

Town of Claresholm

Evolution Area Structure Plan

Prepared for: Evolution Land Development Corporation
Prepared by: ISL Engineering and Land Services Ltd.

July 2024

TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW No. 1781

A Bylaw of the Town of Claresholm in the Province of Alberta, to adopt Bylaw No. 1781, being the Evolution Area Structure Plan.

WHEREAS the Council of the Town of Claresholm wishes to adopt a comprehensive land use plan approximately ± 54 hectares of land legally described as SE-23-12-27-4; 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 these said land, but also to promote these lands as a residential, 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 "Evolution ASP".
3. This bylaw shall come into effect upon third and final reading hereof.

Read a first time in Council this **10th** day of **June** 2024 A.D.

Read a second time in Council this **12th** day of **August** 2024 A.D.

Read a third time in Council and finally passed in Council this **12th** day of **August** 2024 A.D.

Brad Schlossberger, Mayor

Abe Tinney, CAO

EVOLUTION
CLARESHOLM
YOUR FUTURE IS HERE

Summary of Evolution Area Structure Plan

The Evolution Area Structure Plan (ASP) is a document that outlines the vision and policies for future development of approximately 54 hectares of land in south Claresholm. The ASP area was annexed by the Town in 2007 to accommodate future growth and provide a diverse range of residential, commercial, and service industrial opportunities.

The ASP is guided by the following principles:

- Sustainability: The ASP promotes efficient and effective use of infrastructure and services, energy efficiency, innovative housing design, and alternative servicing options.
- Housing Diversity: The ASP provides for a variety of housing types and densities to meet the needs of different income groups and lifestyles, including seniors' housing, multi-family and various sized lots to provide affordable options to the marketplace.
- Economic Development: The ASP supports the development of highway commercial uses along the Highway 2 frontage, which will provide services to travelers and residents, generate employment opportunities, and increase the tax base of the Town.
- Community Vitality: The ASP features a network of parks and open spaces that provide active and passive recreational opportunities for residents and visitors. The ASP also supports local and regional scale commercial and service industrial development along the Highway 2 corridor.
- Connectivity: The ASP enhances connectivity and walkability within and beyond the plan area by providing trails and pathways that link to the Bridges at Claresholm Golf Course, Kin Trail, Frog Creek Wetland, and other amenities.
- Flexibility: The ASP allows for minor revisions to the development concept and the road network to respond to market demand and the Town's evolving needs.

The ASP is divided into four main sections:

- Planning Context: This section outlines the policy context of the plan, including the Municipal Government Act, the South Saskatchewan Regional Plan, the Municipal Development Plan, and the Land Use Bylaw. It also describes the plan interpretation, monitoring, review, and amendment processes.
- Plan Area: This section highlights the existing conditions of the plan area, including the location, current land use, topography, and land ownership.
- Development Concept: This section provides the overall development concept for the plan area, showing the general location of land uses, community amenities, and the road network. It also describes the vision and guiding principles for the plan area.
- Development Framework: This section details the policies designed to actualize the development potential of the plan area, including general development policy, residential, commercial, service industrial, open space, transportation, servicing, and implementation.

The ASP is a statutory plan that provides a comprehensive framework for future development of the Evolution Lands. It is intended to be a long-term policy document that promotes a vision for development and provides guiding principles and policies that work towards achieving that vision over time. The ASP will be reviewed and updated every 10 years or as needed to reflect changes in the overall policy direction or specific planning applications.

ISL

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SECTION ONE
Planning Context

1

This section outlines the policy context of the plan as well as the interpretation, monitoring, review and amendment of policies herein.

1.1 INTRODUCTION

The Evolution Lands Area Structure Plan (ASP) has been developed to provide a framework for future development on lands in south Claresholm, bounded by 39 Avenue West in the north, Highway 2 in the east, the Bridges at Claresholm Golf Course in the west, and the Town boundary in the south, as shown in **Figure 1: Location Plan.**

1.2 PURPOSE

The Evolution ASP is a statutory plan that provides a comprehensive development concept for the lands within the plan area. As outlined in Section 633 (1) of the Municipal Government Act (MGA), ASPs are developed "for the purpose of providing a framework for subsequent subdivision and development of an area of land..."

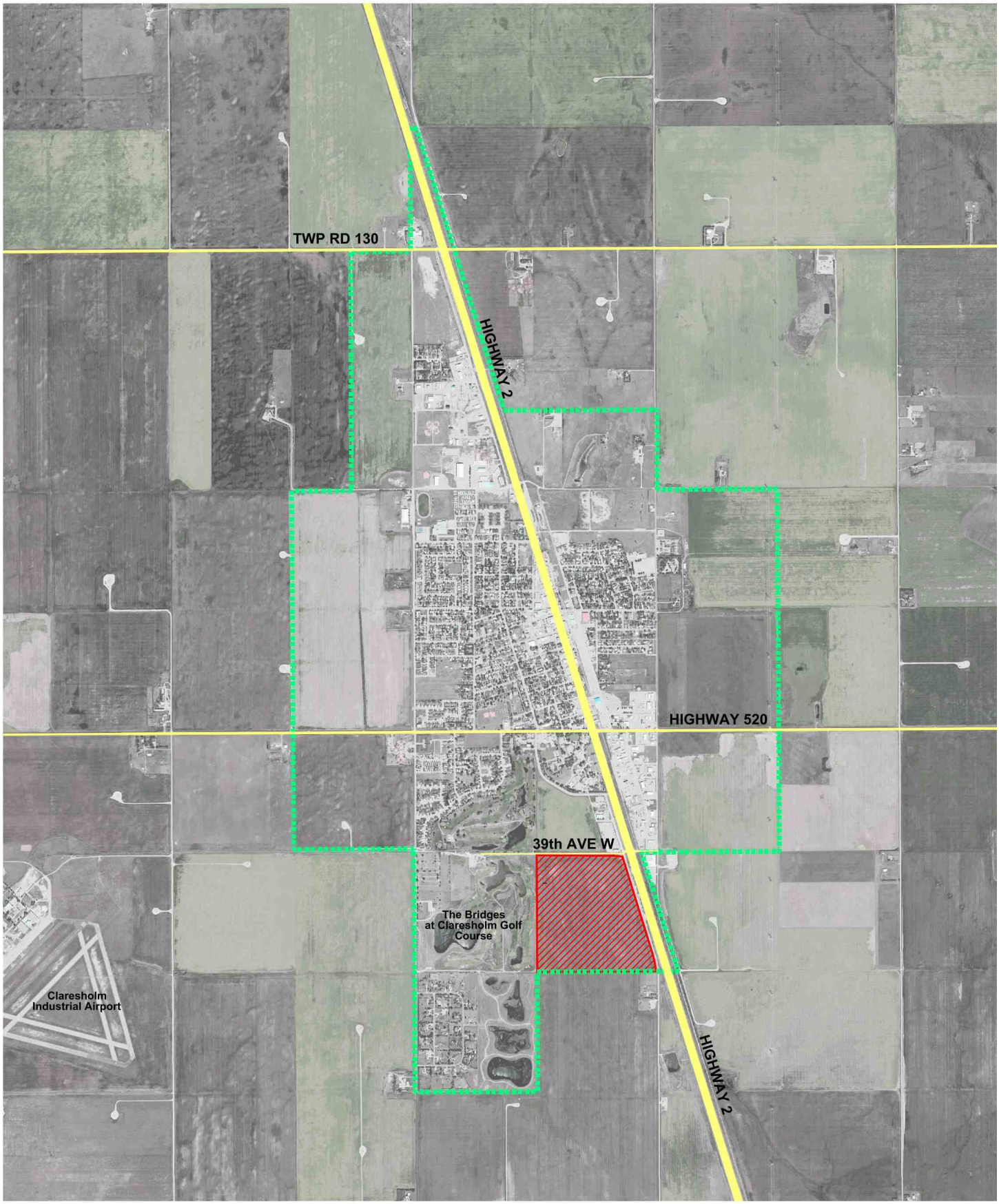
The MGA empowers municipalities to shape their communities to ensure consistency with statutory plans, local bylaws, and relevant regulations including matters relating to reserves. It regulates how municipalities are funded and how they should plan for growth. Per the MGA requirements, this ASP addresses the following:

- Sequencing of development proposed for the area,
- Proposed land uses,
- Proposed density of population, and
- General location of major transportation routes and public utilities.

This document is intended to be a comprehensive plan for the Evolution Lands. It is anticipated that minor revisions to the plan may be required over time. Modifications to this plan at the time of development should be supported where the intent of the plan is not compromised.

1.3 POLICY CONTEXT

Policies within this ASP are consistent with the following relevant regulation, statutory plans, and local bylaws:



Proposed ASP Boundary

Town of Claresholm Boundary

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Location Plan

Figure 1

Town of Claresholm
Evolution Lands Area Structure Plan

July 2024

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Provincial Regulation

All development within this ASP is consistent with Provincial regulation, in particular the MGA and those of Alberta Environment and Protected Areas (AEPA).

South Saskatchewan Regional Plan (SSRP)

The Alberta Land Use Framework, implemented by the Provincial Government in 2008, provides a blueprint for land-use management and decision-making that addresses Alberta's growth pressures. The Town of Claresholm is located within the geographical area of the South Saskatchewan Regional Plan (SSRP) which was effective the fall of 2014. The SSRP lays out a number of key desired outcomes and strategic directions relating to the region's economy, people, environment, and resources.
The Evolution ASP aligns with the SSRP, which establishes broad policies to guide responsible land management in southern Alberta by promoting efficient land use, quality of life and response to community needs.

Municipal Development Plan

The MDP designates the ASP subject lands primarily as Residential and Commercial. The ASP aligns with the Land Use Concept (Map 3), and the key goals and objectives of the MDP by providing efficient and effective development in an area proposed for residential and commercial uses.

The ASP supports the following relevant MDP goals and policies:

RESIDENTIAL DEVELOPMENT	
GOAL	
To encourage and support the development of safe, attractive and functional residential neighbourhoods that will provide the residents of the Town with a variety of housing options.	
POLICIES	
Policy 3.4.2	*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.*

The residential development is directly adjacent to the Bridges at Claresholm Golf Course and provides a direct connection to Kin Trail and the Frog Creek Wetland.

Policy 3.4.4	*New residential development will be planned such that existing municipal infrastructure is utilized to the most sustainable extent possible.*

Servicing for the proposed development will connect to the existing infrastructure which was developed to allocate sufficient capacity to the ASP area.

Policy 3.4.7	*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. This will be achieved though access management policies in the Transportation section of this document;* *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.*

Multiple family development is proposed in proximity to collector roads near the major access points so increased traffic is not generated throughout the neighbourhood. The proposed multiple family sites are in close proximity to the golf course and within convenient walking distance of local parks and commercial amenities.

Policy 3.4.12	*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.*

The plan has been designed to accommodate a wide variety of housing types including, varying sizes of single family homes, semi-detached homes, townhomes and/or, low-rise apartments and seniors' housing.

Policy 3.4.13	*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.*

The Evolution ASP has been designed around a network of local parks and linear open spaces to provide a range of active and passive recreational opportunities for residents. Pathways are provided throughout the development, providing a continuous network connecting residents to local open space and amenities.

Policy 3.4.16	*The Town prefers subdivision and development designed on a grid or modified grid pattern.*

The open spaces will accommodate a network of trails and pathways to connect local residents to amenities within and beyond the Evolution neighbourhood.

COMMERCIAL DEVELOPMENT

GOAL

The Town of Claresholm supports and encourages commercial development in the central business district as well as in the identified nodes within neighbourhoods and along the main transportation corridors.

POLICIES

Policy 4.4.1	*Commercial development shall take place in accordance with the Land Use in Map 3. Additional design considerations can be placed on any development upon the recommendation of the Municipal Planning Commission, Mayor and Council, Administration or the subdivision authority prior to approval.*

The commercial uses are located per Map 3 of the MDP.

Policy 4.4.5	*Given the high degree of public exposure, commercial developments located along the highway corridor shall be developed to a high standard, which will include: a) sufficient parking, b) site landscaping, c) screen outdoor storage areas, d) attractive signage and building design, e) integration with the highway system, and f) provision of services for the travelling public.*

The commercial areas will be comprehensively designed with an internal road network. Design guidelines will be encouraged given the high public exposure of the site.

Policy 4.4.6	*Secondary commercial uses are encouraged to locate in the industrial areas, or lots with direct frontage along Highway 2.*

The commercial uses are located along the highway corridor with access provided by Range Road 271. The intent of ASP is to provide highway commercial development along the Highway 2 corridor. These areas will be comprehensively designed at the Development Permit stage to identify internal circulation patterns, lotting and specific uses.

Policy 4.4.7 *Secondary commercial developments, adjacent to the highway, are encouraged for buffering to residential developments and shall provide an adequate buffering, or some other screening, to the satisfaction of the Town.*

The commercial development will provide buffering to the proposed residential development.

RECREATION, PARKS AND OPEN SPACE

GOAL

To preserve and enhance the quality of life for the residents of Claresholm through the maintenance of existing park facilities and the acquisition and improvement of new parks, recreational facilities, trails, bikeways, and open spaces.

POLICIES

Policy 6.4.3 *Council will ensure developers provide lands appropriate for neighbourhood parks as a part of residential neighbourhoods through the approval of Area Structure Plans. These neighbourhood parks shall serve the local neighbourhood needs and will provide areas to accommodate several activities that may include tot lots, playgrounds and field sports.*

The Evolution ASP has been designed around a network of local parks and linear open spaces to provide a range of active and passive recreational opportunities for residents.

Policy 6.4.5 *Council will disperse parks throughout Claresholm to make them available to the greatest number of people through the concept of walkability. Walkability is defined as a distance of 1500 feet (457 m) from the proposed park.*

All residents within the Evolution ASP neighbourhood are within the MDP target distances. A continuous pathway loop has been included in the development to encourage pedestrian connectivity and convenient access to amenities.

Policy 6.4.9 *The Town will develop a network of recreational trails and bikeways throughout the community that will be accessible to all residents.*

The open spaces corridors will accommodate a network of trails and pathways to local residents to amenities within and beyond the Evolution neighbourhood.

TRANSPORTATION

GOAL

To provide the residents and businesses of the Town with safe, efficient and effective municipal infrastructure and transportation systems, which meet the present and future needs of the Town.

POLICIES

Policy 7.4.1 *The Town shall maintain its high profile and exposure along Highway 2 for the benefit of existing commercial and industrial uses.*

Commercial and Industrial Service development has been located adjacent to the Highway 2 corridor to take advantage of the high visibility location.

Policy 7.4.10	*The Town shall reduce any need or requirement to travel by car to essential facilities by having them within a reasonable walking distance.*

All residents of the Evolution neighbourhood are within a comfortable walking distance of local goods and services.

MUNICIPAL INFRASTRUCTURE	
GOAL	
To provide a high level of services in a cost-effective and efficient manner, balancing demands with affordability.	
POLICIES	
Policy 8.4.2	*The extension of infrastructure systems into future development areas will be planned and undertaken in a manner that is complementary to the land use plan for the area, and utilizes existing infrastructure to the extent feasible.*

Servicing will be provided through connections to adjacent servicing connections and the downstream stormwater conveyance system.

The subject lands are identified within the context of the MDP on **Figure 2: Context Plan.**

Land Use Bylaw

The Development Concept prepared for this ASP has been designed to reflect the regulatory parameters of the Claresholm Land Use Bylaw (LUB). Land use categories shown on the ASP Development Concept do not signify the Land Use Districts specified in the LUB. Future development proposals within the ASP area, currently designated Agricultural/Transitional District, will require a Land Use Amendment prior to development.

1.4 PLAN INTERPRETATION

Map Interpretation

Unless otherwise specified within this ASP, the boundaries or locations of any symbols or areas shown on a map or illustration are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or utility/road rights-of-way. Details shown on the maps will be subject to further study at the development approval stage. No measurements or area calculations shall be taken from the plan maps. Minor revisions to the Development Concept will be permitted at time of development, provided they are consistent with the intent of this ASP.

Policy Interpretation

Where “shall”, “will” or “require” are used in a policy, the policy is considered mandatory in order to achieve a desired result. Where “should” or “encourage(d)” is used in a policy it is anticipated that the policies will be applied in all situations unless it can be clearly demonstrated to the satisfaction of the Development Authority, that the intent of the ASP is not compromised.

1.5 MONITORING AND REVIEW

This ASP is a long-term policy document that promotes a vision for development and provides guiding principles and policies that work towards achieving that vision over-time. The policies within this ASP will be monitored and should be reviewed and updated every 10 years until such time as build-out of the plan area is achieved. This ASP may also be amended in response to changes in the overall policy direction within the Town or specific planning applications. The ASP policies have been developed to provide for flexibility as the community evolves.

1.6 AMENDING THE ASP

If major changes with regards to land use, road networks or any other significant aspect of the plan are contemplated, such as a change in use from residential to non-residential uses or densities which would trigger greater road capacity, an amendment to the ASP, that includes a public hearing, shall be held in accordance with the MGA.

Minor changes will not require an amendment if, in the opinion of the Development Authority and/or Council, the intent of the ASP is still achieved. Where an amendment to this ASP is requested by an applicant, the applicant shall be required to submit the justification and information necessary to support the amendment.

1.7 SUPPORTING STUDIES

The following supporting studies were completed in support of the ASP. Policy content within the ASP has been prepared to reflect the findings of these studies.

Stormwater Management Plan

The Stormwater Management Plan provided stormwater design criteria for the entire development ensuring all phases align with the overall master planning.

The stormwater analysis was based on compliance with the Town of Claresholm Infrastructure Master Plan. The scope and accuracy of the design and analysis for the study area was limited to the conditions considered therein. The main findings and recommendations from this analysis included:

- The East Basin bypass that was originally shown in the Master Drainage Plan as flowing through the ASP Area, is not being routed through the lands. The bypass currently drains into the Frog Creek Wetland, and achieves the intent of the Master Drainage Plan. Re-routing this flow path through the ASP area is constrained by existing topography.
- Control preliminary site release rates to 2.5 L/s/ha for all lands within Town of Claresholm.
- SWMF for the site is estimated to be adequate to contain runoff up to the 1:100-year storm event.
- Follow Best Management Practices.
- Minimize the transference of drainage issues from one location to another.
- Not burden downstream properties with increased flow rates resulting from development of the site.
- Ensure that the site does not restrict or redirect upstream runoff that would have otherwise naturally flowed through the site.

Sanitary and Water Servicing Report

The design brief provides a comprehensive analysis of the servicing requirements and options for the proposed development, which aims to create a sustainable and livable community in the area. The infrastructure and servicing analysis was completed based on compliance with the Town of Claresholm Infrastructure Master Plan, in addition to the Town of Claresholm Servicing Standards. The scope and

accuracy of the design and analysis for the study area was limited to the conditions considered therein. The main findings and recommendations from this analysis included:

- The water connection to service the development is proposed to connect to an existing private watermain along 39 Avenue W in two locations.
- An additional connection to the prior expansion at 39 Ave W is planned to expand service to future development phases, proceeding south along Range Road 271.
- The Estate Lots are expected to be tied directly into the 450 mm diameter Town sanitary sewer trunk. The sanitary conveyance system will collect flows from within the subdivision and convey them to multiple connections to the 450mm sanitary main (Six connections in total),
- The average daily flow rate of 400 L/capita/day is being applied per Town of Claresholm guidelines.
- The peak wet weather sanitary sewage flow rate expected from the full-phase buildout is an estimated 20.43 and 16.39 litres per second for residential and commercial developments, respectively.
- At the peak wet weather flow, 200mm diameter PVC pipes will be at 80% capacity.
- Domestic potable water service and fire protection will be provided via watermain within the new roadways.
- The estimated total water demand for the full development will equal the sum of the residential and commercial maximum day rate + Fire flow, equal to 353.52 L/s.
- The calculated minimum watermain diameters based on ADD and fireflow for residential and commercial phases are 261mm and 276mm, respectively.
- The existing 450 mm PVC sanitary trunk through the west edge of the development was determined to have a capacity of greater than 100 L/s.
- The existing Town of Claresholm wastewater treatment system is likely to remain adequate, considering the higher capacity scenario that accounts for evaporation effects.
- The proposed development in the area will connect to the existing 300 mm PVC watermain to its north, which has been deemed sufficient in capacity and does not require immediate rehabilitation or upgrades.

Historical Resources

Historical Resources Act approval has been granted for the activities described in this application and its attached plan(s)/sketch(es) subject to Section 31, "a person who discovers an historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery.

Geotechnical Report

A geotechnical Investigation was completed by Lone Pine Geomatics (December 2023). Geotechnical findings are inline with common geotechnical properties of agricultural crop land in southern Alberta.

Nothing was identified that would preclude the development as proposed. Ground water site ~4m below the existing grade of the site. Grading, Compaction Excavations, Underground Utilities, building construction, stormwater pond and pavement construction are to follow the guidelines set out by the Geotechnical Investigation. Any deviations from the parameters outlined by Lone Pine geomatics require supporting technical confirmations of a qualified geotechnical professional.

Transportation Impact Analysis

A TIA was undertaken to Alberta Transportation and Economic Corridor's (ATEC) standards to determine the traffic impacts the proposed development has on the intersections of Highway 2 / 39 Avenue, 39 Avenue / Range Road 271, and the 39 Avenue development access in the 2025, 2035, and 2045 horizons.

The following build out timeline was identified in the TIA, with various options available to allow for flexibility, based on the actual traffic demands seen in the area as the development builds out. These include:

2025 – Phase 1 and 2
- No upgrades are warranted in the Background scenarios.

2025 Background + Development (Phase 3)
- Intersection Signalization

2025 Background + Development (Phase 4)
- Intersection Signalization
- North/South Connector or 8th Street Connector

2040 / 2045 Background + Development (Phase 18 – build-out)
- Intersection Signalization
- Dual Eastbound Turning Lanes with either one of the connectors

Multiple options were provided in the TIA to address the future traffic demands at this intersection.

1.8 LIMITATIONS

Policies within this ASP are not to be interpreted as an approval for a use on a specific site. Detailed site conditions or constraints – including environmental considerations – must be assessed on a case-by-case basis as part of an application for a Land Use Amendment, Subdivision, or a Development Permit. Minor revisions to ASP are expected over time and will not require an amendment to the ASP.

SECTION TWO
Plan Area

2

This section highlights the existing conditions of the plan area and the opportunities and constraints as they relate to future development.

2.1 AREA CONTEXT

The Evolution ASP encompasses approximately 54.04 hectares. The east portion of the site is intended to accommodate commercial and service industrial uses along the Highway 2 Corridor. The remaining lands are identified for future residential growth.

2.2 CURRENT LAND USE

The lands within the plan area are designated as Agriculture Transition District (A/T) under Bylaw 1525 (Land Use Bylaw) as shown in **Figure 2: Context Plan**. Future development proposals within the ASP area, currently designated Agricultural/Transitional District, will require a Land Use Amendment prior to development.

2.3 TOPOGRAPHY

The parcel is relatively flat and generally drains towards the southeast east portion of the site, as shown in **Figure 3: Topography.** The land has been used for agricultural purposes and there are no significant slopes within the parcel.

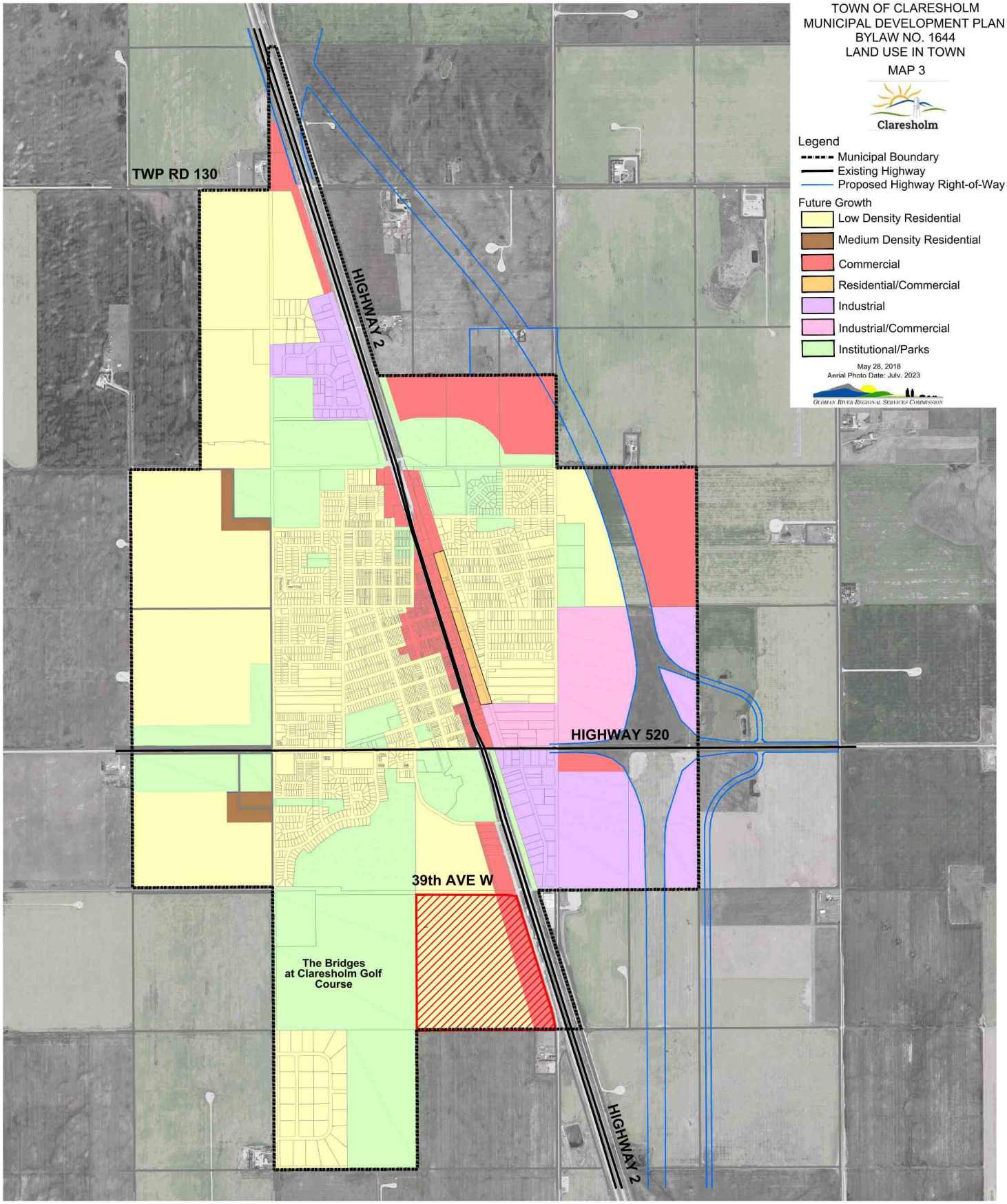
The land has a highpoint relative to the East Basin Bypass, and therefor the bypass flow path is being maintained in its existing form, and not being modified by this ASP area.

Agriculture Transition District (A/T)

The purpose and intent of the A/T district is to "*to ensure lots typically on the periphery of existing developments are allowed limited uses and maintain parcels of larger sizes to give maximum flexibility for use and development when the land is required for urban development*."

2.4 LAND OWNERSHIP

Plan area lands are owned by Evolution Land Development Corporation Ltd.



Proposed ASP Boundary

Context Plan

Figure 2

Town of Claresholm
Evolution Lands Area Structure Plan

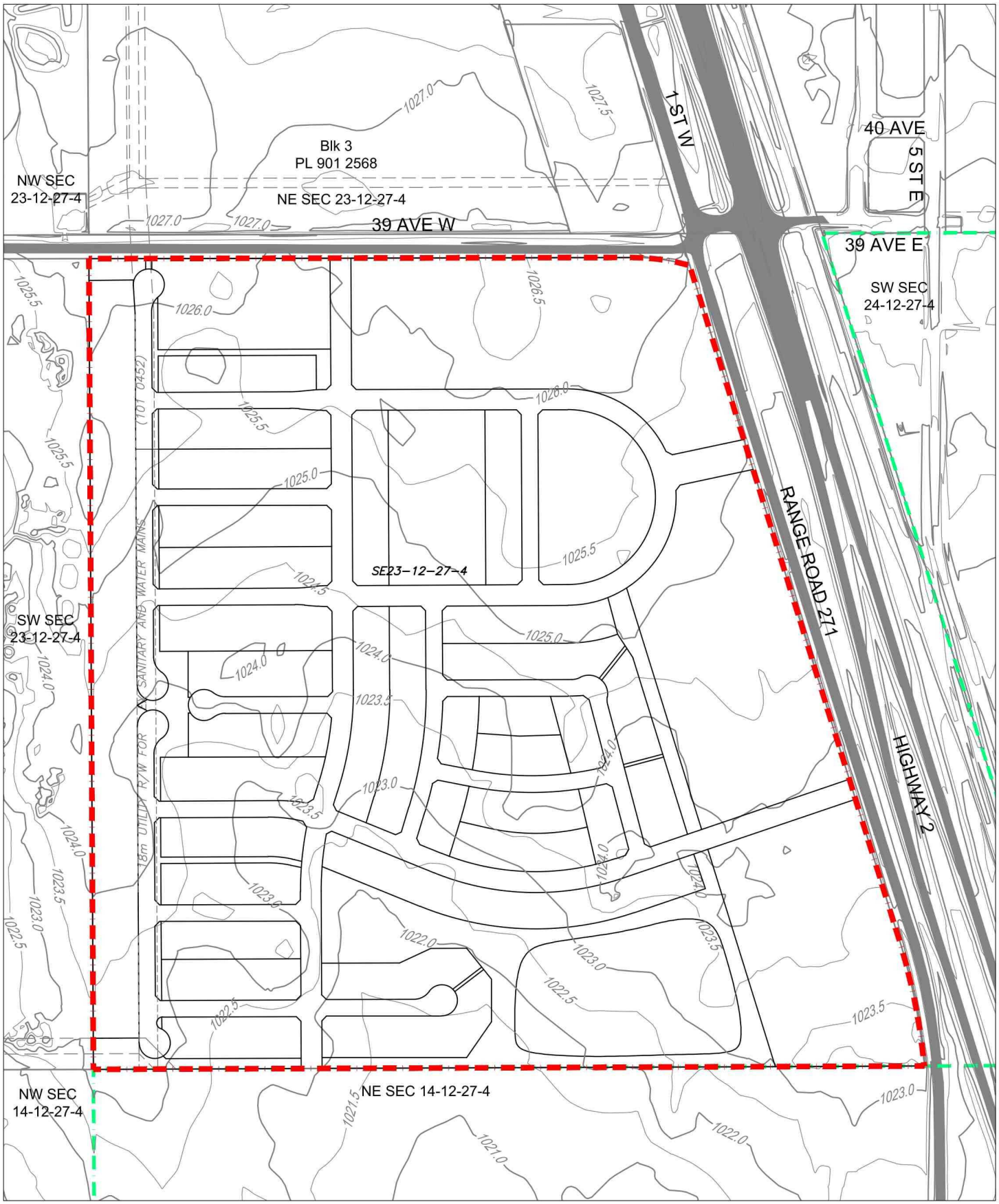
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Proposed ASP Boundary

Town of Claresholm Boundary

Existing Topography

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Topography

Figure 3

Town of Claresholm
Evolution Area Structure Plan

July 2024

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SECTION THREE
Development Concept

3

This section provides the overall Development Concept for the plan area, showing the general location of land uses, community amenities and the road network.

3.1 VISION

The Evolution ASP area was annexed by the Town in 2007 to accommodate future growth. Development is intended to integrate with the existing community and provide a diverse range of residential, commercial, and service industrial opportunities that will contribute to a healthy environment, healthy economy, and a high quality of life. In compliance with the goals and objectives of the MDP, the Plan area will accommodate a diverse and vibrant residential neighbourhood that is well integrated with the existing and future amenities through a comprehensive network of trails and open spaces.

3.2 GUIDING PRINCPLES

The following principles provide guidance on the nature of development within the plan area:

Sustainability

Infrastructure and servicing should be developed in an efficient manner following sustainable best practices. Energy efficiency, innovative housing design, active transportation networks and alternative servicing options for new construction should be considered.
Local and regional scale commercial and service industrial development should be encouraged as part of a comprehensive plan to provide locally accessible goods and services along with regional opportunities oriented to the Highway 2 Corridor.

Housing Diversity

A diversity of housing options is encouraged in order to respond to various market segments and meet the needs of a variety of different income groups and lifestyles. While the predominant form of housing is anticipated to be single detached dwellings, demands for alternative housing choices, including seniors' housing, will arise as Claresholm continues to grow.

Community Vitality

Open Space amenities provide key destinations within the community and will provide active and passive recreational opportunities for the local residents. The Highway 2 Corridor provides an opportunity for commercial development to serve the needs of local residents and beyond. Given the high visibility and access to the development, the Evolution neighbourhood will benefit from a wider range of services than is typically available at a local level.

Connectivity

Vibrant neighbourhoods promote walking, cycling and convenient vehicular access to amenities and services. Trails and pathways should be incorporated into the linear open space corridors to promote a healthy balance of mobility choices. The provision of safe and convenient routes and access to services and amenities is a key principle of sustainability and an important component of future development.

Flexibility

Market conditions and policy direction will evolve as the community grows and the ASP policies have been developed to provide for flexibility as the community evolves. Revisions required to respond to these factors should be supported without requiring an amendment to this ASP.

3.3 CONSULTATION

The Development Concept was prepared in consultation with Town Administration through pre-application discussions and an extensive, iterative review of the proposed design.

An in-person Open House was held in the Claresholm Town Council Chambers on March 25, 2024. The event shared project information and provided an opportunity for stakeholder feedback, comments, questions and general discussion regarding issues of concern with respect to the proposed development and redistricting. Attendees included Claresholm Town Council, Administration and members of the public.

Questions were generally related to clarification of proposed housing types, servicing capacity and future phasing of development. Comments were supportive of the project and no major issues of concern were raised.

3.4 DEVELOPMENT CONCEPT

The Development Concept, shown in **Figure 4: Development Concept**, has been created using input gathered from consultation with the Town and the public to prepare a design that respects the physical constraints within the plan area and supports existing Town goals and objectives. The block-based road network connects to the current alignment of 39 Avenue W on the north and Range Road 271 along the east boundary. There is no direct access to Highway 2.

The future residential layout is intended to follow a modified grid layout to provide a variety of housing options including multiple-unit dwellings and seniors' accommodations. The modified grid provides a flexible design and minor changes to the local road layout will be allowed as the development proceeds without requiring revisions to this ASP. This provides the flexibility to respond to market demand and the Town's evolving needs.



Town of Claresholm Boundary
Proposed ASP Boundary
Residential Estate Lots (Min 20m x 44m)
Residential Single Family (Min 15.2m x 35m)
Multiple Residential / Seniors
Highway Commercial
Service Industrial
Open Space
Storm Water Management

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Integrated Expertise, Locally Delivered

Development Concept

Figure 4

Town of Claresholm
Evolution Area Structure Plan

July 2024

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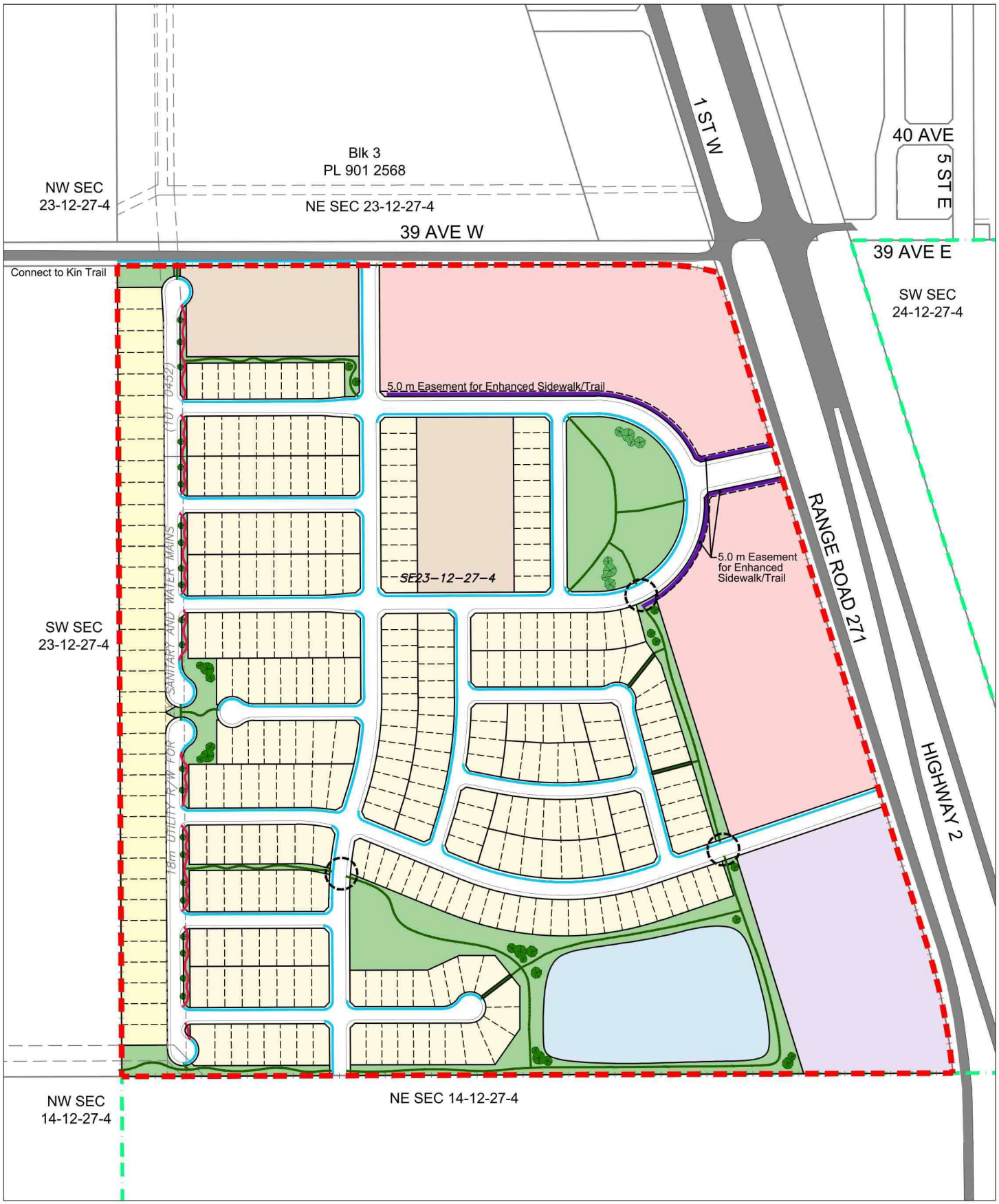
The servicing ROW along the west side of the plan area provides significant challenges to typical roadway geometry and a linear pathway design was incorporated into the ROW and road cross-section to maximize connectivity and accommodate an efficient lotting pattern. The road network has been designed to provide for pedestrian and cycle connections as shown on **Figure 5: Pedestrian Network**. Sidewalks and trails are provided throughout the neighbourhood to promote non-vehicular transportation options and convenient access to the parks and local commercial and service industrial development.

3.5 LAND USES

Four primary land use areas have been identified within the Plan including:

- **Residential.** The western portion of the plan accommodates a diverse range of residential uses including single and semi-detached housing as well as row/town housing and higher density housing forms adjacent to the north park area, commercial and service industrial areas and employment opportunities. Overall density is anticipated to achieve the Town's goal of building at a higher density than current practices.
- **Commercial.** The north and east perimeters of the plan are intended to provide opportunities for local mixed-use commercial development to meet the day-to-day needs of local residents as well as regional goods and services for the travelling public.
- **Service Industrial.** Additional light industrial uses, such as mini-storage, warehousing and light manufacturing, that provide local and regional services will be accommodated in the southeast corner of the site along the Highway 2 corridor. These service industrial uses are intended to be separated from the residential community by the open space network and stormwater facilities.
- **Public Amenity.** A feature park has been located at the main entryway into the residential neighbourhood. The park will serve as a key destination within the community and will function as a social hub for the local residents and visitors.
- **Recreation/Open Space.** Open space has been proposed throughout the plan area, primarily in the form of linear open space corridors and local park spaces within convenient walking distances for all residents. This open space network accommodates future stormwater facilities, and enhances overall walkability by providing valuable connections between the key land use areas and commercial development to the east and north.

The uses identified are a general indication for future land use and do not constitute land use approvals per the Town's LUB. Modifications over time are expected as development progresses. Prior to development, a Land Use Amendment will be required to comply with the LUB in effect at that time.



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- Proposed ASP Boundary
- Town of Claresholm Boundary
- Existing Highway/Roads
- Enhanced Sidewalk/Path
- 2.5m Pathways
- 1.7m Separate Meandering Sidewalk
- 1.7m Mono Sidewalk
- Mid-Block Crossing

Pedestrian Network

Figure 5

Town of Claresholm
Evolution Area Structure Plan

July 2024

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Table 2: ASP Land Use Statistics

Proposed Land Use	Area in Hectares*	% of GDA	Units	Population
Total Area of ASP (Gross Developable Area	**54.03**	**100%**		
Roads and Walkways	9.09	16.8%		
Municipal Reserve	5.59	10.3%		
Utilities/Stormwater Management	2.44	4.5%		
Highway Commercial	9.25	17.1%		
Service Industrial	3.60	6.7%		
Net Residential Area	24.06	44.5%		
Single Detached Residential Estate Lots	3.22	6.0%	36	113
Single Detached Residential	17.82	33.0%	288	894
Multi-Family Residential (Seniors)	1.45	2.7%	87	226
Multi-Family Residential	1.57	2.9%	94	245
Total No. of Anticipated Units			506	
Total Anticipated Population				1478
Anticipated Density per Net Residential Hectare				21.0

* Areas are approximate only and any discrepancies are a result of rounding.

SECTION FOUR
Development Framework

4

This section details the policies designed to actualize the development potential of the plan area.

4.1 GENERAL DEVELOPMENT POLICY

The Development Concept has been designed to respond to stakeholder feedback, align with current statutory policy and reflect market conditions. The following policies shall apply to all development within this ASP.

Policy 4.1.1	MR shall be dedicated as either land dedication or cash-in-lieu at the time of subdivision at the discretion of the Development Authority.
Policy 4.1.2	Building setbacks and landscaping requirements shall comply with the requirements of the LUB.
Policy 4.1.3	Developers are encouraged to consider energy efficiency and alternative servicing options for new construction.
Policy 4.1.4	Unless otherwise noted in this Plan, sidewalks and pedestrian access shall be provided in accordance with Town standards.
Policy 4.1.5	Innovative water-saving measures, such as xeriscape landscaping and stormwater re-use, shall be encouraged.
Policy 4.1.6	Revisions to the modified grid design of the local roadways may be considered at subdivision without requiring an amendment to this ASP.

4.2 RESIDENTIAL

The Development Concept provides for a residential area located on the west side of the Plan adjacent to the Bridges at Claresholm Golf Course. The area is designed to enhance connectivity and encourage walking and cycling through linear open space connections and local parks. Direct connections are provided to parks and the commercial development along the north and east boundaries of the plan. The residential area will accommodate a diversity of housing types including single and semi-detached homes, as well as multi-dwelling development and seniors' housing in close proximity to commercial amenities.

Policy 4.2.1	The residential area shall be provided in the areas shown on **Figure 4: Development Concept.**
Policy 4.2.2	If, at the time of construction, market conditions do not support the seniors' development, alternate multi-family development may be provided, to the satisfaction of the Development Authority.
Policy 4.2.3	Single-detached residences shall be the predominant form of housing within the low-density areas.
Policy 4.2.4	A diverse range of housing forms may be accommodated.
Policy 4.2.5	Opportunities for affordable housing shall be encouraged.
Policy 4.2.6	Innovative housing types to accommodate home occupations or secondary suites are encouraged.
Policy 4.2.7	Multi-dwelling development shall be accessible from a collector standard road.
Policy 4.2.8	The primary entrance to multi-dwelling development should be oriented toward the street.

4.3 COMMERCIAL

The purpose of the Commercial area is to provide opportunities for local and regional businesses to meet the day-to-day needs of residents as well as those of the travelling public. Development of commercial uses will be located primarily along the north and east boundaries of the Plan area to facilitate vehicular access without impacting the traffic patterns within the residential neighbourhood.

Policy 4.3.1	The Commercial development shall be provided in the area shown on **Figure 4: Development Concept.**
Policy 4.3.2	Proposed uses shall be limited to commercial uses compatible with the area and the future vision of this plan.
Policy 4.3.3	Innovative design and creative building form shall be encouraged.
Policy 4.3.4	Primary vehicular access to commercial development shall be from 39 Avenue W Range Road 271.
Policy 4.3.5	All mechanical equipment associated with development shall be concealed by screen or otherwise incorporated within an associated building.
Policy 4.3.6	Sidewalks and pedestrian access shall be provided to the satisfaction of the Development Authority.

4.4 SERVICE INDUSTRIAL

The purpose of the Service Industrial area is to provide opportunities for local and regional businesses which are compatible with residential development but are not permitted in the standard commercial districts. Development of this area will be located in the southeast area of the plan area and will be separated from the residential areas by the open space corridor and stormwater facilities. Vehicular access will be provided from Range Road 271 so that the traffic patterns within the residential neighbourhood are not affected.

Policy 4.4.1	The Service Industrial development shall be provided in the area shown on **Figure 4: Development Concept.**
Policy 4.4.2	Proposed uses shall be limited to service industrial uses compatible with the area and the future vision of this plan.
Policy 4.4.3	Innovative design and creative building form shall be encouraged.
Policy 4.4.4	Vehicular access to service industrial development shall be from Range Road 271.
Policy 4.4.5	All mechanical equipment associated with development shall be concealed by screen or otherwise incorporated within an associated building.
Policy 4.4.6	Sidewalks and pedestrian access shall be provided to the satisfaction of the Development Authority.

4.5 OPEN SPACE

The open space network has been designed to accommodate passive recreational amenities and stormwater management solutions and provides safe and enjoyable spaces throughout the neighbourhood. Strategic connections will facilitate connectivity within the plan area and key connections will be provided to the Bridges at Claresholm Golf Course as well as the Kin Trail and Frog Creek Wetland areas west of the proposed development.

Policy 4.5.1	Parks and open spaces shall be provided generally in the areas shown on **Figure 4: Development Concept.**
Policy 4.5.2	Connections shall be provided to ensure the plan area is connected to adjacent established areas and/or existing trail systems, including the Bridges at Claresholm Golf Course, Kin Trail and the Frog Creek Wetlands to the west of the plan area, as shown on **Figure 5: Pedestrian Network**
Policy 4.53	Areas identified as Environmental Reserve shall be dedicated at the time of subdivision in accordance with Provincial regulations.
Policy 4.5.4	The naturalized areas greater than 5m outside the storm facilities may be considered MR and will be credited as MR in calculating the amount of reserve owing.
Policy 4.5.5	Innovative servicing strategies to incorporate stormwater management facilities within the open space corridor shall be encouraged.
Policy 4.5.6	The siting and design of parks and trails shall be identified at the Development Permit stage.
Policy 4.5.7	Alignments of local pathways may be refined at the Subdivision stage without an amendment to this ASP.

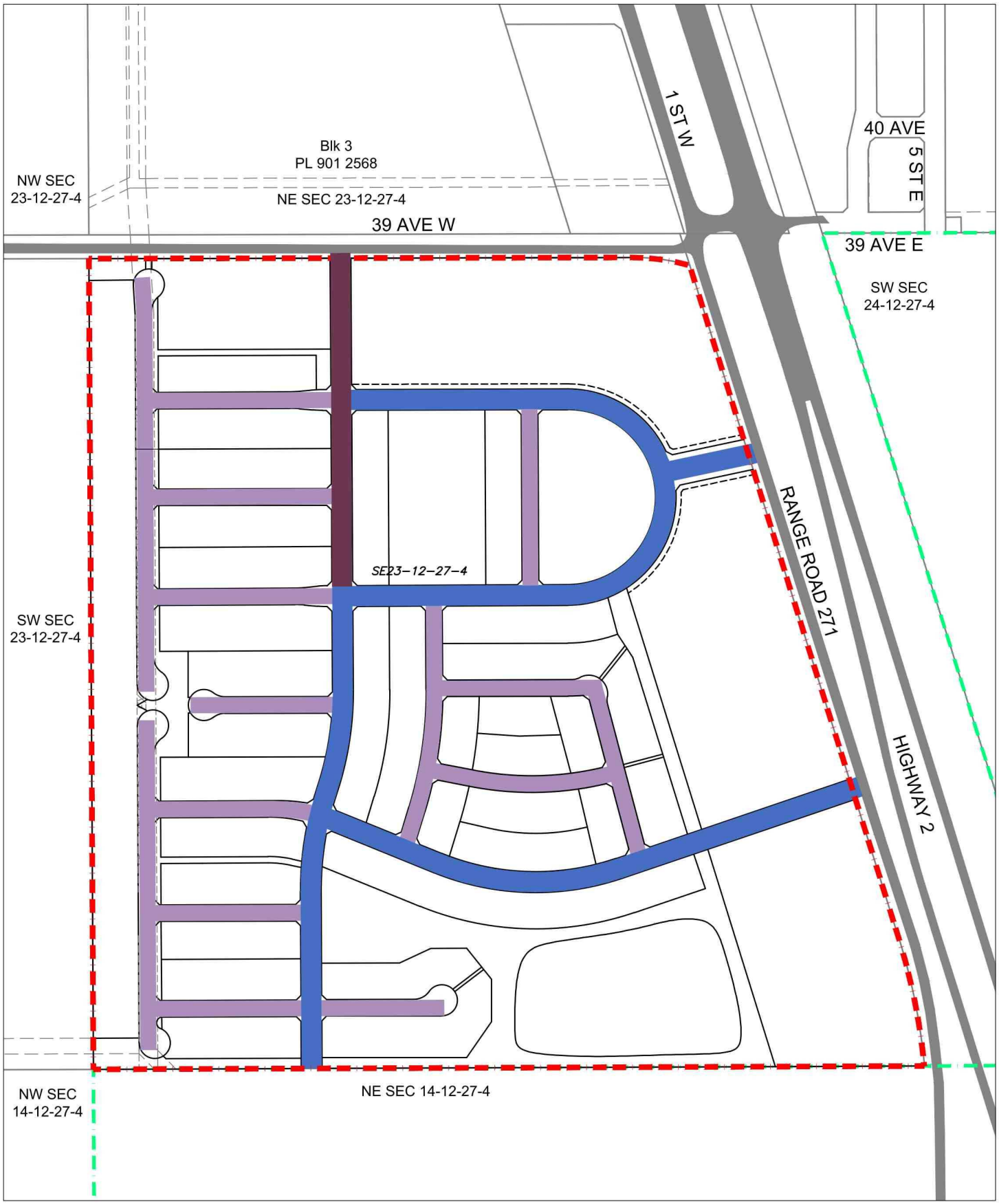
SECTION FIVE
Transportation Framework 5

This section addresses how pedestrians, cyclists and motorists are accommodated within and beyond the plan area.

5.1 TRANSPORTATION NETWORK

The Transportation Network shown in **Figure 6: Transportation Network**, will accommodate anticipated traffic volumes in an efficient, safe, and effective manner. The roads within the plan area are designed as a modified grid network and will be maintained at a standard sufficient to accommodate existing and proposed development. Modifications to the local road network may be considered at the time of subdivision. Road cross-sections generally conform to Table 7.1 for Arterial and Standard Drawings T02 and T03 from the Town's standards for Collector and Local Roadways. Access to the commercial and service industrial areas is provided via 39 Avenue W, Range Road 271, and the main north-south road to facilitate vehicular access without impacting the traffic patterns within the residential neighbourhood. There is no direct vehicular access to Highway 2.

Policy 5.1.1	The Transportation Network shall be provided generally in the areas shown on **Figure 6: Transportation Network.**
Policy 5.1.2	The roadway network shall be consistent with Town's engineering standards, specifically the Town's standards for Arterial (Table 7.1), Collector and Local Roads (Standard Drawings T02 and T03).
Policy 5.1.3	Unless otherwise noted in this Plan, sidewalks and pedestrian access shall be provided in accordance with Town standards.
Policy 5.1.4	All onsite infrastructure shall be at the cost of the developer.
Policy 5.1.5	Offsite and oversize onsite infrastructure costs associated with the development shall be established through offsite levies, development charges or endeavor to assist.
Policy 5.1.6	Sidewalks and walkways will be provided at Subdivision at the discretion of the Development Authority to enhance connectivity within and adjacent to the Plan.
Policy 5.1.7	Active modes infrastructure that connects to the Town's existing active modes network shall be encouraged throughout the plan area.
Policy 5.1.8	Alignments of local roadways may be refined at the Subdivision stage without an amendment to this ASP.



Proposed ASP Boundary
Town of Claresholm Boundary
Existing Highway/Roads
Commercial & Industrial Road
Collector Roads
Residential Roads

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Transportation Network

Figure 6

Town of Claresholm
Evolution Area Structure Plan

July 2024

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SECTION SIX
Servicing Framework

6

This section addresses the efficient provision of water, sanitary and stormwater services within the plan area.

6.1 GENERAL SERVICING POLICY

The following policies apply to the development of all servicing infrastructure within the Plan area. Existing servicing infrastructure will be retained until such time as redevelopment occurs. Development will align with current Town standards and tie into existing regional services where applicable. **Figure 7: Water Distribution System**, **Figure 8: Sanitary System** and **Figure 9: Stormwater Management**, represent a high-level view of how servicing is likely to occur. The specific alignment and design of servicing infrastructure shall comply with the Town's standards in place at the time of development.

Policy 6.1.1	Utility rights-of-way and easements shall be provided to accommodate municipal utilities at the discretion of the Development Authority and shallow utilities as determined necessary by utility providers.
Policy 6.1.2	Utility alignments may be refined at the Subdivision stage without an amendment to this ASP.
Policy 6.1.3	Utility rights-of-way, easements, and public utility lots shall be dedicated to the Town as required, to accommodate the development or the extension of municipal utilities necessary for development.
Policy 6.1.4	New development or redevelopment shall be required to tie into existing regional services and preserve or improve existing drainage patterns.
Policy 6.1.5	All onsite infrastructure shall be at the cost of the developer.
Policy 6.1.6	Offsite and oversize onsite infrastructure costs associated with the development shall be established through offsite levies, development charges or endeavor to assist.

6.2 WATER

The water distribution system for domestic uses and fire protection in the Plan area is supplied by main trunks extending from existing water systems as illustrated on **Figure 7: Water Distribution System**.

Policy 6.2.1	The design of the water distribution system shall ensure that all land has sufficient looping and connections to provide for adequate fire, maximum day, and peak flows as development progresses.
Policy 6.2.2	The design of the water distribution system shall ensure that all land can be serviced via existing municipal water connections.
Policy 6.2.3	The provision for fire protection shall follow the Town of Claresholm policy and bylaws.

6.3 SANITARY

The wastewater collection system in the Plan area is supplied by gravity sewers connecting to existing wastewater systems as illustrated on **Figure 8: Sanitary System**.

Policy 6.3.1	The design of the wastewater collection system shall ensure that all land has sufficient connection to provide for peak flows as development progresses.
Policy 6.3.2	The design of the wastewater collection system shall ensure that all land can be serviced via existing municipal wastewater connections.

6.4 STORMWATER

Appropriate stormwater management facilities are proposed within the Plan area to control stormwater and alleviate the impact of post-development flows on overland conveyances as illustrated on **Figure 9: Stormwater Management**.

The East Basin bypass that was originally shown in the Master Drainage Plan as flowing through the ASP Area, is not being routed through the lands. The bypass currently drains into the Frog Creek Wetland, and achieves the intent of the Master Drainage Plan. Re-routing this flow path through the ASP area is constrained by existing topography.

Policy 6.4.1	The pre-development release rate shall be required to be achieved and detailed as a part of the Stormwater Management Plan.
Policy 6.4.2	Stormwater management facilities shall typically be located within a Public Utility Lot.
Policy 6.4.3	The design of the stormwater management facilities shall ensure that all land can be serviced via municipal storm connections.
Policy 6.4.4	The detailed design of all stormwater facilities shall incorporate stormwater quality best management practices where feasible to ensure impacts on the treatment capacity of existing stormwater management facilities are minimized.



Proposed ASP Boundary
Town of Claresholm Boundary
Existing Water Servicing
Proposed Hydrant Location
Proposed Water Servicing

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Water Distribution System

Figure 7

Town of Claresholm
Evolution Area Structure Plan

July 2024



Proposed ASP Boundary
Town of Claresholm Boundary
Existing Wastewater Servicing
Proposed Wastewater Servicing

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Sanitary System

Figure 8

Town of Claresholm
Evolution Area Structure Plan

July 2024

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Proposed ASP Boundary
Town of Claresholm Boundary
Park and Open Space
Stormwater Management
Proposed Storm Sewer
Inlet/Outlet
Existing Waterbody/Course

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Stormwater Management

Figure 9

Town of Claresholm
Evolution Area Structure Plan

July 2024

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6.5 SHALLOW UTILITIES

Shallow Utilities include telephone, natural gas, electrical, internet, and cable services. The provision of fibre optics connections is proposed as an additional level of service which has previously been unavailable within the Town. The developer will be responsible for the provision of these services and extension from adjacent developed/developing areas.

Policy 6.5.1	The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments shall be addressed to the mutual satisfaction of the Town, the landowner, and the utility companies.
Policy 6.5.2	Detailed design of shallow utilities shall be determined at the time of subdivision.
Policy 6.5.3	Shallow utility and overhead utility easement conflicts shall be resolved at time of subdivision.
Policy 6.5.4	All future subdivision shall incorporate third-party utility rights-of-way adjacent to public roadways to be granted and registered to the Town.

SECTION SEVEN 7

Implementation

This section outlines the proposed sequence of development and the process required to proceed with future planning applications.

7.1 SEQUENCE OF DEVELOPMENT

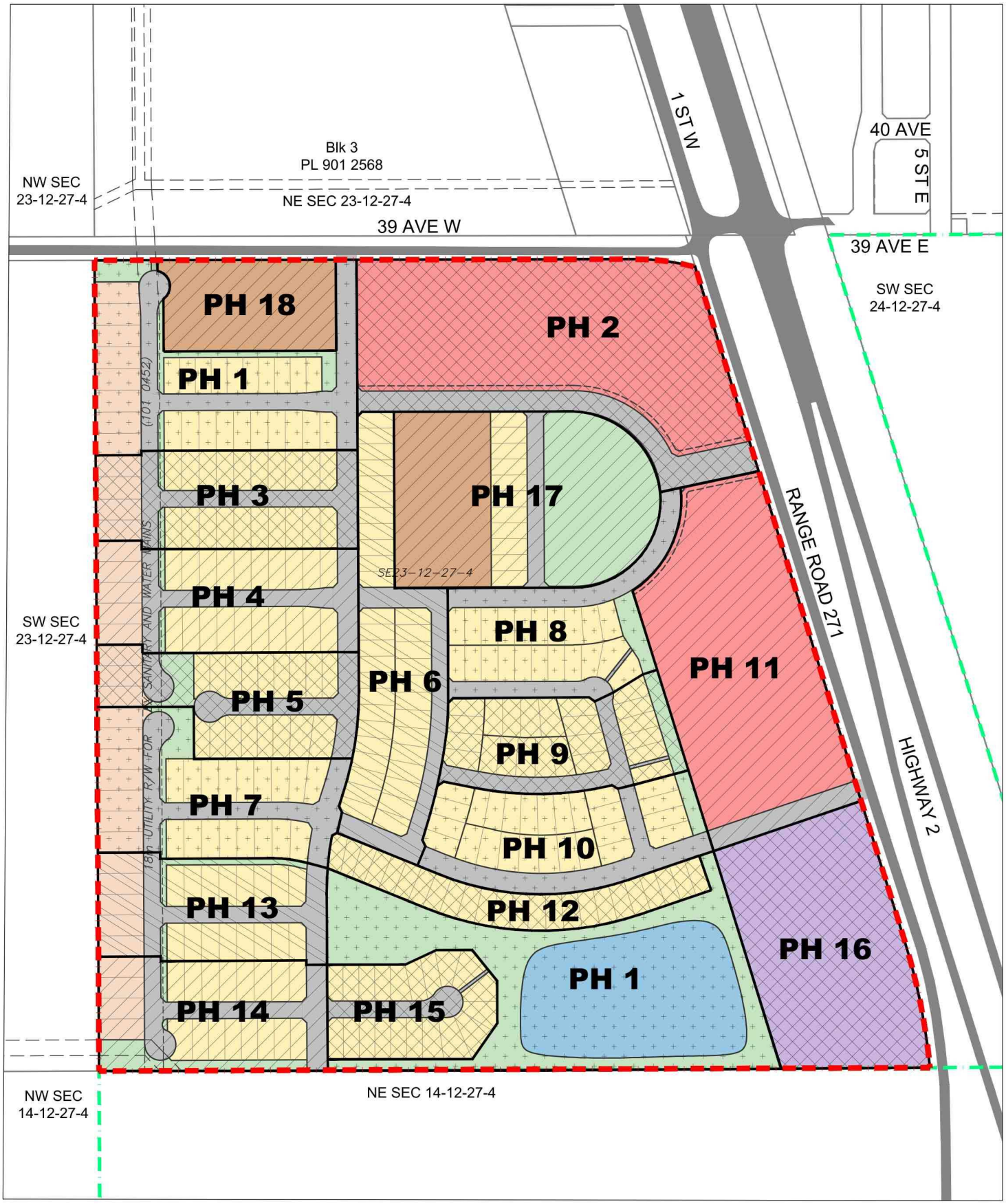
The general sequence of future development within this ASP has been determined in consideration of capacity and constraints within the transportation and servicing framework. It is anticipated that minor revisions to the plan may be required over time. Modifications to phasing at the time of development should be supported where the intent of the plan is not compromised.

Policy 7.1.1	It is anticipated that development will generally proceed as shown on **Figure 10: Sequence of Development.**
Policy 7.1.2	The sequence of development of the plan area: • shall be informed by patterns of growth management that consider infrastructure capacity, servicing availability, environmental stewardship, and the topography of land; and • shall occur through a staged approach to ensure a logical expansion of development.
Policy 7.1.3	Variances to the proposed sequence of development may be permitted so long as an acceptable strategy to provide the required infrastructure is justified to the satisfaction of the Development Authority.

7.2 CIRCULATION AND COLLABORATION

Responsible development within the plan area entails decision making which is sensitive to existing adjacent uses. Development applications, such as Land Use Redesignation Applications, will require engagement with adjacent landowners.

Policy 7.2.1	Adjacent landowners, provincial agencies and other stakeholders shall be circulated on Land Use Redesignation Applications per Town protocol.



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- Town of Claresholm Boundary
- Proposed ASP Boundary
- Residential Estate Lots (Min 20m x 44m)
- Residential Single Family (Min 15.2m x 35m)
- Multiple Residential / Seniors
- Highway Commercial
- Service Industrial
- Open Space
- Storm Water Management
- Phase Boundaries

Sequence of Development

Figure 10

Town of Claresholm
Evolution Area Structure Plan

July 2024

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