MACLEOD LANDING AREA STRUCTURE PLAN

Bylaw No. 1961 (Consolidated to Bylaw No. 2022, June 2026)



Prepared by



OLDMAN RIVER REGIONAL SERVICES COMMISSION

NOVEMBER 2022

Macleod Landing Area Structure Plan Bylaw No. 1961 – Amendments

Bylaw No.	Amendment Description	Legal Description	Passed
2022	Amend Map 5 and Table 1 of Section 3.0 to reflect the subdivision and district designation.		8-Jun-2026

TOWN OF FORT MACLEOD
in the Province of Alberta

BYLAW NO. 1961

BEING a bylaw of the Town of Fort Macleod in the Province of Alberta to adopt Bylaw No. 1961 being the **Macleod Landing Area Structure Plan.**

AND WHEREAS the purpose of proposed Bylaw No. 1961 is to establish standards and requirements regarding the development and subdivision for residential and commercial purpose on the lands;

AND WHEREAS the municipality wishes to provide for orderly growth and development to occur while minimizing land use conflicts;

AND WHEREAS the municipality may adopt an area structure plan pursuant to Section 633 of *the Municipal Government Act, RSA 2000, Chapter M-26*, as amended, and provide for its consideration at a public hearing.

NOW THEREFORE, under the authority and subject to the provisions of the *Municipal Government Act, RSA 2000, Chapter M-26*, as amended, the Council of the Town of Fort Macleod in the Province of Alberta, duly assembled does hereby enact the following:

1. Adopt Bylaw No. 1961 being the **Macleod Landing Area Structure Plan** (attached) for lands legally described as Lot 3, Block 31, Plan 1212310 having a portion within the NE¼ Sec 12, Twp 9, Rge 26, W4M and a portion within the NW¼ Sec 7 Twp 9, Rge 25, W4M.

2. This bylaw shall come into effect upon third and final reading hereof.

READ a **first** time this 28th day of November, 2022.

Mayor – Brent Feyter

Chief Administrative Officer–Anthony Burdett

READ a **second** time this 13th day of February, 2023.

Mayor – Brent Feyter

Chief Administrative Officer– Anthony Burdett

READ a **third** time and finally PASSED this 13th day of February, 2023.

Mayor – Brent Feyter

Chief Administrative Officer– Anthony Burdett

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1.0 INTRODUCTION

1.1 BACKGROUND



The Town of Fort Macleod is a vibrant community in southern Alberta with a long and important history. Recent growth within the Town has been spurred by the availability of vacant commercial and residential lots. Long term plans outlined in the Town's Municipal Development Plan identify development expansion to the east. The Macleod Landing lands identified in this Area Structure Plan (ASP) are readily serviceable and close to existing amenities and transportation infrastructure (see Figure 1 and Maps 1 & 2). For these reasons, as well as the need for affordable housing alternatives, the area has been chosen as a priority for future subdivision and development.

The Macleod Landing ASP will outline the future subdivision and development for the land identified in Figure 1 below and on Map 1. The primary development parcel is approximately 13.68 ha (33.8 acres) and is legally known as Lot 3, Block 31, Plan 121 2310. Overall, the ASP involves 36.0 acres.

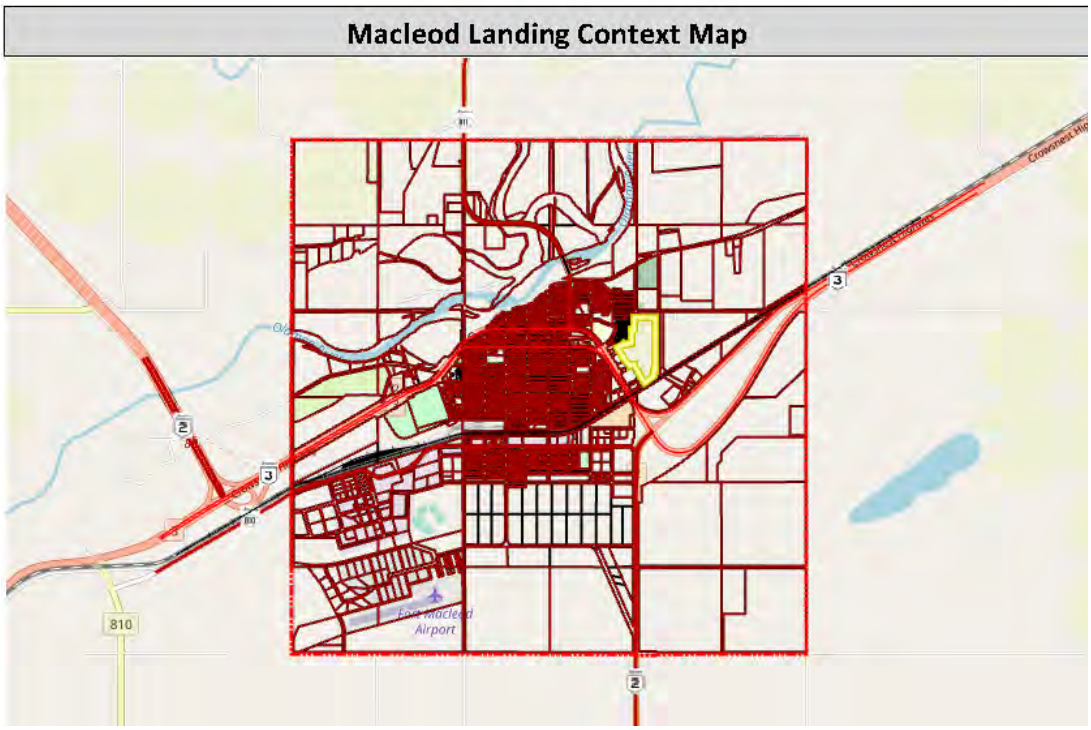
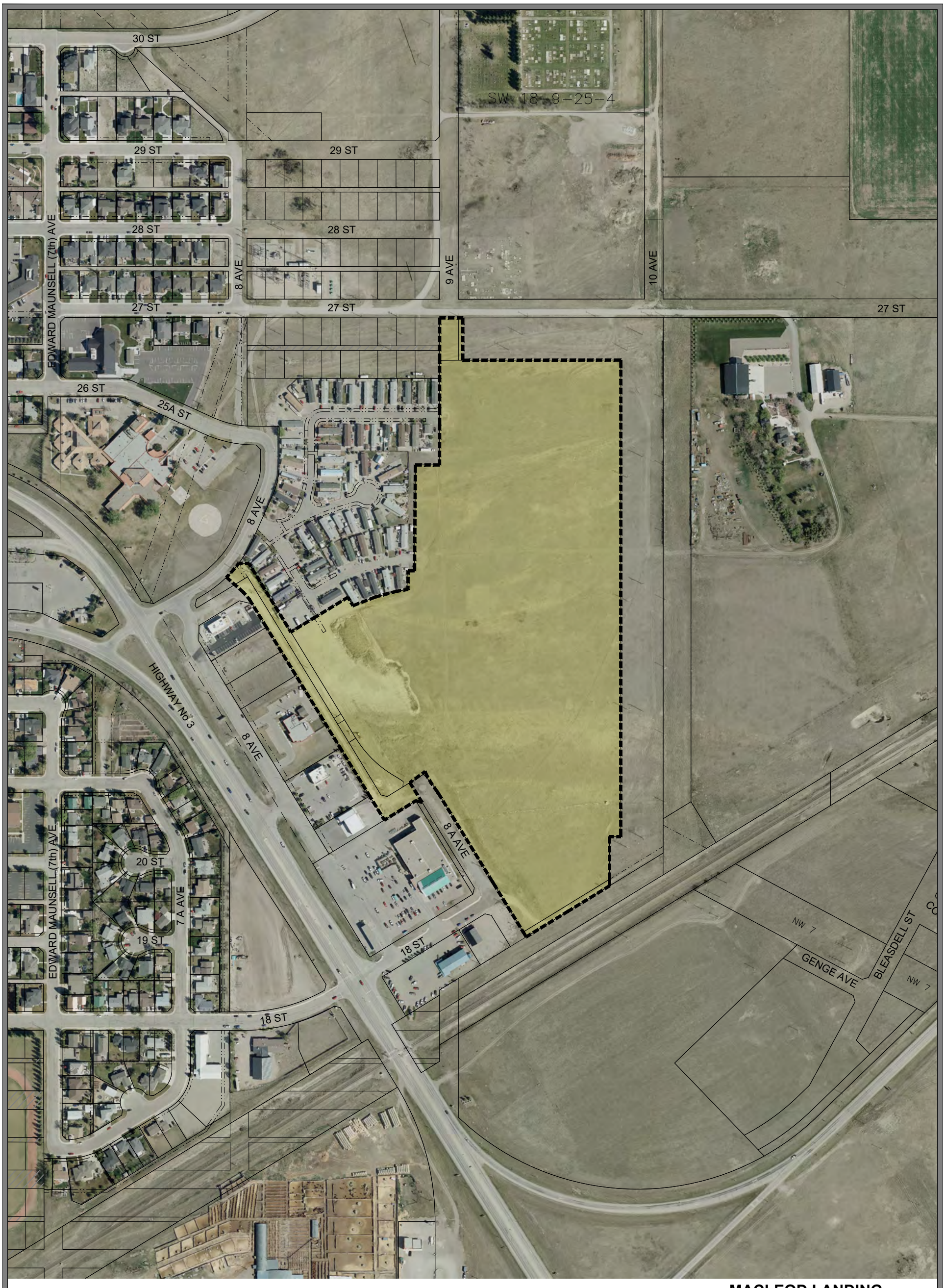


Figure 1: Town of Fort Macleod - Macleod Landing Context Map



LEGEND

MACLEOD LANDING ASP LOCATION

MACLEOD LANDING AREA STRUCTURE PLAN
MAP 1
LOCATION MAP

Town of Fort Macleod

SCALE 1 : 4000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 Metres 50 100 150 200

August 31, 2022
N:\Willow-Creek-MD\Fort-Macleod\Fort Macleod Projects\ASP - Macleod Landing\
Fort Macleod - ASP - Macleod Landing - Lot 2 - Block 31 - Plan 0012301.dwg

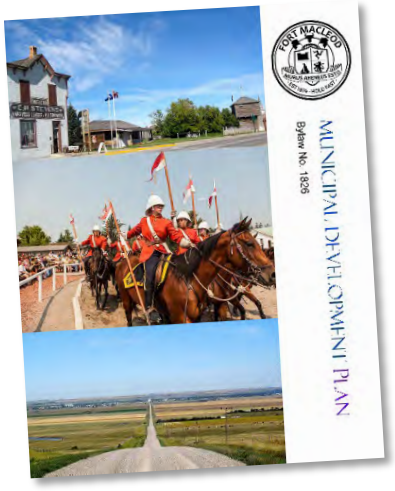
1.2 OWNERSHIP

The subject lands are owned entirely by the Town of Fort Macleod. There is one encumbrance on title, which is a deferred municipal reserve caveat in the amount of 4.44 acres.

1.3 PURPOSE AND INTENT OF THE PLAN

The intent of the Macleod Landing Area Structure Plan is to set the stage for the future subdivision and development of the lands identified in Map 1.

1.4 MUNICIPAL DEVELOPMENT PLAN



These lands are identified in the Town's Municipal Development Plan (MDP) as a portion of Area 5 and are ranked as a high priority for future town growth and expansion. The MDP states, *"Proposed development should include a mix of residential accommodations, single detached, semi-detached and multi-unit dwellings. There is opportunity for neighbourhood commercial and other small-scale commercial uses to locate adjacent to the north boundary of the railway…"*

The Town's MDP also contains specific policies that must be considered when developing an Area Structure Plan. These policies address a variety of topic areas, including: residential and commercial development; sour gas facilities; municipal and school reserve; and recreation, parks and open space. Reference the *Fort Macleod Municipal Development Plan Bylaw No. 1826* for the complete document. The design of this Area Structure Plan was based on the following applicable MDP policies.

Future Growth Direction

Area 5 Policies

5.28 Area 5 should be encouraged as the first or one of the first areas to accommodate the subdivision and development of new urban areas of the Town.

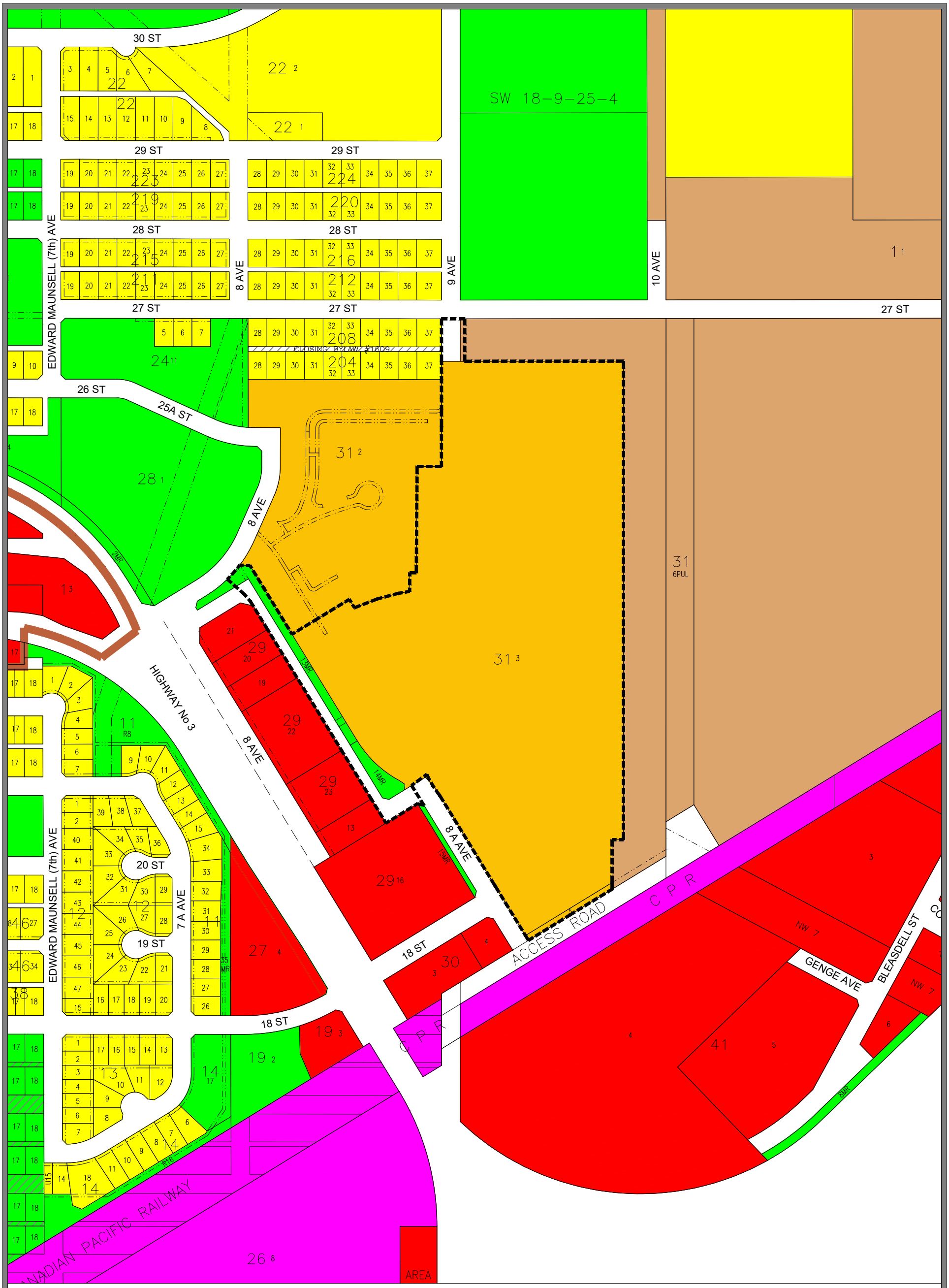
5.29 The subdivision and development of undeveloped lands in Area 5 should benefit from the preparation of an Area Structure Plan.

5.30 Subdivision and development in Area 5 shall be sequenced properly; extending directly south from the built-up area of the Town with no undeveloped lands in between new urban development, and the built-up area.

Residential Development

6.2 Residential development programs and decisions should ensure:

(a) a choice of new residential neighbourhoods with provision for different housing types to cater to all housing needs and income levels of the public;



LEGEND

MACLEOD LANDING ASP LOCATION

LAND USE DISTRICTS

- RESIDENTIAL - R
- RESIDENTIAL MANUFACTURED HOME COMMUNITY RMC
- COMMERCIAL GENERAL CG
- INDUSTRIAL GENERAL IG
- PUBLIC AND INSTITUTIONAL PI
- AGRICULTURE AG

MACLEOD LANDING AREA STRUCTURE PLAN
MAP 2
ZONING

Town of Fort Macleod

SCALE 1 : 4000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 Metres 50 100 150 200

August 31, 2022

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(b) safe, attractive residential environments secure from incompatible land uses and in conformity with the existing historic, natural and cultural quality of residential neighbourhoods;

(c) rational and economical extensions of existing municipal services.

6.3 Council should strive to achieve a proportionate increase in various multi-unit housing that caters to broad socio-economic and demographic groups.

6.4 Applications submitted for large-scale (multi-family) or multi-lot residential developments shall be evaluated on the basis as to how the proposal will affect the existing municipal infrastructure and servicing capacities prior to approval being granted. Residential subdivisions may be planned and developed in phases, which would take into consideration market demand and future servicing.

Commercial Development

7.4 When Land Use Bylaw amendments are proposed to accommodate new commercial uses, consideration shall be made to existing and adjacent land use patterns in the area.

7.7 The design of new commercial areas, sites and buildings should accommodate pedestrian connectivity, and should ensure building orientation and design is supportive of pedestrian movement.

Recreation, Parks and Open Space

9.1 *The Town should strive to make all public spaces more enjoyable, safe and accessible to all members of the community, including those with special needs.*

9.9 *The Town should investigate the opportunity to establish a continuous open space corridor system and pathway system.*

Economic Growth

14.2 *Future land use decisions should create a compatible situation whereby industry; recreation and environmental uses can co-exist and not create potential conflicts.*

1.5 LEVEL OF PLANNING DETAIL AND FLEXIBILITY

This Area Structure Plan meets the requirements of higher level planning documents. The level of planning detail provided in the Area Structure Plan reflects the appropriate balance between long range vision and flexibility. The adoption of this Area Structure Plan by Council provides for a level of certainty for town citizens as well as Council and the land development community in defining Council's long range vision for development of the subject lands. If the original vision and design intent is proposed to be significantly modified, an amendment of the revised version of the Area Structure Plan shall be forwarded to Council for consideration.

1.6 PROCESS

The following process will be used to develop the Macleod Landing Area Structure Plan:

(i) Draft plan reviewed by Council and town administration;

(ii) Public Open House;

(iii) Adoption of the Area Structure Plan by bylaw.

Once adopted by bylaw, the Town will use the plan to guide and direct future subdivision and development decisions on the subject lands.

Objectives

The Macleod Landing Area Structure Plan will seek to accomplish the following:

OBJECTIVE 1	Create a vision for the future sustainable growth and development on the subject lands that balances the needs of future residents for: (a) high-quality residential neighbourhoods; (b) access to parks, trails and open space; (c) pedestrian linkages to commercial nodes; and (d) efficient transportation corridors to Fort Macleod's historic downtown and Highway 3.
OBJECTIVE 2	Maintain and enhance the quality of life in Fort Macleod by providing a variety of housing types, complimentary commercial development and a network of parks, trails and open space.
OBJECTIVE 3	Provide a framework and guidance for the orderly subdivision and development of lands within the ASP area.
OBJECTIVE 4	Ensure that the type and distribution of land uses comply with the policies and objectives of the Town's policy documents, including the Town's Municipal Development Plan and Land Use Bylaw.

2.0 DESIGN CONSIDERATIONS

2.1 SITE CONTEXT AND ADJACENT LAND USES

The Macleod Landing ASP area is located in the northeastern part of the Town of Fort Macleod (see Map 1). Directly adjacent to the west is an existing manufactured home park. Northwest of the area is an existing residential neighbourhood. To the immediate north of the parcel there is vacant land and the Town cemetery. East of the ASP area is a major electrical transmission corridor. West and southwest of the area is commercial development, including a large grocery store, Tim Horton's, Dairy Queen, a carwash and the RCMP detachment. Adjacent zoning is identified on Map 2.



Extra Foods grocery store


Tim Horton's restaurant


Transmission corridor


RCMP office

2.2 EXISTING LAND USE

The subject property is currently vacant. Historically, it is uncertain if there has been previous development on the subject property. The total parcel size is approximately 13.68 ha (33.8 acres) and is legally known as Lot 3, Block 31, Plan 121 2310. The existing parcel is designated (zoned) Residential Manufactured Home Community: R-MC in the Town's Land Use Bylaw. Re-designation (re-zoning) must occur prior to any subdivision and development on the site in line with this Area Structure Plan.

2.3 TOPOGRAPHY AND EXISTING SITE CONDITIONS

The topography of the site (Map 3) is relatively flat with a distinctive small plateau in the middle of the parcel, approximately 1-2 metres higher than the elevation of the remainder of the parcel. From the small plateau in the middle of the parcel the land slopes down to the north, while south of the plateau the land falls slightly before rising to a high point in the far south of the parcel. The small elevation changes on the parcel are not significant constraints to development and will likely not have any negative impacts on the potential of these lands to accommodate a variety of residential, commercial and recreational uses. In order to accommodate the engineering design for the provision of storm water management and infrastructure (i.e. water and sanitary sewer) some re-grading of the land will more than likely be required to mitigate any current elevation challenges that exist.



2.4 EXISTING ROAD NETWORK

The ASP area is bounded by 18th Street to the south and 27th Street to the north. Off-site road improvements will be determined by the Town. Highway 3 is in close proximity to the south of the site with access from 18th Street. The Transportation Impact Study will be determined by Alberta Transportation. There are no existing internal roads within the ASP area.

Access to and from Highway 3 from 8th Avenue or 18th Street provides the most logical linkage to the Town's historic downtown. With a focus on maintaining the commercial vibrancy of the historic downtown, appropriate and adequate transportation connection to Highway 3 is important in the proposed design of the ASP area.

The manufactured home park to the west of the subject site will only have an emergency access onto 9th Avenue.

2.5 EXISTING SERVICING AND INFRASTRUCTURE

The subject lands are easily serviced with sanitary sewer, storm sewer and water from both the east and the west (Map 4). Servicing and infrastructure connections exist from 18th Street as well as from the main trunk lines to the east. Servicing on 27th Street is a block away and can be tied into 9th Avenue when needed. The Town's existing water and sewage treatment plants have capacity to handle new commercial and residential development on the subject lands. For more information regarding Engineered Servicing and Infrastructure needs prospective developers should contact the Town directly.

2.6 RESIDENTIAL HOUSING DEMAND AND EXISTING CONDITIONS

The existing housing stock in Fort Macleod is predominantly single-detached dwelling units with a mix of apartment/rowhouse dwellings and duplex/semi-detached dwellings (see Figure 2 below).

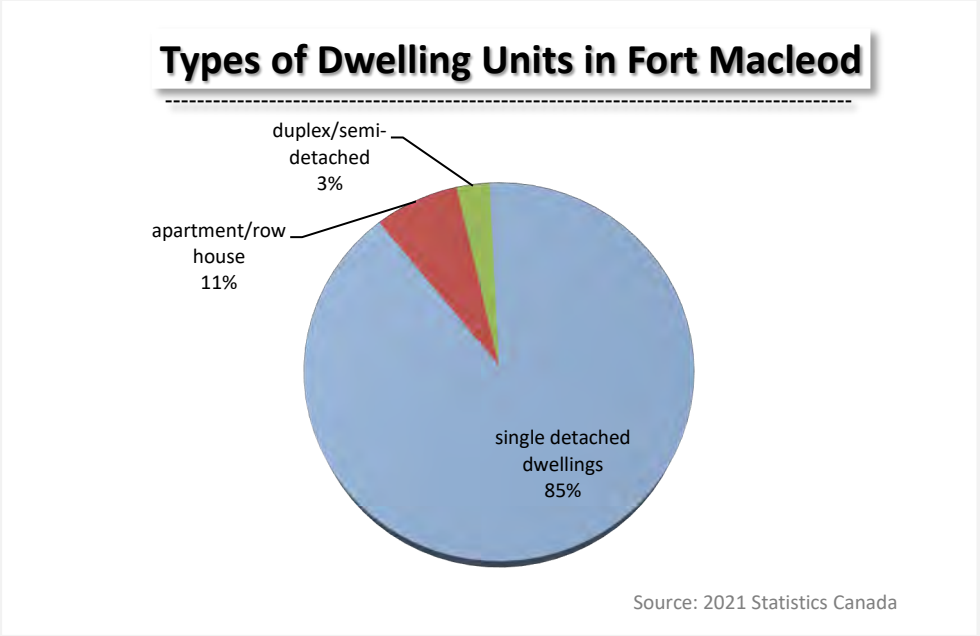


Figure 2: Types of Dwelling Units in Fort Macleod

The increasing demand for more efficient use of Town land and infrastructure as well as a need for greater housing affordability has resulted in a desire for increased housing variety and better balance between the various dwelling types.

Increasing the percentage of multi-unit dwelling types (e.g. semi-detached, rowhouse/townhouse, apartment) in new development areas has numerous benefits in the short and long-term, including:

- more efficient use of existing Town infrastructure such as roads, sanitary sewer, water and storm sewer;
- greater variety of housing options providing for all socio-economic classes;
- increased ability to attract a greater variety of residents, such as retirees and young adults;
- ability for residents to 'age-in-place';
- more efficient use of land resulting in a greater ability to house additional population and provide amenities, such as parks and open space within the same land area footprint; and
- greater commercial development appeal due to increased residential density in proximity to commercial lands.



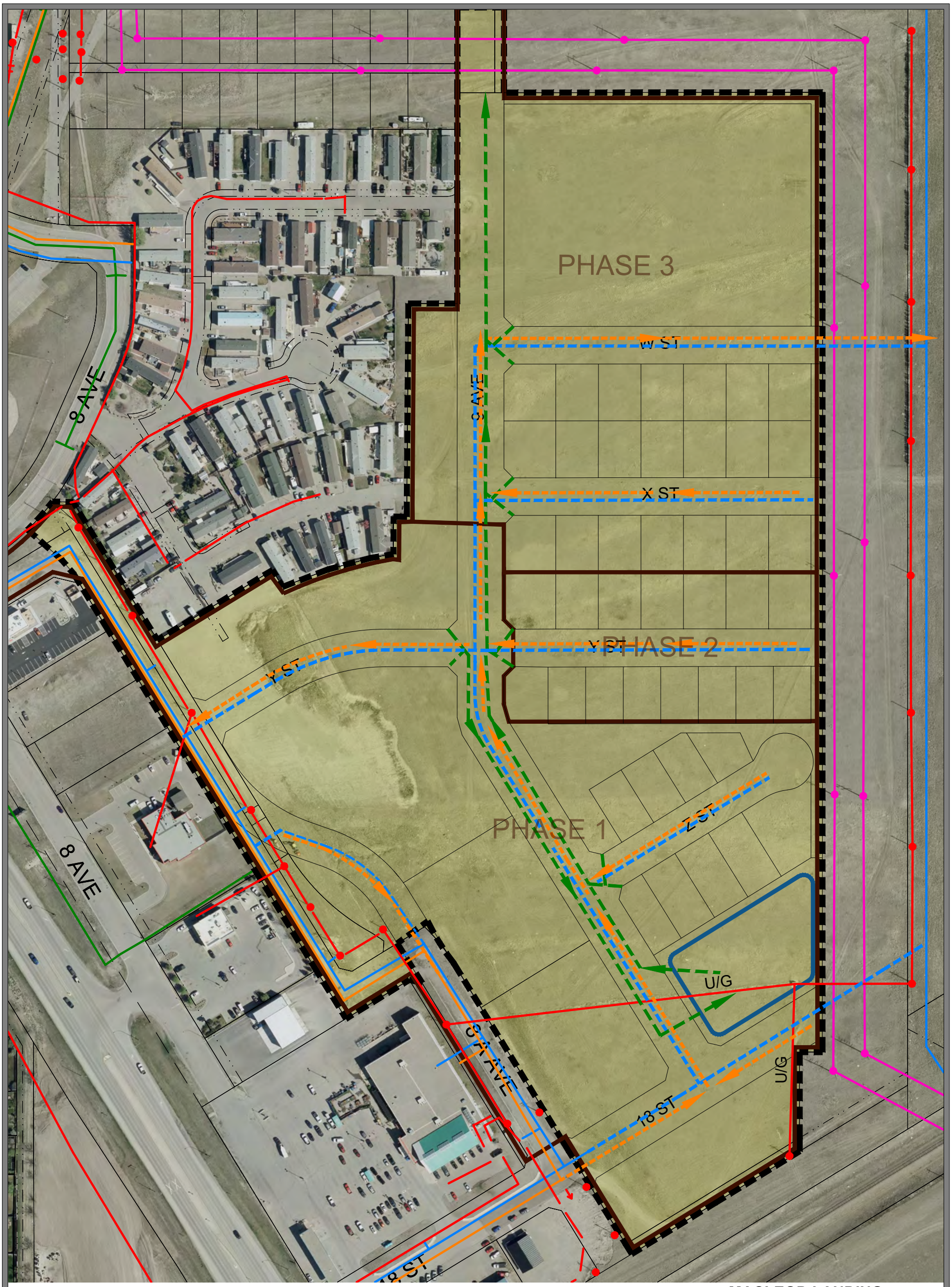
For a full analysis of Town of Fort Macleod housing needs also refer to the *Fort Macleod Housing Needs Assessment 2021* report. The report provides a number of recommendations for housing best practices including higher-density housing developments, ageing in place and mixed-use developments. It should be noted that the report was produced prior to the latest 2021 Canada Census. Updated statistics to the 2021 Federal Census have been placed in this report. However, the major recommendations in the *Fort Macleod Housing Needs Assessment 2021* are still very much applicable.

Household Size in Fort Macleod

Household size is an important consideration when planning for new residential communities. Household size is defined by Statistics Canada as "*a group of persons who co-reside in, or occupy, a dwelling.*" The residential housing stock provided in the community should reflect the needs and desires of those who are likely to live there. In general, a typical assumption is that households with more persons (e.g. 3 or more persons) may desire larger detached dwelling units while smaller households (e.g. 1-2 persons) may desire smaller more attached dwelling units. These assumptions are not always true but provide a starting point for discussion about what type of mix (or ratio) of dwelling units may be appropriate within the subject site.

In Fort Macleod the majority of households (67%) have either one or two persons, while the remaining 33% of households have three or more persons (see Figure 3). If this data is compared to Figure 2 - Types of Dwelling Units in Fort Macleod, an interesting result is discovered. While 67% of households within the Town have only one or two persons, the housing stock within the Town is composed of 85% single detached dwelling units.

This is not to suggest that one or two person households do not desire a single detached dwelling. It does highlight the possibility that smaller households may not currently have their needs fully met when 77% of the dwelling units are single-detached and that there may be opportunity in the marketplace for the provision of alternative forms of housing.



LEGEND

- MACLEOD LANDING ASP LOCATION
- SANITARY GRAVITY MAIN
- STORM GRAVITY MAIN
- WATER PRESSURE MAIN
- ELECTRICAL LINE
- ELECTRICAL POLE
- TRANSMISSION LINE
- TRANSMISSION POLE
- PROPOSED SANITARY GRAVITY MAIN
- PROPOSED STORM GRAVITY MAIN
- PROPOSED WATER PRESSURE MAIN
- PHASING LINES

MACLEOD LANDING AREA STRUCTURE PLAN MAP 4 INFRASTRUCTURE

Town of Fort Macleod

SCALE 1 : 2000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 Metres 25 50 75 100

AERIAL PHOTO: 2021

February 06, 2023

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Fort Macleod - ASP - Macleod Landing - Lot 2 - Block 31 - Plan 0012301 - OPTION 1.dwg

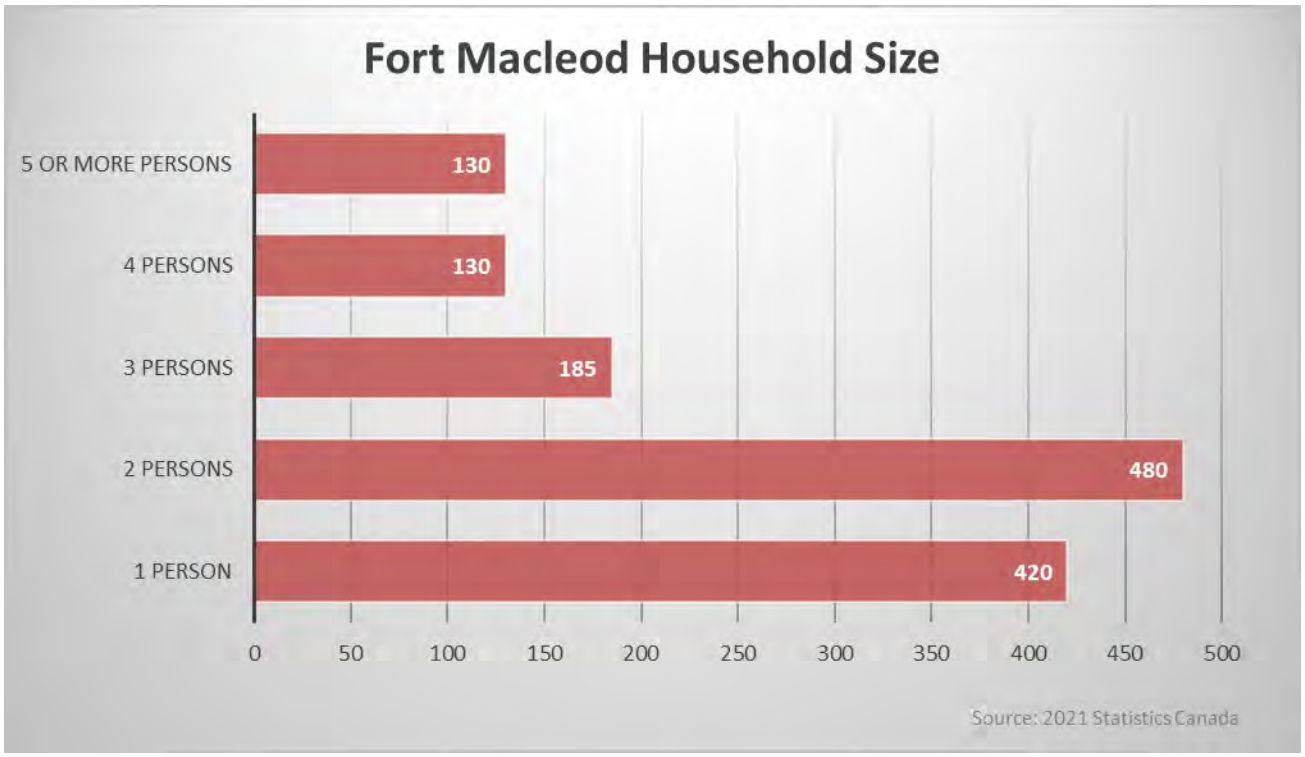


Figure 3: Fort Macleod Household Size

As per the recommendations from the *Fort Macleod Housing Needs Assessment 2021*, there is an opportunity within new developments to provide a greater range of dwelling types.

The Macleod Landing Area Structure Plan will seek to provide a greater range of housing types than what currently exists within the Town. This will attempt to: allow residents to 'age-in-place'; attract new residents both younger and older; and more adequately match the housing stock to the housing needs of the citizens of Fort Macleod.

3.0 LAND USE CONCEPT

3.1 OVERVIEW OF DESIGN

The Macleod Landing Area Structure Plan is focused on creating a vibrant residential neighbourhood with a mix of housing types, served by a connective network of parks, trails and open space and complimented by commercial development (see Map 5). The goal of this Area Structure Plan is to propose a balance between the number of single-detached residential dwellings and multi-unit dwellings (i.e. apartments, rowhouses). For example, the total land area proposed for single detached dwellings is approximately equal to the area proposed for seniors and multi-unit development; thereby achieving that important balance.

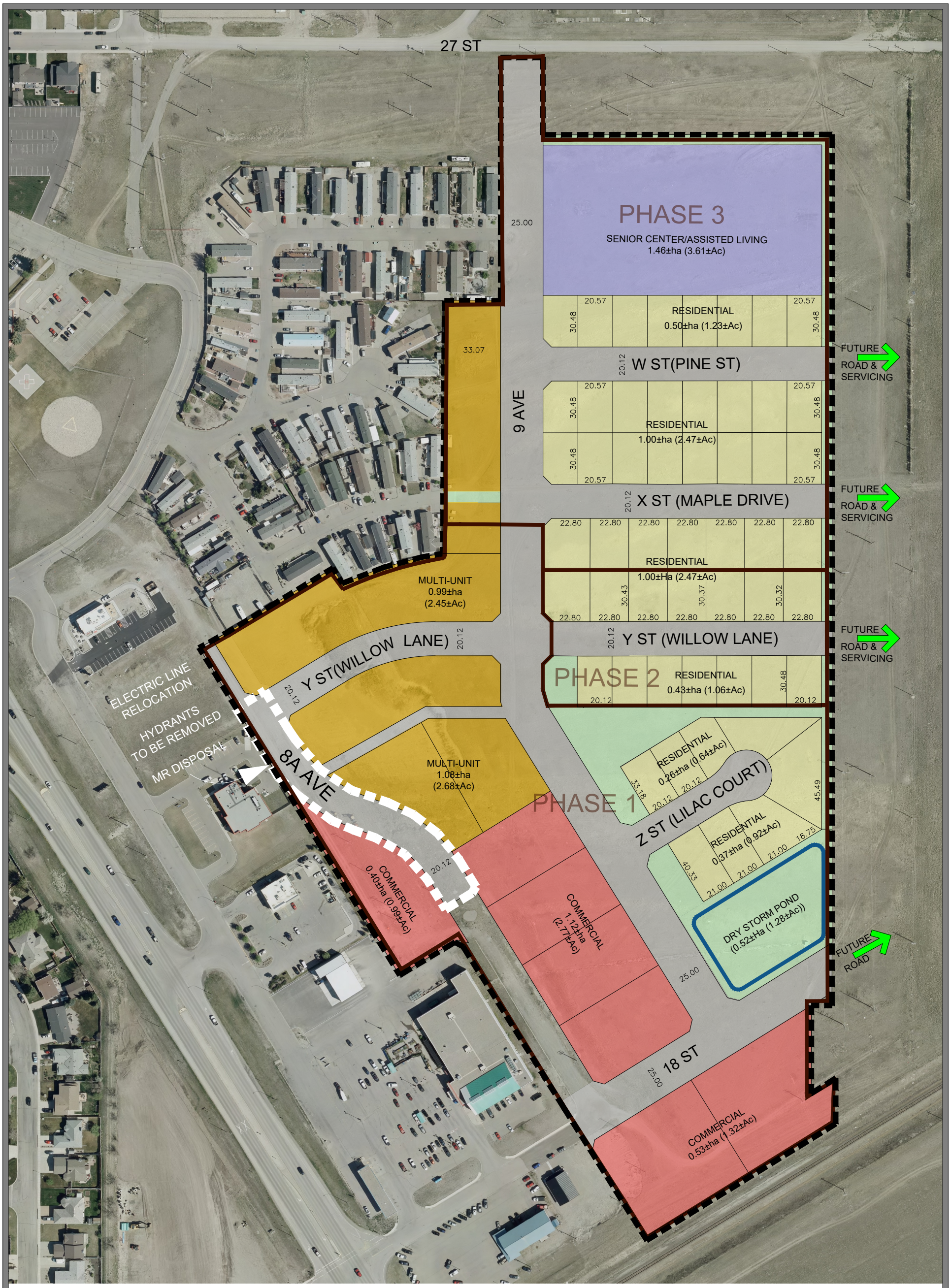
As a logical extension of the existing commercial activity to the south of the ASP area, a commercial area has been proposed to accommodate a variety of possible future commercial developments.

Parks, trails, open space and pedestrian accessibility are integral to the enjoyment and quality of life provided in every neighbourhood. The provision of a central park, playground and multi-use dry storm pond area (with recreation potential) offers residents a pedestrian and recreation destination close to where they live as well as a logical buffer for single-detached dwellings from the highway/railway and commercial uses. Pathway linkages to the central park northward to the rest of the Town's park system may look to utilizing the Altalink and Town utility corridors on the east and north side of the ASP.

Table 1: Land Use Distribution

LAND USE	ACRES	% OF TOTAL AREA	NUMBER OF LOTS	NUMBER OF DWELLING UNITS
Single detached residential (low density single lots or two unit dwellings)	9.43	22.6%	50	50
Multi-unit residential (medium density - 10-25 units per acre net density)	5.13	14.2%	TBD	51-128
Seniors / Assisted Living (high density – 26-40 units per acre net density)	3.61	13.4%	1	93-144
Commercial	5.08	14.0%	TBD	N/A
Parks, Dry Storm Pond, Trails & Open Space	3.20	8.9%	N/A	N/A
Roads	9.66	26.8%	N/A	N/A
TOTAL Density range 7.0 – 14.0 units per acre (gross density)	36.1	100%		194-322

Source: *ORRSC*



LEGEND

- MACLEOD LANDING ASP LOCATION (TOTAL AREA 14.59±Ha (36.06±Ac))
- RESIDENTIAL (TOTAL AREA 3.80±ha (9.38±Ac))
- MULTI-UNIT (TOTAL AREA 2.07±ha (5.13±Ac))
- COMMERCIAL (TOTAL AREA 2.05±ha (5.08±Ac))
- DRY STORM POND (TOTAL AREA 0.52±ha (1.28±Ac))
- GREEN SPACES (TOTAL AREA 0.78±HA (1.92±AC))
- SENIOR CENTRE / ASSISTED LIVING (TOTAL AREA 1.46±ha (3.61±Ac))
- PHASING LINES
- 8A AVE EXTENSION

MACLEOD LANDING AREA STRUCTURE PLAN MAP 5 LAND USE CONCEPT

Amended to Bylaw No. 2022

AERIAL PHOTO: 2021

Town of Fort Macleod

SCALE 1 : 2200

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 Metres 25 50 75 100

June 30, 2026

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3.2 RESIDENTIAL DEVELOPMENT



The availability of vacant residential units in the Town is shrinking. In order to attract new residents to Fort Macleod a variety of housing opportunities should be available. Given the close proximity to the large economic centres such as Lethbridge and Calgary, the Town has a great opportunity to capitalize on its market advantage of more affordable residential housing and a small town quality of life. Providing an adequate supply and variety of both single detached and multi-unit dwellings will position Fort Macleod to meet the future market demand and support the long-term growth of the community.

3.2.1 LOT TYPES

SINGLE DETACHED RESIDENTIAL
Single detached residential lots will be designed with an average size of 20 m (66 ft.) in width by (30 m) 99 ft. length. This meets the minimum lot size for the Residential: R land use district while still increasing density within the Town to provide for more efficient use of infrastructure and servicing. All residential lots will be within close walking distance of a park for recreational purposes. A few select amenity lots with an exposure backing onto the park is also a feature of the plan.

MULTI-UNIT RESIDENTIAL
Multi-unit residential lots will remain in large block parcels in order to allow a developer to propose a high-quality design that meets the needs of the housing sector while at the same time complying with this Area Structure Plan and the Town's vision.

Target densities will be between 10 units per acre (townhouse/duplex) and 25 units per acre (multi-unit/apartment) net density resulting in between 51 and 128 dwelling units.



Source: Lincoln Land Institute

Example of approximately 10 units per acre townhouse development



Source: Lincoln Land Institute

Example of approximately 25 units per acre apartment/townhouse development

SENIORS CENTRE/ASSISTED LIVING

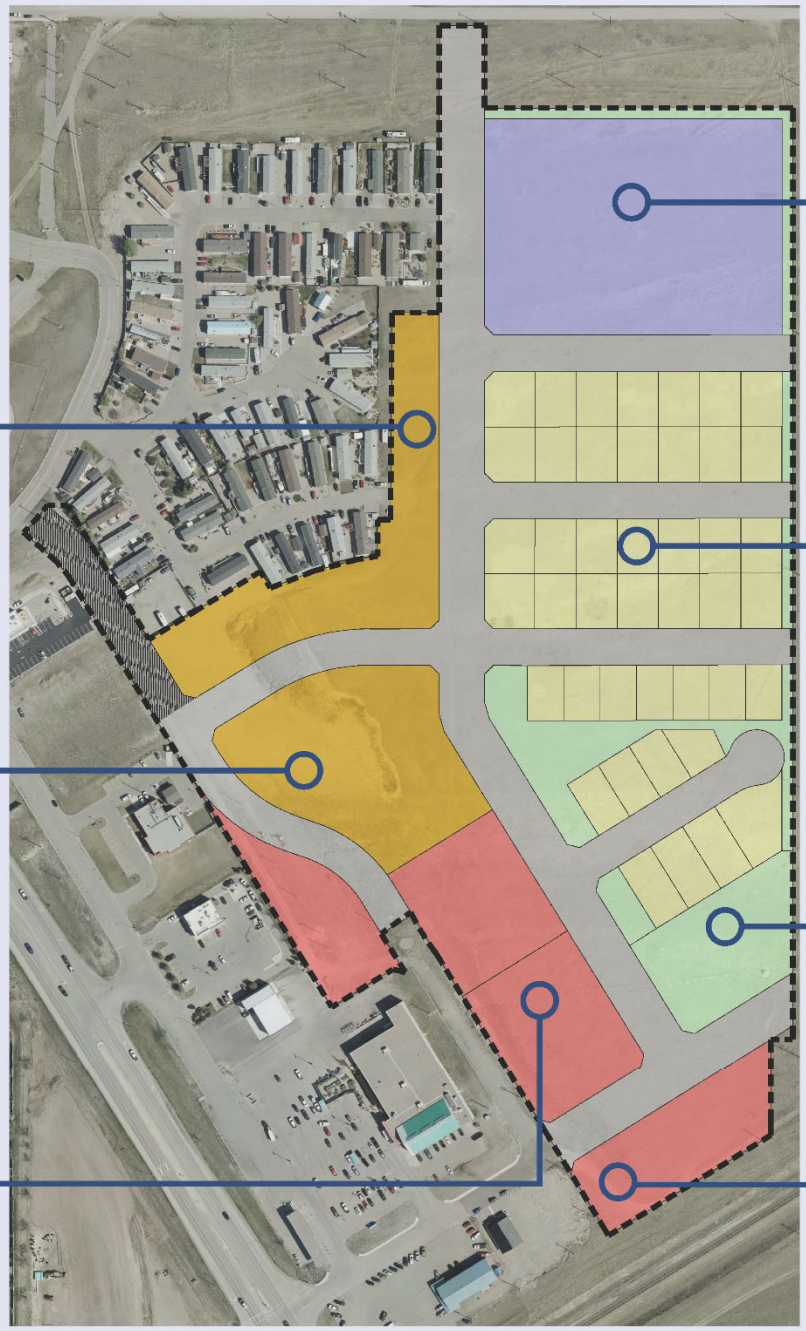
There is an expressed need to provide more seniors and assisted living housing opportunities within Fort Macleod. A large portion of the seniors housing available in southern Alberta is centralized in Lethbridge, almost forcing seniors to relocate to a large urban centre they may not be familiar with in terms of street directions, shopping, and social supports. Increasingly towns are trying to allow residents to 'age-in-place', meaning that they do not need to relocate as their independence decreases over time. In order to facilitate the potential development of a seniors/assisted living centre by a private developer, a large five acre block has been designated for this type of use. The vision for this site may include a mix of senior's row housing/semi-detached dwellings and/or an extended care assisted living facility or nursing home.

3.2.2 ARCHITECTURAL DESIGN CONSIDERATIONS FOR RESIDENTIAL DEVELOPMENT



The latest research in community planning suggests there are many benefits to providing a greater street presence of buildings and dwellings. This means ensuring that buildings are oriented towards the main street frontage and allowed to be closer to the life on the street with provision for parking at the rear of the lot. Theoretically, benefits of this type of design include greater pedestrian interaction (i.e. public/private space), improved street security as homeowners are more part of the on-street action and enhanced streetscape aesthetics. Excepting out the lots on the park, the Area Structure Plan has incorporated lanes throughout, rear attached, or detached garage designs may be appropriate instead of the traditional front drive garage housing product.

Macleod Landing Design Scheme
Architectural Design Examples





Townhouse units with strong street presence



Seniors centre / assisted living development



Single detached dwellings



High-quality multi-unit development



Storm retention pond, open space and recreational facilities



Neighbourhood scale commercial development



Highway commercial and retail development

SINGLE DETACHED RESIDENTIAL

Quality residential design must be a strong consideration in any new neighbourhood. In order to attract new residents to a community, dwellings should be designed to enhance the streetscape and create a desirable and livable neighbourhood. The majority of lots have rear lane access and construction of front driveways on these rear access lots will be discouraged to ensure the desired aesthetic.

The Town may wish to consider allowing a reduction in the required minimum front yard setback to allow greater street presence of the single-detached dwellings (e.g. 3.0m setback rather than standard 7.6m). Additional architectural components that will be encouraged include: front porches, usage of a variety of exterior materials other than vinyl siding such as brick and stone, planting of trees and shrubs and provision of landscaping.



Photo: 1 - Example of Home with front porch and rear access in Fort Macleod. Source: ORRSC



Photo: 2 - Example of Multi-unit development with prominent street frontage in Airdrie, AB. *Source: ORRSC*

MULTI-UNIT RESIDENTIAL

It is recommended that multi-unit dwellings be built to the street with parking in the rear of the building. In addition, multi-unit dwellings should contain a minimum amount of landscape elements to break up the visual impact of a larger building (see Photo 2).

Multi-unit residential developments will be encouraged to bring forth innovative and high-quality designs that address the following:

- street presence;
- soft landscaping (trees, shrubs, grass);
- amenity areas;
- parking allocation and design;
- variety of exterior materials; and
- pedestrian connectivity to Town parks and open spaces.

3.3 PARKS, PATHWAYS AND OPEN SPACE DESIGN



The concept design includes plenty of park space and pathway connections. Increasingly parks and open space are viewed as critical components to the quality of life for citizens. No longer are they viewed as expensive bonus features, rather the latest research indicates that overall mental and physical well-being is directly related to the proximity of parks and open spaces to a person's place of residence. The goal of the concept design was to ensure that each dwelling unit had quick and easy access to a park area or open space.

The Altalink transmission corridor to the east of the ASP site provides an opportunity to develop a trail network that would loop around the development to the north and link into existing the town parks and trail system.



Photo: 3 - Example of residential dwellings with direct access onto a park. *Source: ORRSC*

3.3.1 ARCHITECTURAL DESIGN CONSIDERATIONS FOR PARKS, PATHWAYS & OPEN SPACE

The most critical component of pedestrian infrastructure is the ability for continuous uninterrupted movement. Pathways must have a safe and viable connection to either a sidewalk or a destination, such as a park, open space, residence or commercial node. An important element of the pathway system in the Macleod Landing Area Structure Plan is the linkage between residential areas and the central park and commercial node destinations. These would provide for highly visible, unimpeded and safe crossing links for pedestrians to the various destinations within the neighbourhood.



Photo: 4

Example of a crosswalk bulb at an intersection in Fort Macleod. Similar traffic calming measures would address pedestrian safety within this development.
Source: Google Maps

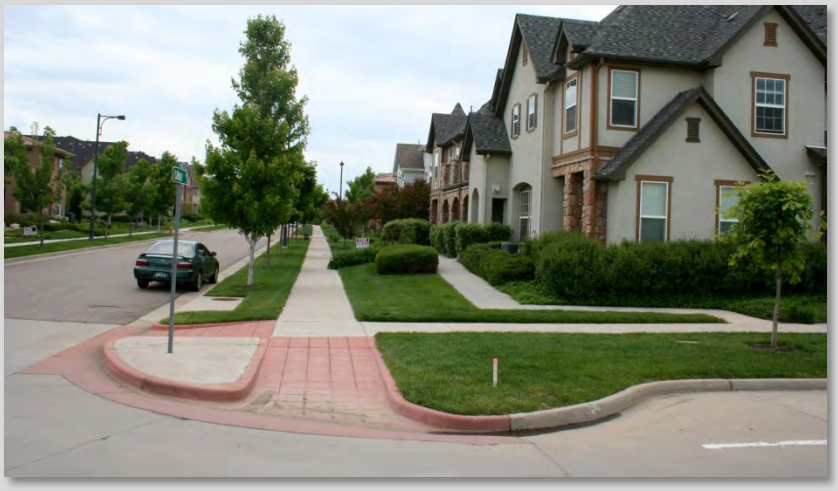


Photo: 5

Example of a pedestrian crosswalk in a residential neighbourhood.
Source: ORRSC

3.4 COMMERCIAL DEVELOPMENT DESIGN



Besides the Town's historic downtown, there are few commercial nodes within the Town. One such node is the highway commercial development directly to the west of the ASP area. Building off of the success of this existing highway commercial area, the commercial development component of this plan will focus on meeting both highway commercial opportunities as well as neighbourhood needs. Both types of customers should be planned for in order to achieve the right balance between business success and neighbourhood feel with respect to land uses, building design, building orientation and site design for vehicles and pedestrians.

3.4.1 LOT TYPES

Commercial areas will remain in large blocks until a developer proposes a design suitable to the Town's subdivision and development authority. Lot sizes must conform to those specified in the Town's Land Use Bylaw. If a developer brings forth a suitable innovative proposal that does not meet the Town's Land Use Bylaw, either variances to the Town's Land Use Bylaw standards must be given or a proposal to amend the Land Use Bylaw must be made to Council.

3.4.2 ARCHITECTURAL DESIGN CONSIDERATIONS



Photo: 6 Example of Pedestrian-oriented commercial space. *Source: ORRSC*

Commercial development in the ASP area will focus on both neighbourhood scale and large-scale highway commercial development.

Larger scale commercial developments will be encouraged to locate in the south portion of the ASP area, farthest from residences. These types of developments may have greater building massing and be more vehicle-oriented in design and parking accommodation. However, adequate landscaping and accommodation for pedestrians should still be present on the site (see Photo 9 below).

Transitioning to the north and west of the ASP area, commercial developments will be encouraged to be smaller in scale and more pedestrian oriented (see Photo 8). Any interfaces between commercial development and residential areas should be treated sensitively with increased attention to form, scale, design, pedestrian access and landscaping.

New neighbourhood-scale commercial developments should be designed to accommodate all modes of transportation, including passenger vehicles, cycling and walking. Retail commercial

buildings should be street oriented, with minimal front setback, and designed at a scale appropriate for pedestrians. Parking should ideally be accommodated with a combination of on-street parking, rear parking on-site or a central parking lot. The retail space should ensure seamless and safe connectivity for pedestrians as they walk from their neighbourhood to the commercial area. This requires careful attention be paid at the subdivision and development approval stages to the location of parks, open space, building location, setbacks and provision of sidewalks and pathways. In addition, retail commercial spaces should be adjoined to large sidewalks able to accommodate street furniture, such as benches, garbage receptacles, trees and other plantings (where appropriate) in the context of the surrounding land uses and the building and site design components of a particular project.



Photo: 7

Example of neighbourhood scale commercial development with prominent street presence and accommodation for both pedestrian and vehicle traffic.
Source: ORRSC



Photo: 8

Example of large scale (e.g. highway) commercial development with extensive landscaping and accommodation for pedestrian traffic.
Source: ORRSC

SIGNAGE

Business signage is an important component of any successful commercial area. Signage is also a critical design component that can either enhance or detract from a person's experience of an area or space. Signage that is predominantly car-oriented, usually with extremely tall freestanding signs and roof signs, can feel unfriendly and cold to a pedestrian, who may simply going for a walk or purchasing their daily newspaper.



Example of a car-oriented freestanding sign

An important balance must be struck in order for businesses to attract an adequate amount of vehicle traffic, while at the same time not making the space feel distant and unwelcoming to local residents walking to the site or living adjacent to the area. Tall freestanding signs and roof signs should be discouraged in this area while fascia and canopy signs will be encouraged. In order to attract highway traffic to the Macleod Landing commercial area, municipal signage may be required.



Fascia signs downtown Fort Macleod. *Source: ORRSC*

3.4.3 SIDEWALKS, STREET LIGHTING AND ROADS

All sidewalks, streetlights and roadways shall be built to the approved standards of the Town of Fort Macleod. The Major collector streets shall contain adequate sidewalk width as well as a landscaped boulevard of the same or greater width (see figures below).

Within the development, 18th Street and 9th Avenue will be considered collector streets and all others will be designated as local streets.

MAJOR COLLECTOR ROADWAY (9th Avenue and 18th Street)



25m (82 ft.) ROW for collector streets allowing for sidewalk both sides, boulevard and on-street parking

LOCAL/MINOR COLLECTOR ROADWAY



20.12m (66 ft.) ROW for local streets with sidewalk and landscaping areas on both sides

The depicted portion of 8A Street that extends up the existing alley corridor behind the Dairy Queen to 8th Avenue is presented as a short term option to gain access to the Multi-unit land use areas south of the Macleod Landing trailer park. As highlighted on Map, the development of this portion of lane into a street comes with some large expenses and constraints. It is not an ideal location for a connection to 8th Street given the curve in 8th Street and the proximity to two other accesses to 8th. To gain full street width the MR parcels would need to be removed as well as the hydrants and power poles. It is therefore suggested that if development progresses from either 27th Street southward or from 18th Street northward that the 8A Street connection be halted at Y Street. It may also be necessary to close the alley in this vicinity to eliminate cut through traffic.

3.5 SUSTAINABILITY

The Macleod Landing Area Structure Plan addresses the four pillars of sustainability: economic, environmental, social & cultural and governance.

ECONOMIC SUSTAINABILITY



A vibrant economy enables citizens to contribute to a healthy environment, strong social fabric and cultural scene. The Area Structure Plan provides for economic sustainability in the following ways:

- commercial opportunities within close proximity to both residential neighbourhoods and regional highway traffic; potentially providing multiple sources of sustainable revenue;
- compact development minimizing the costs of infrastructure and servicing to both the Town and developers; and
- potential for local employment nearby residential neighbourhoods.

ENVIRONMENTAL SUSTAINABILITY



A healthy environment is a benefit to everyone. The Area Structure Plan provides for environmental sustainability in the following ways:

- abundance of parks, trails and open space;
- walkable neighbourhoods in close proximity to commercial destinations; and
- compact residential development through increased densities.

SOCIAL & CULTURAL SUSTAINABILITY



A sustainable community provides for all of the needs of its citizens. Social sustainability means that community members have opportunities to enrich themselves through social interactions, recreation, community events and the maintenance of their overall mental and physical well-being. The Area Structure Plan provides for social sustainability in the following ways:

- provision of a wide range of dwelling types (multi-unit, single-detached, etc.);
- housing for all ages, including opportunities for seniors to stay in their community; and
- viable commercial opportunities that serve to support and not detract from the Town's historic downtown and existing cultural opportunities (Empress Theatre, RCMP Musical Ride, etc.).

GOVERNANCE SUSTAINABILITY



Strong government and leadership and participative decision-making processes create an atmosphere that empowers citizens to take action on sustainability. The Area Structure Plan provides for governance sustainability in the following ways:

- demonstrated leadership from Council to plan for future growth and development in this area in compliance with the Town's MDP;
- strong vision to the development industry for increased residential density and the provision of a variety of dwelling types; and
- foresight into the need to capitalize on opportunities for Town growth and development.

4.0 SEQUENCE OF DEVELOPMENT



Once the Area Structure Plan has been passed by Council there is a three-stage process to begin developing a parcel of land: redesignation (rezoning), subdivision, and development.

4.1 REDESIGNATION OF LAND (REZONING)

4.1.1 PURPOSE

The process for redesignation as outlined in the *Municipal Government Act, Revised Statutes of Alberta 2000 (MGA),* provides for advertising of the proposal and the holding of a public hearing where affected landowners may comment on the proposal. Council will make the final decision to redesignate a parcel and there is no appeal of this decision.

All land eligible to be subdivided within the ASP area is currently designated as *Residential Manufactured Home Community: R-MC* within the Land Use Bylaw. The proposed design concept contains land use districts including: *Residential: R, Residential Multi-unit: R-MU, Commercial General: CG, Commercial Neighborhood: CN* and *Public and Institutional: PI*. Where necessary, land will need to be redesignated to the appropriate district prior to the subdivision and development of the ASP area.

4.1.2 PROCESS AND POLICIES

Proposals for redesignation of lands shall follow the process outlined in the *Municipal Government Act, Revised Statutes of Alberta, 2000* and Land Use Bylaw.

4.1.2.1 The Macleod Landing Area Structure Plan is to be used at the time of redesignation.

4.1.2.2 A concept plan may be required in support of any redesignation.

4.1.2.3 Where a redesignation request is contrary to this plan, an ASP amendment may be necessary as a first step.

4.2 SUBDIVISION OF LAND

4.2.1 SEQUENCE AND REQUIREMENTS

After a parcel of land is redesignated to the appropriate district as outlined in the plan, the land may be subdivided into separate titles. The landowner (which is currently the Town) or land developer will have certain costs to consider as part of the subdivision process. These include the following:

i. Subdivision application fees, survey costs and registration costs.

ii. Provision of municipal reserve (MR) will be provided as land in conjunction with the dry storm pond and linear park buffer parcels along the east and north sides of the development as shown on Map 5. Any amounts owing beyond those shown on Map 5 shall be provided as money in lieu, in accordance with s.666 and 667 of the MGA.

iii. Developers will be required to enter into a development agreement with the Town of Fort Macleod for the provision of infrastructure to service the ASP area.

iv. Developers will be required to provide the following infrastructure to the Town's specifications to adequately service the area:

- water mains and service connections,
- sanitary sewer mains and service connections,
- storm sewer mains and service connections (storm ponds if required),
- overland drainage system,
- paved roadways complete with curb and gutter,
- landscaped park/open space areas and trails,
- sidewalks and lanes where required,
- private utilities (natural gas, electrical and street lighting, telephone, cable television)
- Town off-site levies and development fees (planning and engineering costs associated with the preparation of this ASP) may be applied to developers of the area at the time of development.

4.2.2 POLICIES

4.2.2.1 The Macleod Landing Area Structure Plan is to be used at the time of subdivision.

4.2.2.2 Subdivision proposals will be reviewed in terms of conformity to the Area Structure Plan. Prior to the application for survey of the subdivision, developers are encouraged to consult with the Town and their planning staff to determine if the proposal is in compliance with the ASP.

4.2.2.3 As a condition of subdivision approval, the landowner or developer shall enter into a development agreement with the Town of Fort Macleod.

4.2.2.4 A subdivision requesting the portion 8A Avenue running north of Y Street as a permanent street will be required to remove the portion of street from the final Plan of Survey.

4.2.2.5 At the time of subdivision, the subdivision authority shall require a landowner to provide the 10 percent reserve requirement by providing land and/or money-in-lieu in accordance with map 5.

4.2.2.6 Costs of infrastructure construction shall be borne by the persons owning and developing land in the ASP area.

4.2.2.7 The design of utility infrastructure shall be to the Town of Fort Macleod standards. The Town will provide detailed engineering standards to the developer at the time of subdivision and/or development.

4.2.2.8 Any costs associated with topographic survey or engineering work that may be required for the subdivision shall be at the expense of the developer.

4.2.2.9 Any utility rights-of-way(s) as required by utility companies, or the Town of Fort Macleod shall be established prior to finalization of any subdivision application.

4.2.2.10 Lot sizes and layouts shall conform to the standards as described in this ASP, however, in all instances the minimum lot size of the corresponding land use district in the Town's Land Use Bylaw shall be adhered to when subdividing a lot.

4.2.2.11 The Town of Fort Macleod will agree to a formula for the distribution of the costs associated with the development of the storm water management system for the area and any oversizing of infrastructure as deemed necessary by the Town.

4.2.2.12 Professional reports required at the time of subdivision shall include: geotechnical, historical resource clearance, and any other professional reports deemed necessary by the Town.

4.2.2.13 The development of architectural controls may be contemplated by the Town or the developer siting the Architectural Design Considerations section of this document. When created a copy of the architectural controls are to be reviewed against the requirements of the Area Structure Plan and Land Use Bylaw and registered on title with the subdivision.

4.3 DEVELOPMENT OF INDIVIDUAL LOTS



4.3.1 DEVELOPMENT PERMIT APPROVAL PROCESS

Once the ASP area has been subdivided, the necessary infrastructure in place, conditions met and separate titles issued, the landowner can apply to the Town of Fort Macleod for a development permit to develop a permitted or discretionary use as listed in the appropriate district and contained in the Land Use Bylaw.

In accordance with the land use bylaw, the development approval process will include the following:

i. The landowner will be required to submit an application form, a fee, a site plan showing the location of the building on the lot, building plans and a grading plan in keeping with the overall conceptual grading plan for the ASP area.

ii. Once the application, applicable fee and any required information have been submitted, the designated officer or the development authority will review and make a decision on the application. If a proposed development conforms to this plan and the Land Use Bylaw, the designated officer shall issue a development permit with or without conditions. If the application is for a development permit for a discretionary use the designated officer shall either, make the decision or forward it to the municipal planning commission depending on where the authority lies. In this instance, the development authority shall notify persons likely to be affected by the issuing of the development permit.

iii. The development authority may require that as a condition of issuing a development permit, the applicant enter into a development agreement with the Town of Fort Macleod regarding the provision of infrastructure services or pay for an off-site levy.

iv. The landowner should be aware of the location of any underground services present before any excavation work is commenced.

v. The applicant must commence the development within 12 months from the date of issuance of the permit, unless the development permit is suspended or cancelled, otherwise the permit is no longer valid.

4.3.2 POLICIES

4.3.2.1 This Area Structure Plan is to be used as a guideline for development in conjunction with the Land Use Bylaw when considering a development permit application. Subsequently Council may wish to amend the Land Use Bylaw to ensure compliance with aspects of the Area Structure Plan.

4.3.2.2 All development shall be required to connect to both the municipal water supply and sanitary sewage systems.

4.3.2.3 The landowner/developer will be required to submit an application form, a fee, a site plan showing the location of the building on the lot, building plans and a grading plan.

4.3.2.4 Any costs associated with topographic survey or engineering work that may be required shall be at the expense of the developer.

4.3.2.5 Landowners will be required to provide for adequate storm water drainage management as created by their land parcel and proposed development in compliance with the approved building grade plan for the area.

4.3.2.6 Legal access and egress from a lot shall be indicated on a site plan and shall be at a location to the satisfaction of the designated officer or the development authority.

4.3.2.7 That a developer identifying the alley extension of 8A Avenue running north of Y Street as a construction access shall consider this access as temporary. Once the street network provides another means of egress the temporary access on 8A Avenue to 8 Avenue must be returned to its status as a Municipal Reserve strip and alley.

4.3.2.8 Landscaping shall be provided on all street frontages and shall be to the satisfaction of the designated officer or the development authority. Additional landscaping may be required to sufficiently address the interface between commercial and residential areas.

4.3.2.9 The development authority may require the developer to provide additional standards of development (building color and materials, parking, landscaping, screening of storage/goods, etc.) in conjunction with the Land Use Bylaw.

5.0 PUBLIC CONSULTATION PROCESS

Public consultation in the planning process is intended to give citizens input into the land use planning process. The information gathered through public consultation is used to establish or confirm the goals, objectives and policies in support of the land use concept for the land within the ASP area. An open house will be scheduled whereby citizens can review the Area Structure Plan and offer their comments. Any comments will be forwarded to Town Council.

Following adoption of the Area Structure Plan by Council, the appropriate administrative and decision-making bodies will be using this Area Structure Plan in concert with other local plans and bylaws to guide decisions concerning future subdivision and development of the ASP area.

6.0 SUMMARY

The Macleod Landing Area Structure Plan has been prepared to provide a framework for subdivision and development within the subject lands for the Town of Fort Macleod. The Area Structure Plan puts forward a vision for a mixed-use residential and commercial neighbourhood that maintains the Town's high-quality of life and integrates well with the Town's existing development. The proposed neighbourhood offers a mix of residential dwelling units, a centrally located park, and complimented with commercial development accessible by pedestrians and vehicles and an extensive pedestrian network with good linkages to existing and future neighbourhood areas.

The road network has been designed to give safety to the area's residents by promoting easy access to Highway 3 and the Town's historic downtown area and future road and servicing stubs to the east. The development of the Macleod Landing Area Structure Plan will benefit the Town through the provision of additional residential and commercial development opportunities all within the Town's existing boundaries and infrastructure capacity.

APPENDIX

DEFINITIONS AND ACRONYMS

DEFINITIONS

Area Structure Plan means a framework adopted by bylaw in accordance with *the Municipal Government Act* for the subdivision and development of an area of land which describes the sequence of development, land uses proposed, population density, location of major transportation routes and public utilities and other matters Council considers necessary.

Subject Area/Lands or ASP area means the lands identified in Map 1 in this document.

Linear Park means a park area that is generally longer than it is wide and developed to accommodate one or more modes of recreational pedestrian travel such as walking, running, rollerblading or cycling.

ACRONYMS

ASP: Area Structure Plan
MDP: Municipal Development Plan
LUB: Land Use Bylaw
PUL: Public Utility Lot
MGA: *Municipal Government Act, Revised Statutes of Alberta, 2000, Chapter M-26*
MR: Municipal Reserve