CASTLE
AREA STRUCTURE PLAN

Town of Claresholm, Alberta



Submitted to:
Town of Claresholm

Prepared for:
Castle and Land Development Inc.

January 12th 2026

Prepared by:
McElhanney Ltd.

McElhanney

TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW # 1811

A Bylaw of the Town of Claresholm in the Province of Alberta, to adopt Bylaw No. 1811, being the Castle Area Structure Plan.

WHEREAS the Council of the Town of Claresholm wishes to adopt a comprehensive land use plan approximately ±183 hectares of land legally described as NE 27-12-27 W4M, SE 27-12-27 W4M, and NE 22-12-27 W4M; and

WHEREAS the purpose of an area structure plan is to provide a framework for the subsequent orderly subdivision and development of land within a defined area; and

WHEREAS the Council wishes to regulate and control development of the said lands, but also to promote these lands as a residential and commercial area.

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

1. Council shall adopt an area structure plan in accordance with the provisions of the Act.
2. This plan attached as Schedule 'A', upon adoption, shall be known as the Castle Area Structure Plan (ASP).
3. This bylaw shall come into effect upon third and final reading hereof.

Read a first time in Council this **24th** day of **November** 2025 A.D.

Read a second time in Council this **12th** day of **January** 2026 A.D.

Read a third time in Council and finally passed in Council this **12th** day of **January** 2026 A.D.

Brad Schlossberger, Mayor

Abe Tinney, Chief Administrative Officer

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1.0 INTRODUCTION

1.1. Background

The Town of Claresholm (the Town) lies at the intersection of Highway 2 and Highway 520, located at the heart of the Calgary to Lethbridge corridor and offering panoramic views of the scenic Porcupine Hills (see Figure 1). The Town acts as a regional service centre for people in surrounding communities and the Municipal District of Willow Creek (the MD). This Area Structure Plan (the Plan) has been formed to guide the development of recently annexed lands to the west of the Town's built urban area and maintain the Town's supply of available land to accommodate new residential development over the next 100 years. The purpose of this ASP is to facilitate future development that:

a. Aligns with the relevant policies in the Town of Claresholm's Municipal Development Plan and Land Use Bylaw;

b. Is compatible with surrounding urban and rural land uses;

c. Preserves key environmental values;

d. Supports a high quality of life through thoughtful site planning and servicing strategies; and

e. Complies with the requirements of the Municipal Government Act for Area Structure Plans.

1.2. Plan Area

The lands subject to this Plan (the Plan Area) cover approximately 184 hectares (456 acres) of land in the Town (see Figure 2) and includes lands from the following quarter sections:

NE 27-12-27 W4
SE 27-12-27 W4
NE 22-12-27 W4

The land runs adjacent to the Town's municipal boundary on its western edge and is contained between 59th Avenue W to the north, 8th Street W to the east and Kin Trail to the south. The land designated for the Plan Area was part of the MD until 2023, when the Town annexed the land to increase its supply of residential land in addition to adding capacity to meet community needs for additional institutional uses and recreational space. Adjacent lands to the north, west and south of the Plan Area are agricultural lands with the MD, while lands to the east are predominately low-density residential areas within the Town. The Plan Area bounds two institutional facilities, the Willow Creek Continuing Care Centre and West Meadow Elementary School. While not included in the Plan Area boundary, these facilities have informed the location of proposed medium-density residential uses within the Town's Growth Strategy.



Figure 1. Regional Context Map of Claresholm

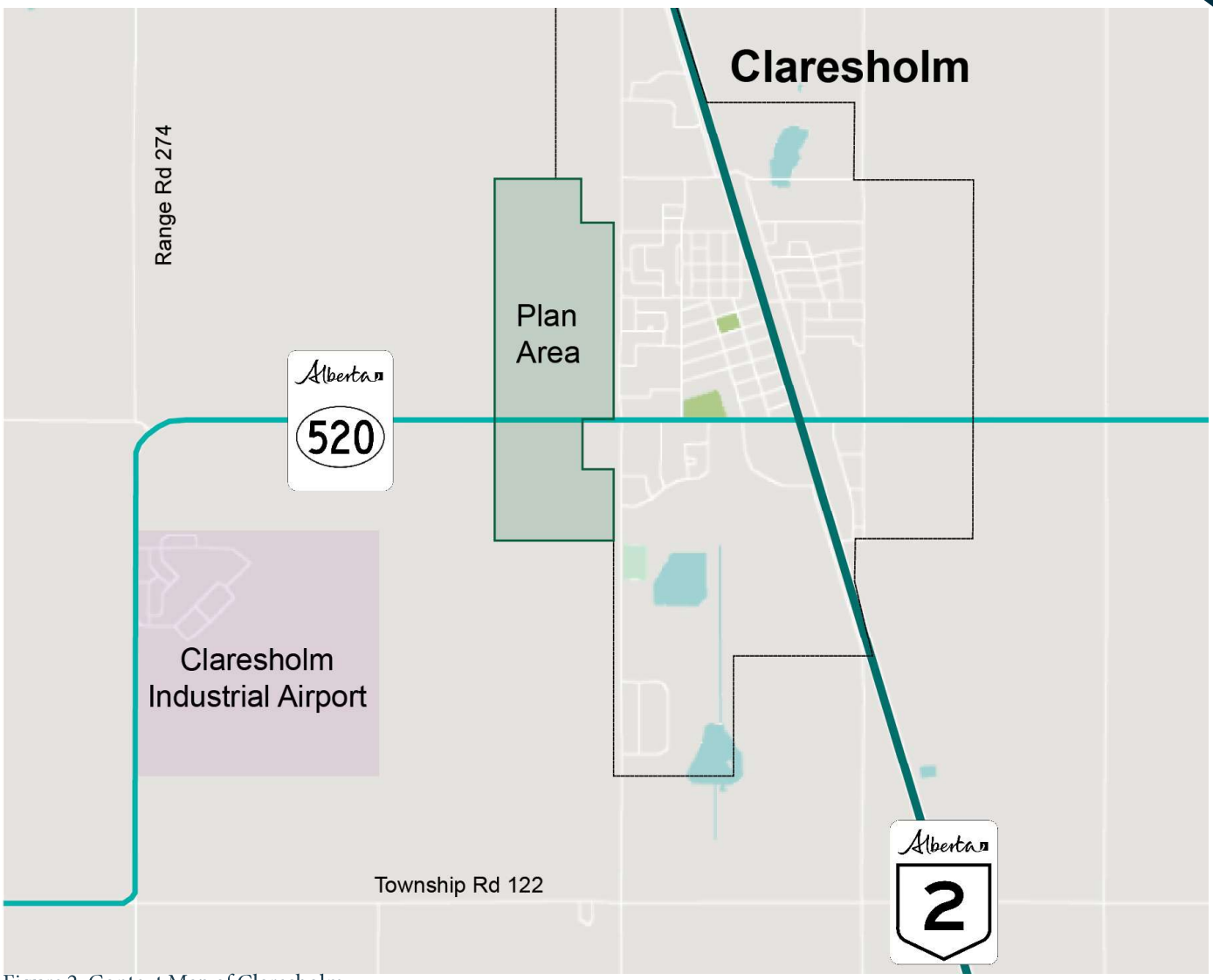


Figure 2: Context Map of Claresholm

1.3. Authority & Interpretation

This Plan has been prepared as per Section 633 of the Municipal Government Act (Revised Statutes of Alberta, 2000, Chapter M-26) which authorizes a council to adopt an area structure plan and follows the guidelines and policies set forth by the Town for the development of new areas. Amendments to the Plan must be passed by Bylaw through Council and must continue to adhere to the Municipal Government Act.

Where the term "shall" or "must" is used in a statement, the direction the statement provides is mandatory; exceptions would require an amendment to the Plan. Policies apply to all situations, without exception, usually in relation to a statement of action, legislative direction, or situation(s) where a desired result is required.

Where the term "should" or "may" is used in a statement, the direction the statement provides is intended to be followed; however, the direction may be deviated from in order to address specific circumstances while still achieve the general intent of the statement.

The word "should" is used to clarify the directional nature of an associated policy statement. Policies that use "should" are to be applied in all situations, unless it can be demonstrated to the satisfaction of the Town's Development Authority that the policy is not reasonable, practical, or feasible in a given situation. Proposed alternatives will comply with the applicable policies and guidelines to the satisfaction of the Town with regard to design and performance standards.

Policies that use the word "may" apply to situations that are permitted to occur as it relates to the overall objectives of the Plan.

1.4. Limitations

This Plan is a long-term planning document. It promotes the vision for the area and includes policies and guidelines that work to achieve the vision over time. The Plan may be amended over time for various initiatives set out by the Town or for future land use applications.

Policies and guidelines in the Plan are not to be interpreted as approval for specific uses for individual sites. Site conditions, including environmental constraints, adjacency and compatibility of uses and all other constraints must be assessed on a case-by-case basis through planning applications, required technical studies, and must adhere to the rules and regulations of the Land Use Bylaw.

1.5 Plan Preparation

The Plan has been prepared in compliance with the Municpal Government Act and is organized into the following sections:

Section 1 – Introduction: Describes the location and context of the Plan Area and provides direction on how the document is to be interpreted and applied in the planning and development process, including any limitations of the document.

Section 2 - Context: Reviews applicable provincial legislation, statutory municipal documents, and local policies. This section demonstrates how the ASP aligns with the Town of Claresholm's Municipal Development Plan, Land Use Bylaw, and other relevant planning frameworks. It also provides a technical site analysis and outines any constraints found through geotechnical, biophysical, and environmental site analyses.

Section 3 – Technical Site Analysis: Summaries the existing physical and environmental conditions of the Plan Area, including topography, drainage patterns, potential wetland depressions, existing oil and gas infrastructure, and utility rights-of-way. Site constraints and opportunities are identified from the work done in the Biophysical Screening Report, Phase I ESA and Geotechnical Assessment.

Section 4 – Engagement: Provides an overview of the engagement process, including consultation with interested parties, agency referrals, and direct neighbour discussions. The section summarizes key feedback themes and how input influenced the ASP's policies and structure.

Section 5 – Development Concept: Presents the Vision and Objectives for the land within the Plan Area and illustrates the proposed development layout, including land use designations, road alignments, environmental reserves, and open space buffers.

Section 6 – Land Use Policies: Establishes the policy framework that will guide future subdivision and development decisions. Policies address residential use, environmental protection, and compatibility with surrounding land uses.

Section 7 – Transportation: Defines the internal road network and access strategy, including road standards, emergency access, pedestrian connectivity, and traffic management policies.

Section 8 - Servicing and Utilities: Outlines servicing strategies for water, wastewater, stormwater, and shallow utilities based on engineering best practices and technical assessments. Policies support both interim subdivison development and long-term sustainability and servicing feasibility.

Section 9 – Implementation and Phasing: Provides direction for how the ASP will be implemented over time, including land use redesignation, subdivision approval, sequence of development, and the process for potential amendments.



2.0 CONTEXT

The Plan has been prepared in accordance with the Town of Claresholm's requirements for area structure plans and in compliance with the Municipal Government Act. The context section of the Plan outlines the legislative and policy framework that guides its preparation and implementation. It provides an overview of relevant municipal, regional, and provincial documents, including statutory plans, land use bylaws, and growth strategies, to ensure alignment with broader planning objectives. This section establishes the foundation for how the Plan fits within the hierarchy of planning documents and supports coordinated, sustainable development.

It also summarizes existing site conditions, including land ownership, servicing, and environmental features, and identifies constraints such as topography, pipeline rights-of-way, drainage patterns, and active wellsite setbacks that must be considered in future subdivision and development. Together, these factors establish the foundation for a coordinated, context-sensitive approach to growth that supports the Town's long-term vision.

2.1. Natural Environment

The existing Plan Area is currently used for agricultural purposes and has little variation in natural topography. A shelter belt exists within the middle quarter section. McElhanney Ltd. prepared a Biophysical Screening Report (BSR) in June 2025 to identify environmentally sensitive features, potential impacts, and recommended mitigation measures for the subject lands. The study included desktop reviews and a field investigation on May 13, 2025. The site is predominantly agricultural, with minimal remaining native vegetation, and is located in the Mixedgrass Natural Subregion of Alberta's Grassland Region. The field assessment identified common weed species, including Canada thistle, and habitat supporting various wildlife, including American badger, mule deer, and long-billed curlew, all of which were observed on-site.

The Biophysical Screening Report noted the presence of sensitive and potentially at-risk wildlife in the area, with species such as Ferruginous hawk, Sharp-tailed grouse, and Plains spadefoot having moderate to high probability of occurrence based on habitat conditions. While no Environmentally Significant Areas or Key Wildlife and Biodiversity Zones were identified within the Plan Area, the site does offer low to moderate quality habitat for mammals, birds, and herptiles. Development within the Plan Area should follow the mitigation and survey requirements outlined in the Biophysical Screening Report.

2.2 Environmental Site Conditions

A Phase I Environmental Site Assessment (ESA) was completed by McElhanney Ltd. in June 2025 for the lands within NE 22-12-27 W4M and SE, NE 27-12-27 W4M in support of the Plan. The purpose of the assessment was to identify actual or potential environmental liabilities associated with current or historical activities on the site that may pose a risk to human health or the environment. The assessment included a historical review of aerial imagery, regulatory database searches, interviews, and a site visit conducted on May 13, 2025. The lands are currently used for agricultural purposes, and no evidence of significant contamination or environmental concern was identified. No underground storage tanks, hazardous materials, or waste disposal areas were observed, and there are no known historical activities that would trigger environmental remediation requirements.

Several oil and gas pipeline rights-of-way and associated infrastructure are present within and adjacent to the Plan Area. These include above- and below-ground facilities that should be avoided or appropriately mitigated through coordination with the operators. In addition, farm-related structures and surface debris were observed on parts of the site, and while they do not pose immediate environmental risks, they should be removed or assessed further during detailed design.

The ESA concluded that no further environmental investigation is required at this time and that the lands are suitable for development from a contamination perspective, provided development respects pipeline setbacks and proper due diligence is maintained during excavation and servicing.

2.3. Ownership

The Plan Area is comprised of four titled parcels and two road rights-of-way. Table 1 provides an overview of these titles.

Land Ownership

#	Title / Plan #	Primary Function	Area (Hectares)	Area (Acres)	Ownership
1	171162399004	Agriculture	56.26	139.02	Private Ownership
2	221270039	Country Residential	2.12	5.24	Private Ownership
3	221270039001	Agricultural	61.77	152.75	Private Ownership
4	201207188001	Water Line ROW	0.81	2.01	Town of Claresholm
5	43 Avenue W	Road ROW	1.62	4.01	Town of Claresholm
6	7510698	Road ROW	0.84	2.07	Town of Claresholm
7	921097883001	Agriculture	58.90	145.54	Private Ownership

2.4. Existing Land Use

Lands within the Plan Area are currently zoned Agricultural/ Transitional (A/T) under the Town's Land Use Bylaw. Most of the land within the Plan Area is used for agricultural purposes, however there is 1 farmhouse on site.

2.5 Existing Servicing

The Plan Area is currently unserviced but is located adjacent to existing municipal infrastructure along 8th Street West and 55 Avenue West. The Master Servicing Report (MSR) prepared in support of the Plan identifies that water, sanitary, and stormwater services can be extended into the Plan Area to support phased development. Water servicing will be provided through looping extensions of the municipal water mains, while gravity-based sanitary mains will follow the proposed road network. Stormwater will be managed through a combination of overland drainage, storm ponds, and low-impact development techniques aligned with natural drainage patterns. Additional details on proposed servicing strategies for the land can be found in Section 7 of this report. Initial development is anticipated in the northeast and southeast portions of the site, with interim servicing solutions in place until full build-out occurs.



Adjacent Plan Area Photos



Adjacent Plan Area Photos

2.0 CONTEXT

2.6. Planning Policy Framework

A review of legislative framework is an important step in developing an Area Structure Plan as it provides context as to how it relates to other planning and policy documents. Below is a summary of the relevant planning documentation that was review for alignment.

Municipal Government Act

The Plan must conform to the requirements of the Municipal Government Act (MGA) (Revised Statutes of Alberta, 2000, Chapter M-26). Section 633 of the MGA outlines the current Area Structure Plan requirements within the province. Area Structure Plans at a minimum must describe:

- the sequence of development proposed for the area;
- the land uses proposed for the area, either generally or specifically to parts of the area;
- the population density proposed for the area, either generally or specifically to parts of the area; and
- the general location of major transportation routes and public utilities.

Provincial Land-Use Framework

In addition to the MGA, all Area Structure Plans within Alberta must conform with the Land-use Framework, 2008. Pursuant to this Framework, the Plan Area is located within the South Saskatchewan Regional Plan (SSRP) area, which was adopted in 2014. The SSRP lays out several key desired outcomes and strategic directions relating to the region's economy, people, environment and resources. Policies within this Plan have been formed to align with the SSRP's overarching goals of using land efficiently, enhancing the quality of life for residents by supporting community growth and development, and protecting and conserving natural ecosystems and biodiversity.

Intermunicipal Development Plan

The Intermunicipal Development Plan (IDP) between the Town and the MD was adopted in May of 2021. As of this writing, the IDP has not been updated to reflect that the Plan Area lands were annexed into the Town's boundaries in 2023. The IDP shows that the Plan Area is part of the Residential Growth Area, which was established to allow rural landowners land use opportunities that are compatible with the Town's long-range planning goals of fully serviced residential parcels with flexible density requirements and the accommodation of future urban development should the lands be annexed by the Town. A community entranceway is designated along Highway 520 (Starline Road) which requires adjacent development to adhere to common standards that include but are not limited to landscaping, signage, screening and fencing. The IDP also specifies the inclusion of architectural elements that enhance the visual appeal of the entranceway. Policies for the Plan Area are to be governed by the Town's Municipal Development Plan and Land Use Bylaw. The Plan has taken into consideration the existing uses of the surrounding lands to foster a cohesive and collaborative planning document.

2.0 CONTEXT

Municipal Development Plan (Bylaw 1644, 2018)

The Town of Claresholm Municipal Development Plan (MDP) is a high-level policy document for the Town that establishes goals, objectives and policies that inform decision-making and guide long-term growth. The MDP directs growth and development in a physically, socially and economically sustainably manner that benefit the community's existing and future residents and businesses.

As of this writing, the MDP has not been updated to include the Plan Area as part of the Town's municipal boundaries following the 2023 annexation. However, the MDP addresses lands identified for annexation from the MD in its Growth Strategy Map and shows the Plan Area as being intended to contain a mix of low-density residential, medium-density residential, and mixed-use residential/institutional/park development. The MDP acknowledges the need for a wide range of housing types that will provide the Town's residents with a variety of residential accommodation options. Generally, the MDP does not contain language that strongly supports mixed-use or commercial development within the Plan Area, but pockets of small-scale neighbourhood commercial development will be supported.

Policies within the MDP are cognizant of the strong and collaborative relationship between the Town and the MD. The MDP is supportive of protecting the Plan Area's primarily agricultural uses while it awaits urban development and directs the Town to foster an understanding with residents regarding the existing agricultural operations within the MD adjacent to the Town boundary.

MDP Policy #	Category	Policy
3.4.2	Residential Development	The Town will encourage residential neighbourhoods to be developed in areas that are in close proximity to schools and community facilities including parks and trails.
3.4.7	Residential Development	Multiple family dwellings and higher density developments will locate in areas: a) Accessible to an arterial, or major or minor collector road; b) Where traffic, generated by the development, will not affect the traffic patterns of other residential districts. c) Accessible to schools and community facilities including parks and trails; d) Accessible to commercial areas for shopping and employment; e) Where the appearance of an existing residential neighbourhood is not affected.
3.4.10	Residential Development	In situations where it is not possible to separate residential development from incompatible uses, a landscaped buffer, berm or some other screening will be required.
3.4.12	Residential Development	Residential areas will be planned to accommodate a wide variety of housing types that enhance the appearance of the Town and serve a wide range of demographics.
3.4.13	Residential Development	By ensuring that residential areas are connected to the community via pedestrian walkways, shopping and educational facilities (including schools) will be located in such a manner that will provide access to all residential areas.
3.4.16	Residential Development	The Town prefers subdivision and development designed on a grid or modified grid pattern.
4.4.11	Commercial Development	The Town will support the development of Neighborhood Commercial with the principal that it is convenient, walkable and does not conflict with existing commercial development. Walkability is defined as a distance of 1500 feet (457 m) from the proposed development.
11.4.7	Growth Strategy	The Town will protect the right of agricultural operations to continue within the Town boundaries following annexation until urban land development occurs.

2.0 CONTEXT

Land Use Bylaw (Bylaw 1525, 2024)

The Land Use Bylaw (LUB) for the Town outlines development regulations that affect all properties and land uses within the Town. The LUB dictates zoning for the land to organize the municipality into different districts, each with their own set of uses and standards. The Plan Area will be designated for residential, neighbourhood commercial and public uses.

Claresholm Municipal Sustainability Plan (2008)

The Town's Municipal Sustainability Plan directs the Town to view sustainability using inter-related pillars of governance, culture, social, environment and economy. Sustainability is defined as a process which meets the needs of the present generation without compromising the ability of future generations to meet their needs. Policies in the Plan have been formed to align with the Town's sustainable development goals, specifically those within the social and environment pillars.

2.7. Plan Approval

The development of this Plan involved consultation with local and neighbouring landowners, interest holders and relevant referral agencies. The Applicant held an Open House with Town Administration on September 8, 2025 to identify concerns with the proposed development. Additional details regarding feedback from public engagement sessions can be found in Section 4 of this ASP. The final Area Structure Plan underwent three readings and a public hearing, in accordance with provincial legislation.



Plan Area Photos

3.0 TECHNICAL SITE ANALYSIS

This section provides a summary of special attributes that may affect future development within the Plan Area. Those developing in the Plan Area must practice due diligence in the development process as it relates to considerations within this section. This is not an exhaustive list, and it is the responsibility of the developer to strive to meet all applicable development standards when considering new development within the Plan Area.


Plan Area Photos


Plan Area Photos

3.1. Topography

The Plan Area is characterized by gently rolling topography typical of the Mixedgrass Natural Subregion. Soils are generally well-drained and suitable for development; however, portions of the site may include Solonetzic soils with reduced topsoil depth, which could require special handling during construction. These conditions may present minor grading and compaction challenges, particularly during road and utility installation.

3.2. Surface Water Features

There are no permanent watercourses within the Plan Area; however, several manmade drainage ditches and ephemeral draws were observed. While these features are not regulated under the Water Act, they follow natural drainage patterns and will need to be maintained or appropriately redirected through stormwater design. Improper disturbance could result in localized drainage issues or sedimentation off-site.

3.3. Wetlands

Although historical imagery suggested the potential for wetlands, field verification confirmed that no wetlands or hydric soils are present within the Plan Area. As such, no regulatory approvals under the Water Act are currently required. Low-lying areas and former wetland depressions may retain moisture and could pose construction limitations or require subgrade stabilization in select locations.


Plan Area Photos

3.0 TECHNICAL SITE ANALYSIS

3.4. Existing Oil and Gas Wells

Within the Plan Area, there is one active drilled wellsite in the NE 22-12-27 W4 that received an issued license on November 20, 1989. The wellsite placement will require a setback of 100 metres surrounding the wellhead as per Alberta Regulation 84/2022. Additionally, there are two other active wells immediately to the west of both NE 27-12-27 W4 and SE 27-12-27 W4 that will restrict development within the Plan Area subject to the 100-metre setback requirement.

3.5. Utility Corridors

Various pipeline and transmission line rights-of-way corridors intersect the Plan Area and will affect the development potential of subdivided and vacant lands.



Plan Area Photos

3.6. Geotechnical Conditions

A Geotechnical Assessment was completed by McElhanney Ltd. in June 2025 to evaluate subsurface conditions across the Plan Area and provide preliminary geotechnical design recommendations to support future development. The investigation included a desktop review, drilling of eleven boreholes, and laboratory testing.

The subsurface profile consists primarily of topsoil underlain by clay till, with depths of topsoil ranging from 200 mm to 400 mm and till extending to the full depth explored in all boreholes. The clay till is generally stiff to very stiff, with low plasticity and a low potential for frost heave. Groundwater seepage was observed in only one borehole at approximately 3.0 m depth, indicating favourable drainage conditions and a low risk of perched water tables across most of the Plan Area.

From a development perspective, the soils are considered suitable for standard spread or strip footings, provided they are placed on competent native clay till or engineered fill. The recommended design frost penetration depth is 2.3 metres, which should inform foundation and utility installation depths. The report notes that excavations should remain stable with typical side slopes of 1H:1V or flatter, and that over-excavation and backfilling may be required where soft zones are encountered.

No slope instability or significant geohazards were identified on the site. Based on these findings, the site is considered geotechnically suitable for urban development, including roads, utilities, and low- to medium-density residential construction.

Additional information on the technical site analysis can be found in the accompanying Appendix documents and Figure 3: Site Constraints Map on the following page. This includes detailed investigations of the Geotechnical, Transporation, Biophysical, Ennvironmental and Servicing Constraints of the site based on the evaluation of existing conditions.

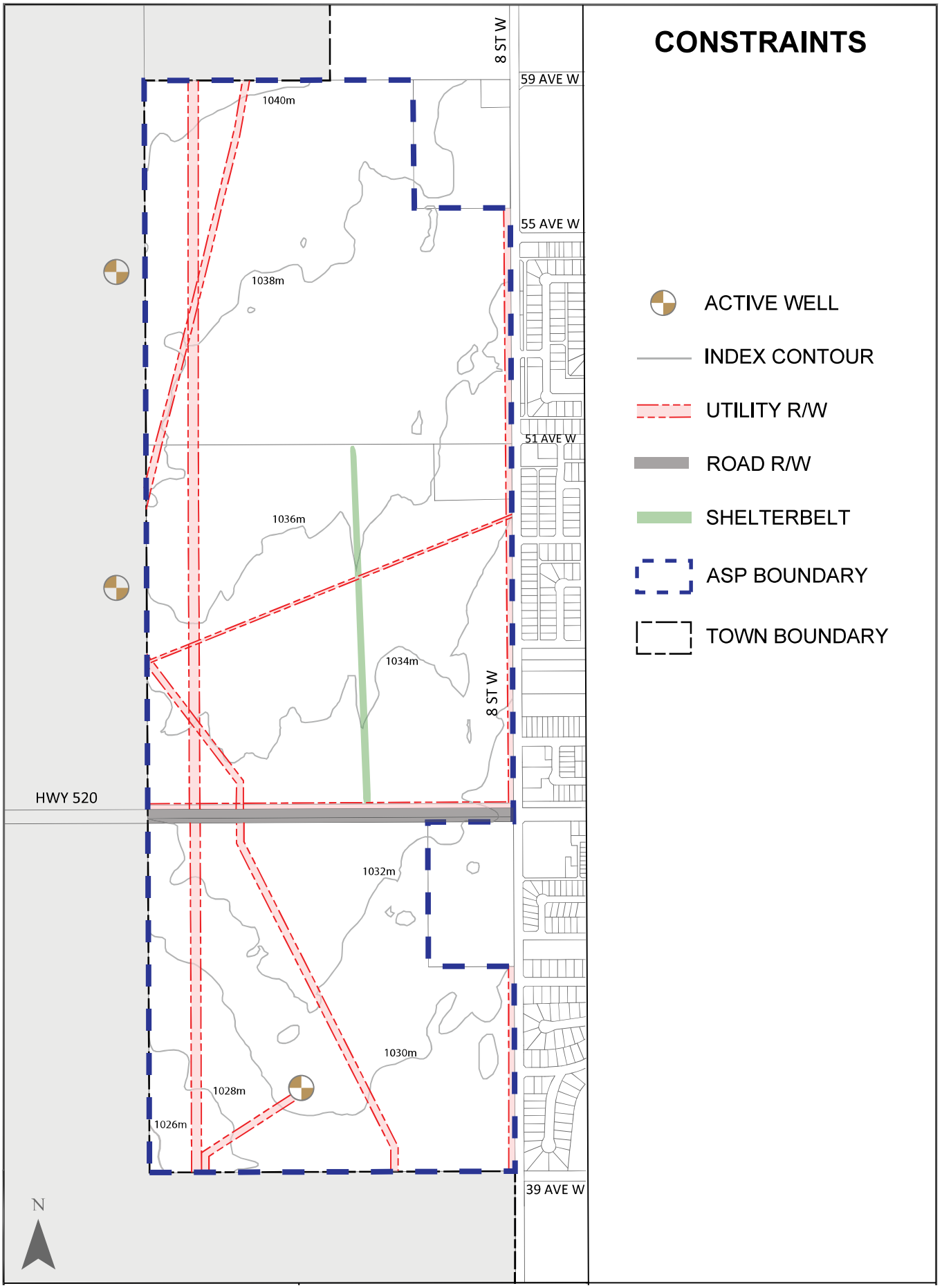


Figure 3. Site Constraints Map

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4.0 ENGAGEMENT

4.1. Engagement Overview

The preparation of the Plan followed a transparent process consistent with Section 636 of the Municipal Government Act (MGA). Engagement was carried out through a Public Open House, which invited input from adjacent landowners, referral agencies, community organizations, and other interested parties on a range of planning considerations such as land use, density, transportation, servicing, environmental conservation, and compatibility with surrounding uses. This process ensured that stakeholders were aware of the landowner's intent to prepare the ASP and had an opportunity to provide input prior to formal adoption.

4.2. Engagement Feedback

A Public Open House was held on September 8, where participants raised concerns about the long-term management of stormwater, including the potential for standing stormwater ponds, and voiced opposition from some residents along 8th Street who were dissatisfied with the loss of their view and expressed general resistance to new development in the area. Others noted apprehension about increased traffic and potential impacts on neighbourhood character. Positive comments were also heard, particularly support for increasing the community's housing supply, diversifying the range of housing forms, and creating opportunities for new families to settle in Claresholm. Feedback from the open house has been summarized and appended to the ASP for Council's review. In accordance with the MGA, a Public Hearing will be held during the approvals process, where the applicant and project team will be available to answer questions and provide clarification prior to Council's decision. interested parties on a variety of planning considerations, including, but not limited to, land use, development density, transportation infrastructure, utility servicing, environmental conservation, and compatibility with surrounding uses. This phase also establishes a process for interested parties to remain informed and engaged throughout the ASP preparation and approval process.



5.0 DEVELOPMENT CONCEPT

5.1. Vision Statement

The Castle ASP envisions a complete community that supports a variety of housing options, integrates natural features, and provides walkable access to parks, trails, and essential neighbourhood services. Through efficient use of infrastructure and thoughtful land use transitions, the neighbourhood enhances the quality of life for Claresholm residents while preserving the character of Claresholm and its rural charm.

5.2 Objectives

The purpose of this Plan is to establish a comprehensive land-use planning framework for future subdivision and development. The objectives of this Plan include:



Housing Choice

The plan supports a wide range of housing types, including single detached, duplexes, and varying scales of multi-family developments to meet the needs of Claresholm's evolving population. Multi-family development may range from small-scale formats such as four-plexes and six-plexes to medium-density apartment buildings of approximately four to six storeys, depending on location, servicing capacity, and compatibility with adjacent land uses. Housing forms are strategically located to facilitate compatibility with adjacent land uses. Higher density and supportive living facilities are located near the school, auxiliary hospital, and parks and open spaces, while lower density and country residential areas provide appropriate transitions to existing rural lands. This variety allows for a resilient and inclusive community and integrates with surrounding land uses.



Walkability

A strong emphasis on walkability underpins the Castle ASP's layout, with interconnected streets, trail networks, and open spaces that promote safe, convenient movement for pedestrians and cyclists. The plan integrates parks, schools, and neighbourhood commercial services within walkable distances to reduce reliance on vehicles and support active, healthy lifestyles.

5.0 DEVELOPMENT CONCEPT

Compact Growth

The plan promotes compact and efficient development that builds on existing municipal infrastructure and minimizes land consumption. By aligning growth with servicing capacity and using land strategically, the Town of Claresholm can grow sustainably while preserving the rural edges and promoting long-term fiscal responsibility. Medium-density residential forms are clustered near key infrastructure and amenities to optimize land use and reduce infrastructure duplication.

Adaptability

Flexibility is built into the plan to allow for phased development and the ability to respond to changing market conditions and community needs over time. Policies in the land use concept allow for refinement based on servicing feasibility and market demands, allowing the neighbourhood to remain relevant and functional well into the future.
A range of parcel sizes and housing forms are able to be incorporated into the land uses to provide landowners and developers with flexibility to meet shifting demographic and economic demands. This adaptability allows the Town to evolve organically while remaining aligned with the broader planning vision.

Local Vibrancy

Neighbourhood-scale commercial nodes have been included to foster local vibrancy and support the everyday needs of community members. These spaces are designed to accommodate small businesses, services, and gathering places that contribute to community life and reduce travel distances while creating a sense of place. Commercial areas within the Plan Area are intended to serve local residents and nearby institutions, complementing rather than competing with Claresholm's existing commercial core. Their scale, location, and design will support walkability and convenience without undermining the vitality of Claresholm's downtown of the highway commercial district along Highway 2.





5.0 DEVELOPMENT CONCEPT

5.3. Land Use Concept

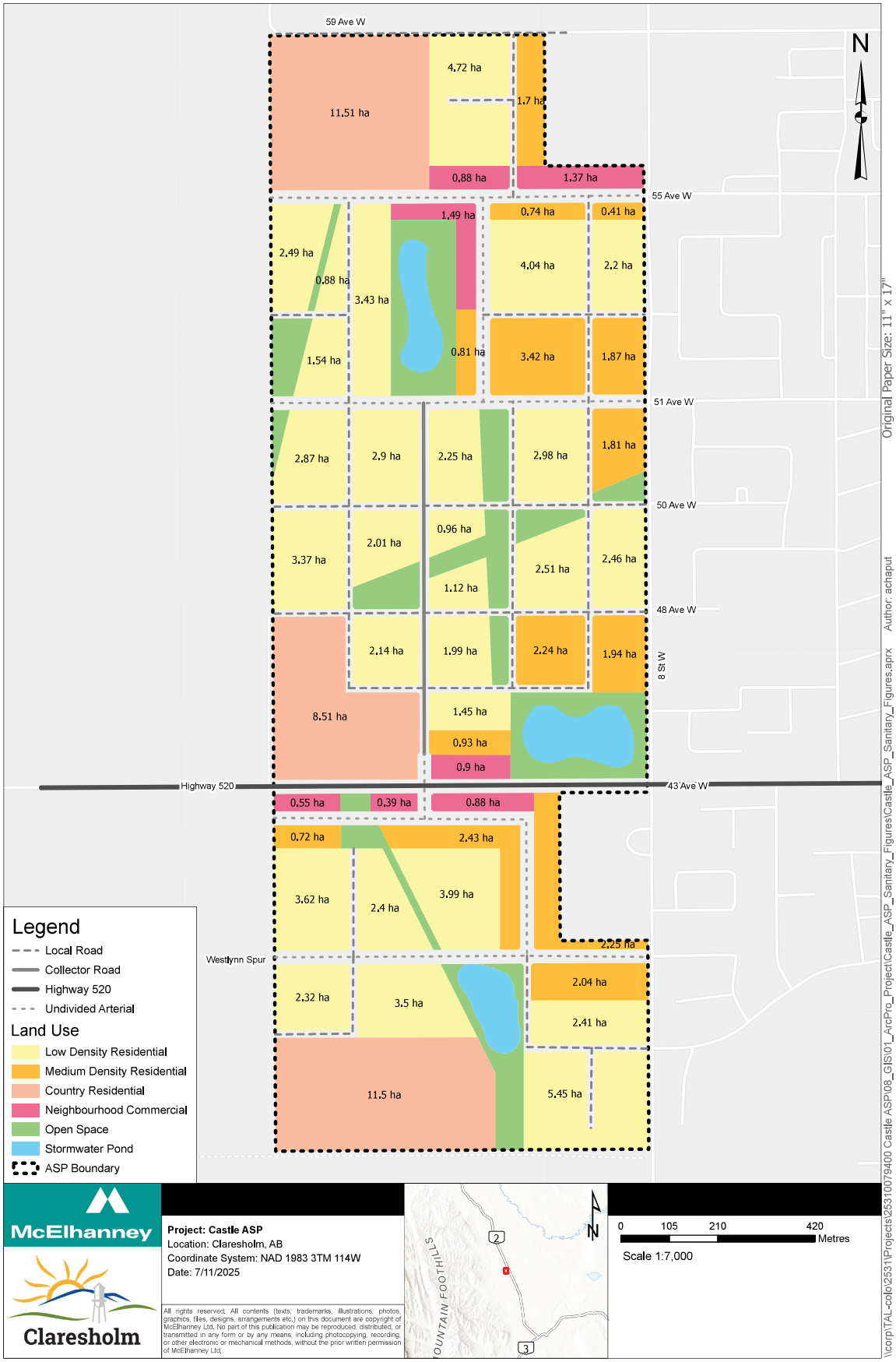


Figure 4. Land Use Concept

5.0 DEVELOPMENT CONCEPT

5.4. Land Use Categories & Net Residential Density

Residential Land Uses

This category includes a range of residential uses as outlined in the LUB, such as single-detached residential, duplex residential, country residential, multiple residential and apartments. Land uses have been divided into Low-Density and Medium-Density areas. Low Density targets a Net Residential Density of 12 du/ha - 16 du/ha while Medium Density ares will range between 28 du/ha - 80 du/ha. Specific housing forms and lot sizes will be determined at subdivision. Population calculations have been determined by using the 2021 Statistics Canada Census Data for average household size (2.1 persons per dwelling) and average family size (2.6 persons per dwelling) for the Town of Claresholm.

Neighbourhood Commercial Land Use

This category includes small-scale commercial uses that complement and are within walkable distances of residential areas, such as cafes, restaurants, retail stores and fitness centres.

Public Amenity Land Uses

This category includes uses such as public parks, open space corridors and stormwater facilities. Generally, these align with areas that are not developable due to constraints such as topography, development setbacks and utility right-of-way corridor and provide buffers between incompatible land uses.

Arterial, Collector and Local Road Network

The Land Use concept identifies which roadways are proposed to be arterial, collector or local roadways.

Table 2. Net Residential Density Calculations

Net Residential Density						
Land Use Category	**Area (ha)**	**Area (acres)**	**% of GDA**			
Gross Development Area (GDA)	**184.41**	**456**	**100%**			
Road Right-of-Way	25.72	64	14%			
Parks and Open Space	18.12	45	10%			
Utilities / Stormwater Management	10.47	25	6%			
Neighbourhood Commercial	3.75	9	2%			
Net Residential Area				**Density (du/ha)**	**Units**	**Population**
Country Residential	31.51	78	17%	1 du/ha	32	64
Low Density Residential	71.18	176	38%	12 du/ha	868	1820
Medium Density Residential	23.66	58	13%	28 du/ha	660	1716
Total # of Anticipated Units					**1560**	
Total Anticipated Population						**3600**

6.0 LAND USE POLICIES

6.1. General Land Use Policies

The following general policies are applicable to all lands within the Plan Area.

1. Land uses within the Castle ASP shall follow the Land Use Concept map (Figure 3) and reflect the broader planning goals of the Town of Claresholms' MDP and Growth Strategy.

2. A variety of housing forms and commercial opportunities are encouraged to support a complete and resilient neighborhood.

3. Land use transitions shall be thoughtfully designed to enhance compatibility between existing institutional, residential, and agricultural areas.

4. The Town may support variations in land use configurations, provided they meet the intent of the ASP and contribute to a cohesive neighbourhood design

5. All proposed land uses shall be in conformance with the Town of Claresholms' MDP and LUB regulations as well as the respective policies identified in this Plan.

6. Contaminated sites shall be subject to detailed investigation and reclaimed to the satisfaction of the Town before any new development is permitted. All costs associated with contaminated site investigations and reclamation shall be borne by the developer/property owner.

7. All development and subdivisions shall meet the required setbacks from existing oil and gas facilities (wells and pipelines) in accordance with Matters Related to Subdivision and Development Regulation.

8. At the time of subdivision, municipal and/or environmental reserves shall be dedicated in accordance with the requirements of the Municipal Government Act.

9. The Town may require additional Environmental Assessments at the time of development permit application, subdivision application, or land use bylaw amendment application.

10. All abandoned oil or gas wells shall be identified within a subdivision application and development permit application. Setbacks for development must be in accordance with Alberta Energy Regulator (AER) Directive 079 (Surface Development in Proximity to Abandoned Wells).

11. Subdivision and development permit applications in proximity to a provincial highway must be referred to Alberta Transportation and Economic Corridors as per the requirements of the Municipal Government Act.

12. The Highway 520 corridor is identified as a gateway into the Town of Claresholm. The gateway corridor is intended to function as a signature entry point and shall receive priority for enhanced design treatments that exceed minimum municipal standards. Development within the gateway corridor shall demonstrate enhanced architectural quality, coordinated landscaping, and high-quality materials.

6.0 LAND USE POLICIES

6.2. Low-Density Residential

Residential development within the Castle ASP is intended to offer a range of housing forms that respond to Claresholm's population. The Plan incorporates low-density, medium-density, and country residential land uses, each aligned with corresponding designations in the Town's Land Use Bylaw. Land Uses are located as per the Land Use Concept map (Figure 3).

Low-Density Residential areas align with the Single Detached Residential (R1) and Duplex Residential (R2) in the Claresholm Land Use Bylaw 1525. They are characterized by low density development and may include single detached dwellings, duplexes or semi-detached dwellings. The following policies apply to Low-Density Residential land use areas:

1. Low-density areas shall be located to provide appropriate transitions between country residential or agricultural lands and higher-density or institutional areas.

2. Where low-density residential is adjacent to incompatible uses, buffering such as landscaped strips, fencing, or open space should be used to minimize conflicts

3. Sidewalks should be incorporated into subdivision designs to link low-density areas with parks and key neighbourhood amenities.

4. Cul-de-sacs and dead-end streets should be minimized to support walkability and circulation.

5. A variety of lot widths and configurations should be included to support housing diversity within low-density areas

6. Block lengths should support pedestrian movement and align with the grid street layout where feasible.

7. Development must connect to municipal water, wastewater, and stormwater systems in accordance with the Town of Claresholm's standards.

8. Lot and subdivision design shall consider servicing efficiency and infrastructure phasing.

9. Secondary suites may be supported in accordance with the Land Use Bylaw to expand the range of available units in low-density development

6.3. Medium-Density Residential

Medium-Density Residential areas align with the Multiple Residential (R4) and Apartments (R5) in the Claresholm Land Use Bylaw 1525. They are characterized by medium-density development and may include duplexes, semi-detached dwellings, multi-family units, or apartments. The following policies apply to Medium-Density Residential land use areas:

1. Medium-Density areas shall accommodate a mix of housing forms including duplexes, townhouses, low-rise apartments and medium rise apartments.

2. Medium-density residential uses should be concentrated near existing institutional facilities such as West Meadow School or Willow Creek Continuing Care Centre.

3. Transitions to lower density areas should be managed through building step-back, open space buffers and variations in height and massing.

4. Blank walls facing public spaces should be avoided

5. Entrances and pathways should be visible, well-lit and connected to the pedestrian network

6. Multi-family apartments should incorporate amenity space for residents that is functional and integrated into the site layout

7. Access to parking and service areas should be designed to minimize pedestrian conflicts.

8. Medium-density areas should be phased based on proximity to servicing infrastrucutre

9. Developments must connect o municipal water, wastewater and storm systems in accordance with Town standards.

6.4. Country Residential

Country Residential areas align with the Country Residential (R3) District in the Claresholm Land Use Bylaw 1525. They are characterized by low-density, large-lot residential development and may include single detached dwellings. Three nodes of Country Residential have been strategically located within the Castle ASP, bordering existing agricultural lands. These areas provide a rural residential lifestyle while serving as a transition between urban development and surrounding agricultural lands. The following policies apply to Country Residential land use areas:

1. Country residential shall be located adjacent to agricultural lands to serve as a transitional buffer between urban development and rural land uses

2. All country residential development shall connect to municipal water and sanitary systems in accordance with the Town's servicing standards.

3. Private or alternative servicing will not be supported, unless expressly authorized by the Town through future policy direction or servicing agreements.

6.5. Neighbourhood Commercial

Neighbourhood Commercial areas align with the Neighbourhood Commercial (C3) District in the Claresholm Land Use Bylaw 1525. These areas are intended to provide small-scale, locally focused services and amenities that support the day-to-day needs of nearby residents. Located within walking distance of homes, schools, and parks, Neighbourhood Commercial nodes contribute to a complete and vibrant community by offering convenient access to goods and services. These areas are carefully scaled and located to complement Claresholm's downtown and highway commercial districts, rather than compete with them.

1. A variety of parcel sizes for commercial development should be explored to encourage small, local businesses to establish operations within the community.

2. Commercial nodes shall be located along collector roads with strong pedestrian, cycling, and vehicular connections to surrounding residential areas.

3. Building form and massing of commercial developments should reflect a pedestrian-oriented character and be sensitive to adjacent residential uses.

4. Front yard parking should be minimized, where feasible.

5. Outdoor seating areas, patios, or gathering spaces should be integrated into commercial developments to support community interaction.

6. Off-street parking shall be located to the side or rear of the building wherever possible.

7. Commercial developments within the Plan Area are encouraged to favour locally focused services and will not function as competition to Claresholm's downtown or highway commercial zones.

8. Ground floor commercial uses should incorporate windows and have direct pedestrian access from the public sidewalk.

9. Buildings should be oriented to face public streets, parks or trails to enhance visibility and safety.

10. Commercial uses on Highway 520 shall be street-oriented and no direct access to the Plan Area shall be permitted directly from the highway. Parking areas shall be located internal to development sites and shall not be permitted between buildings and the highway frontage. Alternative site designs may be accepted by the Development Authority on a site-specific basis.

6.0 LAND USE POLICIES

6.6. Parks & Opens Space

The following policies apply to parks and opens spaces within the Plan Area:

1. Open Spaces shall include lands that are either undevelopable because of physical constraints or lands that are used for planned parks or recreation areas.

2. Undevelopable lands may remain under private ownership or may be subject to environmental reserve dedication and/or environmental reserve easement.

3. Wetlands shall be classed by value by a suitably qualified professional at the time of subdivision and/or rezoning.

4. Planned park or recreation areas shall be dedicated as municipal reserve.

5. All municipal reserve parcels shall be landscaped to the satisfaction of the Town.

6. Wherever possible major and minor open spaces should be linked via linear parks/pathways. These should also connect with existing parks and pathways outside the Plan Area.

7. Public spaces should reflect the natural character of Claresholm, using native plant materials and connections that reinforce the Town's identity.

8. Open spaces and stormwater facilities shall be designed as multi-functional areas for recreational use.







7.0 TRANSPORTATION

7.1. Transportation Network

The transportation network for the Plan Area, as shown in Figure 3 - Land Use Concept is designed to accommodate anticipated traffic volumes in an efficient, safe, and effective manner. Arterial, Collector, and Local roads have been determined to best align with the land use concept.

A Transportation Impact Assessment (TIA) has been completed for the Plan Area, based on full build out of residential and commercial development. The purpose of the TIA is to provide an understanding of the required transportation investments to support the expected growth and development within the Plan Area and its impact on surrounding infrastructure.

The internal road network will be comprised of arterial, collectors, and local roads. The proposed arterial roadway dedication will provide North-South and East-West connectors removing some of the traffic on 8th Street. Proposed road classifications are detailed in Figure 3 – Land Use Concept.

The analysis found that the proposed internal road network provides adequate connectivity and redundancy to manage local traffic volumes. Two key North-South collectors and one East-West arterial are recommended to distribute traffic and reduce pressure on 8th Street West and Highway 520. The TIA supports these alignments and confirms that they will provide sufficient capacity under full-build conditions.

Key findings of the TIA indicate that no off-site upgrades are required to Highway 520 or 8th Street West during the initial stages of development; however, intersection improvements may be warranted over time as traffic volumes increase. Stop-controlled intersections are considered sufficient for most internal roadways, although the intersection of Highway 520 and the main access road should be monitored for potential signalization or a future roundabout as development progresses. To support walkability and multimodal transportation, the report recommends the inclusion of sidewalks and multi-use pathways on at least one side of all collector and arterial roads. Importantly, the TIA identified no traffic safety concerns based on current patterns, forecasted trip generation, or turning movements associated with full build-out.

Overall, the TIA concludes that the proposed road network is adequate to support the ASP's land use concept and that future intersection improvements can be phased in accordance with development triggers and traffic monitoring. The Town may require updated traffic analysis at key subdivision stages to confirm timing of infrastructure upgrades at the developers expense.

7.0 TRANSPORTATION

7.2. Transportation Policies

The following policies apply to the transportation network within the plan area:

1. The internal road network shall be designed in accordance with the road hierarchy identified in the Castle ASP, including arterial, collector, and local roads, to support efficient and safe circulation throughout the neighbourhood.

2. Intersection spacing, alignment, and design shall be consistent with the Transportation Impact Assessment and refined at the subdivision stage to reflect detailed engineering and traffic volumes.

3. Stop-controlled intersections shall be used for most internal roadways, except at the primary intersection with Highway 520, which shall be monitored for future upgrades such as signalization or a roundabout.

4. No offsite upgrades to Highway 520 or 8th Street West are required at initial phases of development; however, intersection performance shall be reassessed at future subdivision stages to determine timing and scope of improvements. The cost of improvements may be borne by the developer.

5. Sidewalks or multi-use pathways shall be constructed on at least one side of all collector and arterial roads to support walkability, safety, and connectivity for pedestrians and cyclists. If an area is deemed to be a high pedestrian traffic area, sidewalks or pathways may be required on both sides of the road. The location of sidewalks may be determined at the subdivision stage.

6. Development should be designed to minimize direct driveway access onto collector and arterial roads to preserve traffic flow and safety.

7. Block lengths and road alignments should support a modified grid network to enhance connectivity and allow for multiple routing options, reducing congestion on any single corridor.

8. Traffic calming measures such as curb extensions, marked crosswalks, or raised intersections may be incorporated into collector roads, particularly near parks, schools, and commercial areas, to enhance pedestrian safety.

9. At the time of subdivision, developers may be required to submit updated traffic analysis to determine if projected traffic volumes require intersection upgrades or additional mitigation measures.

10. The transportation network shall be designed to accommodate emergency vehicle access and meet the Town of Claresholm's standards for minimum road widths and turning radii.

8.0 SERVICING & UTILITIES

8.1. Utility Infrastructure

McElhanney Ltd. prepared a Master Servicing report that reviewed and evaluated existing infrastructure and identified a conceptual utility system that will be required to service the new development. The report identifies servicing strategies for water, sanitary, and stormwater infrastructure to support staged growth across the Plan Area. Initial development is expected to proceed in the northeast and southeast portions of the site, with municipal servicing provided through extensions of existing infrastructure. The design of these systems aligns with the Town of Claresholm's Servicing Standards and considers both interim and ultimate build-out conditions. Coordination between developers, the Town, and utility providers will be essential to ensure infrastructure is delivered in a cost-effective, efficient, and phased manner. Additional details on phasing and interim solutions will be elaborated on in the Phasing section of this ASP.

8.2. General Policies

1. The detailed design of all municipal services shall be provided at the time of subdivision.

2. All utility systems shall be designed, constructed and operated in accordance with the Town of Claresholm Servicing Standards and shall comply with the most current municipal and provincial standards/requirements.

3. Any necessary right-of-way and easement agreements shall be in place prior to the construction of any utilities.

4. The Town shall evaluate future servicing requests in consideration of system capacity, infrastructure needs, and alignment with long-term planning objectives, with particular attention to intermunicipal coordination with the MD of Willow Creek to achieve shared infrastructure goals.

8.0 SERVICING & UTILITIES

8.3. Stormwater

Surface drainage within the Plan Area generally flows toward the southeast. Each quarter section is capable of accommodating its own stormwater management, supporting increased runoff volumes while respecting the natural drainage patterns.

Stormwater will be drained into three stormwater retention ponds, as demonstrated in Figure 5 – Proposed Stormwater Design. These ponds have been identified based on the natural slope of the land as well as the existing natural drainage. Their actual size and shape will be determined at the time of development or subdivision. These areas may be dedicated as public utility lots at the time of subdivision.

The proposed stormwater system is comprised of a combination of ditches, overland drainage, detention ponds, low impact development and stormwater pipes. The design of these elements is summarized below and is according to the Town of Claresholm Servicing Standards. Each quarter section is expected to incorporate a stormwater management facility, positioned in accordance with the existing topography and natural drainage patterns. The proposed system ensures that post-development runoff rates do not exceed pre-development conditions, consistent with Alberta Environment and Protected Areas requirements. The design of the stormwater network prioritizes integration with open space and recreation areas, enabling multi-functional use of land. The following policies apply to stormwater management within the Plan area.

1. Stormwater management facilities shall be designed and constructed in accordance with Alberta Environment and Protected Areas requirements.

2. Onsite stormwater detention shall be provided as required within general locations identified within Figure 5 – Proposed Stormwater Design

3. Developers shall be required to submit site-specific stormwater management plans to demonstrate that stormwater requirements are met prior to development approval.

4. Stormwater management plans developed during the subdivision or rezoning stages must consider not only the subject area but also any areas within the same catchment area that lie outside the subject area boundaries.

5. The water quality of storm water runoff that is discharged to either a watercourse or a wetland shall meet Alberta Environment and Protected Areas standards.

6. The rate of post-development stormwater discharge from the Plan Area should not exceed pre-development discharge levels to maintain the integrity of surrounding lands.

7. The use of Low Impact Development (LID) strategies is encouraged as an alternative to establishing formal stormwater management ponds, where site conditions allow.

8. Stormwater management ponds may be required out of the order of development provided in the Sequence of Development (Figure 15), where is is deemed to be necessary by the Town as development occurs.

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8.0 SERVICING & UTILITIES



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CASTLE
AREA STRUCTURE PLAN

LEGEND:

- ASP BOUNDARY
- LOCAL DEPRESSION
- 1038.0 EX MAJOR CONTOUR @ 2.0m INTERVALS
- EX MINOR CONTOUR @ 0.5m INTERVALS

STORMWATER:

- EXISTING STORM MAIN AND MH
- EXISTING CULVERT
- EXISTING DITCHES
- EXISTING CATCHMENTS
- CP01 DISCHARGE POINTS
- OVERLAND FLOW DIRECTION

Figure 5. Existing Stormwater Conditions

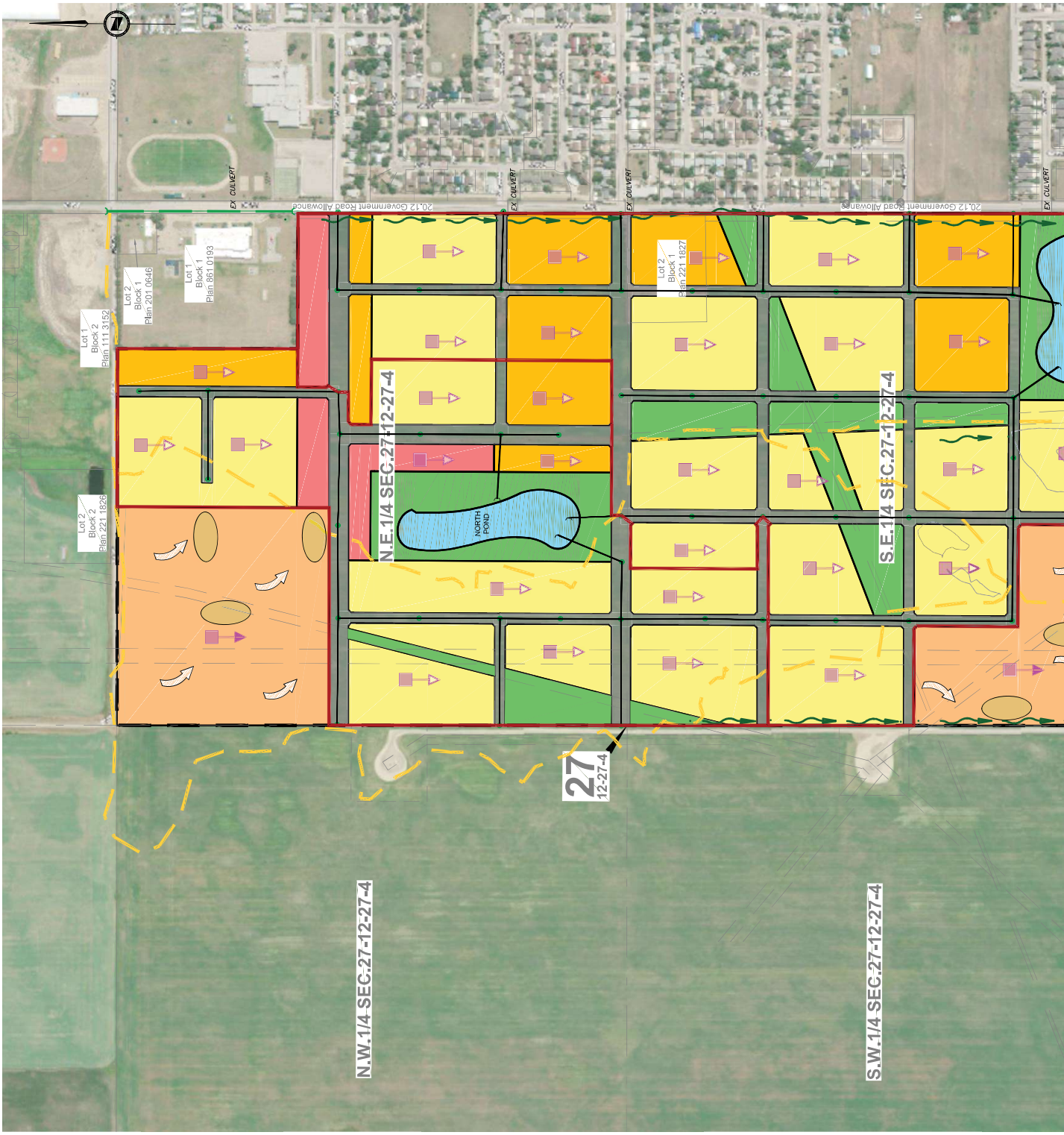
8.0 SERVICING & UTILITIES



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8.0 SERVICING & UTILITIES



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CASTLE
AREA STRUCTURE PLAN

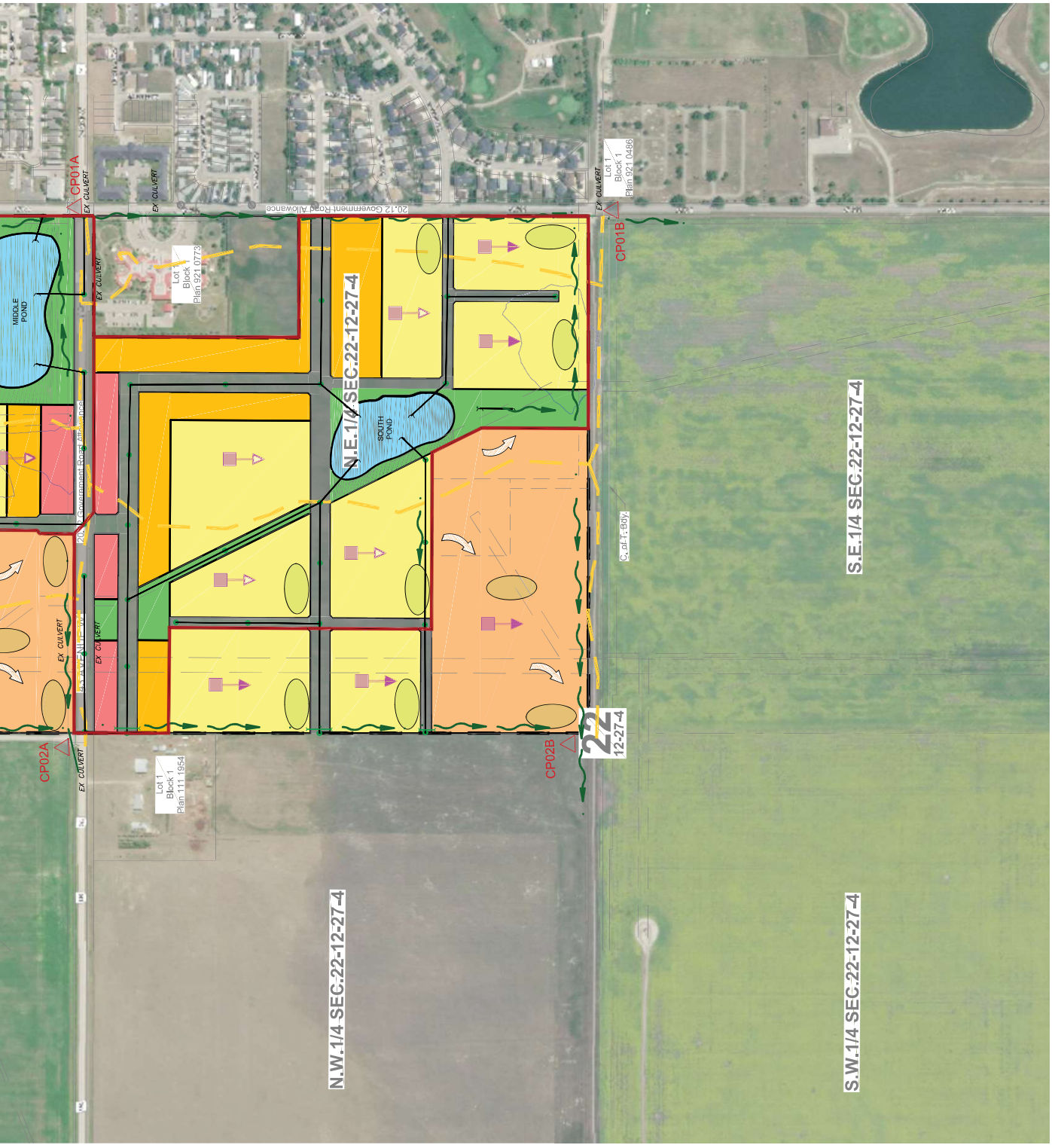
LEGEND:

STORMWA

- ASP BOUNDARY AREA = 182.6 ha
- LOW-DENSITY RESIDENTIAL AREA = 72.0 ha
- MEDIUM-DENSITY RESIDENTIAL AREA = 23.3 ha
- COUNTRY RESIDENTIAL AREA = 31.5 ha
- NEIGHBORHOOD COMMERCIAL AREA = 6.5 ha
- OPEN SPACE/STORMWATER POND AREA = 23.1 ha
- PUBLIC ROAD R/W AREA = 26.2 ha
- OVERLAND FLOW DIRECTION

Figure 6. Proposed Stormwater Design

8.0 SERVICING & UTILITIES



TER:

- PROPOSED STORM MAIN AND MH
- EXISTING CULVERT
- EXISTING LOCAL DEPRESSION
- EXISTING DITCH
- PROPOSED DITCH
- PROPOSED CATCHMENTS
- EXISTING CATCHMENTS

- CP01 DISCHARGE POINTS
- PROPOSED CULVERT
- LOCAL SOURCE CONTROL-LID
- WET POND
- ON-SITE DETENTION SYSTEM AND FLOW DIRECTION TO PIPE SYSTEM
- ON-SITE DETENTION SYSTEM AND FLOW DIRECTION TO DITCH SYSTEM

FIGURE 4.2

EXISTING STORMWATER SYSTEM

1:4000 0 80 160 m

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8.0 SERVICING & UTILITIES

8.4. Utility Infrastructure

McElhanney Ltd. prepared a Master Servicing report that reviewed and evaluated existing infrastructure and identified a conceptual utility system that will be required to service the new development. The report identifies servicing strategies for water, sanitary, and stormwater infrastructure to support staged growth across the Plan Area. Initial development is expected to proceed in the northeast and southeast portions of the site, with municipal servicing provided through extensions of existing infrastructure. The design of these systems aligns with the Town of Claresholm's Servicing Standards and considers both interim and ultimate build-out conditions. Coordination between developers, the Town, and utility providers will be essential to ensure infrastructure is delivered in a cost-effective, efficient, and phased manner. Additional details on phasing and interim solutions will be elaborated on in the Phasing section of this ASP.

8.5. General Policies

1. The detailed design of all municipal services shall be provided at the time of subdivision.
2. All utility systems shall be designed, constructed and operated in accordance with the Town of Claresholm Servicing Standards and shall comply with the most current municipal and provincial standards/requirements
3. Any necessary right-of-way and easement agreements shall be in place prior to the construction of any utilities.
4. The Town shall assess future servicing requests based on capacity, infrastructure needs and alignment with long-term planning objectives, including coordination with the MD of Willow Creek and share intermunicipal infrastructure goals.

8.6. Water Servicing

The Castle Area Structure Plan is supported by a comprehensive Master Servicing Report (MSR), which includes a hydraulic analysis of the Town of Claresholm's water distribution system under current and projected growth conditions. The analysis assessed the ability of the Town's infrastructure to meet water pressure and fire flow requirements at various stages of development, using both the Castle ASP and adjacent growth areas (Prairie Shores, North Point, and future buildout) as scenarios.

The water modeling focused on two primary design scenarios:

1) Peak Hour Demand (PHD): Testing pressure maintenance under normal high-use conditions.

2) Maximum Day Demand + Fire Flow (MDD + FF): Testing whether sufficient water is available for firefighting during high-demand days.

Modeling results showed that initial phases of the Castle ASP can be serviced using the existing water infrastructure, with no immediate upgrades required to reservoirs or treatment plant capacity. In fact, the integration of the Castle ASP into the Town's water network introduces beneficial looping, improving fire flows and reducing pressure deficiencies in existing northern neighbourhoods.

However, as cumulative development progresses—including Prairie Shores and North Point—pressures in some areas fall below the 45 psi design threshold. In response, a new treated water reservoir is recommended for the northern region to support long-term growth and ensure minimum pressures are maintained. The existing water treatment plant has capacity to support the Castle ASP, though an eventual upgrade will be required once the Town population exceeds approximately 10,000 residents.

Modeling also demonstrated that several previously identified offsite improvements in the Town's 2021 Infrastructure Master Plan may no longer be necessary, due to improved connectivity through the Castle ASP.

8.0 SERVICING & UTILITIES

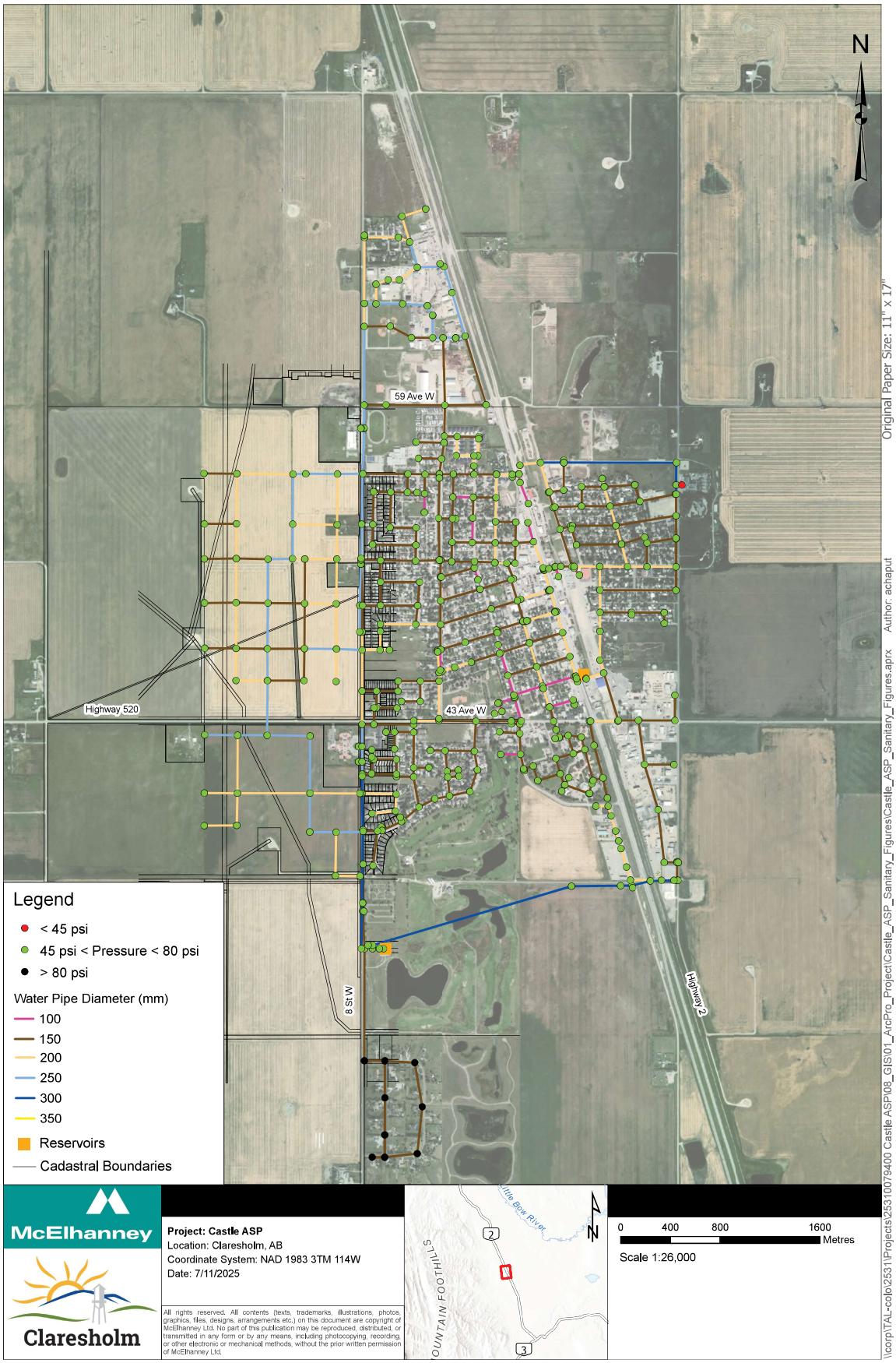


Figure 7. PHD Pressures - Castle Development

8.0 SERVICING & UTILITIES

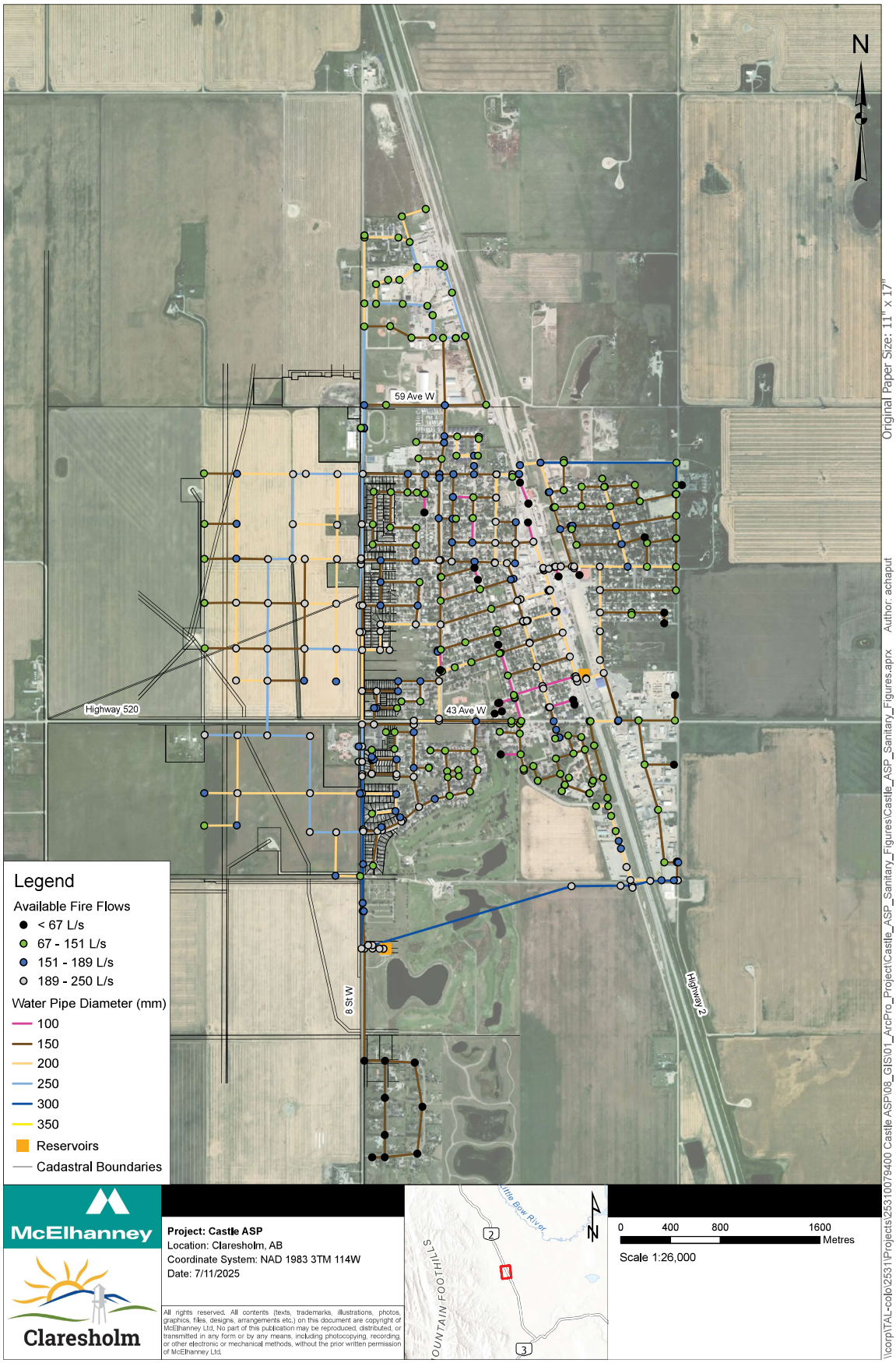


Figure 8. MDD & Fire Flow - Castle Development

8.0 SERVICING & UTILITIES

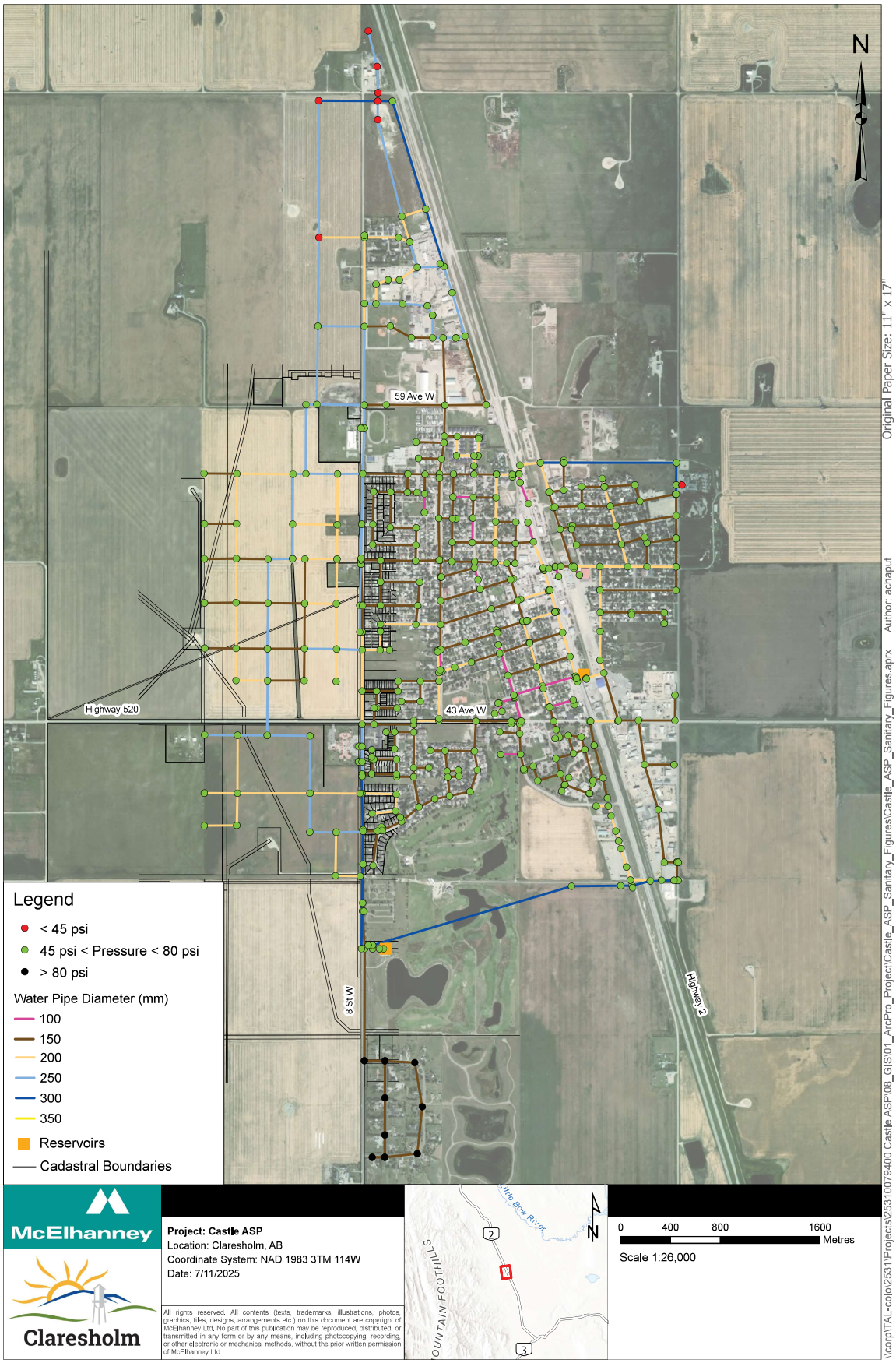


Figure 9. PHD Pressures - Castle, North Point & Prairie Shores

8.0 SERVICING & UTILITIES

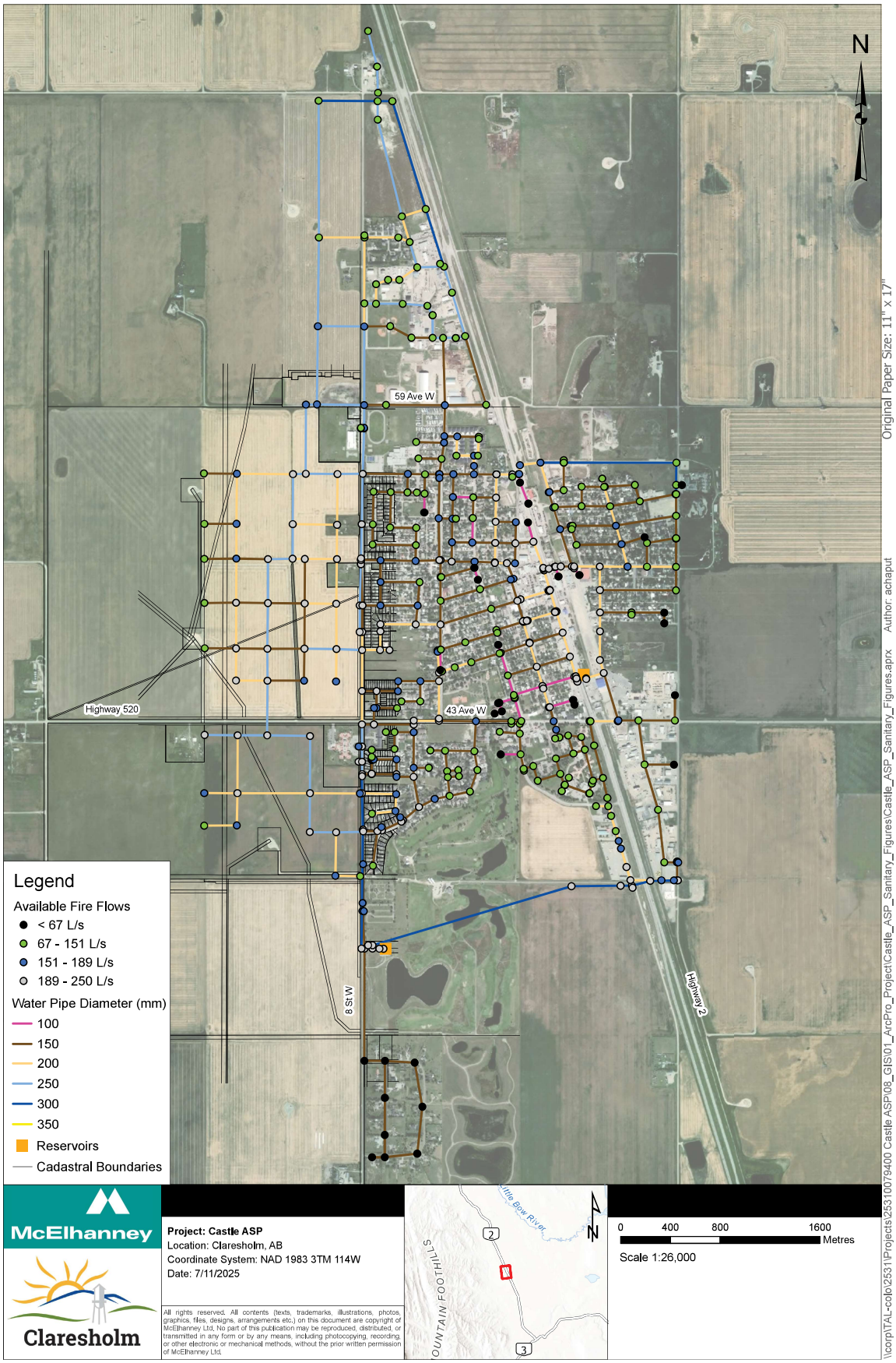


Figure 10. MDD & Fire Flow - Caslte, North Point & Prairie Shores

8.0 SERVICING & UTILITIES

8.7. Sanitary Servicing

Sanitary servicing will be achieved through a gravity-based system that connects to existing municipal infrastructure along 8th Street West. Initial phases of development will be supported by interim connections to nearby sanitary trunks, with long-term servicing configured to accommodate full build-out of the Plan Area. The alignment of sanitary mains has been designed to follow the proposed road network and will be refined at subdivision and detailed design stages. Development potential from the Prairie Shores Area Strucutre Plan will put presure on the 8th Street Sanitary line. Depending on development timing of the Prairie Shores development, it may be nessecary to upsize sanitary mains within the Castle ASP development to accomodate additional flows from Prairie Shores and take the pressure off of 8th Street sanitary main. All infrastructure will be sized and constructed in accordance with the Town of Claresholm Servicing Standards and will be determined in coordination with the Town.

1. All sanitary sewers and sewage facilities shall be designed and constructed to the Town of Claresholm Servicing Standards.

2. Sanitary sewer mains extended into and through the Plan Area shall follow the alignment of roads and be contained in the road rights-of-way. Where subdivision does not take place, the developer shall be required to provide utility rights-of-way to accommodate sanitary sewer collection main extensions through their property.

3. The minimum sanitary sewer main diameter shall be 250mm.

4. At subdivision stage, the sanitary sewage flows shall be calculated and the sewage collection mains sized to accommodate the anticipated flows. The engineering assessment must also verify availability of capacity in the existing system including gravity mains.

8.8. Shallow Utilities

Shallow utilities, consisting of power, gas, phone, and cable television will be supplied directly by the franchise utilities.

1. Shallow utilities consisting of power, gas, phone and cable television will be extended into the Plan Area in accordance with the requirements of the individual utility companies and service providers.

2. All shallow utilities shall be designed and submitted to the Town for review and approval prior to commencement of construction.

3. Installation of utilities must be coordinated so that the sequence of construction follows installation of deep utilities, and finished grades are established.

4. Shallow utilities shall be located in common utility right of ways at the front of the property.

8.9. Interim Servicing

Initial phases of development within the Castle ASP area, as showing in Figure 14 - Priority Development Areas (Page 40), can proceed using existing municipal infrastructure. Interim servicing will leverage available capacity in the Town's water and sanitary systems, with no immediate offsite upgrades required. The proposed road network will connect to 8th Street West and Highway 520, with sufficient capacity to accommodate early-stage traffic volumes. These initial phases are strategically located to minimize servicing costs and capitalize on existing utility and transportation corridors, while preserving flexibility for long-term infrastructure expansion. In the absence of a formal regional stormwater management facility, early development will incorporate low impact development (LID) strategies to manage stormwater runoff until full buildout solutions are implemented.

8.0 SERVICING & UTILITIES

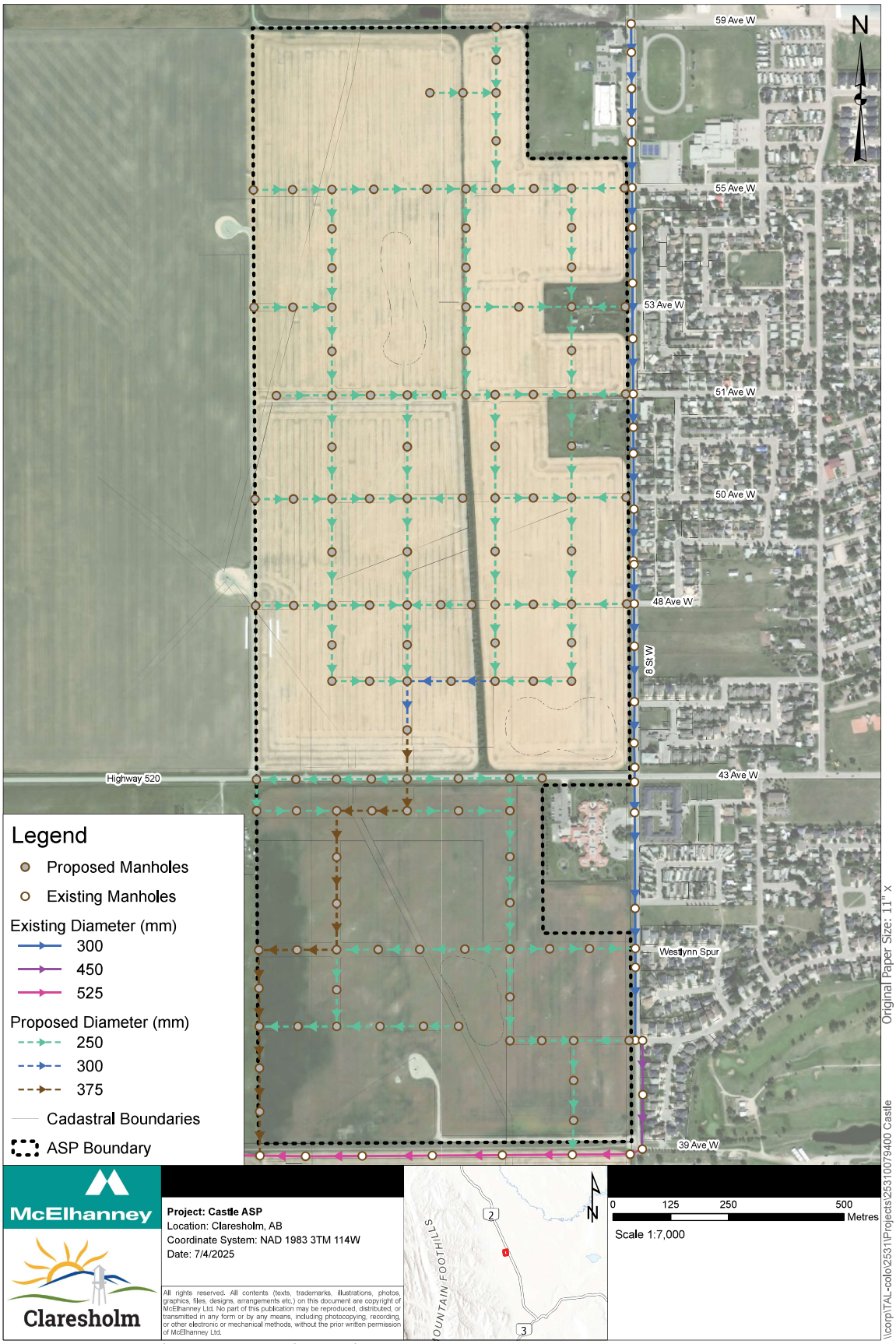


Figure 11. Proposed Sanitary - Castle Development

8.0 SERVICING & UTILITIES

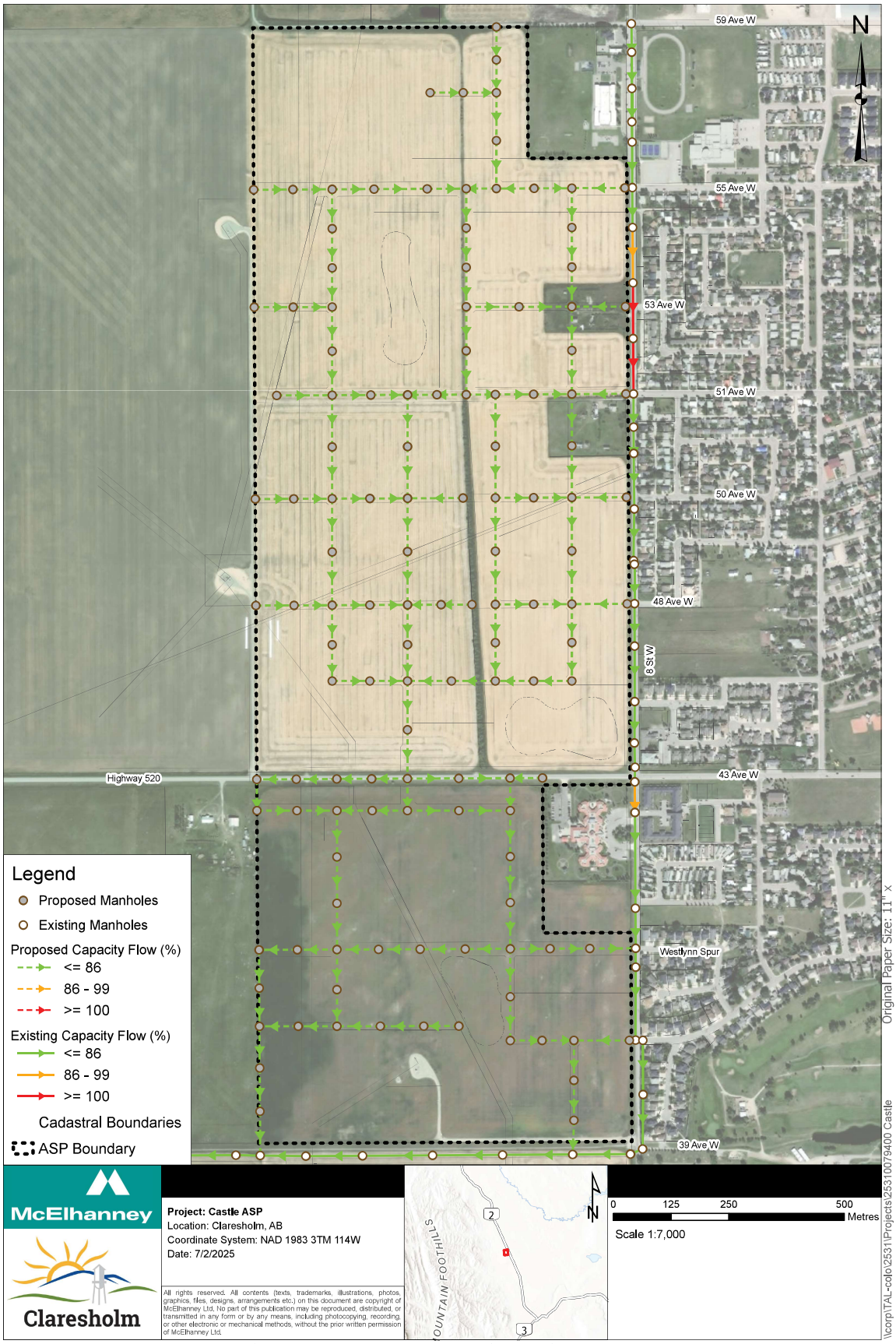


Figure 12. Existing & Proposed Sanitary Performance- Castle Development

8.0 SERVICING & UTILITIES

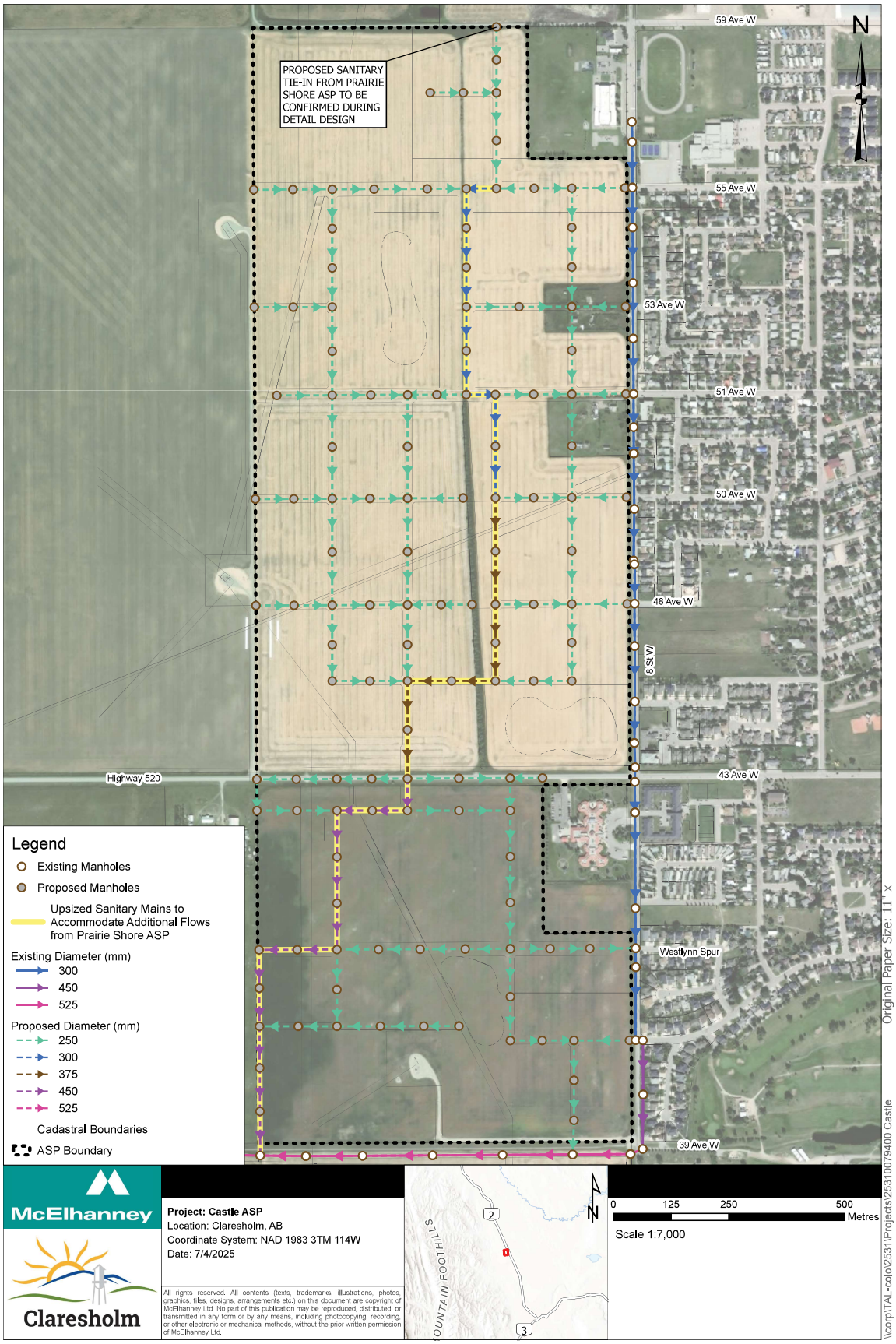


Figure 13. Future & Proposed Sanitary Design - Castle Development & Prairie Shores

8.0 SERVICING & UTILITIES

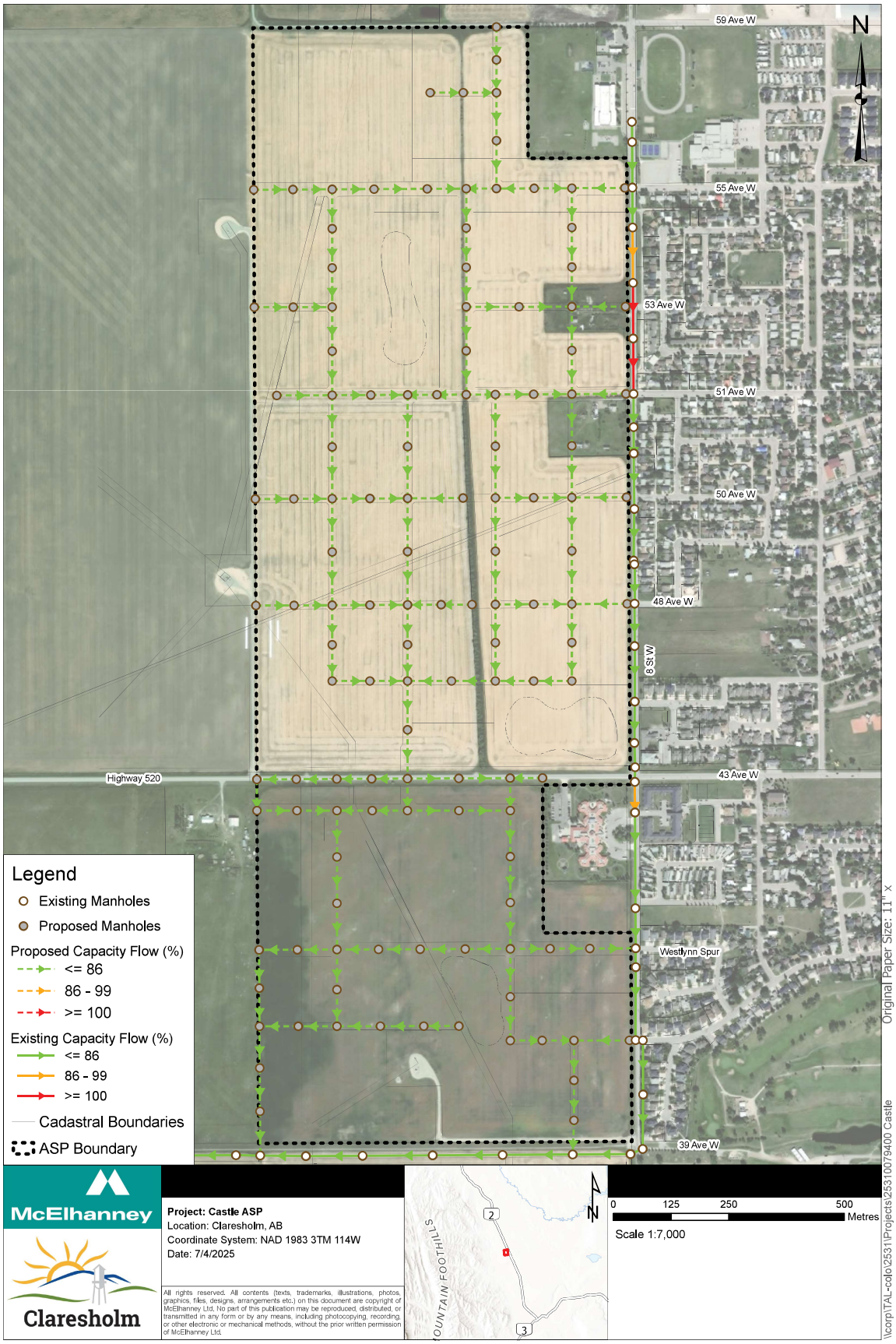


Figure 14. Future & Proposed Sanitary Performance - Castle Development & Prairie Shores

9.0 IMPLEMENTATION & PHASING

9.1. Implementation

The implementation of the Castle ASP will occur incrementally through the subdivision and development approval processes, guided by the land use concept, supporting technical studies, and applicable Town bylaws and standards. The following policies apply to the implementation of this Plan:

1. The Town may require future subdivision applications to be supported by detailed geotechnical investigations to confirm site suitability for proposed development, including foundation design, grading, and utility installation.

2. At the subdivision stage, developers shall confirm servicing capacity and alignment for water, sanitary, and stormwater infrastructure in accordance with the Town of Claresholm Servicing Standards.

3. Development shall proceed in logical phases based on servicing feasibility and infrastructure availability, as outlined in the Master Servicing Report.

4. At the discretion of the Town, an Outline Plan may be required to provide for a more detailed land use, transportation, and servicing framework to guide subsequent land use amendment and subdivision applications. The boundaries of the Outline Plan area shall be proposed by the Developer and accepted by the Town and may encompass multiple properties. Additional technical studies related to servicing, transportation, stormwater management, parcel configuration, and any other details determined necessary by the Town shall accompany the Outline Plan to support the orderly development of the Plan Area.

5. Where an Outline Plan is deemed not to be necessary by the Town, additional technical studies may still be required prior to land use redesignation or subdivision.

9.2. Amendments

Amendments to the Castle ASP may be required to respond to changing conditions, development trends, or new information. All amendments shall follow the legislative requirements of the Municipal Government Act and the Town of Claresholm's procedural bylaws. The following policies apply to amendments:

1. Proposed amendments must be consistent with the overall vision and objectives of the Castle ASP and demonstrate alignment with the Town's Municipal Development Plan and Land Use Bylaw.

2. Amendments may be initiated by the Town, landowners, or developers and must include a rationale for the proposed change, along with any required technical or supporting studies.

3. All amendments shall be adopted by bylaw and be subject to a statutory public hearing in accordance with the Municipal Government Act.

4. The Town may request additional information or engagement with adjacent landowners or stakeholders as part of the amendment review process.

9.3. Land Use Redesignation

Prior to subdivision or development, the subject lands must be redesignated from the current Agriculatural/Transitional designation to a land use district suitable with the Claresholm Land Use Bylaw for the proposed development.

Subdivision applications will be reviewed and evaluated based on the following criteria:

1. Conformance with the Land Use Concept and policies outlined in this ASP;

2. Compliance with the Municipal Development Plan and Land Use Bylaw; and

3. Fulfilment of applicable engineering design standards and environmental protection requirements.

4. Demonstrated capacity for potable water supply, wastewater treatment, and stormwater management, as per supporting technical assessments.

5. Execution of development agreements to secure construction of infrastructure (e.g., roads, laneways, utilities);

6. Dedication of Municipal Reserve (MR) lands through registration on title, in accordance with the Municipal Government Act. and stormwater management, as per supporting technical assessments.

7. Execution of development agreements to secure construction of infrastructure (e.g., roads, laneways, utilities);

8. Dedication of Municipal Reserve (MR) lands through registration on title, in accordance with the Municipal Government Act.

9.4. Phasing

Development within the Castle ASP will proceed in a logical and cost-effective sequence, beginning with Priority Development Areas 1 and 2, as identified in Figure 14 - Priority Development Areas. These areas have been selected due to their proximity to existing infrastructure and roadway connections, allowing for efficient interim servicing. Phasing will align with infrastructure capacity, market demand, and the timely delivery of municipal services, while preserving flexibility for future expansion. Coordination with the Town will be required to ensure servicing strategies, including stormwater, evolve as the area builds out. The following polices will apply to development of Prirotiy Development Areas 1 & 2.

While the overall build-out horizon for the Castle ASP extends over multiple decades, the initial phase will focus on approximately 20–30 acres of land intended for subdivision and rezoning to enable near-term development. The remaining lands will retain flexibility for future planning and infrastructure coordination, recognizing that build-out beyond the initial phases may occur gradually or remain undeveloped for an extended period.

Phasing will align with infrastructure capacity, market demand, and the timely delivery of municipal services, while preserving flexibility for future expansion. A sequencing framework is provided in Figure 15 - Phasing Plan.

The following policies will apply to the Priority Development Areas, as indicated in Figure 14.

1. The Town may allow adjustments to the phasing sequence to accommodate servicing availability, development readiness, or changes in market conditions.

2. Initial development phases shall utilize existing infrastructure where feasible, minimizing the need for major offsite upgrades.

3. Interim stormwater management in early phases shall rely on low impact development (LID) strategies until regional facilities are established.

4. Developers shall be responsible for extending and looping services in a manner that supports future phases.

5. Roadway connections to Highway 520 and 8th Street West shall be established early to ensure access and traffic flow.

6. The Town may require Area Structure Plan amendments or updates if future development proposals significantly deviate from the phasing or servicing strategy outlined in this Plan.

7. Phased development shall consider logical parcelization and access to minimize fragmentation of land and maximize servicing efficiency.

9.0 IMPLEMENTATION & PHASING

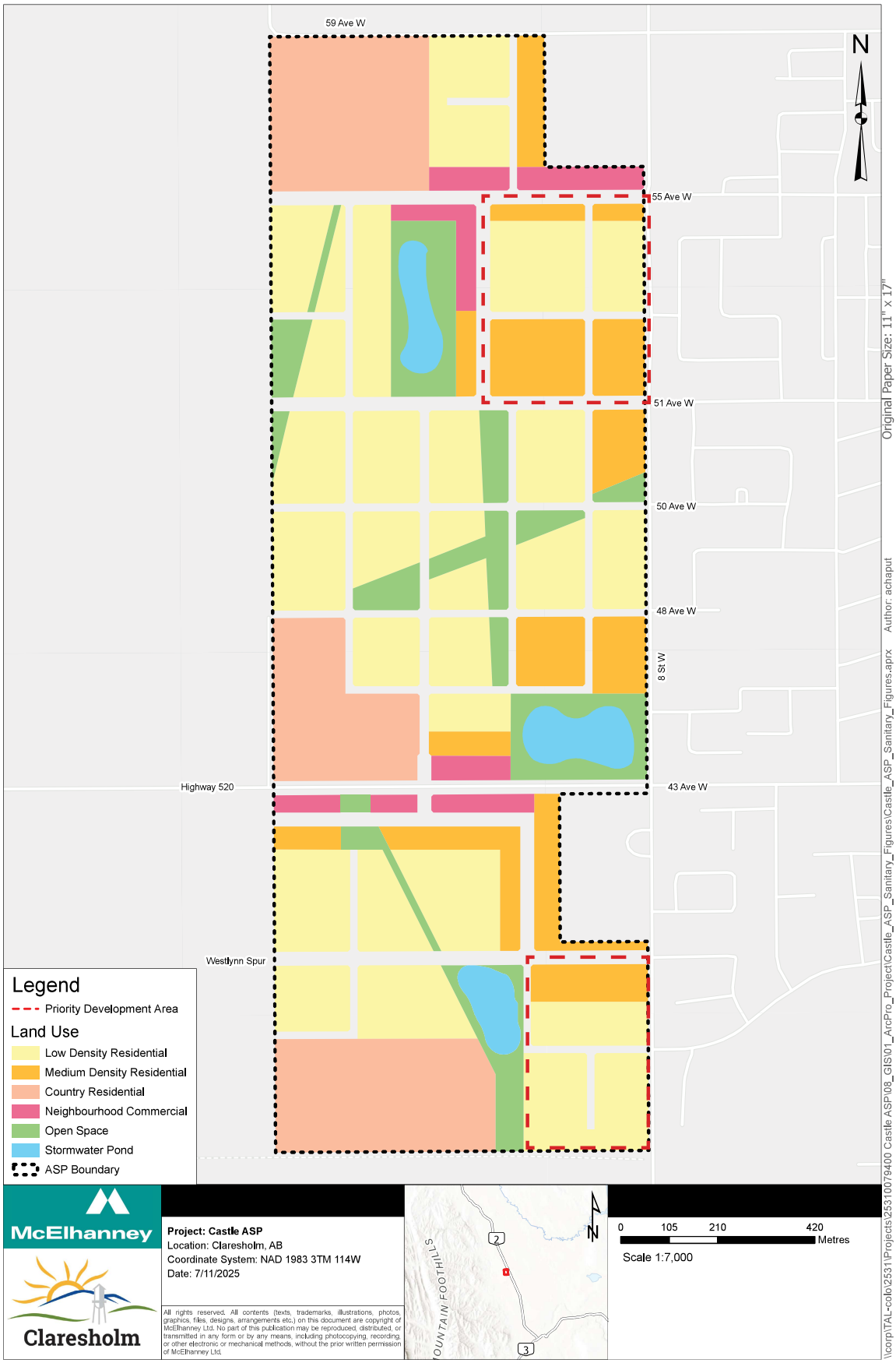


Figure 15. Priority Development Areas

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9.0 IMPLEMENTATION & PHASING

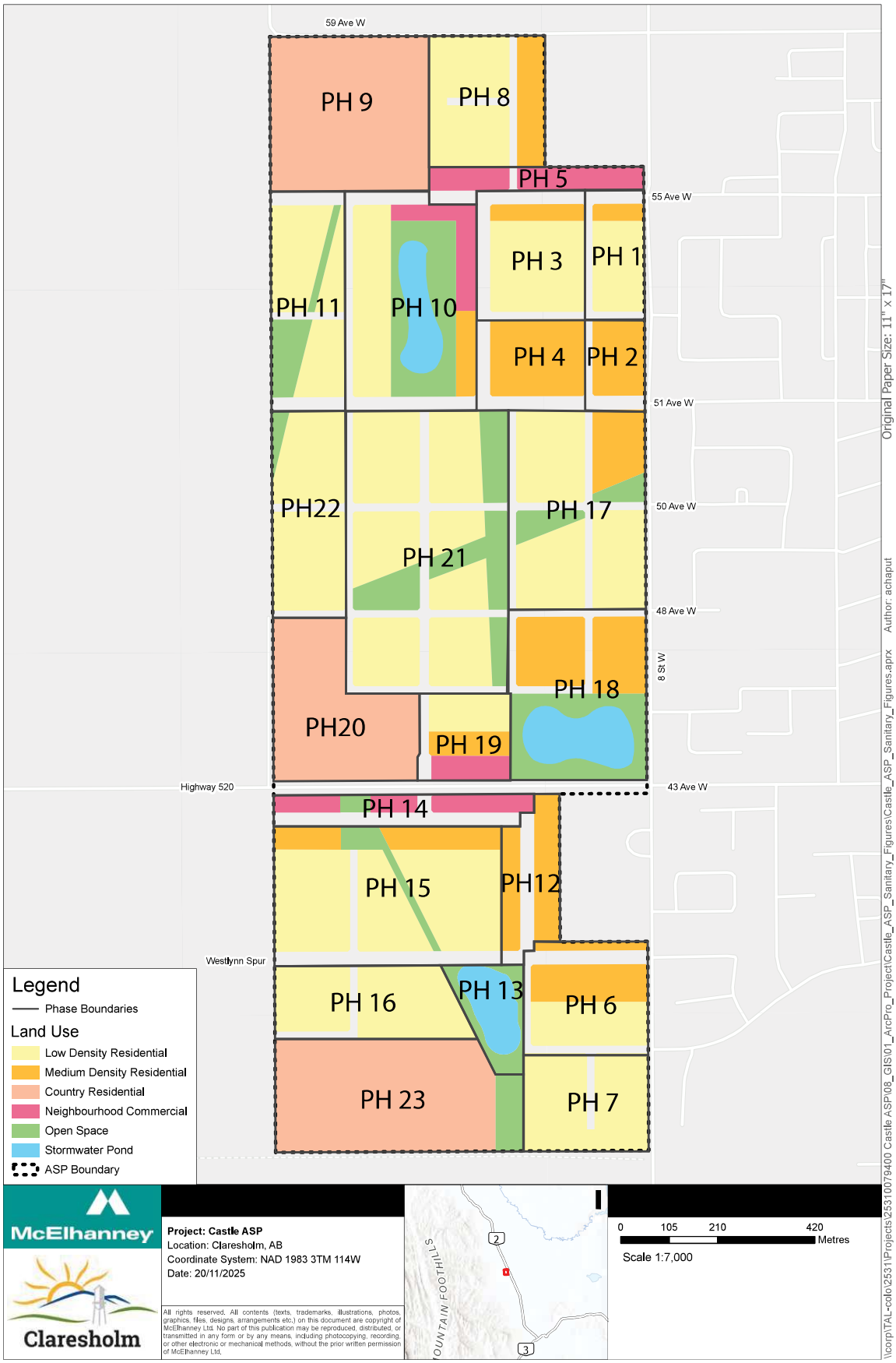
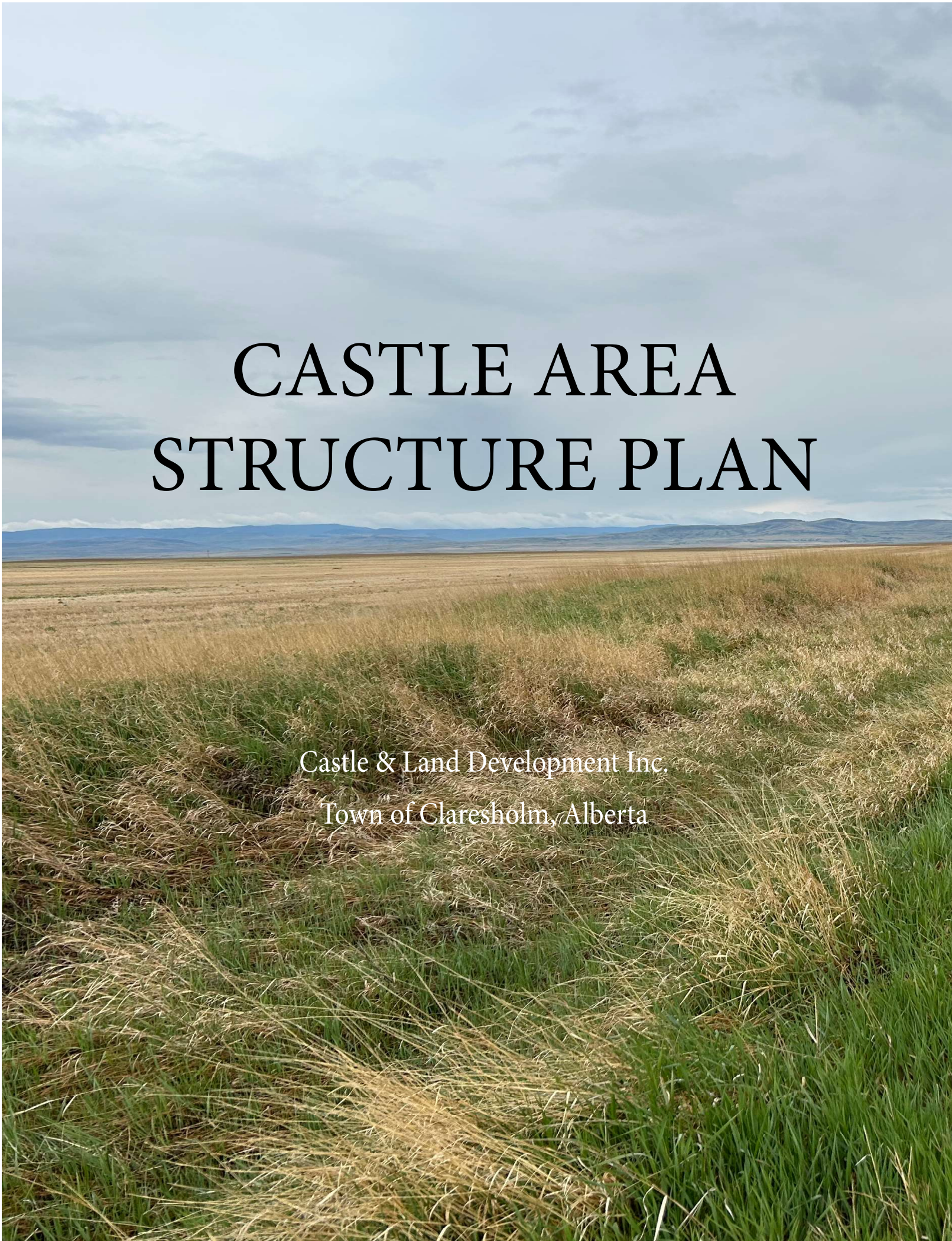


Figure 16. Sequence of Development



CASTLE AREA STRUCTURE PLAN

Castle & Land Development Inc.

Town of Claresholm, Alberta