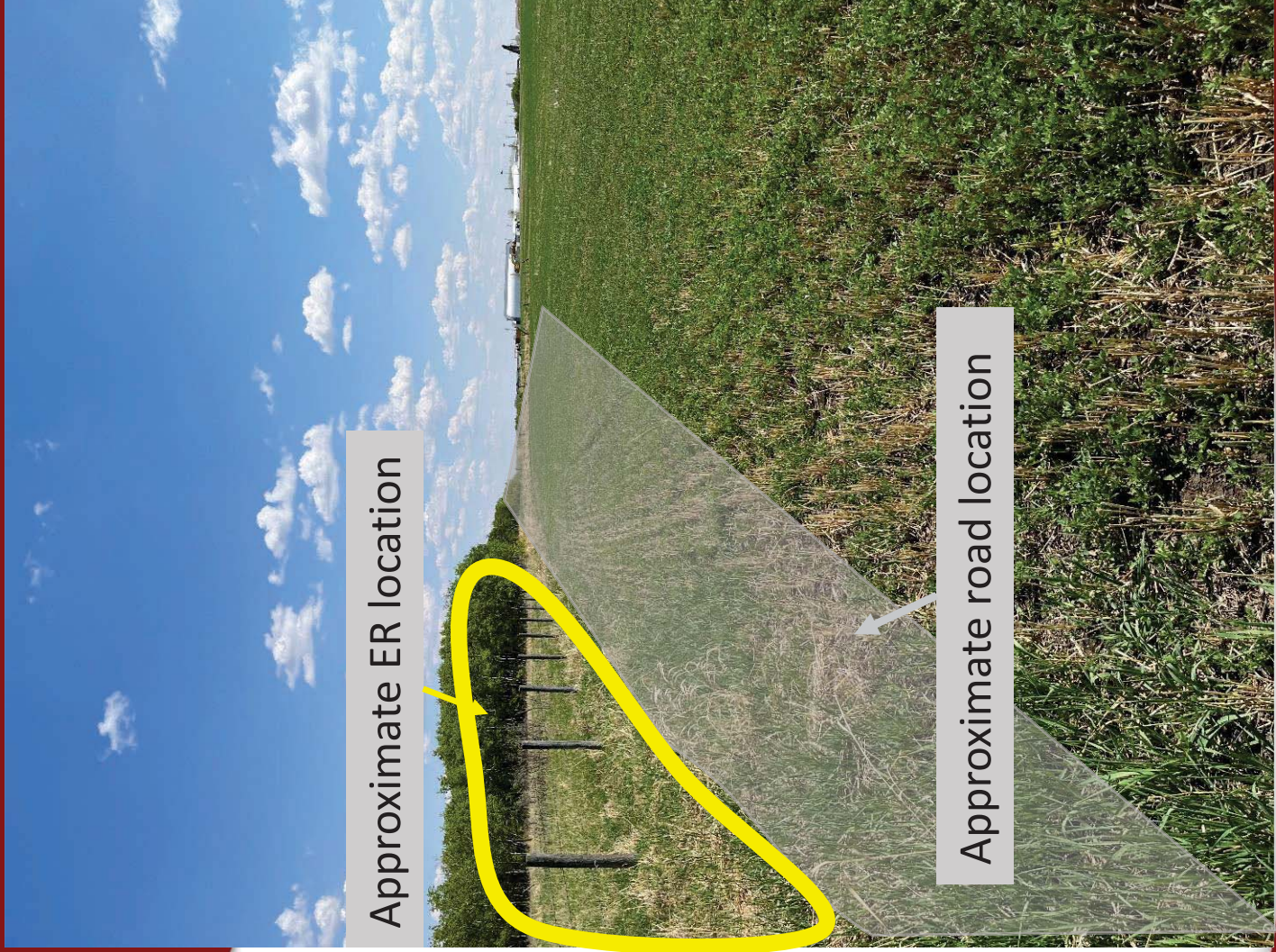


Future road connection for residential area

Site Visit



Site Visit

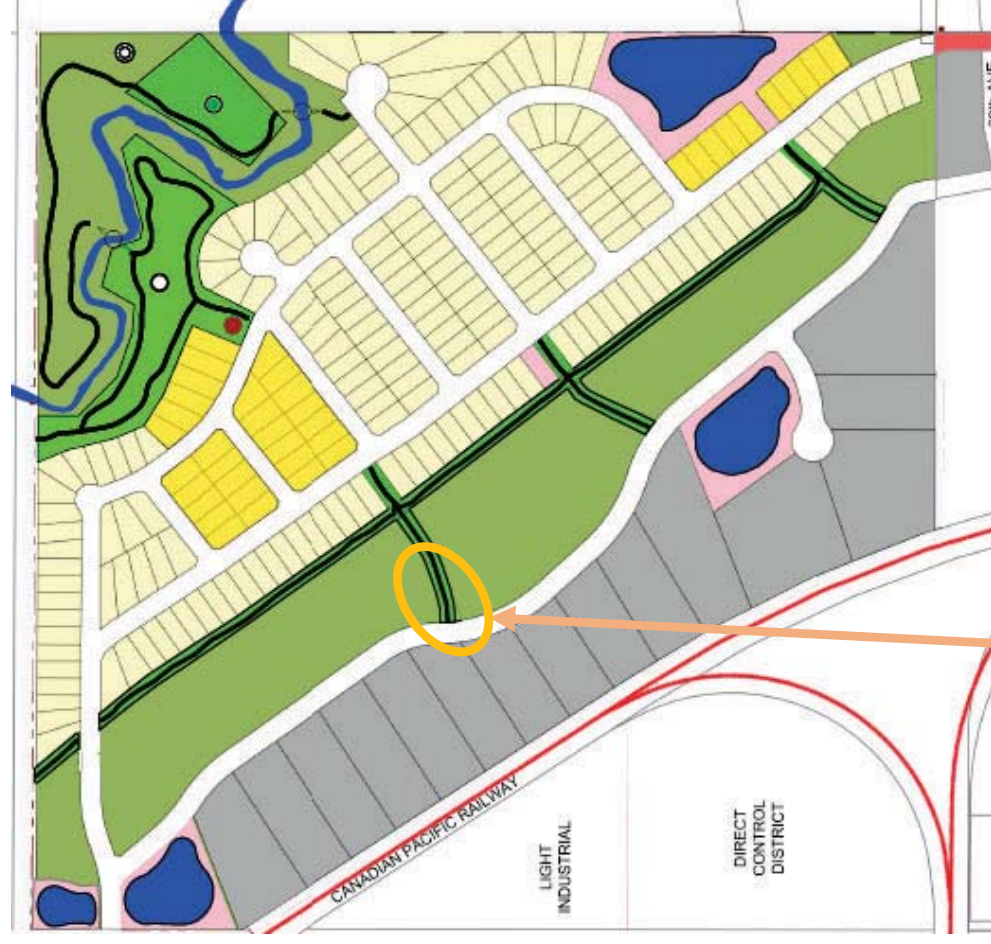


Approximate road location

Site Visit



Approximate path location



Proposed Path

Site Visit



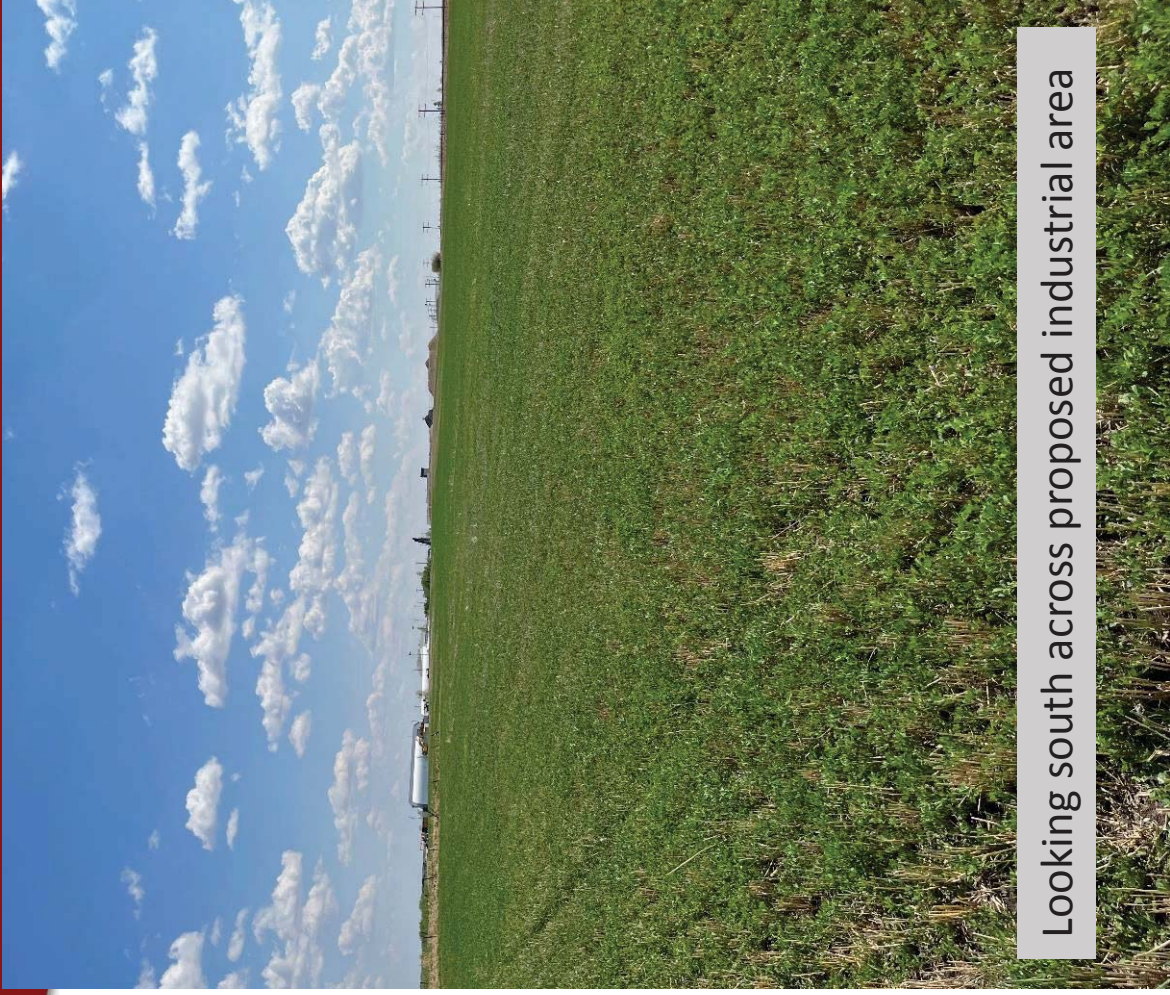
Proposed Path

Site Visit

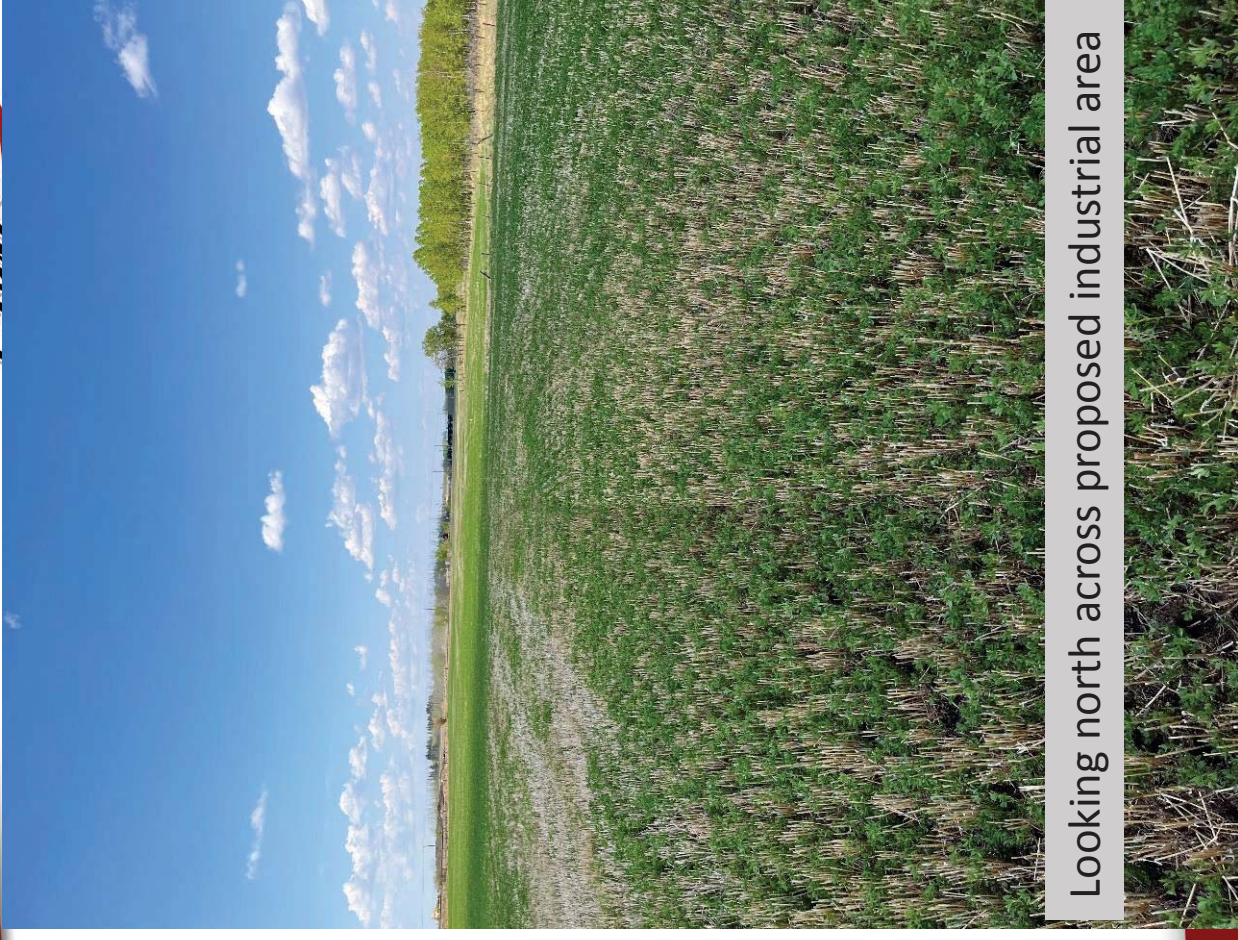


Proposed Path

Site Visit

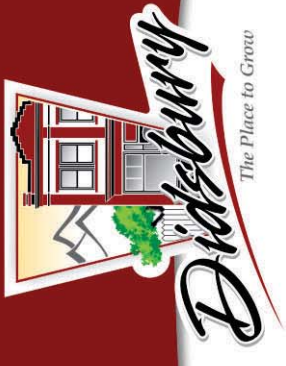


Looking south across proposed industrial area



Looking north across proposed industrial area

Municipal Development Plan Compliance



Part 2.0 Land Use and Development

2.2.3 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 submit Area Structure Plans, to the satisfaction of the Town, whenever deemed necessary by the Town.

The proposal complies with Part 2.0 of the Municipal Development Plan as the plan includes the necessary technical studies to determine suitability of the proposed development. The plan includes an extension of existing Town roads and necessary environmental considerations and continuation of existing neighboring development.

Part 6.0 Open Space, Parks and Schools Municipal and School Reserve

6.2.11 All Developments shall provide the full (10%) dedication of municipal, school, or municipal/school reserve.
Environmental Reserves

Environmental Reserve shall be provided as required adjacent to and including major watercourses and drainage areas and in accordance with the Municipal Government Act.

Environmental Reserve lands may be augmented with Municipal Reserve to ensure the open space is functional and continuous pathway systems can be constructed.

The proposal has included the required ten percent Municipal Reserve dedication as well as the dedication of Environmental Reserve to preserve the natural area surrounding the Rosebud River and a portion of the coulee.

Municipal Development Plan Compliance continued:



Part 9.0 Environmental Sustainability

- 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.
- 9.2.11 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.

The Area Structure Plan included a Phase 1 Environmental Site Assessment which concluded that a Phase 2 Environmental Site Assessment is necessary prior to redesignation and subdivision within the proposed industrial area. The ASP includes a policy that indicates this requirement.

Environmental Reserve has been shown to be dedicated for the preservation of the area adjacent to the Rosebud River as well a portion of the coulee. The plan also indicates the location of a future park that is in close proximity to the river and complies with MDP policy 9.2.12.

Part 11.0 Transportation and Mobility

- 11.2.4 All new roads, pathways, sidewalks and bicycle routes shall be identified in Area Structure Plans.

The Area Structure plan identifies the location of future roads and pathways in compliance with this MDP policy. Administration supports approval of the proposed Area Structure Plan and the amendments to the Municipal Development Plan. The proposed ASP does comply with MDP policies and provides direction and policies to guide the future development of the area to be in compliance with the MDP and regulations of the Land Use Bylaw.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: *The Place to Grow.*

Mission: *Creating the Place to Grow.*

MEETING DATE: June 13, 2023
SUBJECT: Council Reports
ORIGINATING DEPARTMENT: Legislative Services

BACKGROUND/PROPOSAL:

Council Members will each provide a verbal and/or written report on any business or committee activity in which they have participated.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

Council will be presented with the Council Professional Development Year to Date information. This will include information on events Council members are registered for, including the locations and dates.

Council Professional Development Schedule for June 2023

Mayor Hunter	June 13, 2023	Diamond Valley, AB	ABMUNIS Summer Leadership Caucus
Mayor Hunter	June 15, 2023	Innisfail, AB	CAEP AGM
Councillor Baswick	June 13, 2023	Diamond Valley, AB	ABMUNIS Summer Leadership Caucus

ALIGNMENT WITH STRATEGIC PLAN

5. Governance & Organizational Excellence

RECOMMENDATION

To accept the Council Reports for June 13, 2023 as information.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: CAO Report
ORIGINATING DEPARTMENT: Legislative Services

BACKGROUND/PROPOSAL:

Please see attached information for the Chief Administrative Officer Report (CAO) for June 13, 2023.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

During the CAO Report, Council will have the opportunity to ask questions to the CAO and to make a motion for information they would like Administration bring back to a future Council meeting.

ALIGNMENT WITH STRATEGIC PLAN

5. Governance & Organizational Excellence

RECOMMENDATION

To accept the Chief Administrative Officer's Report for June 13, 2023 as information.



CAO Report – June 13, 2023

1. DEVELOPMENT PERMITTED USE DECISIONS (Planning & Development)

PERMIT #	ADDRESS	TYPE	DECISION DATE
DP 23-031	2 Valarosa Cove	Deck Extension & Stairs	May 25, 2023

2. 2023 COMMUNITY CLEAN-UP (Corporate Services)

Community Cleanup week ran from May 29 to June 3, 2023 and successfully helped to kick-start spring cleaning in the town by offering residents inexpensive ways to remove unwanted household items and appliances.

Residents purchased a total of **53** Landfill tickets and **15** Appliance Day tickets for \$10/ticket. FCSS sponsored a total of **30** Curbside Pickup Day and **20** Appliance Day tickets for seniors and persons with disabilities.

Members of Town staff and Council dedicated the afternoon of June 2, 2023 to the Community Cleanup initiative, dividing into groups to pick up litter around town. Local communities, parks, streets, and other public spaces were targeted to enhance the overall appearance of the community and contribute to a cleaner Didsbury.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: Bylaw 2022-15 Creekside ASP
ORIGINATING DEPARTMENT: Legislative Services

BACKGROUND/PROPOSAL:

Council granted first reading to Bylaw 2022-15 Creekside Area Structure Plan on November 8, 2022 and the Public Hearing was reconvened during item five of this Council Agenda.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

If Council is satisfied with the result of the Public Hearing, Administration is recommending Council grant second and third reading of Bylaw 2022-15 Creekside ASP.

Please see attached Bylaw 2022-15.

ALIGNMENT WITH STRATEGIC PLAN

1. Strategically Managed Infrastructure
2. Vibrant & Connected Character Community
3. Strong & Resilient Local Economy
5. Governance & Organizational Excellence

RECOMMENDATION (2 separate motions)

That Council grant second reading to Bylaw 2022-15 Creekside Area Structure Plan

AND

That Council grant third and final reading to Bylaw 2022-15 Creekside Area Structure Plan.

TOWN OF DIDSBURY
PROVINCE OF ALBERTA
BYLAW NO. 2022-15 (Creekside ASP)

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 8th day of November, 2022

Read a second time this _____ day of _____, 2022

Read a third time this _____ day of _____, 2022

Mayor Rhonda Hunter

Chief Administrative Officer Ethan Gorner



Creekside Area Structure Plan



Associated
Engineering

GLOBAL PERSPECTIVE.
LOCAL FOCUS.

MAY 2023

CONFIDENTIALITY AND © COPYRIGHT

This document is for the sole use of the addressee and Associated Engineering Alberta Ltd. The document contains proprietary and confidential information that shall not be reproduced in any manner or disclosed to or discussed with any other parties without the express written permission of Associated Engineering Alberta Ltd. Information in this document is to be considered the intellectual property of Associated Engineering Alberta Ltd. in accordance with Canadian copyright law.

This report was prepared by Associated Engineering Alberta Ltd. for 1755545 Alberta Ltd. The material in it reflects Associated Engineering Alberta Ltd.'s best judgment, in the light of the information available to it, at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Associated Engineering Alberta Ltd. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

Table of Contents

Introduction	1
1.1 Plan Interpretation	1
Policy and Regulatory Context	3
2.1 Intermunicipal Development Plan (IDP)	3
2.2 Integrated Community Sustainability Plan (ICSP)	5
2.3 Municipal Development Plan (MDP)	6
2.4 Land Use Bylaw (LUB)	12
Existing Conditions	14
3.1 Plan Boundary and Ownership	14
3.2 Topography	14
3.4 Geotechnical Conditions	18
3.5 Biophysical Resources	19
3.6 Historical Resources	21
3.7 Environmental Site Assessment	21
3.8 Infrastructure	22
Consultation	25
5.1 Development Vision	28
5.2 Development Principles	28
Land Use Concept	30
6.1 Land Use Allocation	30
Land Use Policies	34
7.1 General	34
7.2 Residential	34
7.3 Industrial	35
7.4 Open Space Policy Area	36
7.5 Community Interface	38
7.6 Transportation and Circulation	38
7.7 Stormwater Management	39
7.8 Potable Water	40
7.9 Sanitary Sewer	40
7.10 Shallow Utilities	41
Plan Implementation	48
8.1 Plan Implementation	48
8.2 Plan Amendment	49
Appendix A - Geotechnical Investigation	51
Appendix B - Biophysical Impact Assessment	53
Appendix C - Heritage Resource Impact Assessment & Review	55
Appendix D - Phase 1 ESA	57
Appendix E - Consultation	59
Appendix F - Transportation Impact Assessment	61
Appendix G - Conceptual Servicing Plan	63
Appendix H - Land Title	65



Introduction

1



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.

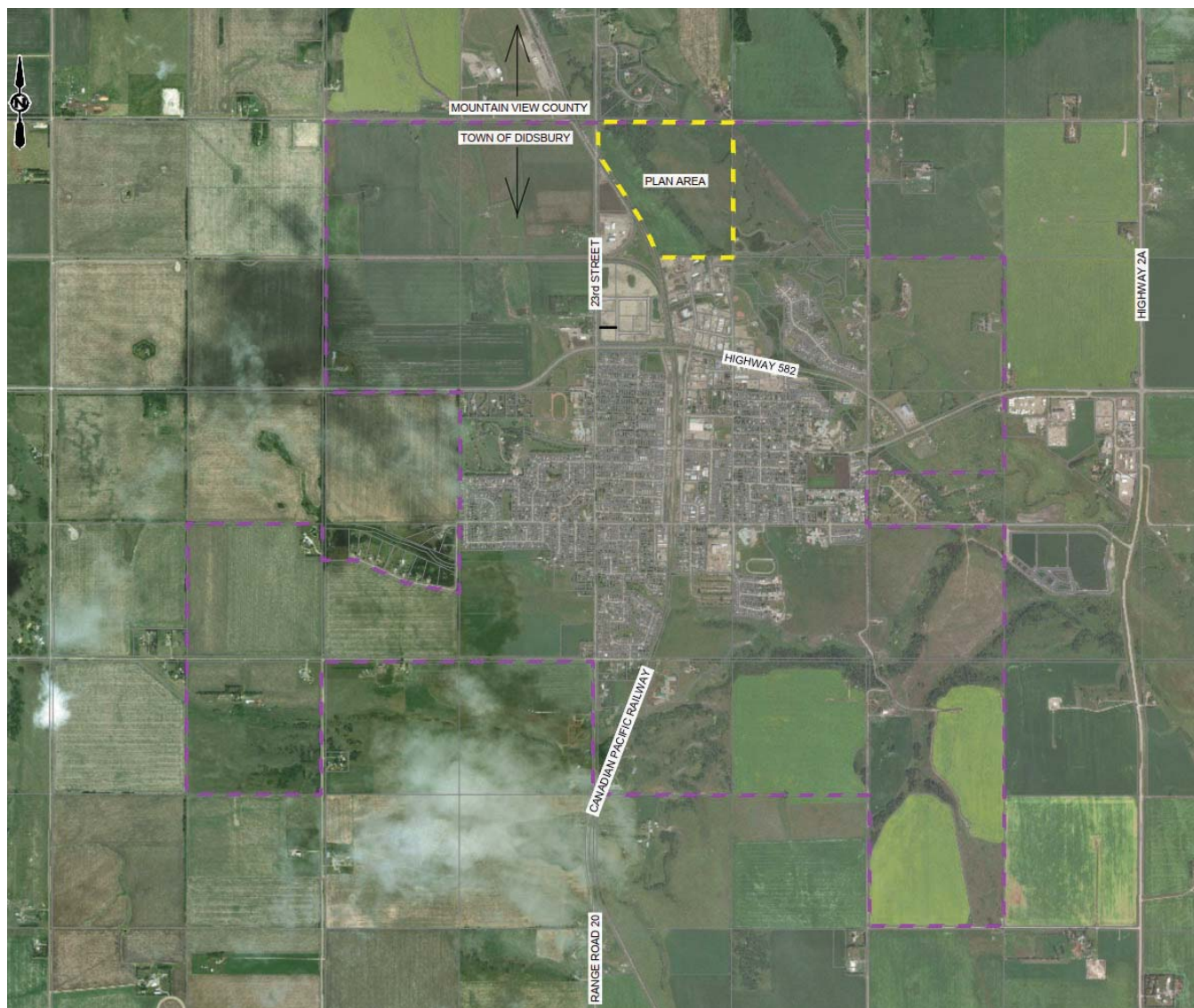


Figure 1-1 Creekside Plan Area |

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
Environment: 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"> • Preservation and incorporation of the Rosebud River. • Preserving the sloped area and existing vegetation as a transitional area between industrial and residential uses. • Preparing a drainage plan that mimics the natural collection and conveyance of stormwater before being released into the Rosebud River. • 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.
Economy: 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>
Social: 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"> • The Town of Didsbury Administration • Mountain View County • Alberta Environment • Didsbury RCMP • Didsbury Fire Department • Chinook School Division • Alberta Transportation <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>DEVELOPMENT NEAR A BODY OF WATER</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"> Structures and associated works for flood control; Public utilities, including bridges and pedestrian walkways, that do not obstruct the flow of water; Public parks and outdoor recreation land uses that do not obstruct the flow of water; and/or Agricultural land uses which do not obstruct the flow of water.
3-20	<p>DEVELOPMENT ON OR NEAR SLOPES</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



3.1 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, includes 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 includes 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:

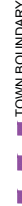
- Rezoning land within the plan area will be required to support subdivision and development in the future.
- Planning for future development should appropriately consider existing and planned development on surrounding lands, providing for complementary forms and intensities or accounting for the need 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.



LEGEND



PLAN AREA



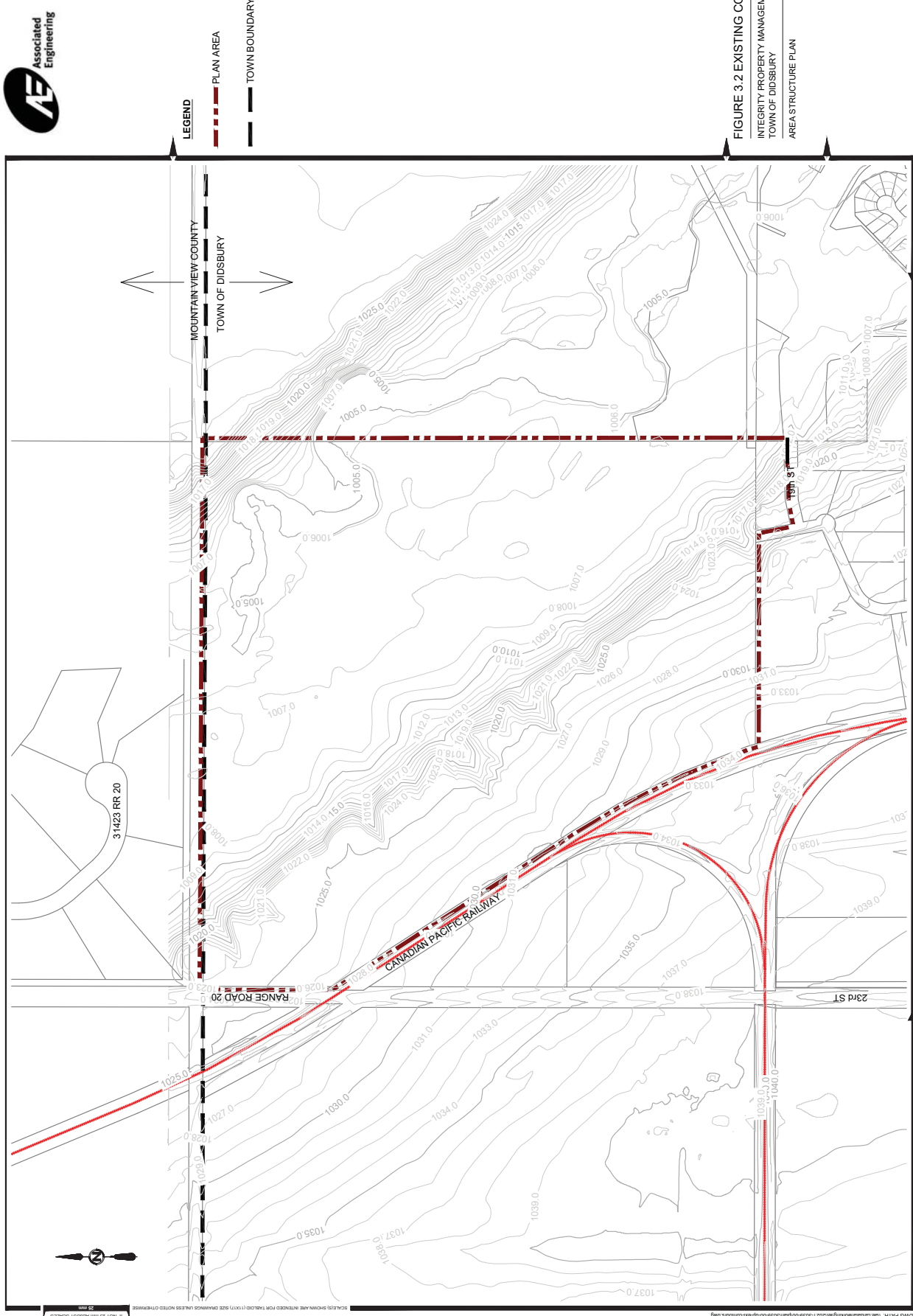
TOWN BOUNDARY

FIGURE 1.1 PLAN LOCATION

INTEGRITY PROPERTY MANAGEMENT CORP.
 TOWN OF DIDSBURY

AREA STRUCTURE PLAN

AE PROJECT No.	202113039-00
SCALE	N.T.S.
APPROVED	B. DELANEY
DATE	2021 OCT 20
REV	0
DESCRIPTION	ISSUED FOR REPORT



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 SPMDD.

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.



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 Pump house 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.

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 forecasted 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
Gross Development Area (GDA)	51.40	100.0
Environmental Reserve	11.78	22.9
Net Developable Area (NDA)	39.62	77.1

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
Totals	38.12	100

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



LEGEND

- LOW DENSITY RESIDENTIAL
- MIXED DENSITY RESIDENTIAL
- HEAVY INDUSTRIAL
- ENVIRONMENTAL RESERVE
- MUNICIPAL RESERVE
- PUBLIC UTILITY
- ABANDONED WELL
- RAIL LINE
- PLAYGROUND
- PEDESTRIAN BRIDGE
- SPORTS FIELD
- TOBOGGAN AREA
- DISC GOLF
- MULTI-USE TRAIL
- 16th STREET EXTENSION

FIGURE 6.1 - LAND USE CONCEPT
INTEGRITY PROPERTY MANAGEMENT CORP.
TOWN OF DIDSBURY
AREA STRUCTURE PLAN

AE PROJECT No.	20213038-00
SCALE	NTS
APPROVED	B. 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 extend 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.

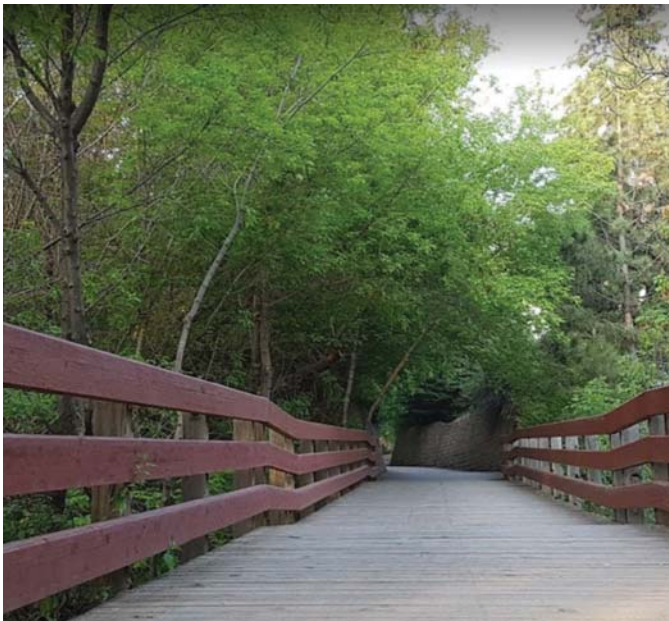
The proposed children's playground is anticipated to situate centrally within the neighbourhood and will be designed to complement and reinforce the connection with the surrounding natural areas along the Rosebud River.

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 of 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

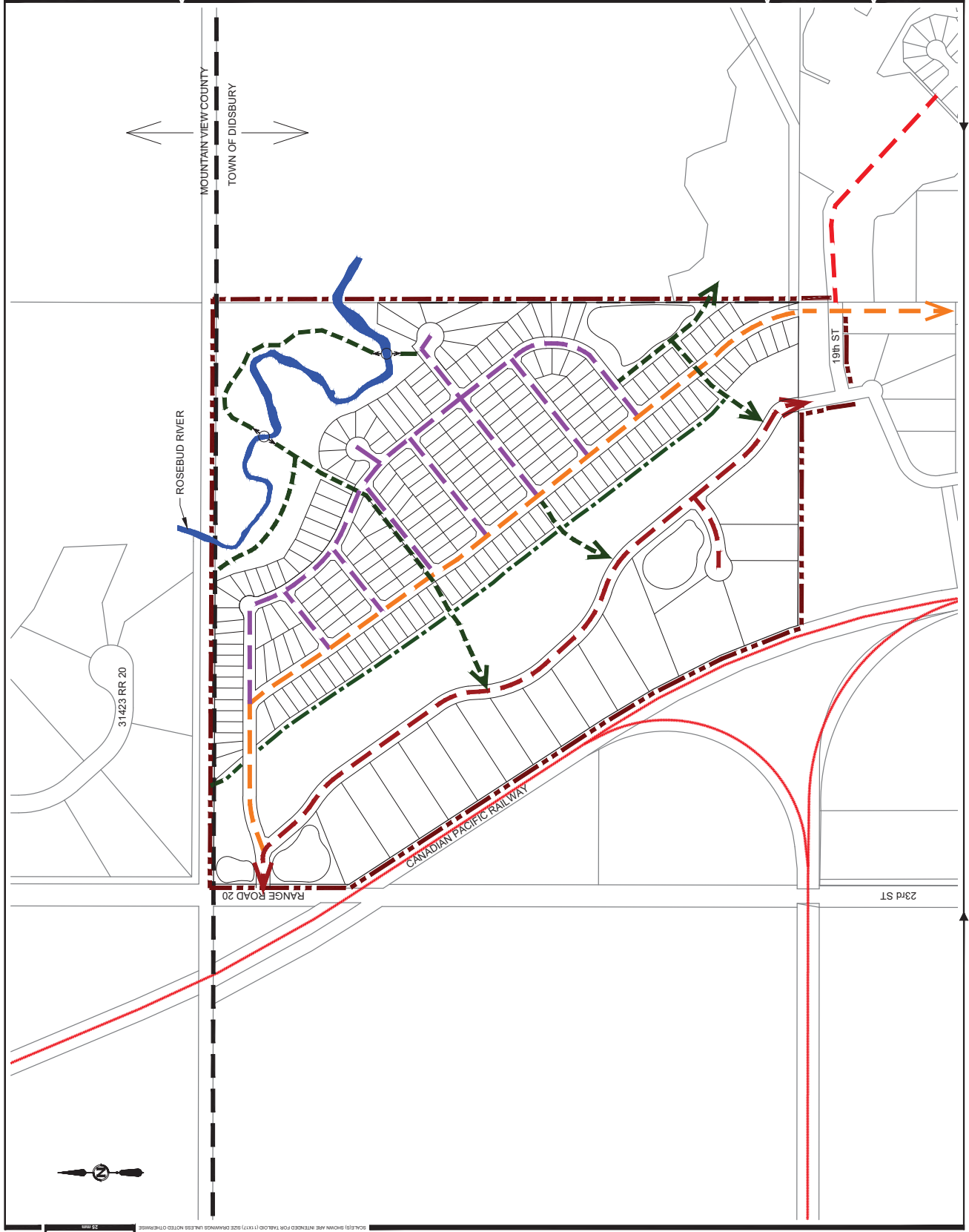
1. The ASP area shall be serviced with natural gas, electricity, and telecommunications infrastructure.
2. Electrical service shall be located underground.
3. All connections shall be designed according to the requirements of the Town and the service providers.
4. According to town standards, utility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



Associated
Engineering



Member since 2018



LEGEND

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

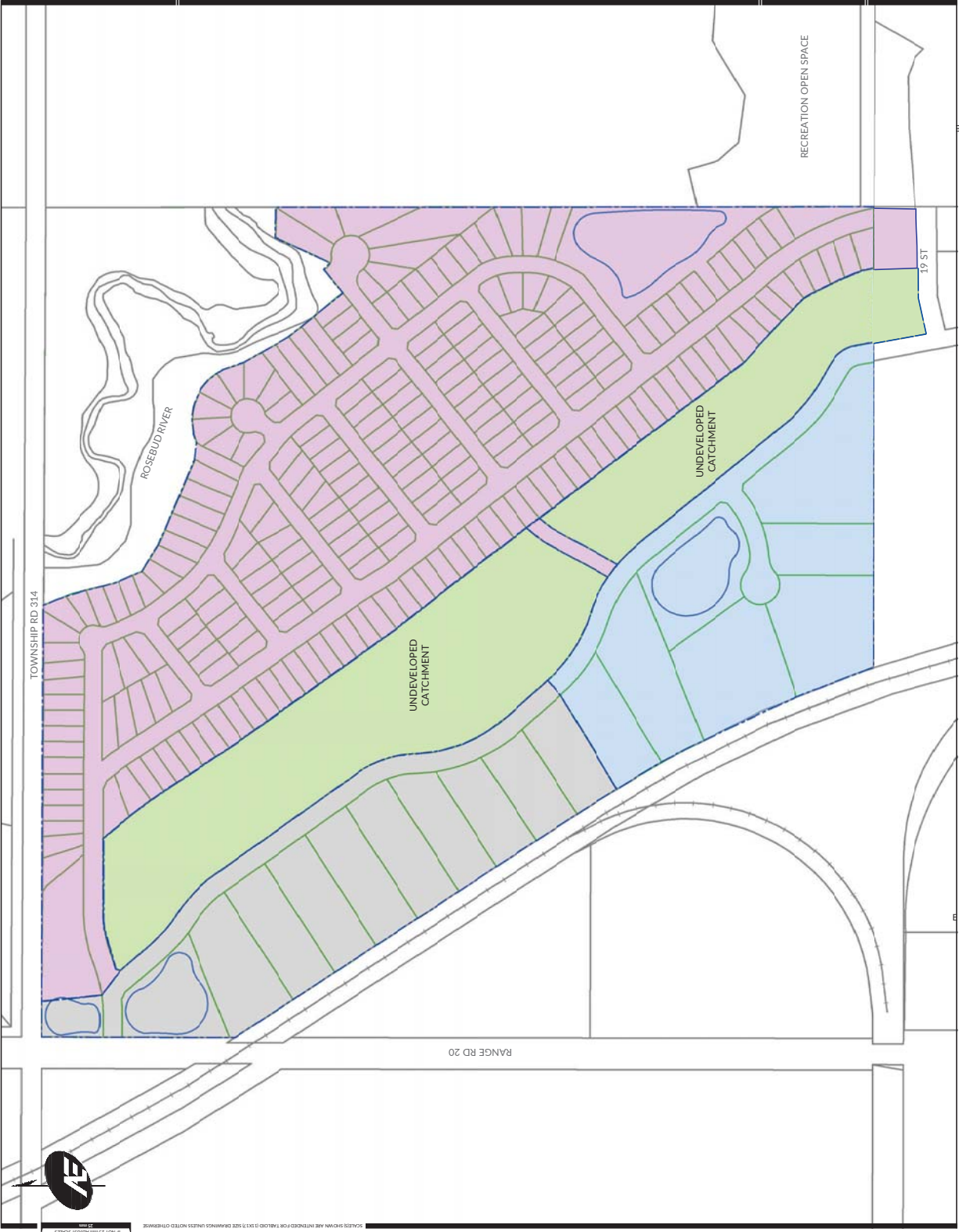
FIGURE 7.1 TRANSPORTATION

INTEGRITY PROPERTY MANAGEMENT CORP.
TOWN OF DIDSBURY
AREA STRUCTURE PLAN

AE PROJECT No.	20213039-00
SCALE	NTS
APPROVED	
DATE	2022 JUL 08
REV	A
DESCRIPTION	ISSUED FOR INFORMATION

119

C:\Users\mdelella\Documents\Projects\2023\0037\map_fig2_catchments.mxd DATE: 2023-04-12



TOWNSHIP RD 314

ROSEBUD RIVER

UNDEVELOPED CATCHMENT

UNDEVELOPED CATCHMENT

RECREATION OPEN SPACE

19 ST

RANGE RD 20



0 100 METERS

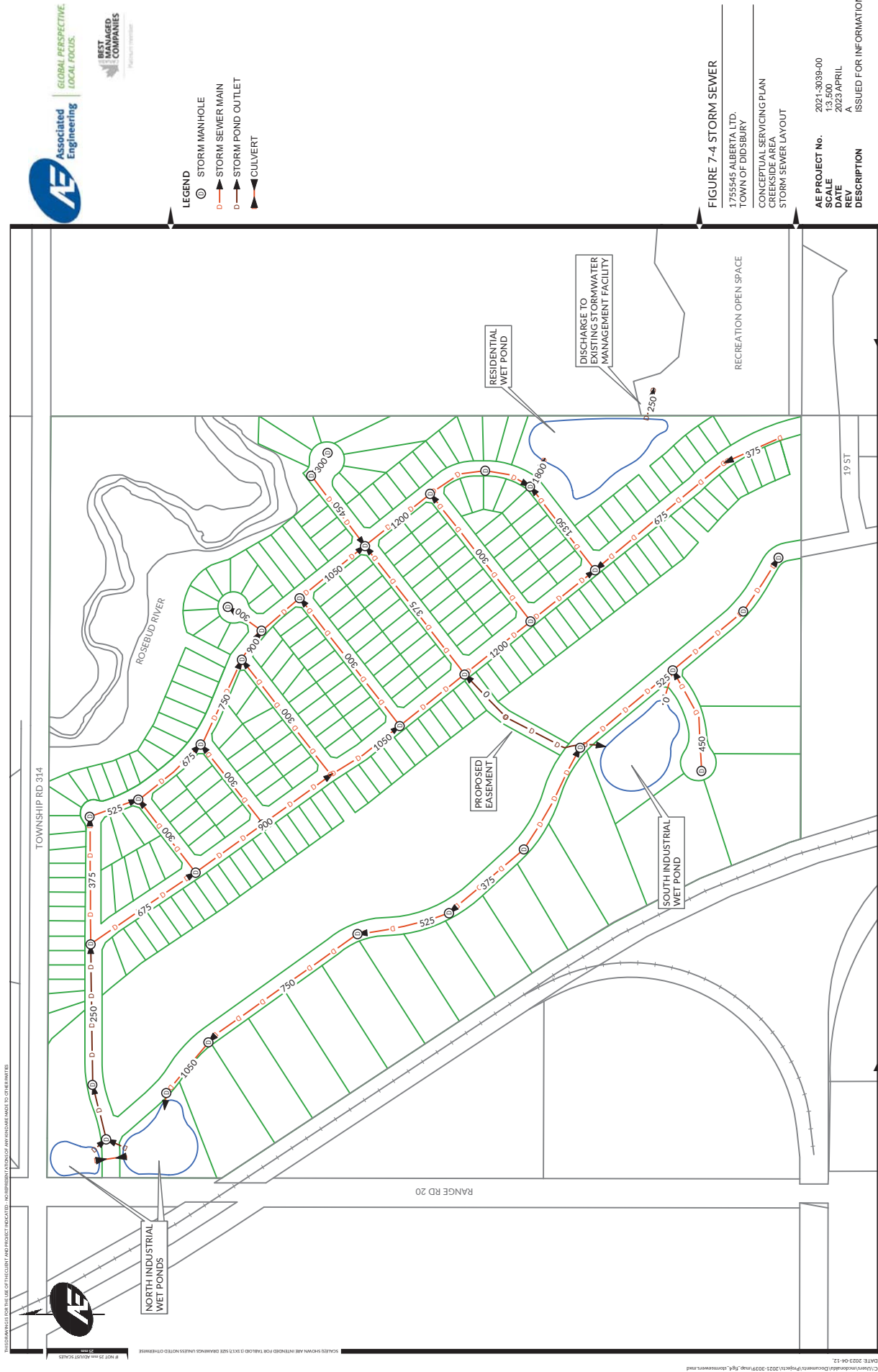
SCALE: 1:50,000. THIS MAP WAS CREATED FOR THE TOWN OF DIDSBURY. DIMENSIONS SHOWN ARE APPROXIMATE. DIMENSIONS SHOWN ARE APPROXIMATE. DIMENSIONS SHOWN ARE APPROXIMATE.

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

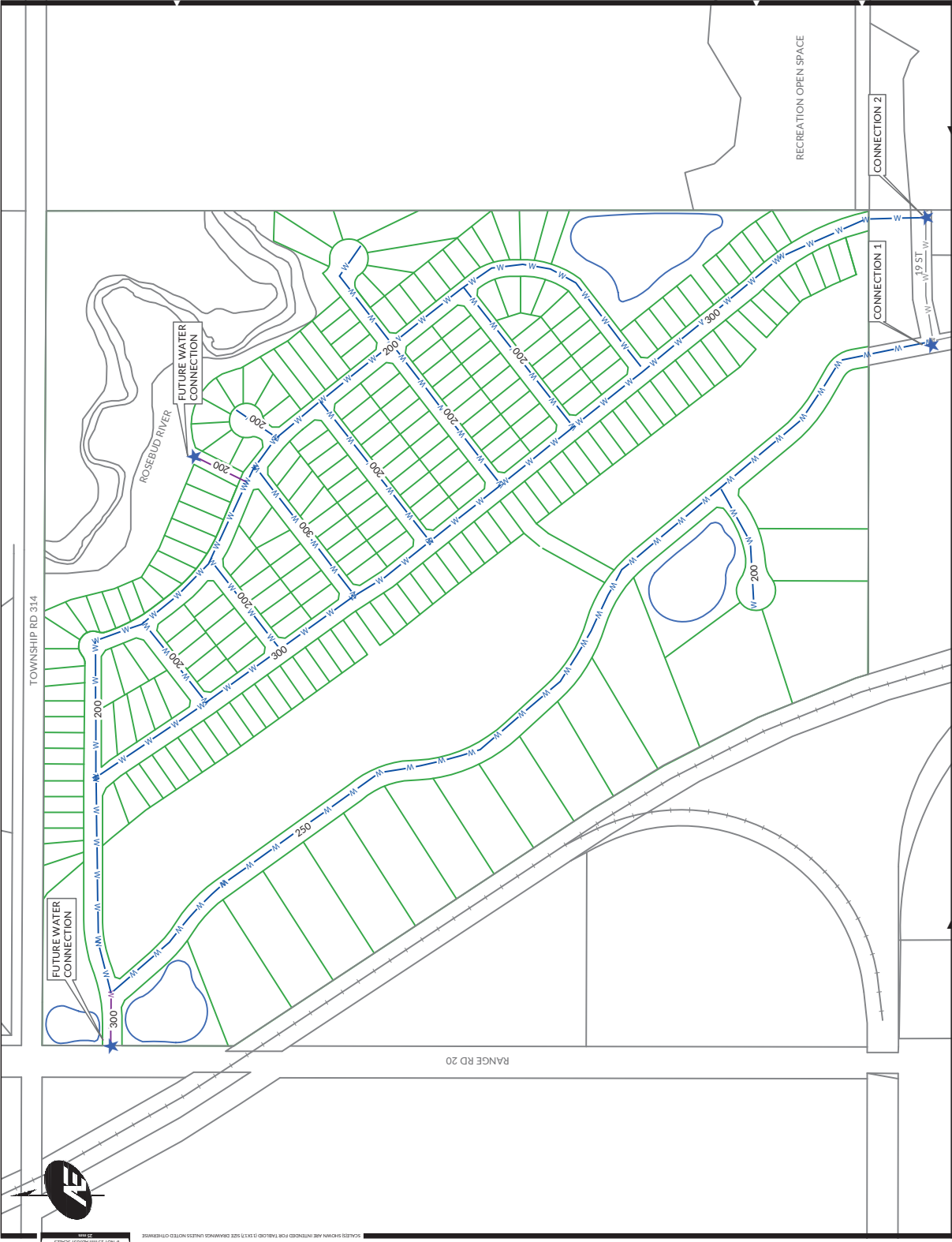
FIGURE 7-2 CATCHMENTS

1755545 ALBERTA LTD.
TOWN OF DIDSBURY
CONCEPTUAL SERVICING PLAN
CREESIDE AREA
CATCHMENT AREAS

AE PROJECT No.	2021-3039-00
SCALE	1:5,000
DATE	2023 APRIL
REV	A
DESCRIPTION	ISSUED FOR INFORMATION



Drawings for the use of the client and project indicated. No other use or reproduction is permitted without the written consent of the engineer.



LEGEND

- ★ CONNECTION POINT
- W— EXISTING WATER MAIN
- W— PROPOSED WATER MAIN
- W— FUTURE WATER CONNECTION

FIGURE 7-4 WATERMAINS

1755545 ALBERTA LTD.
TOWN OF DIDSBURY
CONCEPTUAL SERVICING PLAN
CONCEPTUAL WATER MAIN
WATERMAIN LAYOUT

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

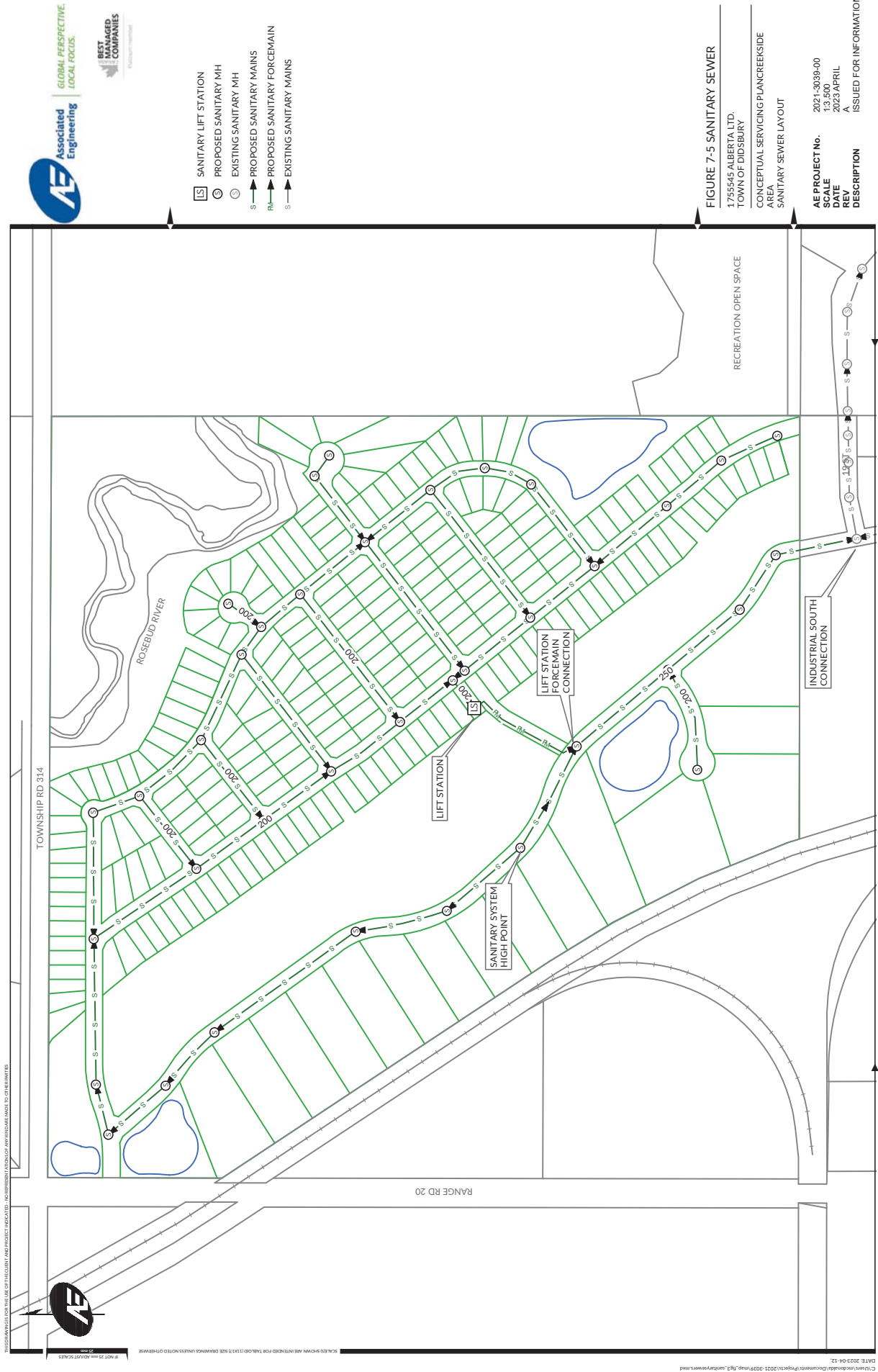


FIGURE 7-5 SANITARY SEWER

1755545 ALBERTA LTD.	AE PROJECT No.	2021-3039-00
TOWN OF DIDSBURY	SCALE	1:3,500
CONCEPTUAL SERVICING PLANCREEKSIDE AREA	DATE	2023 APRIL
SANITARY SEWER LAYOUT	REV	A
	DESCRIPTION	ISSUED FOR INFORMATION

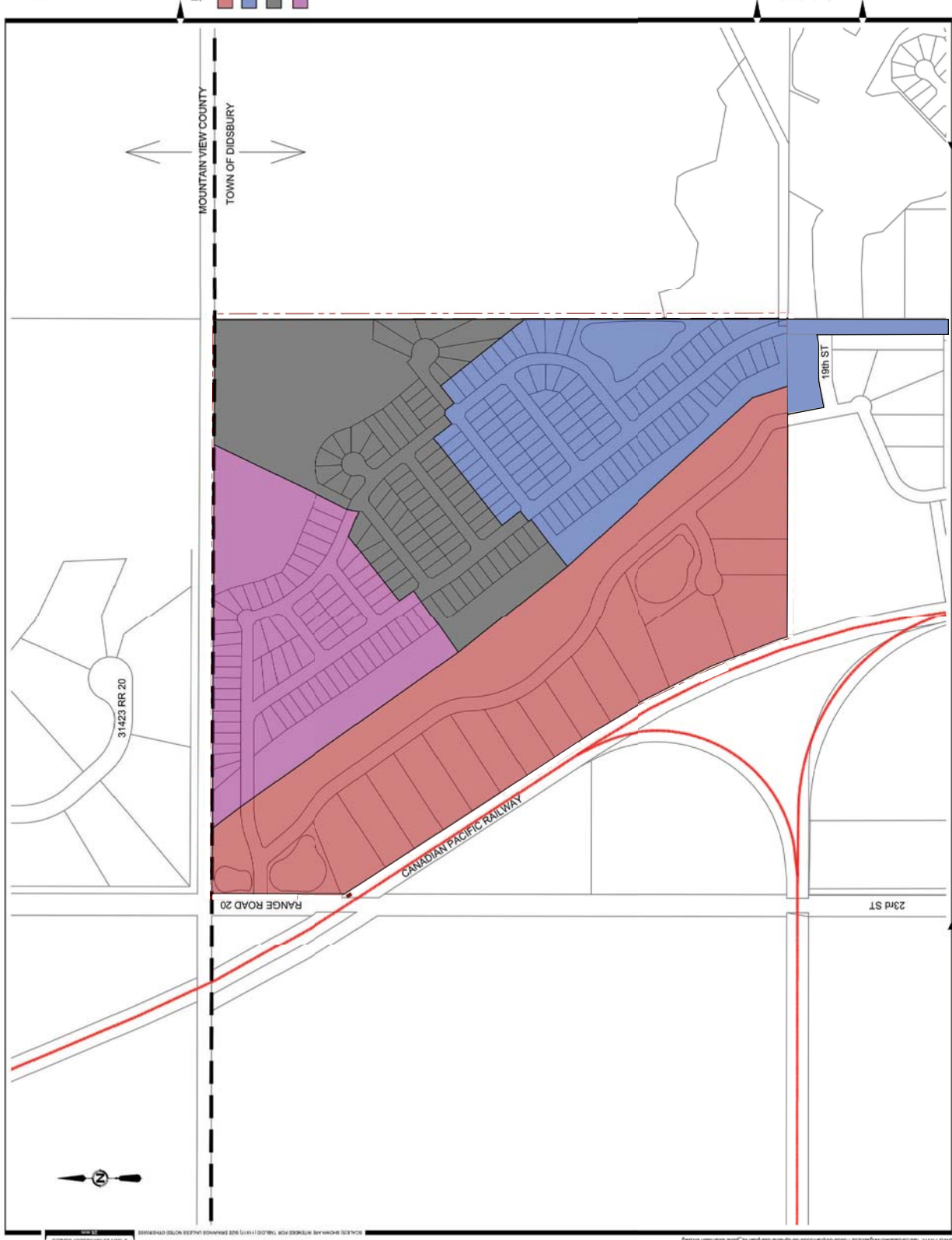


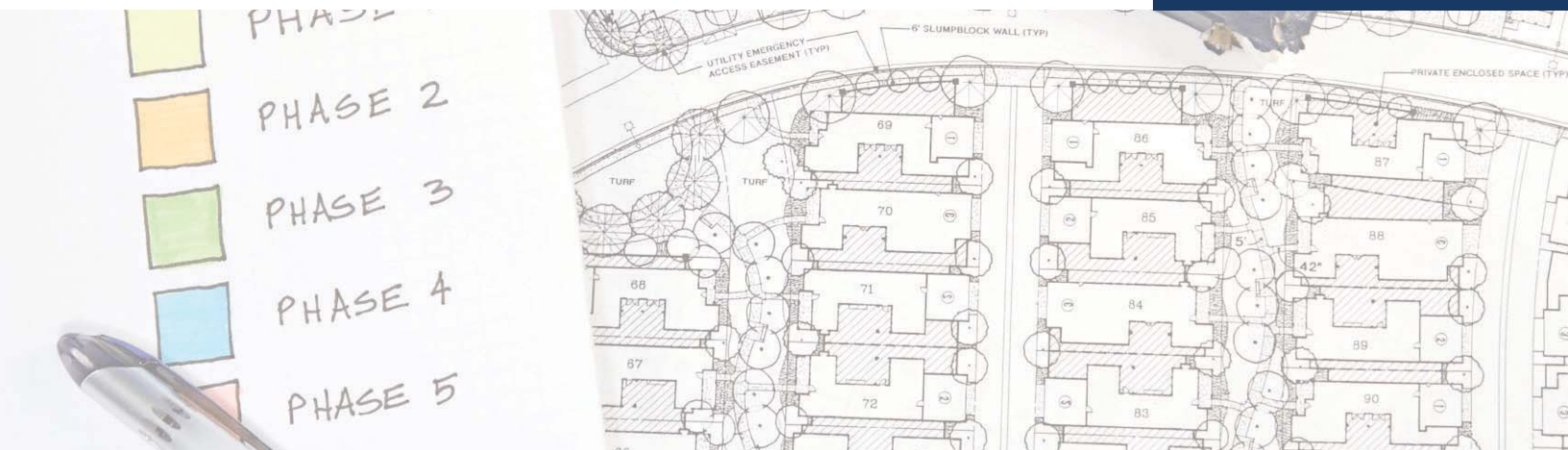
FIGURE 8.1 PHASING PLAN

INTEGRITY PROPERTY MANAGEMENT CORP.

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.

Appendix A to Appendix H Do not form Part of
Schedule A of Bylaw No. 2022-015 (Creekside
ASP)



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

Bylaw MEETING DATE: June 13, 2023
SUBJECT: Bylaw 2022-16 amending MDP Bylaw 2012-09
ORIGINATING DEPARTMENT: Legislative Services

BACKGROUND/PROPOSAL:

Council granted first reading to Bylaw 2022-16 amending the Municipal Development Plan (MDP) on November 8, 2022 and the Public Hearing was reconvened during item 5 of this Council Agenda.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

If Council is satisfied with the result of the Public Hearing, Administration is recommending Council grant second and third reading of Bylaw 2022-16 amending the Municipal Development Plan Bylaw 2012-09.

Please see attached Bylaw 2022-16.

ALIGNMENT WITH STRATEGIC PLAN

1. Strategically Managed Infrastructure
2. Vibrant & Connected Character Community
3. Strong & Resilient Local Economy
5. Governance & Organizational Excellence

RECOMMENDATION (2 separate motions)

That Council grant second reading to Bylaw 2022-16 amending Municipal Development Plan Bylaw 2012-09.

AND

That Council grant third and final reading to Bylaw 2022-16 amending Municipal Development Plan Bylaw 2012-09.

TOWN OF DIDSBURY
Amending Bylaw No. 2012-09 Municipal Development Plan
Bylaw No. 2022-16

A Bylaw of the Town of Didsbury in the Province of Alberta, pursuant to the provisions of the Municipal Government Act, being Chapter M-26-1, of the revised Statutes of Alberta and amendments thereto, to amend Municipal Development Plan 2012-09.

WHEREAS, the Council of the Town of Didsbury deems it necessary to amend Bylaw No. 2012-09: Municipal Development Plan, as amended from time to time;

WHEREAS, Section 632 of the Municipal Government Act, R.S.A., 2000, c.M-26 and amendments thereto authorizes Council to enact a bylaw adopting a Municipal Development Plan

AND WHEREAS Section 191(1) of the MGA and amendments thereto authorizes Council to adopt a bylaw to amend a Municipal Development Plan

NOW THEREFORE, the Council of the Town of Didsbury, in the Province of Alberta, duly assembled enacts the following:

- (1) This Bylaw may be cited as Amending Bylaw No. 2022- 16 to amend the Municipal Development Plan 2012-09, as amended from time to time.
- (2) Bylaw No. 2012-09, being the Town of Didsbury Municipal Development Plan, is hereby amended

NOW THEREFORE, the Council of the Town of Didsbury, in the Province of Alberta, duly assembled enacts as follows:

1. PROPOSED AMENDMENTS

- 1.1. Municipal Development Plan Bylaw No. 2012-09 is hereby amended by replacing *Map A-Overall Land Use Concept* with map as shown in Schedule A
- 1.2. Municipal Development Plan Bylaw No. 2012-09 is hereby amended by replacing *Map B-Residential Lands* with map as shown in Schedule B
- 1.3. Municipal Development Plan Bylaw No. 2012-09 is hereby amended by replacing *Map D-Industrial Lands* with map as shown in Schedule C

2. EFFECTIVE DATE

- 2.1. This Bylaw shall come into upon passing of the third and final reading.

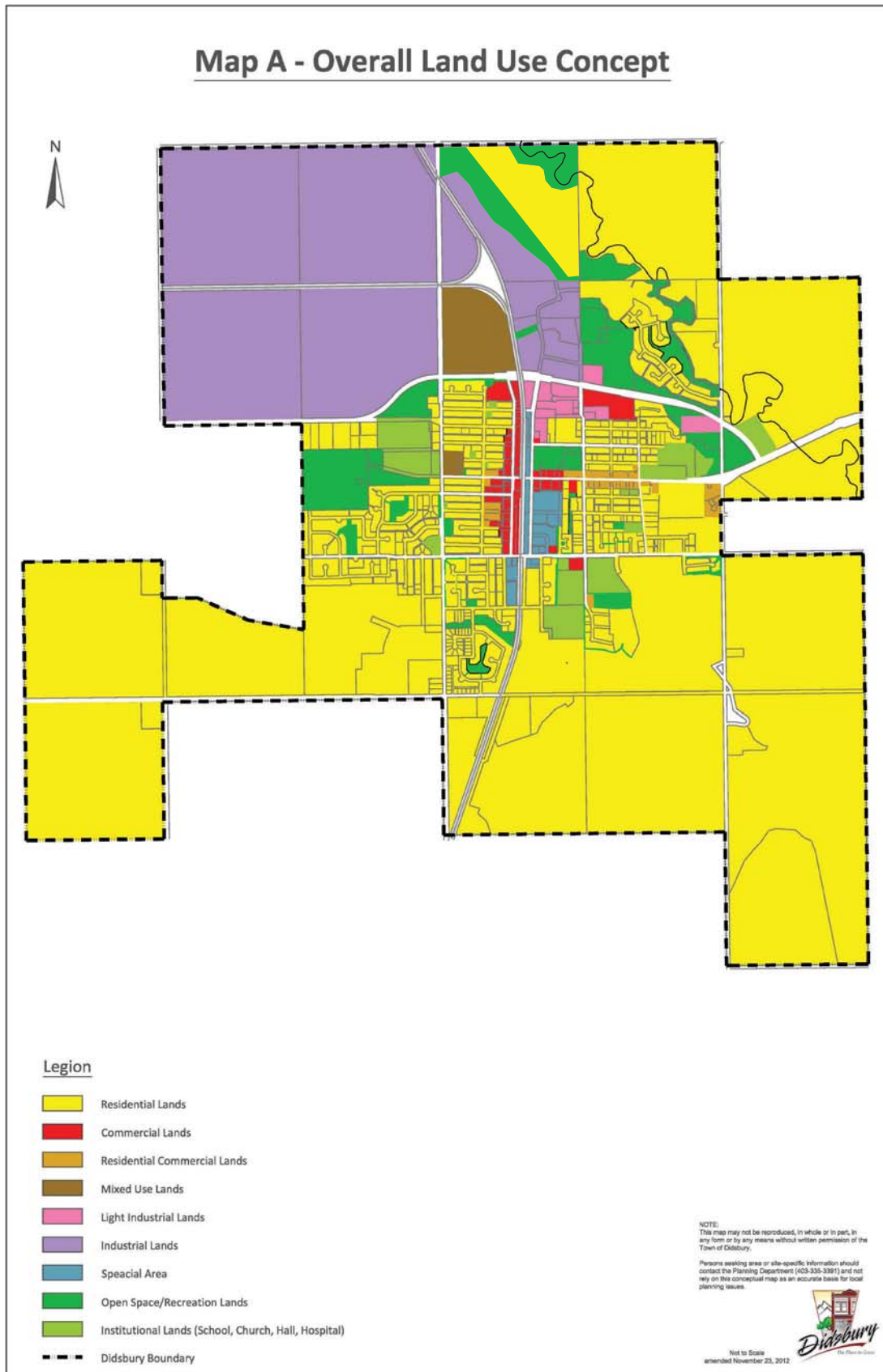
Read a First time on this 8th day of November 2022.

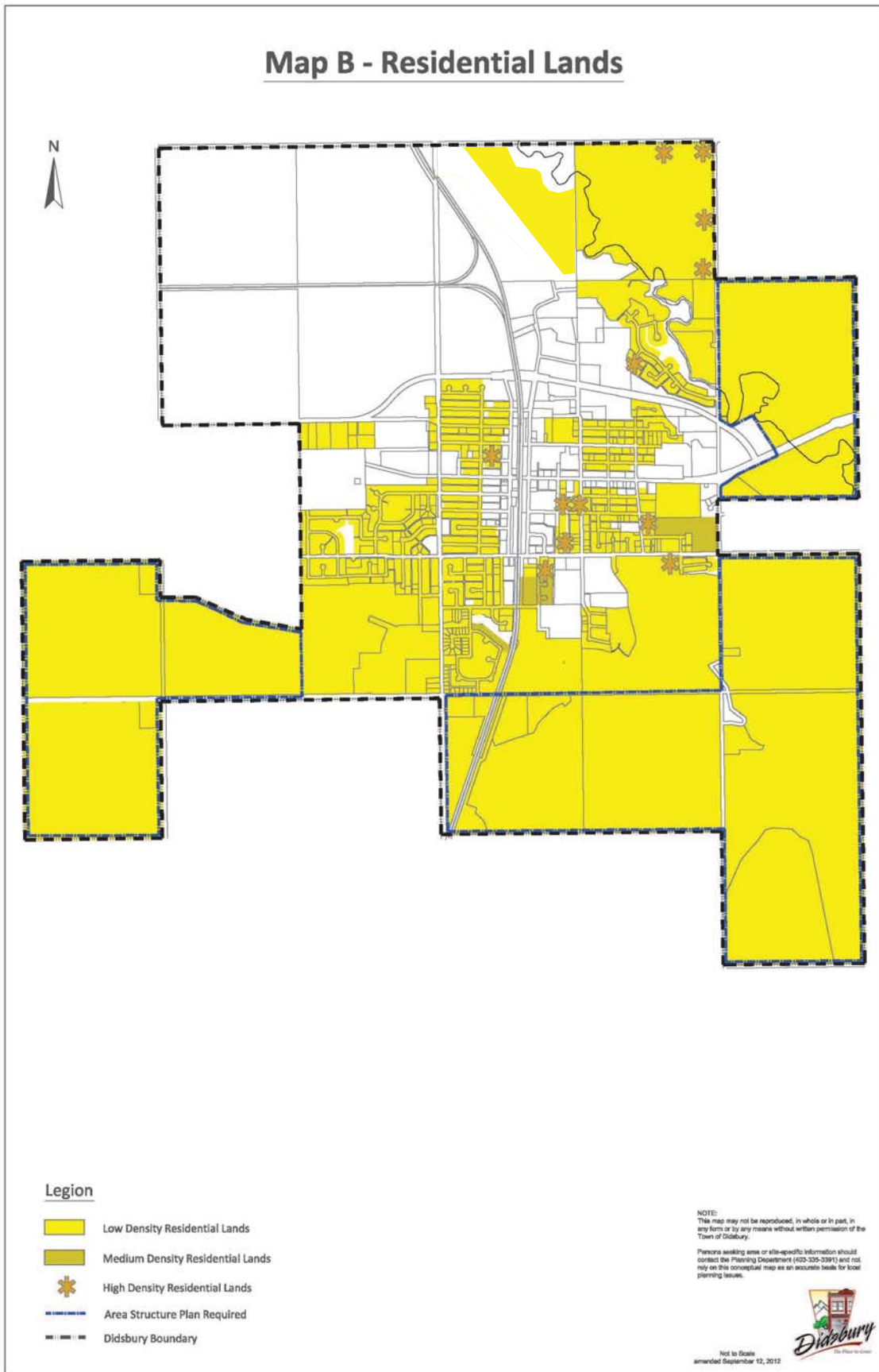
Read a Second time on this _____ day of _____ 2022.

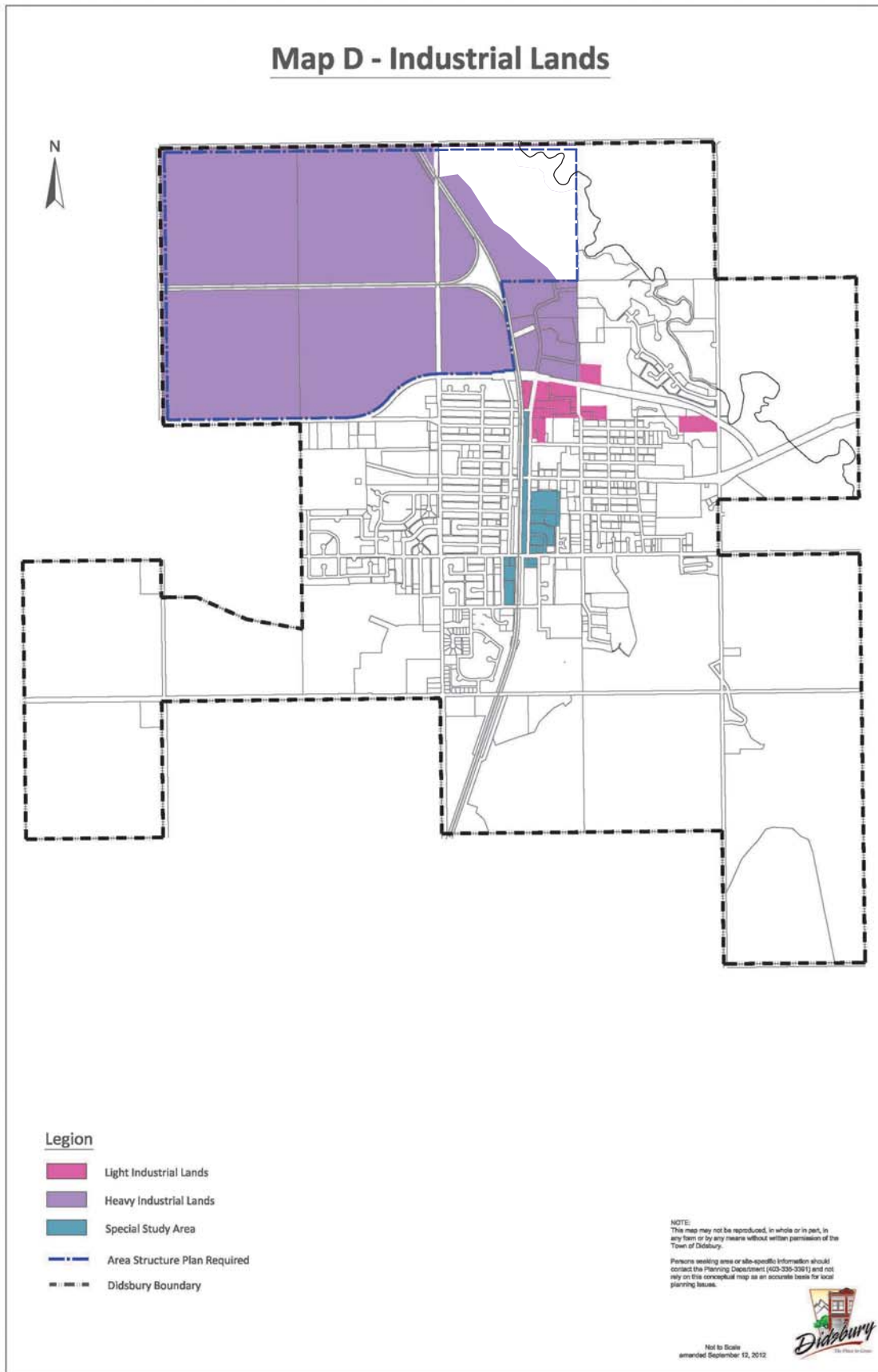
Read a Third and Final time on this _____ day of _____ 2022

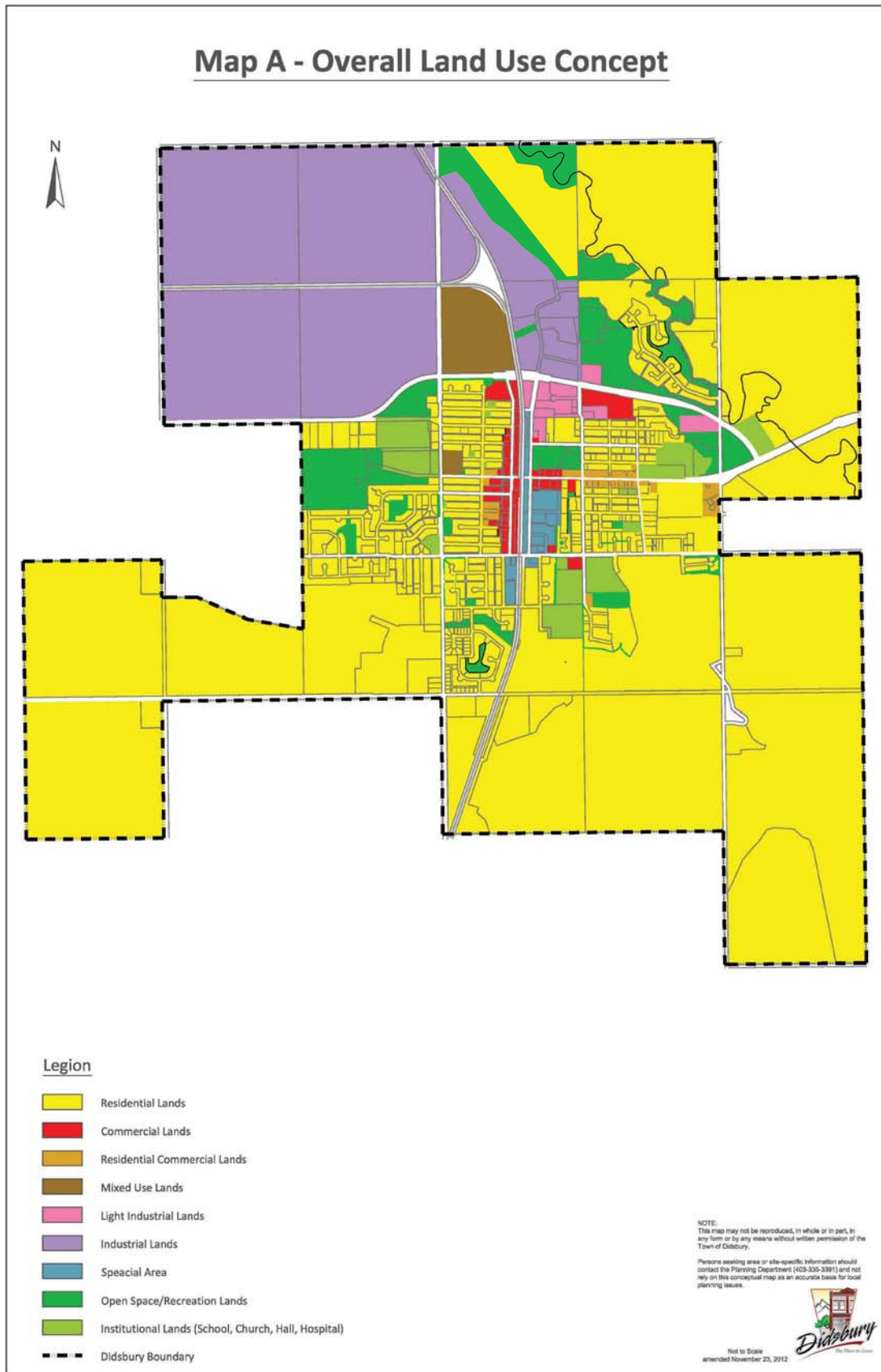
Mayor Rhonda Hunter

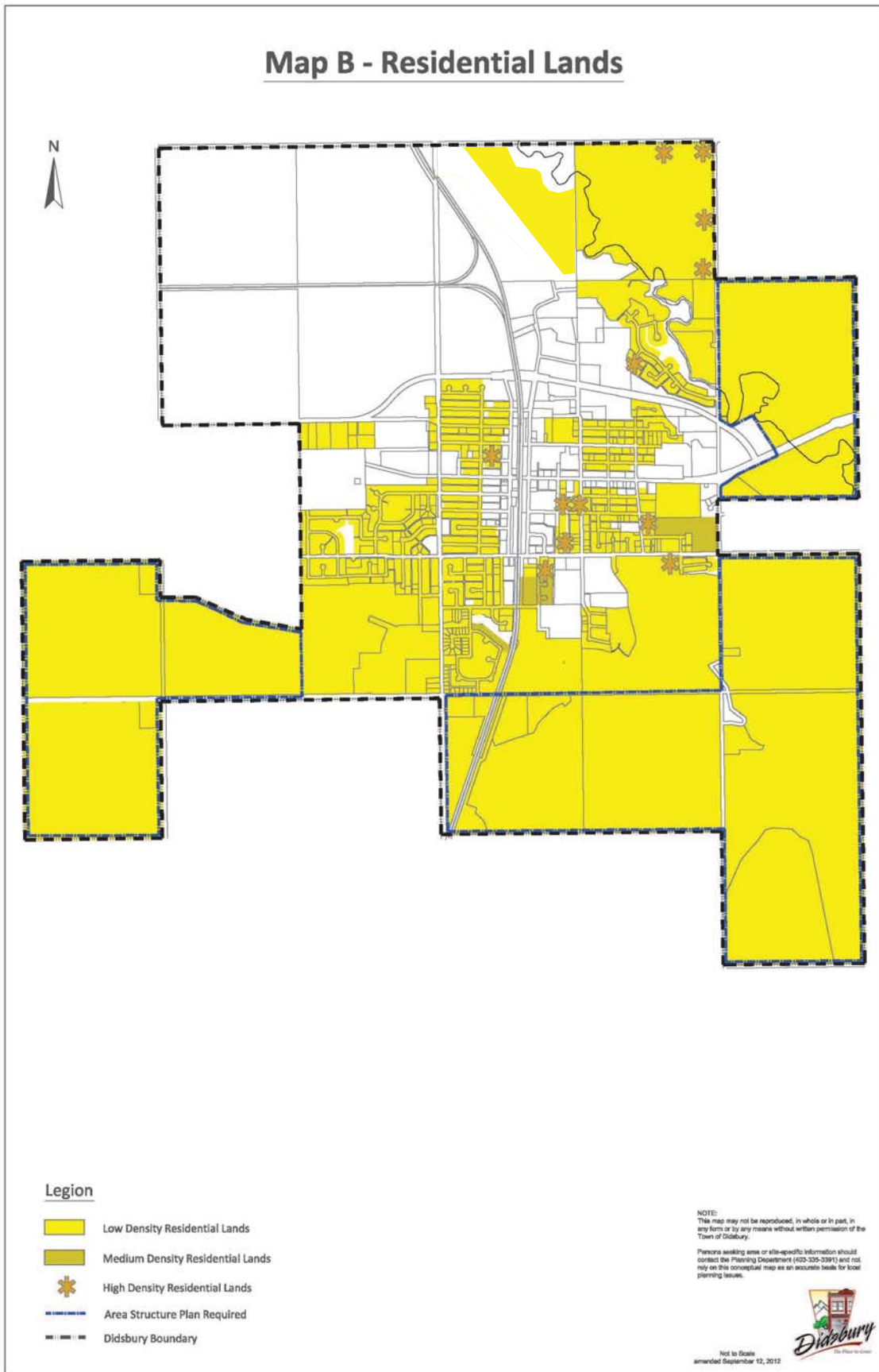
Chief Administrative Officer Ethan Gorner

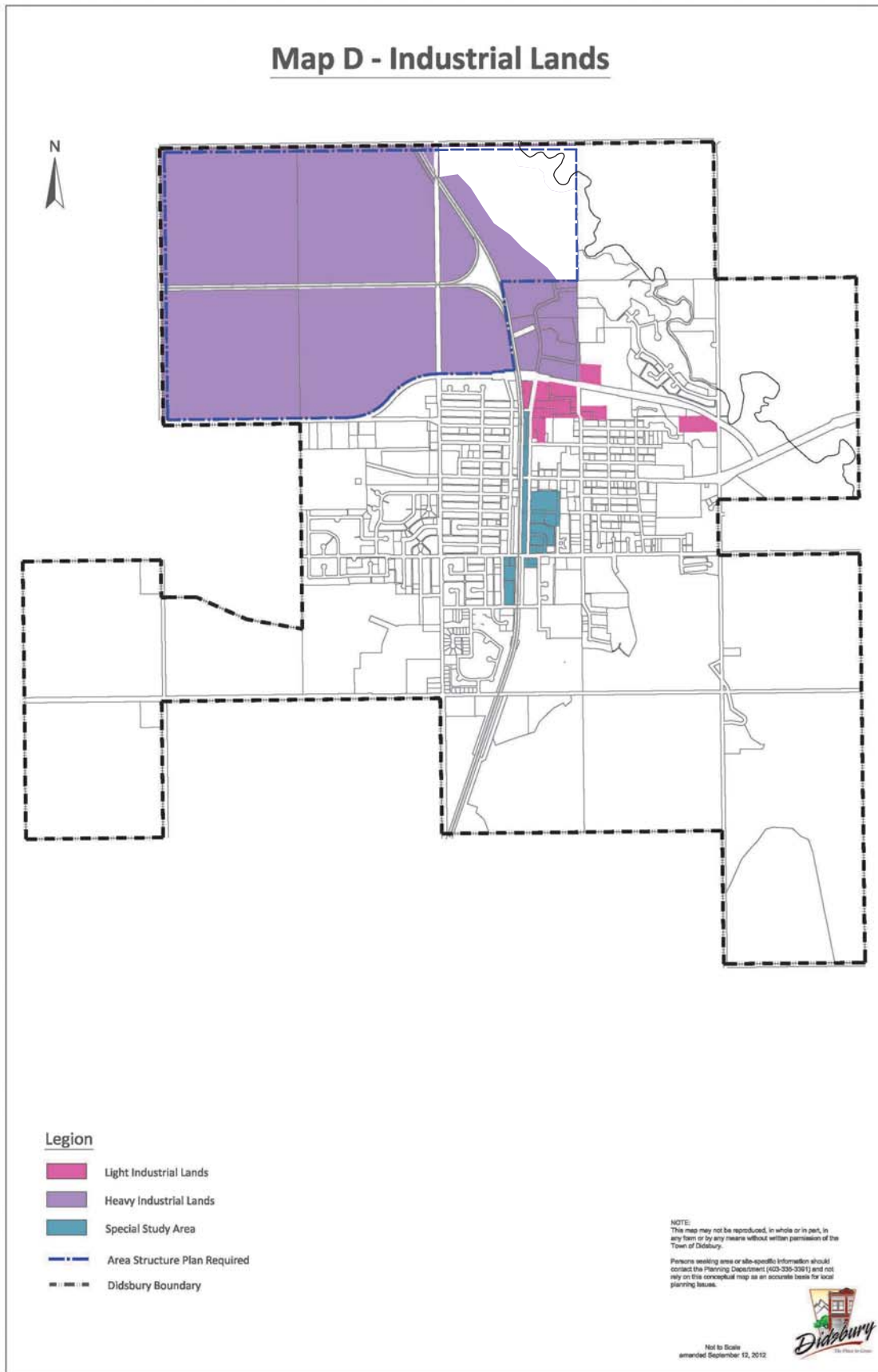














REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: Rosebud Valley Campground–Winter Camping Report
ORIGINATING DEPARTMENT: Community Services

BACKGROUND/PROPOSAL:

At their September 13, 2022 Regular Council Meeting, Council approved a proposal from the operator of the Rosebud Valley Campground to conduct a winter camping trial. This trial ran from October 2022 to March 2023.

An Administrative Report on the success of the trial was to be brought back to Council thereafter.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

Please find attached the Rosebud Valley Campground Winter Camping 2022-23 report.

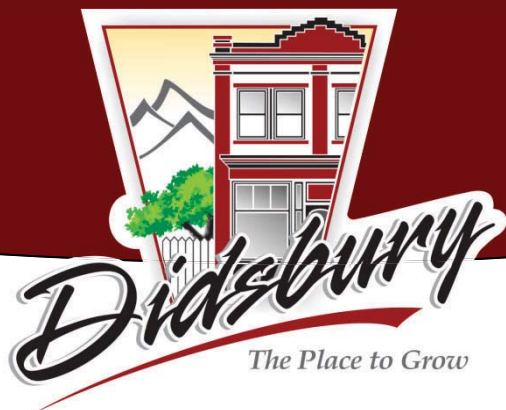
Included in the report is feedback for Council's consideration regarding implementing winter camping on an annual basis; the development of standards for setting up units for winter camping; and fees that could be considered for this service.

ALIGNMENT WITH STRATEGIC PLAN

2. Vibrant & Connected Character Community

RECOMMENDATION

To approve Winter Camping at the Rosebud Valley Campground on an on-going basis, and that administration implement improvements to address the items raised in the report.



REPORT TO COUNCIL

Rosebud Valley Campground – Winter Camping 2022/23

At the September 13, 2022 Regular Council Meeting, a proposal was approved for a winter camping trial at the Rosebud Valley Campground. This trial ran from October 2022 to the end of March 2023, and saw sites along the inner loop (Sites 22-28) available for use with electric service only. Winter camping rates were temporarily set at \$650/month.

Administration has reviewed the financial impacts of this trial period and the information can be found below.

REVENUES

MONTH	FEES COLLECTED
October 2022	\$3841.51
November 2022	\$3171.24
December 2022	\$1945.00
January 2023	\$3891.86
February 2023	\$1535.70
March 2023	\$4986.25
TOTAL	\$19,371.62

According to the Campground Host, tenancy did fluctuate during these months, however they were able to fill vacancies quickly. Guests using the campground were a mix of snowbirds, people working in the area and other regular guests. Five of the winter guests have stayed on for the spring season.

EXPENSES

When considering expenses directly related to the winter trial, the following are of note:

- Garbage collection ceased between October-March annually prior to the trial, so collection during the trial was a direct cost
- Utilities (power, gas, water/wastewater) were consumed during the winter months prior to the trial to supply the office, washrooms and light display. Utility consumption for the winter

trial was calculated by taking the difference between the 2021/22 winter months, when no winter camping occurred, and the 2022/23 winter trial months.

- Off-season contractor costs of \$500/month (October to March) were already included in the budget prior to the trial being approved and therefore not a direct cost of winter camping. No additional contract costs were incurred as a result of the winter trial.

Garbage Collection:

MONTH	COST
October 2022	\$151.92
November 2022	\$151.92
December 2022	\$187.92
January 2023	\$149.76
February 2023	\$148.32
March 2023	\$185.40
WINTER CAMPING IMPACT	\$975.24

Water/ Wastewater:

MONTH	2021/22	2022/23	Difference
October 2022	\$140.55	\$161.56	\$21.01
November 2022	\$37.15	\$101.32	\$64.17
December 2022	\$27.15	\$222.72	\$195.57
January 2023	\$27.75	\$120.69	\$92.94
February 2023	\$27.75	\$150.54	\$122.79
March 2023	\$32.45	\$120.69	\$88.24
WINTER CAMPING IMPACT			\$584.72

Natural Gas:

MONTH	2021/22	2022/23	Difference
October 2022	\$85.43	\$103.95	\$18.52
November 2022	\$89.75	\$159.43	\$69.68
December 2022	\$145.52	\$170.02	\$24.50
January 2023	\$155.84	\$133.61	(\$22.23)
February 2023	\$126.98	\$139.08	\$12.10
March 2023	\$132.22	\$133.95	\$1.73
WINTER CAMPING IMPACT			\$104.30

Power:

MONTH	2021/22	2022/23	Difference
October 2022	\$618.16	\$1381.71	\$763.55
November 2022	\$728.52	\$2351.97	\$1623.45
December 2022	\$975.95	\$2642.41	\$1666.46
January 2023	\$1090.36	\$2003.76	\$913.40
February 2023	\$742.65	\$2047.14	\$1304.49
March 2023	\$734.64	\$2199.62	\$1465.05
WINTER CAMPING IMPACT			\$7736.40

The total cost of utilities related to the winter camping trial totals \$9400.66. After reducing the revenues by this amount, the winter camping trial **profited \$9970.96** for the 2022/23 season.

ADMINISTRATIVE REVIEW:

In addition to the financial review of the winter camping trial, Administration also met with the Campground Host to gather feedback on the trial period. The following items are of note:

- The Host felt that the trial was a success and expressed that it was appreciated by the guests
- The guests built a community at the campground during this time and often rented facilities within Didsbury to host potlucks, games nights, etc.
- Due to snow clearing at the campground, a number of community groups and residents would utilize this area during the winter months for bonfires after sledding at hospital hill, or as an organized activity with their group
- The Christmas light display continues to be well-received by residents and guests alike

In considering implementing winter camping as an ongoing service, the following feedback was also received:

- Standards should be developed for winterizing units, which would include:
 - Screening units to ensure safe heating source operation is available
 - List of acceptable winter skirting materials to ensure safety and aesthetics
- The Campground Host is agreeable to providing this enhanced service at no additional compensation, but requests support for snow removal during the winter months
- A higher monthly fee be charged for winter camping months. Administration suggests \$800/month would be an appropriate fee to account for higher utility costs



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: *The Place to Grow.*

Mission: *Creating the Place to Grow.*

MEETING DATE: June 13, 2023
SUBJECT: Summer Sunday Funday Proposal
ORIGINATING DEPARTMENT: Community Services

BACKGROUND/PROPOSAL:

The Community Services Department of the Town of Didsbury, in collaboration with Didsbury Family and Community Support Services, is currently in the planning stages of a new annual community event. The event, known as the *Summer Sunday Funday*, is scheduled to take place on Sunday, August 13, 2023, from 2:00 p.m. to 5:00 p.m.

Building on the success of last summer's slip and slide event, this community-oriented event will feature various attractions, including the 150-foot Slip & Slide in partnership with the Didsbury Fire Department, as well as food trucks, children's activities, live music, and, potentially a Beer Garden hosted by a community-group.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

As we begin to extend invitations to local community groups to join and participate in this event, we request Council's endorsement of this community event. Council's support of the event will lend credibility to the *Summer Sunday Funday*, increasing its visibility and encouraging broader participation. We welcome Council's involvement on the day of the event as well.

Please find attached a proposal for the *Summer Sunday Funday* event, listing all activities that we are hoping to include.

ALIGNMENT WITH STRATEGIC PLAN

2. Vibrant & Connected Character Community

RECOMMENDATION

That the *Summer Sunday Funday* event for August 2023 be approved as presented.



EVENT PROPOSAL: August 13, 2023, from 2 – 5 p.m. at Didsbury Memorial Park

Building upon the success of our previous "Community Block Party," we aim to highlight the exceptional diversity, talents, and vibrant spirit of our local groups and businesses. The centrepiece of the event will be the thrilling 150-foot Slip & Slide, in collaboration with the Didsbury Fire Department, accompanied by live music and tantalizing food trucks. We are actively seeking enthusiastic groups and businesses to contribute to and enhance this event, along with Council's endorsement and permission to allow for a Beer Garden to take place.

The Summer Sunday Funday Community Event is designed to provide a vibrant and engaging experience for our community members. The below features are not yet confirmed as this is a visionary proposal and Community Services is currently in the planning phase of this event.

- **Live Music:** Musicians will perform for the duration of the event, creating an enjoyable atmosphere for attendees. If Live music cannot be confirmed, we will move to have a DJ service OR provide music internally through Community Services.
- **150-Foot Slip and Slide:** An exhilarating water slide, perfect for families and individuals seeking excitement and laughter. This feature will include working with the Didsbury Fire Department.
- **Community Organization Participation:** Local non-profit organizations, community groups, and businesses will have the opportunity to host an event feature such as a bounce castle, yard games, dunk tank, etc.
- **Community Ball Game:** Didsbury Minor Ball/SoftBall will be asked if they'd be interested in hosting a community ball game in one of the diamonds.
- **Activities for Kids:** A dedicated area with interactive games, balloon animals, and other age-appropriate activities, ensuring an enjoyable experience for children.
- **Community Street Hockey Game:** Didsbury Minor Hockey/Didsbury Recreation Hockey will be asked if they would be interested in hosting a community street hockey game at the end of 16th Street.
- **Food Trucks:** A diverse selection of food trucks will be present, offering a wide range of delicious cuisines to cater to different tastes.
- **Beer Gardens:** A designated area where adults can relax and enjoy responsibly served beverages from local breweries and/or local businesses. This is a potential opportunity for a local community group to organize, assume all responsibility, and fundraise for their organization.
- **And more:** We are actively working to add additional attractions and surprises to make this event memorable for everyone!



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: *The Place to Grow.*

Mission: *Creating the Place to Grow.*

MEETING DATE: June 13, 2023
SUBJECT: Bethany Care Project
ORIGINATING DEPARTMENT: Legislative Services

BACKGROUND/PROPOSAL:

Members of the Bethany Care Foundation submitted a letter to Council requesting a *letter of support* from Council. The Foundation will include this letter in applications for funding, to be sent to various foundations, companies, and government agencies. Council approved to provide a letter of support to the Bethany Care Foundation at the April 25, 2023 Regular Council Meeting.

At the May 9, 2023 Regular Council Meeting, the Bethany Care Foundation presented to Council their project to build a pathway and gazebo on the south side of the property, where the Bethany Didsbury entrance is located. The pathway/gazebo will be open to the residents of Bethany Care and to the Didsbury community.

It was at this meeting that the Bethany Care Foundation requested funding from the Town in the amount of \$8,000 to be used towards this project.

At the May 16, 2023 Committee of the Whole Meeting, the Committee considered the request and explored potential funding options. After consideration, they are recommending the approval of a donation to the Bethany Care Foundation for their pathway/gazebo project in the amount of \$8,000. They had asked administration to explore potential funding sources.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

Administration is proposing that Council use the 'In Lieu of Municipal Reserve' Fund which currently holds \$65,000. The Town holds funds in lieu of Municipal Reserves which may only be used by the municipality for any of the following purposes:

- (a) A public park;
- (b) A public recreation area;
- (c) School Board purposes;
- (d) To separate areas of land that are used for different purposes.

Administration received legal advice that this type of project could qualify for the utilization of municipal reserve funds, but that the town would have to take measures to ensure the lands be continue to be available to the public, by using such tools as a restrictive covenant that would be registered on title. The Bethany Care Foundation was supportive of this. .

ALIGNMENT WITH STRATEGIC PLAN

2. Vibrant & Connected Character Community

RECOMMENDATION

To approve a donation of \$8,000 to the Bethany Care Foundation for the pathway and gazebo project located at Bethany Didsbury, to be funded from the In Lieu of Municipal Reserve Fund and that the availability of these funds be conditional upon measures being taken to ensure the lands remain available to the public going forward, when the project is completed.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: Reservoir – Site Option
ORIGINATING DEPARTMENT: Engineering & Infrastructure

BACKGROUND/PROPOSAL:

Resolution 255-23 "...explore the location of the 15A playground land and explore potential alternative locations including the Memorial Complex Outlying Plan."

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

Following direction given by Council, Administration evaluated the Memorial Complex Outlying Plan to determine if a suitable location could be identified within the plan area.

The Outlying Plan contains a conceptual recreational facility layout for the green spaces along with revitalized parking facilities.

It is possible to construct recreational facilities on buried reservoirs; however, the proposed staged construction of the two underground reservoirs presents a risk to any recreational facility installed on top of or within the vicinity of the first stage reservoir. Administration does not recommend constructing the reservoir within the current green spaces.

The plan includes the parking lot to the south of the complex. The southwest parking lot is currently gravel and used intermittently by complex users, the film industry, and a local commercial business for large vehicle staging. The location also contains the RV sanitary dump facility.

The southwest parking lot is of suitable size to install the reservoirs and pump house. As with recreation facilities, public parking facilities could be permitted on top of the reservoir. It is important to note that weight restrictions could impact some users of the space.

The cost to construct the reservoir and pump house will be marginally impacted by the reservoir location. Issues such as material delivery and off-loading, along with room for a suitable staging area, will impact the duration and the cost of construction. A lower cost to construct would be anticipated at the Memorial Complex.

The other cost element is connectivity cost, which will be marginally impacted by the location of the reservoir. Given the southwest parking lot's accessibility to north/south corridors and proximity to the supply line along Hwy 582, the cost to construct the supply and distribution system would be lower at this location than at the playground site.

The Memorial Complex southwest parking lot, with distribution upgrades, satisfies the recommendations within the Water Distribution Master Plan.

ALIGNMENT WITH STRATEGIC PLAN

1. Strategically Managed Infrastructure

RECOMMENDATION

Council approve the southwest parking lot of the Memorial Complex for the future site of the East Reservoir.

AND

To approve proceeding with the preliminary engineering design for Phase 1, with revised construction cost estimates for Phase 1 & 2 to be brought back to Council, when available, for further consideration

Or

Accept as Information



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: Mill and Overlay – Enhanced Scope of Work
ORIGINATING DEPARTMENT: Engineering & Infrastructure

BACKGROUND/PROPOSAL:

Council approved a \$300,000 budget to complete mill and overlay asphalt repairs along 20 Street from 20 Avenue to approximately 17 Avenue. Council awarded the mill and overlay scope of work for approximately \$177,000.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

The difference between the cost of construction and the approved budget presents an opportunity to complete more restorative work within the commercial corridor.

ALIGNMENT WITH STRATEGIC PLAN

1. Strategically Managed Infrastructure

RECOMMENDATION

To approve that Administration proceed with an enhanced scope of work in accordance with the approved budget.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: Cul-de-Sac Speed Limit
ORIGINATING DEPARTMENT: Legislative Services

BACKGROUND/PROPOSAL:

A letter has been received from concerned residents regarding vehicles speeding within their cul-de-sac. The speed limit in the Town of Didsbury is 50 km/h, unless posted otherwise (playground zones, school zones, highways, etc.).

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

The attached letter from residents of Silverstone Place would like Council to consider reducing the speed limit in their cul-de-sac. In addition, they would like new signs posted, including “children at play”.

In consideration of this request, Administration is recommending that this item be referred to the Performance Evaluation Committee to consider the reduction of speed limits in all cul-de-sacs within the Town.

ALIGNMENT WITH STRATEGIC PLAN

1. Strategically Managed Infrastructure
2. Vibrant & Connected Character Community

RECOMMENDATION

To refer the reduction of speed limits in cul-de-sacs in the Town of Didsbury to the Performance Evaluation Committee and bring back a recommendation to Council.

Town of Didsbury

160614St.

Didsbury, AB TOM 0W0

C/O Mayor Rhonda Hunter and Town Council Representatives; CAO Ethan Gomer

Residents of Silverstone Place

Didsbury, AB, TOM 0W0

Dear Mayor Hunter, Town Council and Mr. Gomer,

We are writing today as representatives of the residents of the Silverstone Place cul de sac. The purpose of this letter is to respectfully request consideration and approval of a modified speed limit for our street and for a posted speed limit and "children at play" signs to be installed at the entrance to the cul de sac.

The layout of our cul de sac is such that while it is an enclosed space, it dog legs to the right in such a way that upon entering the street you cannot see the end of the cul de sac. The greater "circular" part of the cul de sac lies beyond the blind corner and is a popular place for children to play on their bikes, scooters, skateboards and on foot. There are regularly children from around the neighbourhood out running between houses as they engage in a multitude of games. We, the residents of Silverstone Place are concerned that the standard speed limit of the town, 50km/hr, presents a significant risk of a child being struck by a vehicle as it comes around that corner. While we as a community are taking steps to educate our children on road safety, including reaching out to local RCMP members to have a discussion with the kids, we do not wish to discourage their outdoor play and feel that it is necessary to reduce the speed limit of the cul de sac and introduce signage to increase driver vigilance.

In addition, the walking paths that pass between #11 and #15 Silverstone and #39 and #34 Silverstone are regularly used by Didsburians making their way from Southridge toward 15th Avenue, and vice versa. This is a particularly popular route for children heading to and from school in the mornings and evenings, when people are also heading to work or returning from work. This means that there is increased foot traffic through our neighbourhood at these peak times of the day, significantly increasing the risk of a vehicle/pedestrian incident. Our cul de sac does not have sidewalks so all pedestrian traffic cuts right across the street. It would also be helpful to have proper signage at the points where these paths meet our street as the path between #11 and #15 Silverstone is obscured by a hedge, so it is impossible to see children, often on bikes, until they are swinging out onto the road of Silverstone Place. There have been more than a few near misses at that intersection between cars and bikes.

We hope that you can appreciate our concerns and will work swiftly to implement measures to keep our children safe. Please find attached the names, addresses and contact information for community members who support this request.

Sincerely,

The Residents of Silverstone Place



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: Reserve Policy Development
ORIGINATING DEPARTMENT: Corporate Services

BACKGROUND/PROPOSAL:

At the March 14, 2023 RCM, Council referred the development of an unrestricted surplus policy to the Strategic Planning Committee (SPC) for consideration. At the May 9, 2023 Regular Council Meeting, Council approved the renaming of the 'Tax Stabilization Fund' to the 'Strategic Initiatives and Contingency Reserve' to be utilized for strategic and contingency type operations and projects. They referred this item to the SPC to make recommendation to Council on the principles of funding this reserve.

Both of these items would require changes to the reserve policy; therefore, they are brought back as one item for Council to consider.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

At the May 26, 2023 SPC meeting, information regarding unrestricted surplus was reviewed. Unrestricted surplus is the accumulation of all previous year's surpluses and deficits in accordance with Public Sector Accounting Standards. During this discussion with the Committee, Administration recommended the focus be on the current year surplus and whether cash is available to fund the amount reserved at year end. The Town already has a policy addressing the annual surplus and, therefore, the Committee is recommending that a policy regarding unrestricted surplus is not required.

At the same meeting, the Committee reviewed options for funding the Strategic Initiatives and Contingency Reserve and is recommending that the reserve be funded annually from the remaining unallocated surplus. This information is required to be incorporated into the Town's reserve policy.

There have been other changes that have occurred in the organization which require updates to the Reserve Policy. In addition, to align with the work being done on Asset Management, the Committee is recommending that the Town's Reserve Policy FIN-007 be reviewed and updated by Administration to address these points.

ALIGNMENT WITH STRATEGIC PLAN

1. Strategically Managed Infrastructure
5. Governance & Organizational Excellence

RECOMMENDATION

That Administration update Policy FIN 007 – Reserves, including incorporating the Strategic Initiatives and Contingency Reserves funding principles as presented, and to refer it to the Strategic Planning Committee for consideration.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: Awarding of the 2023 DHS Scholarship
ORIGINATING DEPARTMENT: Legislative Services

BACKGROUND/PROPOSAL:

To recognize the contributions made to the Town of Didsbury by local youth, Council may award an annual High School Scholarship to a high school student who resides within the Town and is graduating in the current academic year and is attending an accredited post-secondary institution in the upcoming academic year.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

To be eligible for the Award, the student must:

- be a resident of the Town of Didsbury
- be in their final year of high school
- maintain a good academic standing in their high school programs

The Award will be presented to a graduating Grade 12 student who demonstrates a good attitude, is involved in extra-curricular activities, shows enthusiasm and initiative, has demonstrated involvement in voluntary community activities, and exhibits leadership qualities.

The selection decision is based on the following principles:

- The applicant's involvement in the local community contributes to the success of the community
- The applicant's past and current involvement in the community will translate into future involvement and leadership in the community
- The applicant is deserving of recognition for contributions to the community

The amount available for High School Scholarship Award(s) 2023 will be \$1500.00.

Depending on the number of applications received, Council has the option to award the funds to all applicants with funds evenly split, or to choose one or more candidates they feel deserve the award in an amount within the budget.

All applications received on or before the due date will be reviewed at the Closed Session of this agenda.

ALIGNMENT WITH STRATEGIC PLAN

2. Vibrant & Connected Character Community

RECOMMENDATION

To accept the Awarding of the Town of Didsbury High School Scholarship as information pending the discussion in Closed Session.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: Council Summer Schedule
ORIGINATING DEPARTMENT: Legislative Services

BACKGROUND/PROPOSAL:

At the Organizational Meeting in October 2022, Council set the summer break to be scheduled from July 16, 2023 to August 12, 2023, by removing the second meeting in July (July 25) and the first meeting in August (August 8). The break allows for town staff to catch up on administrative operations and allows for staff and Council to take holidays. In years prior, Council has taken the entirety of July and August, which is similar to the surrounding municipalities in the region.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

In recognition of Council's busy schedule so far this year (assignments, workshops, boards, commissions, committees, and regular council business) it is recommended that Council consider removing the August 22 meeting from the calendar.

If necessary for any urgent business that arises, a Special Council Meeting may be called in accordance with the *Municipal Government Act* (MGA).

The highlighted area in blue is Council Summer Break.

July						
Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

August						
Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September						
Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

ALIGNMENT WITH STRATEGIC PLAN

5. Governance & Organizational Excellence

RECOMMENDATION

That the August 22, 2023 Regular Council Meeting be removed from the Council schedule.



REGULAR COUNCIL MEETING Request for Decision (RFD)

Vision: The Place to Grow.

Mission: Creating the Place to Grow.

MEETING DATE: June 13, 2023
SUBJECT: Correspondence & Information
ORIGINATING DEPARTMENT: Legislative Services

BACKGROUND/PROPOSAL:

Correspondence received from other agencies and departments of the Town, which may be of importance and interest, is being provided for Council's review and information.

DISCUSSION/OPTIONS/BENEFITS/DISADVANTAGES

Please find attached:

- Ukrainian-Canadian Congress – Ukrainian Day Recognition
- Alberta Municipalities – RCMP Retroactive Pay

ALIGNMENT WITH STRATEGIC PLAN

5. Governance & Organizational Excellence

RECOMMENDATION

To accept the correspondence items presented as information.

Dear Mayor and Esteemed Council Members,

I hope this email finds you in good health and high spirits. I am writing to extend a warm invitation to you and the entire council to join us for the annual Ukrainian Day celebration, organized by the Ukrainian Canadian Congress - Alberta Provincial Council (UCC-APC). This highly anticipated event will take place on Sunday, August 20, 2023, at the picturesque Ukrainian Cultural Heritage Village.

Ukrainian Day holds great significance in our community and has been a cherished tradition for over 70 years. It is a joyous occasion where we come together to celebrate Ukrainian culture, heritage, and the vibrant contributions that Ukrainian Canadians have made to our society.

To provide you with more detailed information about the event and the various sponsorship opportunities available, we have attached our Sponsorship Package to this email. Should you have any questions or require further information, please do not hesitate to reach out to our office via phone or email at info@uccab.ca.

On behalf of the UCC-APC Ukrainian Day Committee, I extend our heartfelt thanks for considering our invitation. We truly hope that you and your esteemed council members will be able to join us in celebrating Ukrainian culture, heritage, and community spirit.

Thank you for your attention, and we look forward to the honor of your presence at Ukrainian Day.

UCC-APC Ukrainian Day Committee

Orysia Boychuk, President

Ukrainian Canadian Congress – Alberta Provincial Council

[Click here to subscribe to our e-newsletter!](#)

Follow us on [Facebook](#) and [Instagram](#)

Contact us:

#8, 8103 127 Avenue

T5C 1R9, Edmonton, AB

(780)414-1624

May 30, 2023

Her Worship Rhonda Hunter
Mayor of the Town of Didsbury
Box 790
Didsbury, AB T0M 0W0

Dear Mayor Hunter:

Thank you for your May 16 letter regarding RCMP retroactive pay. I appreciate that this has been a frustrating situation for municipalities that contract the RCMP as their municipal police service provider.

As you note, I mentioned at our 2023 Spring Municipal Leaders Caucus that municipalities have the option to take up to two years to pay the full amount of retroactive salary owing. I also sent an email with further details to ABmunis members on April 14 (see attached). While ABmunis supports the Federation of Canadian Municipalities' advocacy on this topic, we understand the federal government has communicated that their decision on retroactive pay is final. We are not planning to undertake further advocacy at this time, so we have not asked members to notify us of their plans for repayment. This means that I am not able to tell you how many municipalities are paying in full, compared to how many are taking advantage of the option to delay payment until 2025.

With respect to municipalities having a voice in negotiations, the ABmunis Board strongly agrees with your statement that "we all need to be part of the solution in this negotiating process." However, both municipal and provincial/territorial RCMP contract partners have struggled not only to influence negotiations, but even to receive basic information about what is being negotiated. The RCMP Contract Management Committee (CMC) is the primary forum for consultation, analysis, and communication between local governments, provincial and territorial governments, the federal government, and the RCMP regarding the management of the Provincial and Municipal Police Services Agreements. Tanya Thorn, Mayor of the Town of Okotoks and ABmunis Director of Towns South, represents ABmunis at this table. While the CMC receives updates from Treasury Board and Secretariat Canada (TBSC) on collective bargaining, due to the confidentiality surrounding labour negotiations, TBSC is challenged to share meaningful updates that would assist contract partners in budgeting and planning for police services. This issue has been repeatedly raised by both municipalities and provinces/territories; before the current round of collective bargaining began in January 2023, ABmunis and other municipal associations sent a joint letter to TBSC (attached), once again outlining the need for better information sharing and clearer communication to RCMP contract partners.

Last week, CMC officials were advised that the next round of contract negotiations have advanced and are now primarily focused on monetary considerations. An agreement could be reached as soon as eight to ten weeks, which would result in minimal retroactive pay impacts. However, TBSC has not shared any details around what salary increases might look like. The next round of negotiations is scheduled for June 6 to 8, which is just prior to the next CMC meeting on June 13. We will share any further updates with our members immediately following that meeting.



I hope this information is useful and please don't hesitate to contact me by email at president@abmunis.ca or by phone at (780) 868-5103 if you have additional questions or concerns.

Sincerely,

Cathy Heron
Alberta Municipalities President

CC: Town of Didsbury Council
 Ethan Gorner, Chief Administrative Officer
 Her Worship Trina Jones, Mayor of the Town of Legal and Director of Towns East for ABmunis
 Krista Gardner, Councillor for the Town of Calmar and Director of Towns West for ABmunis

Enclosures:

1. ABmunis April 14 Email to Members re: Update on RCMP Retroactive Salary Costs
2. Joint letter to Treasury Board and Secretariat Canada re: 2023 collective bargaining process

From: [Cathy Heron](#)
To:
Subject: Update on RCMP Retroactive Salary Costs
Date: Friday, April 14, 2023 1:35:01 PM
Attachments: [Email to Mayors and CAOs re update on RCMP retroactive salary costs - Attachment 1 - FCM Draft Resolution.docx](#)
[Email to Mayors and CAOs re update on RCMP retroactive salary costs - Attachment 2 - FCM Draft News Release.docx](#)

Dear Municipal Colleagues:

With the release of the federal budget in March 2023, Public Safety Canada confirmed that the federal government is passing along the costs of RCMP retroactive salary increases to the contract partners. Public Safety Canada has advised that invoices for the total retroactive amounts owing, along with letters enclosing a Confirmation of Intent document, have been sent to all municipalities that contract the RCMP as their police service. Public Safety Canada requests that municipalities complete and submit the Confirmation of Intent document by April 15, 2023, to indicate whether they will:

1. Pay the invoice in full within the 45 days stated in the Municipal Police Service Agreement (MPSA); or,
2. Request an extended payment schedule with up to two years to pay in full (i.e. until March 31, 2025).

Please note that ABmunis has learned this morning that the April 15, 2023, deadline for submitting the Confirmation of Intent document has now been extended to May 15, 2023.

Since this decision was announced, both [FCM](#) and [ABmunis](#) have issued statements to the media and written to the Minister of Public Safety Canada expressing our disappointment. ABmunis has also explored the feasibility of a legal challenge. Last year, we commissioned a legal opinion from Reynolds Mirth Richards & Farmer (RMRF) on whether RCMP retroactive salary increases can be charged to municipalities under the terms of the MPSA. The opinion indicated that there is a compelling argument for retroactive pay not being an appropriate cost under the MPSA. However, there is still a high risk that such an argument will not be successful if the matter were to be resolved judicially, as differing interpretations of the relevant clauses in the agreement would lead to different outcomes. The legal opinion therefore recommends that any dispute proceed under the alternative dispute resolution process outlined in Sub article 20.6 of the MPSA.

After careful consideration, ABmunis has decided not to pursue any collective dispute resolution or legal action against the Federal Government. This determination is based on the considerable quoted legal costs and the high likelihood of either course of action being unsuccessful. We acknowledge that individual MPSA municipalities may wish to explore the dispute resolution clause as outlined in their MPSA, as they may be able to do this at a reduced legal cost or by using their internal legal resources. Similarly, we cannot in good faith advise any of our members to refuse to pay these invoices when the potential repercussions of non-payment are unknown.

In terms of next steps, ABmunis will focus our attention on the current round of collective bargaining to help ensure contract partners are provided with more accurate cost estimates and

timelines as bargaining progresses. ABmunis will continue to support FCM's advocacy efforts on this file and we also encourage our members to support FCM's continuing advocacy on this topic by using the attached documents:

- A draft resolution, which can be adopted and used to ensure a resolution opposing this decision is swiftly passed at your next municipal council meeting.
- A draft press release, which you can use to articulate their position on this important development in line with FCM's ongoing advocacy. This resource may be useful in engaging with local media or Members of Parliament.

If you have not received an invoice or letter from Public Safety Canada, please contact Ministry staff at ps.cmcsec-cgesec.sp@ps-sp.gc.ca. As always, please feel free to reach out to me directly if you have other questions or concerns.

Sincerely,



NOVA SCOTIA
FEDERATION OF
MUNICIPALITIES

Stephen Diotte
Executive Director of Strategic Compensation Management
Treasury Board of Canada Secretariat (TBS)

Dear Mr. Diotte:

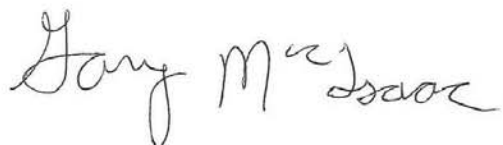
Thank you for your November 22, 2022, presentation to the Contract Management Committee (CMC) on the upcoming round of collective bargaining between the National Police Federation (NPF) and the federal government. During this presentation, you requested feedback from provincial/territorial and municipal representatives at the table on two key questions. Please see our joint responses below.

1. What kind of information would have been useful to have in the first round?
 - Agreed-upon joint statements from TBS and NPF that outline bargaining priorities, items in scope for negotiation, timelines, and progress updates. Such statements could be issued at the beginning of the bargaining process and after key milestones are achieved and/or negotiations on specific items are concluded.
 - An estimated range of the net impact on costs to contract partners.
 - Previous bargaining priorities from the first round of negotiations, such as the proposals that NPF withdrew after the competitive wage increase was offered.
2. What do you suggest would be the most effective manner to communicate with contract partners?
 - While we believe it is essential to keep CMC informed throughout the negotiation process, direct communication with contract partners is equally important.
 - Our municipal associations are happy to support/facilitate communications with our members, but we are ultimately not party to these contracts and our communications on this topic do not carry the same weight as communications from the federal government.
 - During the last round of negotiations, estimates of cost impacts were provided on quarterly RCMP invoices, with no explanation and this created significant confusion for contract partners.
 - We recommend direct communications from Public Safety Canada that:
 - Inform contract partners that a new round of negotiations is forthcoming.
 - Outline what contract partners can expect in terms of negotiation timelines, progress updates, and future communications on this topic.

Due to the short timelines for providing this feedback, we were unable to engage all provinces/territories, municipal associations, and municipal contract partners in our discussion. We would also like to provide feedback that falls outside of the scope of the above questions. Consequently, we are working to develop a second letter highlighting municipal concerns and priorities based on discussions with our members who contract the RCMP as their municipal police service. We expect to provide this letter to you in early January 2023.

We very much appreciate the opportunity to provide feedback from a municipal perspective for your consideration and we look forward to continuing this discussion in the New Year.

Yours truly,

A handwritten signature in black ink, appearing to read "Gary MacIsaac". The script is fluid and cursive.

Gary MacIsaac, Union of BC Municipalities

A handwritten signature in black ink, appearing to read "Tanya Thorn". The script is cursive and somewhat stylized.

Tanya Thorn, Alberta Municipalities

A handwritten signature in black ink, appearing to read "Jean-Marc Nadeau". The script is cursive and somewhat stylized.

Jean-Marc Nadeau, Saskatchewan Urban Municipalities Association

A handwritten signature in black ink, appearing to read "Denys Volkov". The script is cursive and somewhat stylized.

Denys Volkov, Association of Manitoba Municipalities

A handwritten signature in black ink, appearing to read "Juanita Spencer". The script is cursive and somewhat stylized.

Juanita Spencer, Nova Scotia Federation of Municipalities

CC: Talal Dakalbab, Assistant Deputy Minister of Crime Prevention Branch, Public Safety
Canada