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REPORT

Town of Claresholm

North Point
Area Structure Plan



APRIL 2024

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TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW No. 1780

A Bylaw of the Town of Claresholm in the Province of Alberta, to adopt Bylaw No. 1780, being the North Point Area Structure Plan.

WHEREAS the Council of the Town of Claresholm wishes to adopt a comprehensive land use plan approximately ± 15 hectares of land legally described as a portion of Block 7, Plan 7410624; and Lot 5, Block 8, Plan 0715848

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 commercial and residential 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 "North Point ASP".
3. This bylaw shall come into effect upon third and final reading hereof.

Read a first time in Council this **11th** day of **March** 2024 A.D.

Read a second time in Council this **13th** day of **May** 2024 A.D.

Read a third time in Council and finally passed in Council this **13th** day of **May** 2024 A.D.

Brad Schlossberger, Mayor

Abe Tinney, CAO

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DEFINITIONS

The following definitions shall be used to interpret this Area Structure Plan (ASP). Where a specific definition is not provided in this ASP, the definitions in the Municipal Government Act (MGA), Municipal Development Plan (MDP), Land Use Bylaw (LUB), or other overarching legislation shall apply.

Alberta Transportation (AT)	A provincial body is responsible for the long-term planning of the highway network and oversees the network's design, construction, and maintenance activities.
Area Structure Plan (ASP)	A statutory plan, adopted by bylaw, which provides a policy framework for subsequent redistricting, subdivision, and development of a specified area of land in the Town.
Council	The Council of the Town of Claresholm.
Development Plan	A plan that depicts the development of lands over time which may include but is not limited to a detailed site plan, topographic information, geophysical assessment, hydrological assessment, traffic impact analysis, environmental overview, phasing, servicing, and an archaeological and historical impact assessment.
Highway	A road that is designated as a primary highway pursuant to the Public Highways Development Act.
Infrastructure	Public utility systems in the municipality may include but are not limited to, the transportation network, water and sewer systems, and solid waste management facilities.
Land Use Bylaw (LUB)	A bylaw of the Town passed by Council as a land use bylaw under the provisions of the MGA and intended to control and/or regulate the use and development of land and buildings within the municipality.
Land Use District	One or more divisions of the LUB establish permitted and discretionary uses of land or buildings with attendant regulations.
Municipal Government Act (MGA)	The Municipal Government Act, Revised Statutes of Alberta, 2000, Chapter M-26, as amended.
Municipal Reserve	Land provided as part of a subdivision by the developer without compensation for park and school purposes in accordance with the provisions of the MGA.
Qualified Professional	An individual with specialized knowledge recognized by the Town and/or licensed to practice in the Province of Alberta. Examples of qualified professionals include but are not limited to, engineers, geologists, hydrologists, and surveyors.

Redistricting	Refers to the reclassification by the Town of a land use district in the LUB applicable to a specific area of the municipality.
Right-of-Way	The total width of any land reserved or dedicated as a thoroughfare, lane, pedestrian way, or utility line.
Shall	Indicates that a policy is mandatory and must be complied with; however, where quantities or numerical standards form part of a policy, they may be varied at the discretion of the Development Authority, provided that the intent of the policy is still achieved, and the variance is necessary to address unique circumstances that would otherwise render compliance with the policy impractical or impossible.
Should	Indicates that a policy is strongly encouraged but can be varied where unique circumstances require other actions that would still satisfy the general intent of the policy and ASP.
Town	Town of Claresholm
Traffic Impact Assessment	An area-specific study that may include, but is not limited to, an analysis and evaluation of: a) the transportation-related impacts of a proposed subdivision and/or development on the existing transportation network and b) a program for future expansion and/or improvement of the transportation network to accommodate the proposed growth and preserve the function and integrity of the network.

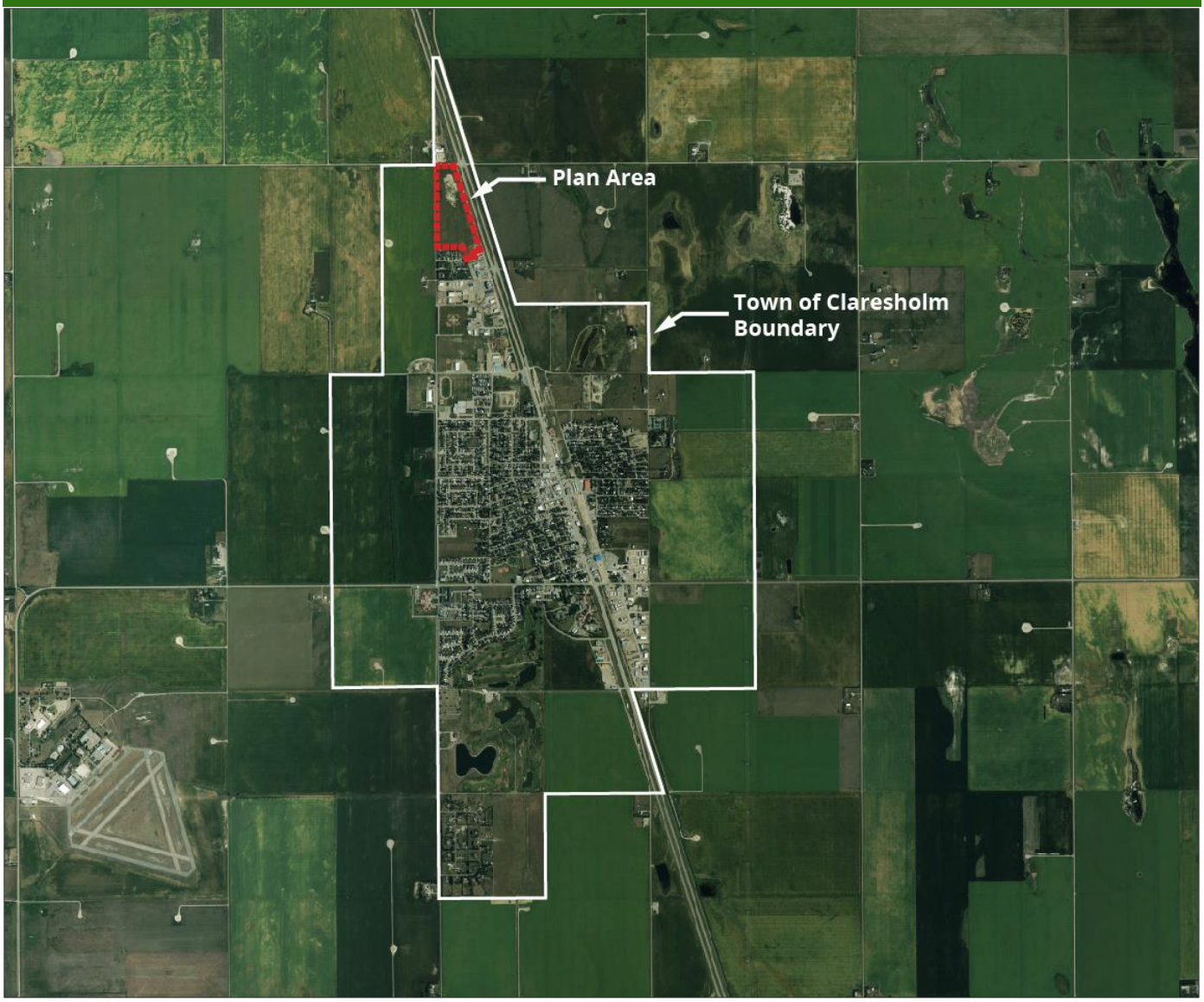
1 INTRODUCTION

1.1 Purpose

This ASP has been prepared on behalf of the Town of Claresholm pursuant to Section 633 of the MGA to establish a framework to guide the subdivision and development of 15.2 hectares of land within the Town's corporate boundary, as illustrated in **Figure 1-1**. In accordance with the MGA, this ASP provides policy direction regarding the sequencing of development, the distribution, form, and intensity of development, and the location of transportation networks and municipal infrastructure.

The ASP outlines a strategy for the expansion of commercial and residential development based on the direction established by the MDP and supported by appropriate technical studies and responsible public and stakeholder engagement.

Figure 1-1 ASP Plan Area



1.2 Vision

The ASP harmonizes the broader planning directives of the Town with respect to property access, residential diversity, commercial viability, recreation, and stormwater management. The ASP envisions a mix of medium- to high-density residential development within internal areas bordered by commercial development paralleling Highway 2. Residential development will seek to accommodate a broad range of ages and socio-economic backgrounds providing a range of housing from ground-orientated multiple-family to low-rise apartments. Residents will have access to neighbourhood park space that is connected to the Town's pedestrian network, which also provides non-vehicular access to neighbouring employment and retail services along the highway corridor.

Commercial development within the plan area is intended to take advantage of high visibility along the Highway 2 corridor to support the commercial needs of residents and the travelling public. The commercial corridor acts as the north gateway into the community and will be visually appealing and present a positive impression to residents and visitors entering Claresholm. Community infrastructure and amenities will be integrated to create a balanced, functional, and appealing urban environment.

1.3 Objectives

1. To ensure land is being used for its highest and best use.
2. To promote development that is compatible with existing and planned development on surrounding lands.
3. To provide for the expansion and diversification of the Town's housing supply.
4. To provide for a density of development that optimizes infrastructure investments while supporting the creation of a healthy, liveable neighbourhood.
5. To support economic growth and expanded employment opportunities by providing additional serviced highway commercial land.
6. To provide for an efficient public road network.
7. To provide a continuous pedestrian network to support active lifestyles and multiple modes of transportation.
8. To plan for development that responds to environmental conditions.
9. To plan for development that can be efficiently and economically serviced.
10. To stage development that considers the availability and logical extension of municipal services.

1.4 Interpretation

1. All boundaries are to be considered approximate except where such boundaries coincide with clearly recognizable physical features, roads, or property lines.
2. Locations of infrastructure and other fixed elements should be independently confirmed.
3. Minor deviations may be permitted without an amendment at the discretion of the Town if such deviations are not contrary to the purpose and intent of this ASP.
4. Compliance with policies in this ASP shall be interpreted and applied as follows:
    a. "Shall" and "will" mean mandatory compliance,
    b. "Should" means compliance in principle but is subject to the discretion of the Approving Authority where compliance may be undesirable or impractical due to the specific circumstances associated with an issue,
    c. "May" means discretionary compliance or choice in the application of policy.
5. In the event a matter arises that is not addressed by this ASP, then the policies of the MDP, in conjunction with the Land Use Bylaw shall apply.

2 POLICY AND REGULATORY CONTEXT

2.1 Claresholm Municipal Development Plan

The MDP is the highest-order plan that guides growth and development in the Town. The purpose of the MDP is to provide a planning framework for the future sustainable growth and development of the Municipality that will assist in realizing the physical, social, and economic opportunities in Claresholm. It outlines the growth strategy that will be used as a basis for the future planning of the Town. The MDP identifies this area for future commercial and residential growth as represented on Map 3, Land Use in Town.

As defined within the MDP, the goal for commercial lands is to "support and encourage commercial development in the central business district as well as in the identified nodes within neighbourhoods and along the main transportation corridors." (p. 17). The goal for residential lands is "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." (p. 13). This ASP encompasses a range of uses that align with the MDP's goals of facilitating economic growth and providing housing variety within the regional market.

Relevant MDP policies have been reproduced below as they may inform decisions concerning residential and commercial uses, recreation, parks and open space, transportation, municipal infrastructure, and environmental stewardship within the ASP boundary.

3.0 Residential Development
3.4 Policies
3.4.1 Future residential development shall be located in accordance with the Land Use in Town map. 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. 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. 3.4.3 The Town will encourage residential development in areas where vistas of the Porcupine Hills can be maximized. 3.4.4 New residential development will be planned so that existing municipal infrastructure can be utilized to the most sustainable extent possible. 3.4.7 Multiple-family dwellings and higher-density developments will be located in the following 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. 3.4.9 New residential subdivisions, including manufactured home subdivisions, should include paved streets, curbs, gutters and sidewalks and provide underground services that allow for future growth and are easily accessible. The

3.0 Residential Development

design of these services should be such that during maintenance and reconstruction activities, the disruption of services is kept to a minimum.

3.4.10 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 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 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 The Town prefers subdivision and development designed on a grid or modified grid pattern.

3.4.18 Developers shall be encouraged to increase the use of low-environmental impact materials during the construction of developments.

3.4.19 Developers shall be encouraged to increase the use of locally reclaimed or recycled materials in the construction of roads, pavements, public spaces and parking lots.

3.4.20 Developers shall be encouraged to increase the use of locally sourced materials in the construction process.

3.4.21 Developers shall be encouraged to develop a sustainable water efficiency strategy at a master planning level for the whole site.

3.4.22 Developers shall ensure that any development on site does not adversely impact local public or private water supply through polluting aquifers or groundwater.

3.4.23 Developers shall reduce the impact of noise upon the development.

3.4.24 Developers shall minimize the waste produced from the development during construction going to the landfill.

4.0 Commercial Development

4.4 Policies

4.4.1 Commercial development shall take place in accordance with the Land Use in Town map. 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.

4.4.4 Highway commercial development and certain secondary commercial uses are encouraged to be located along the highway corridor and will be considered in an area redevelopment plan.

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,

4.0 Commercial Development

d) attractive signage and building design,
e) integration with the highway system, and
f) provision of services for the travelling public.

4.4.6 Secondary commercial uses are encouraged to be located in the industrial areas or lots with direct frontage along Highway 2.

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.

6.0 Recreation, Parks and Open Space

6.4 Policies

6.4.1 Council shall be responsible for coordinating the site selection and development of parks involving input from community recreation stakeholders.

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.

6.4.4 Council will maintain flexibility about park size and facilities in order to take advantage of opportunities as they arise.

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.

6.4.7 The Town will attempt to acquire land, for parks or recreational facilities, that is accessible by public transit or pedestrian and bicycle trails.

7.0 Transportation

7.4 Policies

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

7.4.2 The Land Use Bylaw shall continue to designate commercial lands suitable for uses which cater to the motoring public; however, subsequent to bypass construction, new land uses will be developed which reflect the lowered conveyance of motor vehicles.

7.4.4 The Town should enter into a development agreement with potential developers to provide for construction or upgrading of such amenities as roads, light standards, sidewalks, and curb and gutter systems.

7.4.7 Parking facilities will be paved when connected to a paved street.

7.0 Transportation

7.4.8 The Town will, through the approval processes, ensure that building frontages encourage pedestrian usage of streets contributing to vitality.

7.4.9 The Town shall encourage the development of a network of safe bike routes to local facilities. The development of bicycle parking in association to these routes and destinations is also encouraged.

7.4.11 Every decision to place something away from the downtown core should be reviewed on its ability to complement the core through the transportation network. Subdivision and development proposals shall be reviewed in the context of connectivity to the downtown.

7.4.12 Level of Service C (as defined in Appendix D) with no individual movement lower than the Level of Service D to E, is the desired standard for the Claresholm Street system. New Local and Collector streets shall be designed to operate at that level.

7.4.13 Town streets shall be classified according to function, as defined in Map 10 and as follows:

a) Local Streets shall be low-speed, low-volume facilities which are used primarily to access property.
b) Minor Collector Streets shall be moderate-speed, low-to medium-volume facilities which serve to collect traffic from local streets and distribute to the arterial system. Collector streets also provide for direct property access, but their role of serving traffic is equally important.
c) Major Collectors are designed to move traffic efficiently. Property access is deemphasized, whereas traffic movement is emphasized.

7.4.14 Existing collector streets or intersections, operating below Level of Service C may continue to operate at the lower level. New development shall not cause collector streets to degrade to a lower Level of Service.

7.4.16 All new private streets shall meet minimum Town engineering standards.

7.4.17 Traffic studies shall be required for all major development proposals and may be required at the discretion of the Town under other circumstances where there may be significant effects on the street system overall. A major development may include, but is not limited to the following:

1. an Area Structure Plan (ASP)

7.4.18 All transportation studies shall be completed at the sole expense of the developer. Traffic studies shall identify:

a) the amount of traffic to be added to the system by the proposed development;
b) other known planned projects and their effects on the street system;
c) the direct, indirect and cumulative adverse impacts of project traffic on street system operations, safety, and access to the downtown;
d) mitigation measures necessary to provide for project traffic while maintaining Town level-of-service standards;
e) the responsibility of the developer to provide improvements;
f) the timing of all improvements;
g) and any other information deemed necessary by MPC or Council.

7.4.19 For the purposes of access management of Claresholm's collector system, intersection spacing shall be 120 m for all rights-of-way. Spacing between two major collectors can be found in subsection 7.4.26 below. Driveway and alley accesses should also be limited and where allowed should be right turn in and right turn out only.

7.4.27 Access control should address the varying needs and functions of each major collector roadway section, which will depend on: abutting land use type, existing and proposed development, density of development, and relative urban location. For example, more frequent intersection spacing with some direct access will likely be

7.0 Transportation

necessary in central business areas (due to existing development), whereas in outlying residential areas, there should be no direct access and [major collector] intersections should be spaced at least 400 m apart. (Source: Alberta Transportation)

7.4.30 The Town of Claresholm will exercise its authority to control access on major collector roadways. Such control can be applied and maintained by adopting set standards, by making developers and planners aware of major collector roadway standards, and by working with the private sector to ensure suitable land access. (Source: Alberta Transportation)

7.4.34 All major and minor collector roads shall have a sidewalk on both sides of the street.

7.4.35 Trails shall not have midblock crossings on major collectors and should be avoided on minor collectors. All crossings on these street categories should be at intersections for pedestrian safety and free flow of traffic. Any approved midblock crossings shall be designed with pedestrian safety features.

8.0 Municipal Infrastructure Services

8.4 Policies

8.4.1 Development will be required to provide a full range of municipal services and utilities, unless otherwise allowed by Town Council, at the expense of the developer and subject to a development agreement and off-site levy bylaw.

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.

8.4.4 The Town will plan and coordinate the installation of utilities with utility companies and rely on the Subdivision Approval Authority to notify developers of required easements and rights-of-way.

8.4.7 The future design and layout of service extensions will rely on guidance from such reports as the following:

a) Infrastructure Master Plans,
b) Engineering Standards,
c) Off-site Levy Bylaw,
d) and/or other infrastructure planning and budgeting strategies which shall be considered when deciding on future growth scenarios and extending municipal services to growth nodes.

8.4.8 The design and layout of storm water drainage plans shall include only dry ponds.

8.4.9 Proposed dry ponds shall be designated as Public Utility Lots (PUL) on all Area Structure Plans and subdivision submissions. Only the percentage of area not primarily used for storm water collection may be considered eligible for Municipal Reserve (MR) purposes.

10.0 Environmental Stewardship

10.4 Policies

10.4.8 When concerns are present, geotechnical studies should be completed to identify development limitations and mitigate or minimize the detrimental effects of potential high water table areas and unsuitable soils for development.

10.0 Environmental Stewardship
10.4.9 The Town will endeavor to link environment protection areas, natural areas, and parks and outdoor recreations areas for the overall benefit and beautification of the Town. 10.4.10 Storm water management plans for proposed large subdivisions, or residential, recreational, commercial and industrial developments shall be required, at the sole cost of the developer or owner including costs for municipal review. A storm water management plan shall include, but not be limited to, flooding hazards, existing drainage features, storm water related environmental issues, design criteria, erosion and sediment control, operation and maintenance. 10.4.11 The Town will encourage the use of Alberta Environment's Standards and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems. 10.4.12 In order to maintain and enhance the urban forest, the Town shall support tree preservation, conservation initiatives and land stewardship strategies. 10.4.13 New developments will incorporate ecologically conscious design and shall consider the long-term progression of streetscapes with specific attention to landscaping and street trees (Policy # PLDE 09-16). 10.4.18 All development proposals shall refer to the provincial wetlands inventory to determine the existence of a wetland and adhere to provincial requirements regarding wetland preservation references including, but not limited to, Water for Life, Stepping Back from the Water, the Alberta Wetland Policy, Public Lands Act and Water Act.

2.2 Claresholm Land Use Bylaw No. 1525

The LUB is a regulatory companion document to the MDP. It is used to implement the vision, goals, objectives, and policies within the MDP. The purpose of the LUB is to regulate and control the use and development of land and buildings within the Town and to achieve orderly, efficient, and economic development of land.

Land along Alberta Road is designated C2 – Highway Commercial, and a block of land along 8 Street West is designated for R3 – Country Residential, as represented in **Figure 2-1**.

As the vision for the residential development of the plan area is for higher-density developments than permitted in the R3 – Country Residential District, planned development in the ASP area will necessitate an amendment to the LUB to redistrict a portion of the plan area to accommodate higher-density residential dwellings. The LUB specifies that this amendment may follow the adoption of an ASP in accordance with the plan and should, in most instances, occur before subdivision and development approval.

Figure 2-1 Plan Area Land Use Districts



3 EXISTING CONDITIONS AND DEVELOPMENT INFLUENCES

3.1 Location and Ownership

The Town is in southwestern Alberta, approximately 130 km south of Calgary and 90 km northwest of Lethbridge. The Town is located along Highway 2 on the CANAMEX/North-South Trade Corridor, a 6,000 km transportation corridor dedicated to the efficient flow of goods and people between Canada, the United States, and Mexico.

Property ownership within the plan area is described in **Table 3-1**.

Table 3-1 Plan Area Ownership

Legal Description	Owner	Title Number	Area (ha)
7410624;7	Claresholm Land Corporation	071 582 073 003	14.223
0715848;8;5	Heritage Station Car Wash Inc.	151 218 754	0.977
TOTAL			**15.2**

3.2 Topography

Based on a desktop assessment, land within the plan area generally slopes from the northwest to the southeast. The highest elevation within the plan area lies in the northwest corner at an elevation of 1045 m. Conversely, the lowest point lies in the southeast corner, situated at an elevation of 1038 m. The elevation of the plan area is consistent with the elevation of the surrounding lands. The slope is fairly consistent across the plan area, providing a uniform and manageable landscape that does not exhibit any hazardous conditions related to slope or soil instability.

A two-metre-high stockpile of soil is located on the east side of the plan area approximately 110 m south of Township Road 130 and will need to be considered in defining property grading.

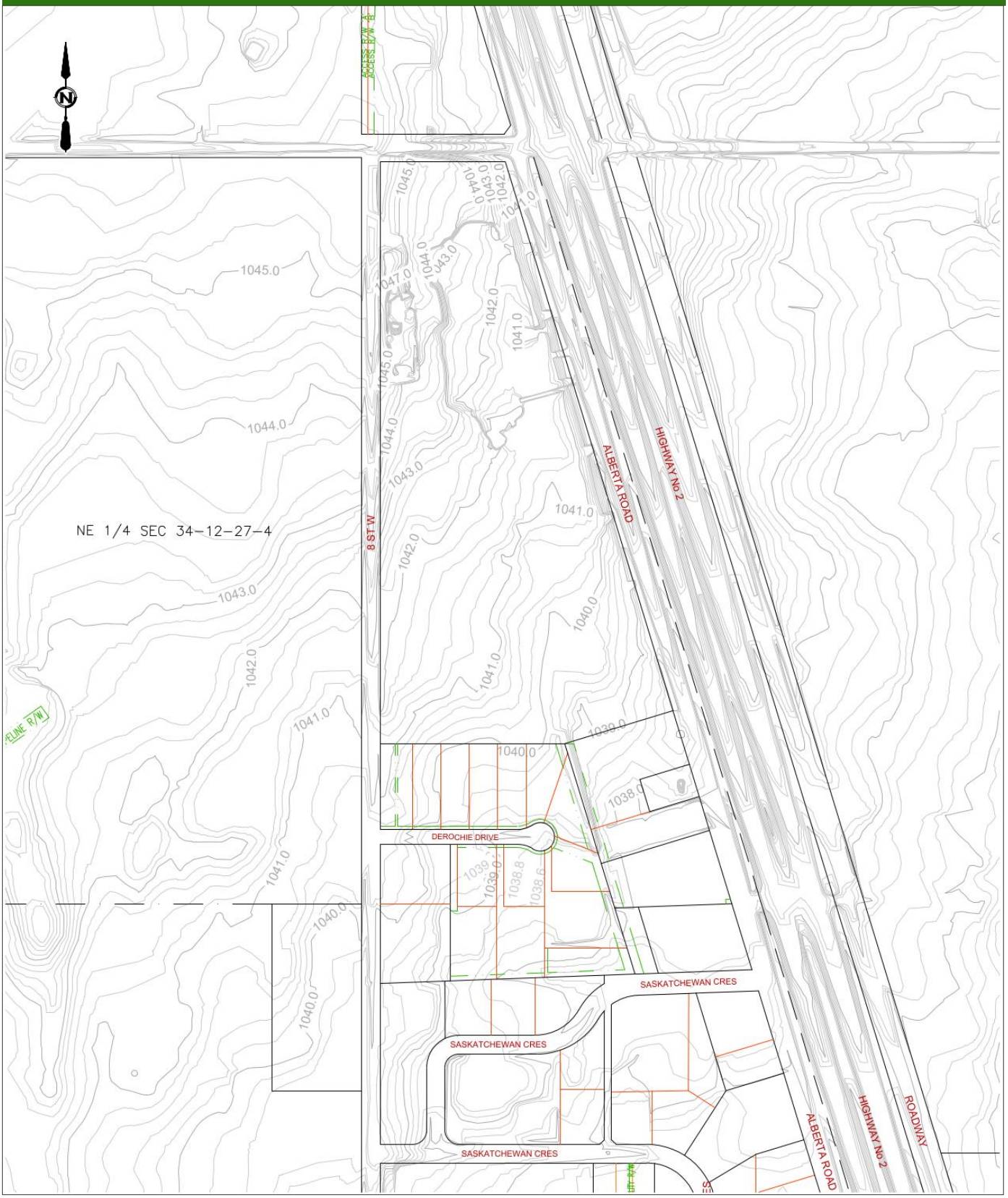
There are no wetlands within the plan area, and no standing water was identified in a review of historical imagery. The potential for flood hazard within the plan area is considered low.

The site contours are illustrated in **Figure 3-1**.

Development Influences

- The stormwater management plan should follow the natural topography to mimic the natural drainage patterns and reduce earthworks.
- The gradual slope of the property minimizes any potential slope-related hazards for development and supports its general suitability for development.
- There is a low potential for flood hazards within the plan area.

Figure 3-1 Existing Site Contours



3.3 Geotechnical Conditions

BDT Engineering conducted a geotechnical evaluation to assess the subsurface conditions and to offer recommendations for the design and construction processes. The evaluation included six (6) boreholes, a laboratory analysis of subsurface soil samples, and the compilation of a detailed report containing design and construction suggestions. Below is a summary of the report's findings. For detailed information, please refer to the Geotechnical Report in **Appendix A**.

The site predominantly slopes towards the south and east. The subsurface stratigraphy generally consists of a surface layer of topsoil, followed by native clay, clay till, and bedrock. The accompanying **Table 3-2** provides a summary of the subsurface stratigraphy.

Table 3-2 Subsurface Stratigraphy

Soil Type	Depth Range	Description
Topsoil (all boreholes)	150 mm to 700 mm	The varying depth of topsoil should be expected due to the agricultural nature of the lands.
Clay (all boreholes)	150 mm to 2.2 m	The clay was described as silty, with a trace of sand, stiff, low to medium plastic, moist and light to olive-brown.
Clay Till (all boreholes)	2.2 m to 6.6 m	The clay till was silty, with trace sand and gravel. The clay till was stiff to very stiff, generally increasing with depth, low to medium plastic, and damp to very moist. The clay till was olive-brown.
Bedrock (all boreholes except BH006 behind Tim Horton's)	2.1 m and 4.9 m	The bedrock was described as interbedded layers of mudstone and sandstone and was generally weak, friable, and light brown or grey. It is expected that hydraulic excavators will be able to excavate the bedrock; however, the requirement for pneumatic chisels should be expected intermittently across the site and dependent in part on final utility depths.

During the drilling, some sloughing was encountered in several of the boreholes. Groundwater conditions were monitored on June 21, 2023, revealing that all boreholes were dry except for BH006 (located behind Tim Horton's), where the groundwater was measured at a depth of 0.94 m. This rise in groundwater level appeared to be a result of recent rainfall and surface infiltration. Groundwater is not expected to impact the proposed development.

To ensure proper drainage, all lots should be graded with a minimum slope of 2.0%. The native clay and clay till soils are suitable for grading purposes, but the clay soils at shallower depths appear to have slightly lower moisture content than the optimum. Therefore, moisture conditioning, involving minor wetting and/or mixing, will likely be necessary to reduce the swelling potential of the soil and achieve the recommended compaction standards. Specific recommendations on backfill materials and compaction can be found in the Geotechnical Report in **Appendix A**.

For frost protection, perimeter footings in heated structures should extend to a depth that provides a minimum soil cover of 1.4 m. Isolated or exterior footings in unheated structures should have a minimum soil cover of 2.1 m unless

suitable insulation is provided. Pipes buried with less than 2.1 m of soil cover should be insulated to prevent frost-related damage or breakage.

The geotechnical investigation offers further recommendations for shallow footings, grade-supported floor slabs, below-grade construction, general site development and lot grading, trench excavation and backfill, backfill materials and compaction, roadway design considerations, and concrete types. These recommendations offer options intended to aid in the design and construction.

Development Influences

- The Geotechnical Evaluation Report supports the development of the site for residential and commercial uses.
- Groundwater is not expected to impact the development.
- The subsurface clay and clay till are suitable fill materials. The clay materials may require additional moisture conditioning to allow for optimum compaction.
- Future development sites should be graded to a minimum 2.0% slope to ensure proper drainage.
- Frost protection should be considered for footings. In heated buildings, perimeter footings should be 1.4 m below grade, non-heated buildings should be 2.1 m below grade, and utility pipes should be insulated if they have less than 2.1 m of soil cover.

3.4 Biophysical Resources

The purpose of the Biophysical Impact Assessment (BIA) is to gather specific information about the existing biophysical resources in the area. The assessment considered both temporary disturbances (related to construction activities) and permanent disturbances (such as vegetation and wetland removal and habitat loss).

To evaluate regional environmental sensitivities interacting with the project, a 500 m assessment area was established around the project. Associated conducted surveys on terrestrial vegetation, wildlife resources, and geomorphological characteristics, recording observations through written notes, photographs, and GPS data.

The plan area primarily consists of undulating low-relief landforms with a flat 2% south-facing slope, gradually increasing to 4% on the northern side. The northeastern quadrant contains a depression resulting from previous excavations, including containment berms and gravel stockpiles.

The desktop review did not note any occurrences of rare plants or ecological communities in the assessment area. Vegetation cover in the plan area includes pasture/forages, native grass or grassland, canola/rapeseed, barley, and water. No wildlife species were reported within 500 m of the area, but whirling disease was noted in surrounding water bodies.

Sensitive species in the vicinity of the plan area include bald eagles, golden eagles, prairie falcons, ferruginous hawks, and sharp-tailed grouse. Due to the habitat potential, ferruginous hawks, prairie falcons, and sharp-tailed grouses require mitigation measures, including the retention of a qualified environmental professional during specific restricted activity periods if working between mid-April and late August.

No wetlands were identified through desktop review, but a field assessment is recommended before any disturbance. Distressed vegetation and compact soils were observed in the southeastern and northern portions of the plan area.

Visual indicators of contamination included burned and dried vegetation and the presence of a white, presumably saline substance.

The proposed development may impact several biophysical resources, such as degradation of topsoil, removal of native plant communities, introduction of weeds and non-native species, alteration or loss of wildlife habitat, disturbance to wildlife, and potential impacts on historical resources.

Development activities involving vegetation removal and soil destabilization may cause erosion and affect adjacent areas. Although no rare plant occurrences are known, additional assessments are recommended to verify this closer to the time of development and prior to initiating construction. Sensitive species such as prairie falcons, ferruginous hawks, and sharp-tailed grouse may lose habitat due to development, but mitigation measures can help reduce impacts. Additional vegetation surveys and wildlife sweeps will need to be conducted at the time of development to verify any presence on the site and mitigate the risk of encountering rare plant species or sensitive wildlife species during construction.

Overall, the BIA provides essential information for informed decision-making during the development process, ensuring potential environmental risks and requirements are considered and addressed. The accompanying **Table 3-3** provides the mitigation measures as identified in the BIA.

Table 3-3 Development Mitigation Measures from BIA

Soils and Terrain	
Development Activity Risk	• Admixing of soils. • Erosion and sedimentation. • Augmented terrain.
Mitigation Measure	• Create and implement an Erosion and Sediment Control (ESC) plan. • Minimize handling and re-handling of topsoil. • Salvage topsoil for reuse in landscape/restoration activities unless the soil is infested with weeds. • Schedule work to minimize the duration of soil exposure. • Avoid construction during periods of heavy precipitation. • Separate topsoil and subsoil stockpiles by a minimum of 3 m (Alberta Transportation and Economic Corridors (TEC) 2023). • Schedule work to minimize the duration of soil exposure. • Avoid construction during periods of heavy precipitation. • Separate topsoil and subsoil stockpiles by a minimum of 3 m (Alberta Transportation and Economic Corridors (TEC) 2023). Stabilize stockpiles if left in place for longer than 30 days. • Use ESC measures as needed to protect exposed slopes or stockpiles. • Inspect ESC measures daily and during or immediately after heavy rain, and immediately conduct maintenance on any deficiencies identified. Document and record all inspections and maintenance activities completed. • Remove non-biodegradable, temporary ESC measure material (T-bar posts, silt fence fabric, etc.) after vegetation establishment.

Soils and Terrain	
Effect Characteristic	• Admixing may occur during any potential stripping, excavation, or other earthworks. The frequency of admixing is expected to be low if appropriate soil handling procedures and mitigation measures are implemented. • Increased erosion potential during stripping and excavation will be short-term before stabilization and vegetation establishment. • Increased erosion potential will be reversible after reclamation activities are conducted.
Residual Effect	• Negligible. Residual effects are not anticipated if mitigation measures are implemented.

Vegetation	
Development Activity Risk	• Destruction of native vegetation communities. • Introduction and spread of weeds.
Mitigation Measure	• Delineate the area to be cleared prior to construction and limit native vegetation removal as much as possible. • Develop landscape/restoration plans based on native vegetation species present in the Study Area prior to construction. • Preserve the native seed bank by salvaging topsoil for reuse during landscaping and restoration activities. • Conduct pre-disturbance rare plant surveys to identify any rare plant communities in the Study Area prior to development. Ensure surveys adhere to the Alberta Native Plan Council Guidelines for Rare Vascular Plan Surveys in Alberta – 2012 Update. • Protect planted/seeded areas until vegetation is established. • Avoid using equipment and vehicles where weeds are present, if possible. Delineate areas with weeds and restrict access. • Eradicate prohibited noxious weeds and control noxious weeds pursuant to the Alberta Weed Control Act. • Ensure all equipment and tools brought to and used on-site are clean and free of off-site soil and plant material. • Remove dirt, mud, and clumps of sod from equipment before removing the equipment from the site. • Ensure imported soil fill is free of weed seeds. • Ensure seed mix for landscaping is free of weed seeds.
Effect Characteristic	• Destruction of native vegetative communities is anticipated. With proper mitigation measures, the effects of this distribution will be limited. • There is a risk of destroying rare plant habitats. With proper mitigation measures, impacts on rare plant species will be negligible. • There is an increased risk of introducing weeds through soil or vegetation debris from equipment brought to the Project site from other sites. With proper mitigation, effects are not expected to occur. If not properly mitigated, effects can be long-term but reversible.

Vegetation	
	• There is an increased risk of spreading weeds through vehicle or equipment use between locations during construction. • There is an increased risk of spreading weeds through potential imported soil fill if it is required.
Residual Effect	• Low, short-term negative residual effects during construction until vegetation has established. Long-term negative effects are experienced when native vegetation communities are permanently removed. • Negligible. Residual effects are not anticipated if mitigation measures are implemented.

Wildlife and Wildlife Habitat	
Development Activity Risk	• Disturbance to wildlife and nesting birds during nesting or restricted activity periods. • Permanent removal of potential wildlife habitat.
Mitigation Measure	• Perform pre-development surveys for sensitive species (prairie falcon, ferruginous hawk, and sharp-tailed grouse) to identify high-quality habitat within the Study Area prior to construction. • Minimize suitable nesting and foraging habitat disturbance, where possible. • Select development options with minimal disturbance to areas with native vegetation communities (habitat). • Restore impacted but undeveloped areas within the Study Area as soon as possible after construction activities. • Retain a qualified environmental professional to complete pre-construction sweeps for any activity that occurs. Pre-construction wildlife sweeps must be completed before all project activities, regardless of the time of year. • Repeat wildlife sweeps if the development site is inactive for more than four days. • Stop project activities immediately if active nests are identified during a wildlife sweep or construction. • Have a qualified professional review project activities and the nesting species. EPA will be contacted to determine the appropriate mitigation measures (if applicable) to implement for construction activities to proceed.
Effect Characteristic	• Suitable habitat for urban-adapted wildlife is present in the Study Area, and disturbance may occur through interaction with breeding or nesting behaviours. • Migratory birds may be deflected or may avoid important habitats during sensitive seasons. Habitat avoidance may result in lower overall individual fitness during important seasons.
Residual Effect	• Short-term negative effects until vegetation (habitat) have been established. Long-term negative effects following the development of native vegetation communities (habitat). • Effects are expected to be minor if mitigation measures are implemented.

Land Use, Contamination	
Development Activity Risk	• Potential interaction with contaminated material
Mitigation Measure	• Remove any known contaminated material immediately from the site and dispose of it in an appropriate waste disposal facility. • Avoid excavating known contaminated material during heavy precipitation. • Avoid excavating known contaminated material during high winds. • Inspect the working conditions of all ESC measures before excavating known contaminated material. • Stop activities immediately and inform the qualified contaminated specialist if groundwater seepage enters the excavation area. • Isolate areas of known contaminated materials during excavation activities. • Direct excavation personnel on the course of action when contamination is encountered. • Clean all equipment before and after all contamination-involved activities.
Effect Characteristic	• The potential release of contaminated material directly impacts the agricultural quality and habitat surrounding properties. Direct and residual impacts from the spread of contamination can range in severity and duration. • Implementation of mitigation measures and BMPs is anticipated to decrease the risk and reduce encounters. The extent and magnitude of the potential impacts depend on the contaminant and the quantity of contaminant released.
Residual Effect	• Negligible. Residual effects are not anticipated if mitigation measures are implemented.

The BIA report and its mitigation measures can be found in **Appendix B**.

Development Influences

- Retain native habitat as much as possible.
- Develop areas in sequence, avoiding disturbing the entirety of the development area.
- Consider utilizing environmental reserves or green spaces to reduce habitat loss.
- Maintain as much natural vegetation as possible by preserving the pre-development seed bank.
- Ensure contaminated material is contained and removed prior to the development of residential and commercial areas.
- Additional construction impact assessments and environmental requirements (i.e., field surveys and regulatory approvals) are recommended to be completed before construction. The project's anticipated impacts can be minimized or avoided by adhering to the mitigation measures provided in Table 6-1 Development Mitigation Measures in the BIA report in **Appendix B**.

3.5 Historical Resources

On June 30, 2023, Circle CRM Group Inc. submitted a Historic Resources Application to the Ministry of Arts, Culture, and Status of Women. The application (No. 025668461) was approved on July 25, 2023, allowing for the development of residential and commercial areas within the plan. The approval is subject to Section 31 of the Historical Resources Act, which requires immediate notification to the Ministry when the discovery of historical resources occurs during excavation for non-historical resource purposes. Such discoveries should be reported to the relevant contacts in the Standard Requirements under the Historical Resources Act: Reporting the Discovery of Historic Resources. The Historical Resources Act Approval is attached as **Appendix C**.

3.6 Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was conducted to identify potential environmental concerns in the plan area and associated contaminants resulting from historical use of the property. Land records indicate that the property was acquired in the 1970s for cattle farming, and while some adjacent land was developed for commercial and residential use, the plan area remained undeveloped. The current owner has been using it for horse pasture and highway advertising since 2003.

The topography of the area slopes gently south-southeast, with surface water following this direction towards ditches and municipal sewer systems. The closest water body is Willow Creek, about 7.6 km west of the plan area. No regulated wetlands were found within the Phase I ESA study area, and no storage tanks were identified on the property.

During the assessment, the general topography of the plan area was observed to be flat with a gentle slope to the southeast. Some stockpiles were noted, along with a depression (old borrow pit). Surface water drains into a ditch, leading to the road. Most vegetation on-site appeared healthy, except for the northern boundary, where stressed vegetation was observed due to a salt layer covering the topsoil.

The Phase I ESA results identified two Areas of Potential Environmental Concern (APECs) associated with the plan area (represented in Figure 2-1 On-Site APECS in the Phase I ESA report):

APEC 1. The property to the north belongs to an agricultural machinery dealership (Brandt Agriculture) and is approximately 30 m away from the boundary of the plan area. The building on the property is a vehicle and equipment repair workshop composed of steel, concrete, and metal sheets. The heating fuel source is natural gas, and cooling is done by air conditioning. Mechanical equipment on the property includes hydraulic lifts, vehicle hoists, and farming machinery. Fuels and other hazardous materials are possibly stored on site. The interior of the building was not inspected.

APEC 2. The second APEC is a preowned vehicle dealership (Davis Chevrolet Buick GMC) situated approximately 40 m south of the plan area. The building on this site is composed of a steel frame, concrete flooring, and metal roofing. The building uses natural gas for heating and air conditioning for cooling. Mechanical equipment on site includes hydraulic lifts and vehicle hoists. Visible stains were observed on the property. The above-ground storage area was also observed, and hazardous waste collection was found in the back.

Based on the Phase I ESA results, there is a low to moderate potential that current or past activities at the plan area and neighbouring properties have led to significant soil, vapour, or groundwater contamination. Based on the information gathered during this Phase I ESA, there are no on-site APECs that warrant further, standalone

investigation. The Phase I ESA review, which included an on-site inspection, supports this conclusion. A copy of the Phase I ESA is attached as **Appendix D**.

Development Influences

- There is a low to moderate potential that current or past activities at the plan area and neighbouring properties have led to significant soil, vapour, or groundwater contamination. No further investigation is warranted based on the findings in the Phase I ESA.

3.7 Existing Development, Built Conditions and Legal Encumbrances

Land within the plan area is currently used for agricultural purposes and contains a small accessory structure and dedicated sign corridor. A portion of the plan area was previously used as a borrow site to provide clay fill for another development within the Town.

There are legal encumbrances along the east and west boundaries of the plan area. A power line runs along the eastern boundary, and there is a utility right-of-way on the western boundary of the commercial lots to the south of the plan area. A gas line parallels 8 Street West along the western boundary that is secured by a blanket easement on the land title. The gas line situation aligns with the neighbouring Derochie subdivision.

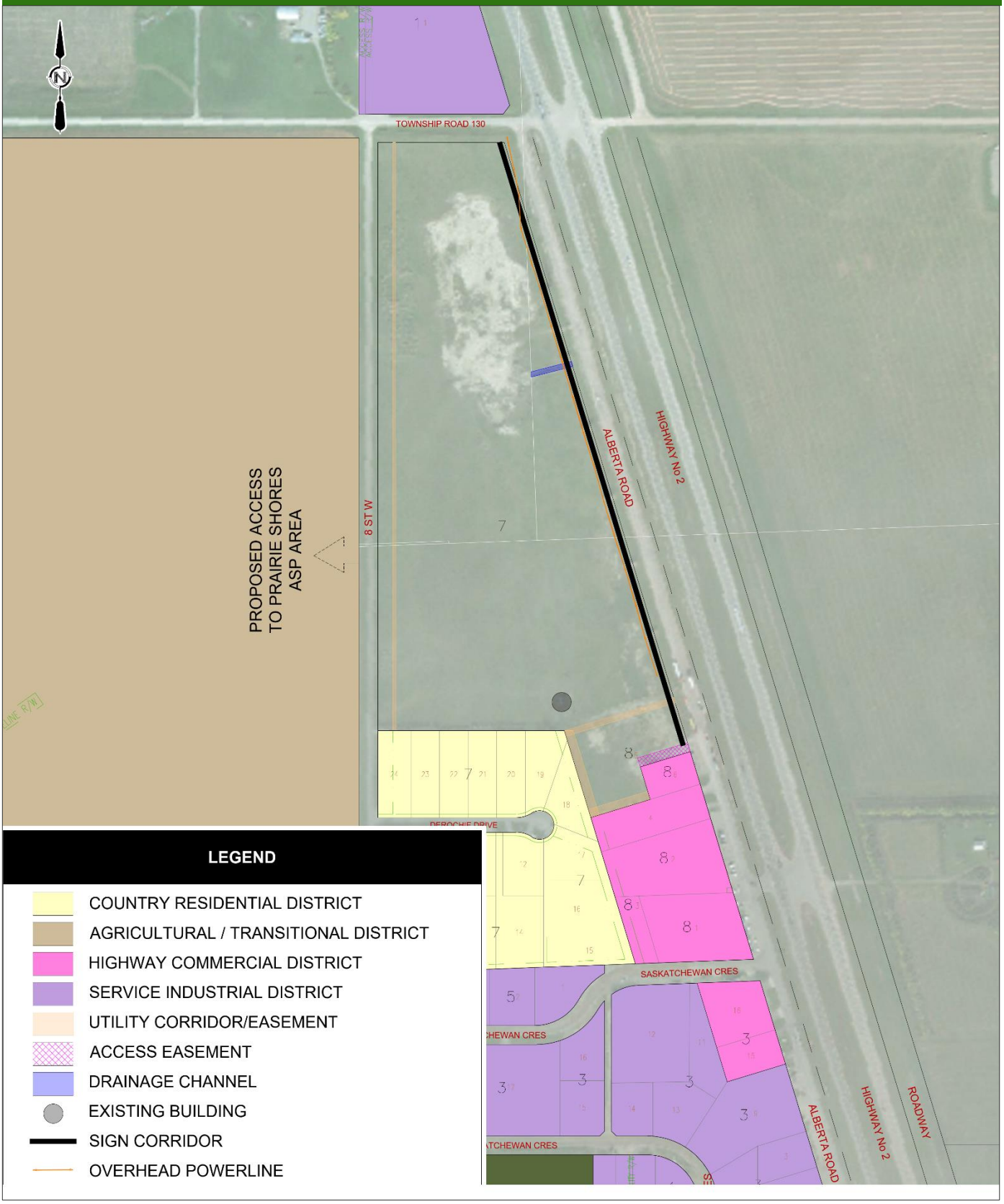
Development bordering the plan area includes an agricultural implement dealer to the north, agricultural lands to the east and west, country residential development to the south, and highway commercial development including a butcher shop, restaurants, automotive dealerships, and a hotel to the southeast.

The agricultural lands to the west are subject to the development plans approved in the Prairie Shores Area Structure Plan, a single-family and medium-density residential neighbourhood. Adjacent to the plan area, the Prairie Shores ASP plans for single-family development backing 8 Street West and neighbourhood commercial development on the corner of Township Road 130 and 8 Street West. Within the west border of the plan area, the Prairie Shores ASP has one access that provides for vehicular traffic and a connection to the pedestrian network. Development influences are illustrated in **Figure 3-2**.

Development Influences

- The highest and best use of the land along Highway 2 is for the continuation of highway commercial development.
- The small accessory structure and the sign corridor on the property will need to be removed.
- Any proposed land uses will need to consider adjacent existing and planned development to ensure land use compatibility. Landscaping, fencing, buffers, or other screening mechanisms may be required at the time of lot development where commercial development interfaces with residential lands.
- The internal road network and pedestrian network will need to consider the alignment of planned development in the Prairie Shores ASP.
- The extension of the utility right-of-way to the north to service commercial development will influence the block configuration and may provide a buffer between residential and commercial uses. Any development on or near the gas line easement will require additional investigation by the utility provider to verify the potential impacts of development on, over, or under the pipeline and define the need for coordination with pipeline operators.

Figure 3-2 Development Influences



3.8 Infrastructure

3.8.1 Transportation

The plan area fronts onto 8 Street West, Township Road 130, and Alberta Road. 8 Street West and Alberta Road have a gravel surface and a rural profile. 8 Street West is classified as a major collector road in the MDP and is developed in a 20 m wide right-of-way, which meets the minimum width for residential collector roads as defined in the Town of Claresholm Servicing Standards. Alberta Road is classified as a minor collector and is developed in a 30 m right-of-way, exceeding the minimum width for commercial and industrial roads as defined in the Town of Claresholm Servicing Standards. Township Road 130 features a chip-sealed surface with a rural profile. Township Road 130 is classified as a major collector and is developed in a 30 m right-of-way, exceeding the minimum width for commercial and industrial roads as defined in the Town of Claresholm Servicing Standards. Based upon the Town of Claresholm Servicing Standards, these three roads will need to be improved, including curbing, gutters, a sidewalk on a minimum of one side of the street, and paved surfacing.

The property is situated approximately 40 m west of Highway 2, a significant four-lane highway that serves as a major transportation route connecting Alberta's largest cities. To the north, Highway 2 leads to Calgary, while to the south, it connects with Highway 3, which leads to Lethbridge. Two access points are nearby: one across from the GMC and Ford Dealerships and the other at its intersection with Township Road 130. Highway 2 is classified as a rural freeway divided (RFD) and is considered one of the major economic corridors, serving as a core route in the National Highway System. Traffic volumes along this segment of the highway average over 10,000 vehicles per day, and access is limited to specific interchange locations. Highway 2, being classified as a freeway, makes all accesses considered to be temporary. However, Alberta Transportation has verified they do not see these two Highway 2 intersections being removed anytime soon. Alberta Transportation and Economic Corridors reviews a highway's access management for:

- Safety – when a safety concern is identified;
- Subdivision of land – when the government receives notification of a subdivision application from a municipality;
- New development – when the government receives an application from a landowner, municipality, or developer for a new development that will generate additional traffic; and
- Highway improvements – as part of the planning process for current and future highway improvements.

There are plans to realign Highway 2 to bypass the Town with an interchange to the north and south of the municipal boundary. Therefore, the current access points from Alberta Road and Township Road 130 are anticipated to remain in the foreseeable future.

With the plan area being situated adjacent to Highway 2, a roadside development permit is required prior to future construction and on-site development on the property. Alberta Transportation requires these permits where the development is situated within the distances below:

- 300 m from a provincial right-of-way;
- 800 m of the centerline of a highway and public road intersection; and
- A development and vegetation setback will apply to lands along the Highway. Placement of any trees, hedges, or shrubs within 30 m from the highway right-of-way boundary or 60 m from the Highway's centre line, whichever distance is greater, is prohibited without a permit.

Pedestrian infrastructure in the surrounding developed areas includes a pathway along the east side of 8 Street West extending from Derochie Drive south. Based upon the Town of Claresholm Servicing Standards, the plan area will have sidewalks along 8 Street West, Township Road 130, and Alberta Road. Further, the Prairie Shores ASP identifies planned pathways and sidewalks throughout its development, including a pedestrian connection point where Prairie Shores ASP accesses 8 Street West. These future pedestrian services will provide the plan area with opportunities to tie in with a future pedestrian network and enable the ability to provide human-powered modes of transportation from the area to other destinations within the Town. Currently, there are no sidewalks adjacent to the subject property.

The servicing context is illustrated in **Figure 3-3**.

Development Influences

- A roadside development permit is needed for this ASP plan area as it falls within the specified distances from a provincial right-of-way or highway intersection. For areas along the Highway, there are setback rules: no trees, hedges, or shrubs can be planted within 30 m from the highway boundary or 60 m from the center line without a permit.
- A traffic impact assessment has been prepared with this ASP report. It assesses the future impacts on the existing road network and identifies roadway improvements to minimize traffic impacts and ensure public safety. It is also used to verify and refine the layout and identify potential improvements at the highway intersections.
- Pedestrian accessibility will be important in all commercial, mixed-use, and residential developments within the Town.

3.8.2 Water

The Town's water distribution system serves a population of 3,780 people (2016) and provides potable water and fire protection. It also supplies water to the Municipal District of Willow Creek, including the Hamlet of Granum. The system is connected through points west of the Water Treatment Plant (WTP) and at the southeast edge of the municipal boundary.

The WTP is supplied by a raw water pipeline from the Pine Coulee Reservoir. It consists of pump stations, underground piping, and associated components like valves and hydrants. Two pump stations feed the distribution system, and the WTP has five high-lift pumps for treated water.

The system has three storage tanks, a raw water reservoir, and 158 fire hydrants for fire protection. It meets the required level of service during Average Day Demand, Maximum Day Demand, and Peak Hour Demand conditions. The WTP has sufficient treatment capacity for the Town's long-term needs.

The Town has available water storage of 5,644 m^3 in two facility locations: the WTP and the Highway Pump Station Storage, which already accounts for 3,402 m^3 for fire storage. No additional fire storage is needed for the proposed development, and the additional required equalization and emergency storage can be overtaken from the available storage. However, the distribution system in the northwest area of the Town is currently not able to meet the level of service requirements for existing developments or the addition of the proposed development.

The IMP proposed improvements to the existing system to address the lack of sufficient fire flow and to facilitate growth in the north developable areas. One of the proposed improvements that will impact the proposed development (both Prairie Shores ASP and North Point ASP) is the installation of a new reservoir and pumphouse in the Town's north end with a storage volume of 3,200 m^3, which is required due to the increasing water consumption and the additional pumping and distribution capacity; the reservoir will also provide redundancy in the water distribution system.

It is recommended that the Town follows the capital planning recommendations stated in the IMP to improve the level of service and provide capacity for development at the north end of the Town.

Development Influence

- The WTP has sufficient treatment capacity to support development within the plan area.
- The current storage capacity is reaching its limit and will require expansion to support development within the plan area.
- The current distribution system will need to be upgraded to support any development in the north end of Town.

3.8.3 Wastewater

Wastewater treatment is provided by a lagoon located 6 km west of the municipal boundary. The lagoon is equipped with a pump station transferring wastewater between anaerobic and facultative cells. Willow Creek serves as the receiving body for the treated wastewater.

The sanitary sewer collection system includes two lift stations. The Harvest Square Lift Station constructed in 2015, collects sewer from the northwest end of the Town. According to the model, the existing collection system performs well under wet weather flow conditions, with only 4% of the total system over capacity. No capacity upgrades are needed for the Harvest Square Lift Station within the 20-year planning horizon.

The existing storage lagoons have a maximum serviceable population of 6126 when considering available storage and evaporation. Upgrades, including a new storage cell, are necessary to meet the Town's long-term needs and ultimate servicing capacity as defined in the Claresholm Infrastructure Master Plan. Additional information would need to be collected by the Town regarding evaporation data at the time of detailed design to determine the necessity for storage upgrades to the lagoon to support the full build-out of the proposed development.

Improvements to the downstream wastewater collection system recommended in the Claresholm Infrastructure Master Plan should be completed in support of this development and the recommended sanitary upgrade described in Section 6.6.

Development Influences

- The maximum serviceable population of 6126, determined by available storage and evaporation in the existing storage lagoons, affects land development. Upgrades, including the addition of a new storage cell, are necessary to accommodate the long-term needs and ultimate servicing capacity of the Town. This capacity determines the potential for development in terms of population size.
- Upgrades are recommended to the sewage collection network within the existing developed areas to accommodate the proposed development.

3.8.4 Stormwater

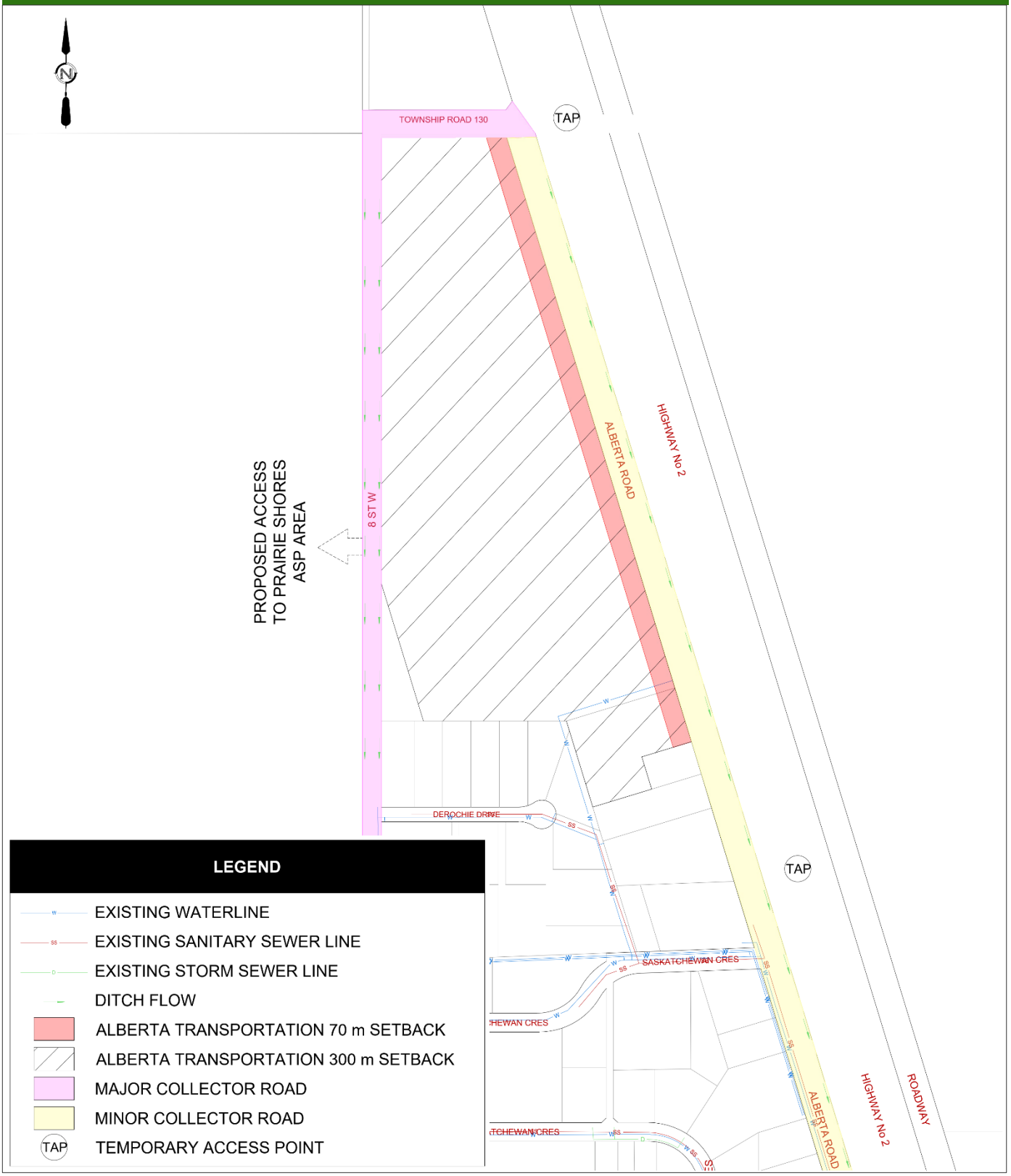
The stormwater management system includes a piped sewer system, stormwater detention facilities, ditches, culverts, and overland drainage systems. Stormwater discharges through the golf course ditches into the Claresholm Storm Ponds, which control the peak discharge into Frog Creek Drain before eventually reaching Willow Creek, approximately 7.6 km to the west.

Overall, the grades within the Municipality support overland flow.

Development Influences

- Development within the plan area will include both minor and major storm collection systems designed to municipal standards.
- The natural slope of the land within the plan area enables overland stormwater flows.

Figure 3-3 Existing Servicing



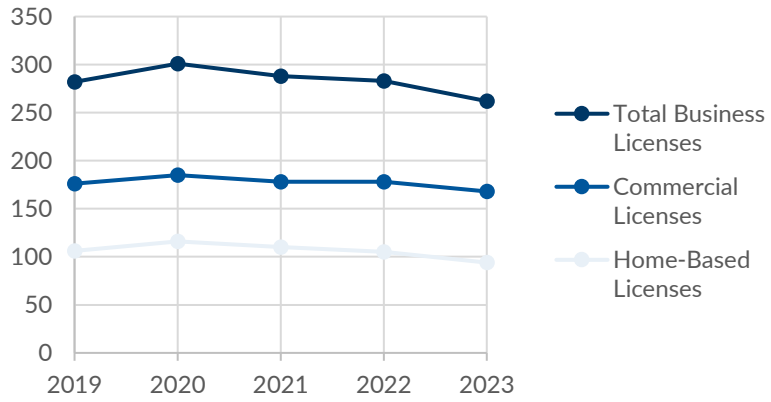
4 MARKET ASSESSMENT

Housing is in short supply within Claresholm. Due to the high demand for housing, the cost of renting or owning is unaffordable to some. The availability and cost of housing have impacted the ability of local employers to recruit and retain staff. Rental vacancies are reported to be 0%, and real estate agents have a wait list for single detached homes. As of August 2023, real estate listings in Claresholm identified 16 single-family homes and one multi-unit dwelling for sale. There were only three vacant residential lots available for new builds, two on the west side of Claresholm and one on the east side. Municipal records indicate that between 2014 and 2019, there were, on average, four new housing starts per year; however, since then, housing starts have increased to 19 new dwelling starts annually.

As of August 2023, there were ten real estate listings for the sale of commercial buildings and three listings for vacant commercial properties, two in the downtown and one in the northeast. Unoccupied commercial space in the downtown area is limited, and rent is not affordable for some businesses. The downtown area consists of service-oriented retail, and commercial businesses that primarily serve residents, while highway commercial businesses also provide goods and services to the travelling public. Due to the differing forms of development, it is not expected that the potential for highway commercial development within the plan area will compete with or impact the continued development in the downtown.

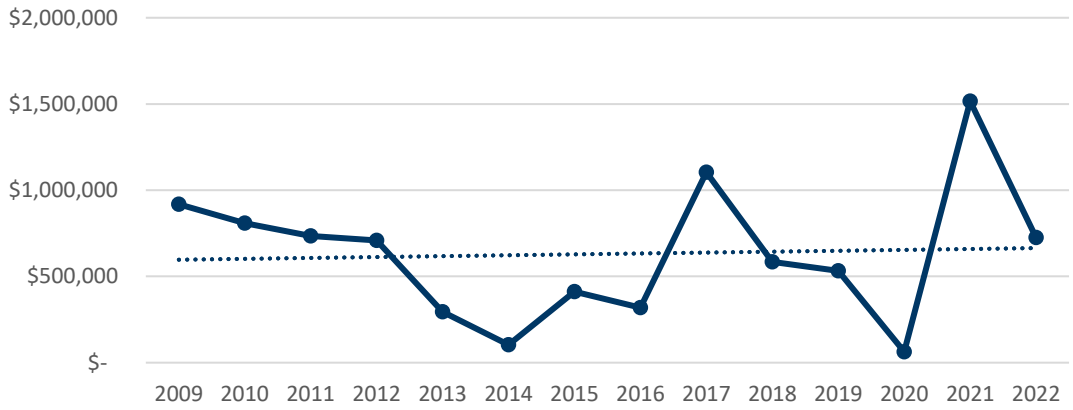
Business licence data shows a relatively stable number of businesses over the past five years, ranging from 176 to 185 commercial licences and 105 to 116 home-based licenses issued each year. There has been a slight decline year over year in the total number of business licenses issued since 2020, as illustrated in **Figure 4-1**. Data represented for 2023 was collected mid-year and is expected to be on par with 2022 or slightly higher by the end of the calendar year.

Figure 4-1 5-Year Business License History



Commercial building permit values have fluctuated significantly over the past six years. Since 2009, the lowest and highest value years occurred recently, ranging from $63,000 in 2020 to $1,500,000 in 2021, as shown in **Figure 4-2**. The low in 2020 coincides with the COVID-19 pandemic and is consistent with the decline in building permit values nationally. Since the downturn, commercial permit values in Claresholm have been on the rise and have exceeded the 5-year average commercial building permit value of $684,000, showing continued investment in the commercial market.

Figure 4-2 Commercial Building Permit Values 2009-2022



The Chamber of Commerce indicated that there has been demand for storefront business space, and new commercial builds are needed as much of the existing building inventory is older and would require substantial renovation. The type of development that the community would like to attract to the commercial area along the Highway includes an additional or expanded grocery store, a strip mall or commercial condominium spaces for entrepreneurs and small businesses, food services, auto repair, gas bars, agricultural services, or light industrial businesses.

5 LAND USE CONCEPT

The North Point ASP provides for medium- to high-density residential development along 8 Street West, commercial development paralleling Alberta Road/Highway 2, and a centralized neighbourhood-scale park space. **Figure 5-1** illustrates the proposed distribution of land uses in the ASP plan area. **Table 5-1** provides a statistical breakdown of land use within the plan area as illustrated in the Land Use Concept.

Table 5-1 Land Use Statistics

Land Use	Area (ha)	Area (ac)	% of GDA
Gross Development Area (GDA)	15.2	37.56	100.0
Medium Density Residential	0.32	0.79	2.1
High Density Residential	3.24	8.00	21.3
Highway Commercial	8.42	20.81	55.4
Recreation, Parks, and Open Space	2.14	5.29	14.1
Road Right-of-way	0.67	1.66	4.4
Stormwater Management	0.41	1.01	2.7

The projected population within the plan area is dependent on the intended form of high-density residential housing, which may be ground-oriented townhomes or low-rise apartments. **Table 5-2** provides a population forecast for each scenario.

Table 5-2 Proposed Population Data

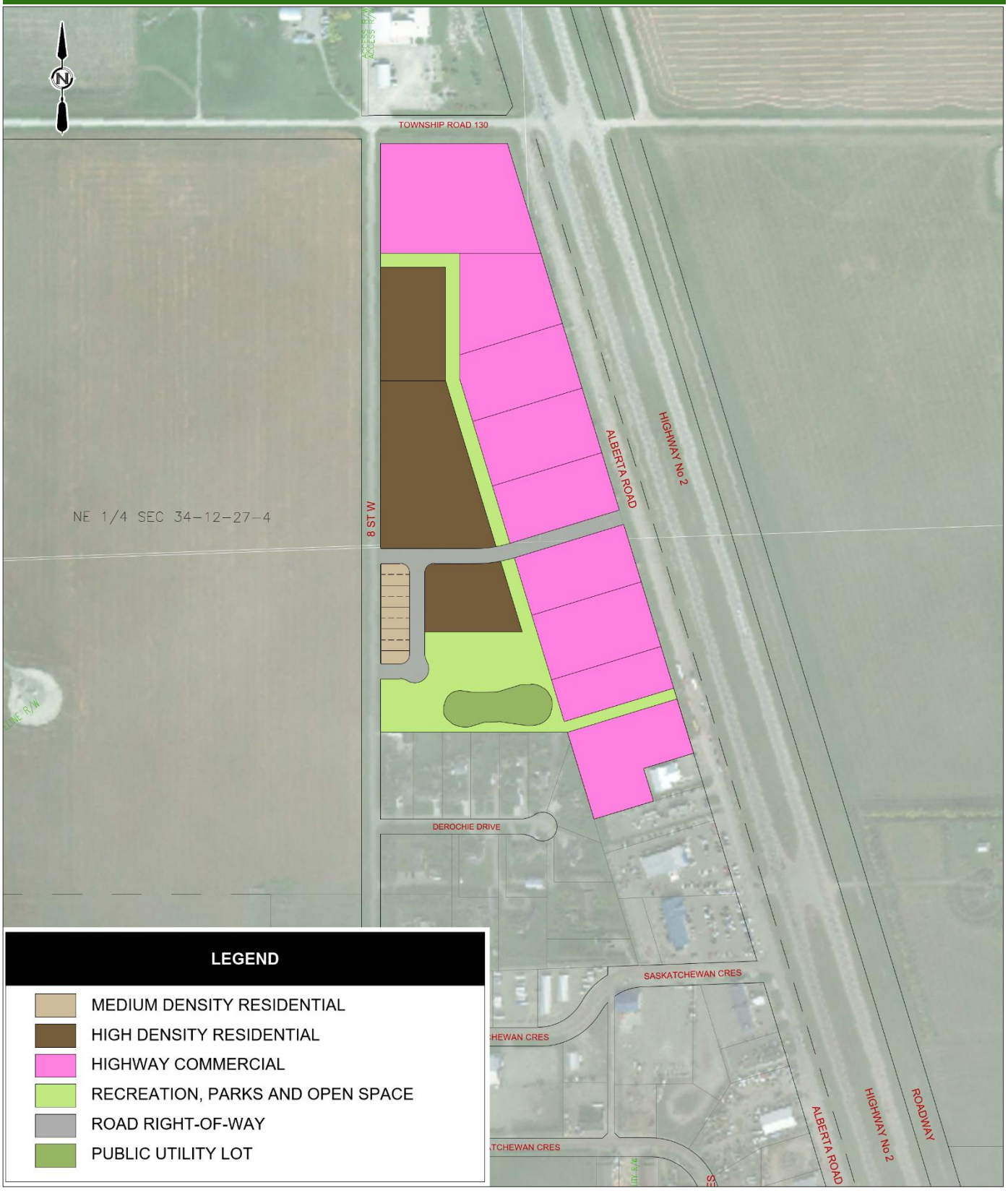
Residential Land Use Population Analysis					
Land Use	**Area Ha**	**Units/Ha**	**Total Units**	**Pop/Unit**	**Population**
High-Density Scenario 1 – Low-Rise Apartments	3.24	87	282	1.8	510
High-Density Scenario 2 – Comprehensively Planned Townhouse Development	3.24	28.5	92	2.7	250
Medium-Density Residential	0.32	28	9	2.7	25
Total Using Scenario 1	**2.67**	**80**	**291**		**535**
Total Using Scenario 2	**2.67**	**28.5**	**101**		**275**

The MGA requires the dedication of 10% of the gross developable area as a municipal reserve intended to provide for public parks and open spaces. **Table 5-3** defines the MR dedication calculation for this plan area, which includes a deferred dedication associated with a previous subdivision.

Table 5-3 Municipal Reserve Dedication

Calculation	Area (ha)
The plan area is multiplied by 10% plus the deferred dedication amount on the land title.	
Plan area =	15.2 ha
Deferred dedication on the land title =	0.615 ha
Plan area dedication amount 15.2 x 10% =	1.52 ha
Total MR Dedication 1.52 + 0.615 ha =	2.14 ha

Figure 5-1 Land Use Concept



6 LAND USE POLICIES

Building on the vision and plan objectives for the development, the following policies have been established to guide future redistricting, subdivision, and development permit applications. All development within the plan area will occur following the policies of the MDP and this ASP.

6.1 General

The following policies apply to all development with the North Point ASP:

1. All future subdivisions, developments, and land uses within the plan area shall be generally consistent with **Figure 5-1** and the policies of this ASP. Minor variations of land use boundaries and roadway alignments are expected and will not trigger an amendment to the plan.
2. Development shall comply with all applicable Town of Claresholm policies and regulations in effect at the time of development.
3. Development shall allow for the future development of adjacent properties to support land use and servicing continuity.

6.2 Residential

The residential development area within the plan area is located along 8 Street West, as illustrated in **Figure 5-1**. Residents will be close to employment opportunities, neighbourhood commercial services in Prairie Shores ASP, Highway commercial services along Alberta Road, park space, and trails. Housing within this area will seek to accommodate a broad range of ages and socio-economic backgrounds.

Residential development within the plan area is anticipated to comprise a variety of housing forms, which may include semi-detached dwellings, rowhouse dwellings, and low-rise apartments in response to a documented need for multiple-family development and to provide affordable housing options. Higher-density development also supports a compact form of development that makes efficient use of developable land and public investments in municipal infrastructure.

The residential development area consists of two classifications: Medium-density Residential and High-density Residential. Medium-density housing will be focused along 8 Street West, with any high-density multi-story development being situated internally within the site to reduce the visual impact of development along the street and to offer continued views of the Porcupine Hills to the west.

High-density residential development is anticipated to be comprehensively planned as condominium development, including private lanes and surface parking. Medium-density housing along 8 Street West may be developed as a fee-simple subdivision or as part of a larger condominium development. The form of housing will be determined based on market conditions, and the configuration will be defined through a subsequent subdivision and development permit application process that is in alignment with the general direction provided by this plan.

The following policies will guide development in the Medium- and High-density Residential development areas:

1. Medium-density Residential development areas will predominately consist of semi-detached dwellings.
2. High-density Residential development areas will consist of multi-unit dwellings, rowhouses, and/or low-rise apartments.

3. The overall residential density target will meet or exceed:
    a. 25 units per net developable hectare for Medium-density Residential.
    b. 28 units per net developable hectare for High-density Residential.
4. Housing in Medium-density Residential development areas adjacent to collector roadways shall be oriented to the front internal local streets.
5. Subdivisions should respect the natural topography of the lands and seek to minimize the alteration of natural grades.
6. Lot orientation and housing design should seek to take advantage of passive solar gain in the winter months to improve energy efficiency.
7. New development shall incorporate high-quality landscape design, including street trees, boulevard landscaping, and the integration of natural vegetation where appropriate.
8. Residential development will occur in a phased manner to align with the logical extension of municipal services.

6.3 Highway Commercial

With high visibility and large traffic volumes along Highway 2, the Highway Commercial development area is optimally positioned for meeting the retail and service needs of the travelling public, as well as the commercial and employment needs of local and regional populations. This area will be attractive to a variety of businesses, including hospitality services, food stores, and other larger-scale businesses that cater to both travellers and residents.

Commercial development will maintain a consistent block depth and orientation to Highway 2 to support the expansion of vehicle-orientated commercial development along the highway corridor and to provide flexibility to support a range of property sizes to meet a variety of demands without impacting the road network.

Commercial development along the highway corridor acts as a gateway to the community from the north. As a gateway, development along the Highway should present a positive image for the community. Outdoor storage in the front yard should be limited to the display of finished goods for sale. Where commercial properties abut residential sites, site landscaping or an internal buffer must be provided to minimize the visual impact of the commercial activity.

The following policies will guide development in the Highway Commercial development area:

1. All land uses and buildings with frontages oriented toward Alberta Road/Highway 2 shall maintain a high aesthetic appearance and include site landscaping treatments to enhance the area's visual appearance. Architectural Design Guidelines may be developed to identify and maintain the aesthetic quality and appearance standards.
2. Outdoor storage of unfinished goods or materials shall be limited to the rear yard and shall be screened from the view of non-commercial areas. Screening may consist of landscaping, fencing, berms, or other screening methods acceptable to the Development Authority.
3. The sign corridor along Alberta Road is non-conforming and shall remain in place until development occurs.

6.4 Recreation, Parks, and Open Space

Approximately 2.14 ha of land has been dedicated for recreation, parks, and open space, as illustrated in **Figure 5-1**. The reduced private yard space associated with multiple-family development is offset by the establishment of a linear and neighbourhood park. These park spaces allow residents to satisfy their daily recreational needs and support walkability within the Town. Residents are within walking distance of the neighbourhood park as well as neighbourhood parks in Prairie Shores ASP, the Claresholm Community Centre, neighbourhood commercial in Prairie Shores ASP, and commercial and retail services along Alberta Road. The West Meadow Elementary and Willow Creek High Schools are conveniently situated approximately 1,000 m south of the North Point ASP residential development area.

The linear parkway serves as a transition area physically separating potentially incompatible uses while also representing an active transportation corridor linking pedestrians and cyclists to various community destinations, including the commercial areas to the east. This parkway connects with the existing multi-use trail network that extends north from Derochie Drive and to the planned pathway in Prairie Shores ASP. A cross-section of the linear park is illustrated in **Figure 6-1** and is anticipated to include pathways, benches, and associated amenities.

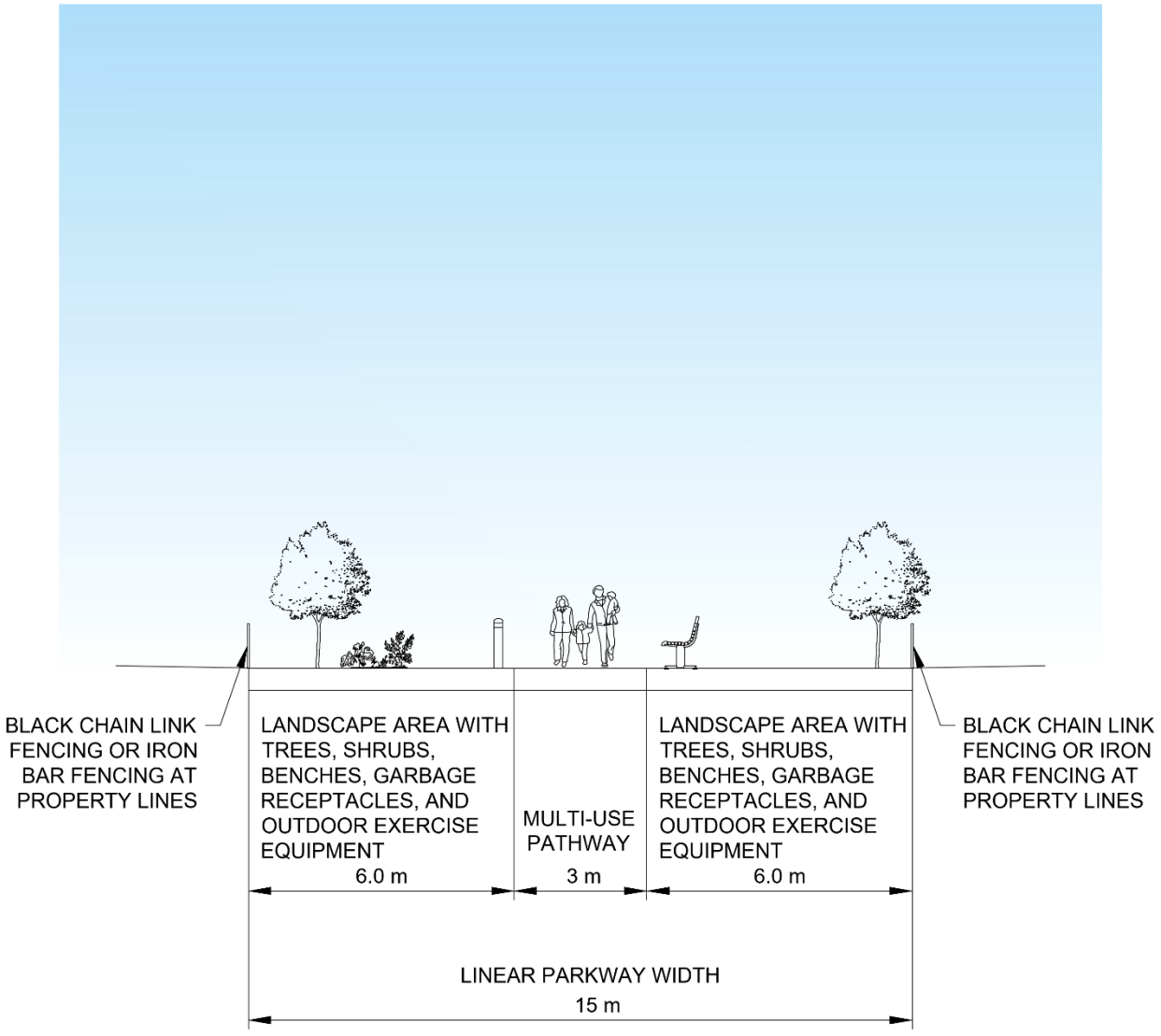
The neighbourhood park has been designed and situated to serve multiple purposes. A portion of the open space will be designated as a public utility to serve a stormwater management function with the balance of the property acting as a public park, including walking trails, a playground, and potentially a sports court. The neighbourhood park is visible and accessible from 8 Street West, offering natural surveillance of the space to discourage unwanted activities and improve the perception of personal safety for users.

The design of the linear and neighbourhood parks will consider accessibility standards, public safety, and four-season use. Design elements will minimize physical barriers, consider Crime Prevention Through Environmental Design principles, and incorporate cold climate strategies to increase levels of comfort and accessibility throughout the year, enhancing the recreation experience for people of all ages and mobility ranges.

The following policies will guide development in the Recreation, Parks, and Open Space development areas:

1. A minimum of 10% of the gross developable area within the North Point ASP area shall be dedicated as land for Municipal Reserve in accordance with the provisions of the Municipal Government Act.
2. The precise size, location, and configuration of Municipal Reserves, parks and open spaces shall be determined at the time of subdivision, in general accordance with **Figure 5-1**.
3. The development of Recreation, Parks and Open Space areas shall be consistent with the Parks and Recreation Master Plan.
4. Pathways will be constructed within a 15 m right-of-way and designed to link to the Town's trail system.
5. The design of new public parks and open space areas should follow Crime Prevention through Environmental Design principles, support year-round use, and meet or exceed universal design standards.

Figure 6-1 Linear Park Cross Section



6.5 Transportation

Establishing an efficient transportation network is critical for supporting businesses and the daily needs of residents. The proposed transportation network builds on existing and planned roadways in adjacent development areas to link neighbourhoods together while placing increased emphasis on the needs of pedestrians and cyclists to ensure a functional, safe, and efficient system for all modes of travel.

The higher-density residential development is primarily situated adjacent to 8 Street West, a major collector. A local street will connect 8 Street West to Alberta Road, a minor collector. This local street will serve as the primary access to the residential development area within the North Point ASP and provide residents with convenient access to businesses along Alberta Road as well as the planned Prairie Shores ASP neighbourhood to the west. Cross-sections of collector and local streets are illustrated in **Figures 6-2** and **6-3.**

A Traffic Impact Assessment (TIA) was completed by Associated Engineering in January 2024. The TIA reviewed the impacts that the additional traffic generated by the development is expected to have on the existing road network. The proposed medium- and high-density residential, and highway commercial land uses will generate up to approximately 857 vehicle trips per day. The TIA found that development traffic is expected to have minimal impact on intersection performances but makes recommendations for improvements mainly due to the projected growth in background traffic along Highway 2.

In the shorter term, the TIA recommends lighting improvements at the Highway 2 - Alberta Road Highway Access intersection and the Highway 2 – Township Road 130 intersection. Longer term improvements recommended include:

- Review of speed zone transition from 110km/h to 70km/hr to 50km/hr to better accommodate turning vehicles.
- Signalization of the intersection of Highway 2 - 59th Avenue.
- Restricting left turning movements at the Highway 2 - Township Road 130 intersection and the Highway 2 and frontage road access to funnel traffic through the newly signalized intersection.
- Conducting additional studies in conjunction with new developments to confirm operational requirements.

If traffic along Highway 2 has a slower growth rate than assumed for TIA, the need for the longer term improvements may be delayed. The TIA report is attached as **Appendix E**.

The following policies will guide the development of the North Point ASP transportation network:

1. The road network will consist of collector and local roads and shall generally conform to **Figure 5-1.**
2. Roadways will be developed in accordance with the designs identified in this plan and with the Town's engineering standards.
3. Road design and construction at the subdivision stage shall consider and accommodate the long-term function and land requirements for roadways and intersections.
4. Upgrades to existing road infrastructure, including widening and paving, will be required as development takes place.
5. Unless otherwise stated in a servicing agreement, the developer is solely responsible for expanding existing or constructing new infrastructure required to serve a development or subdivision.

Figure 6-2 Collector Street Cross Section

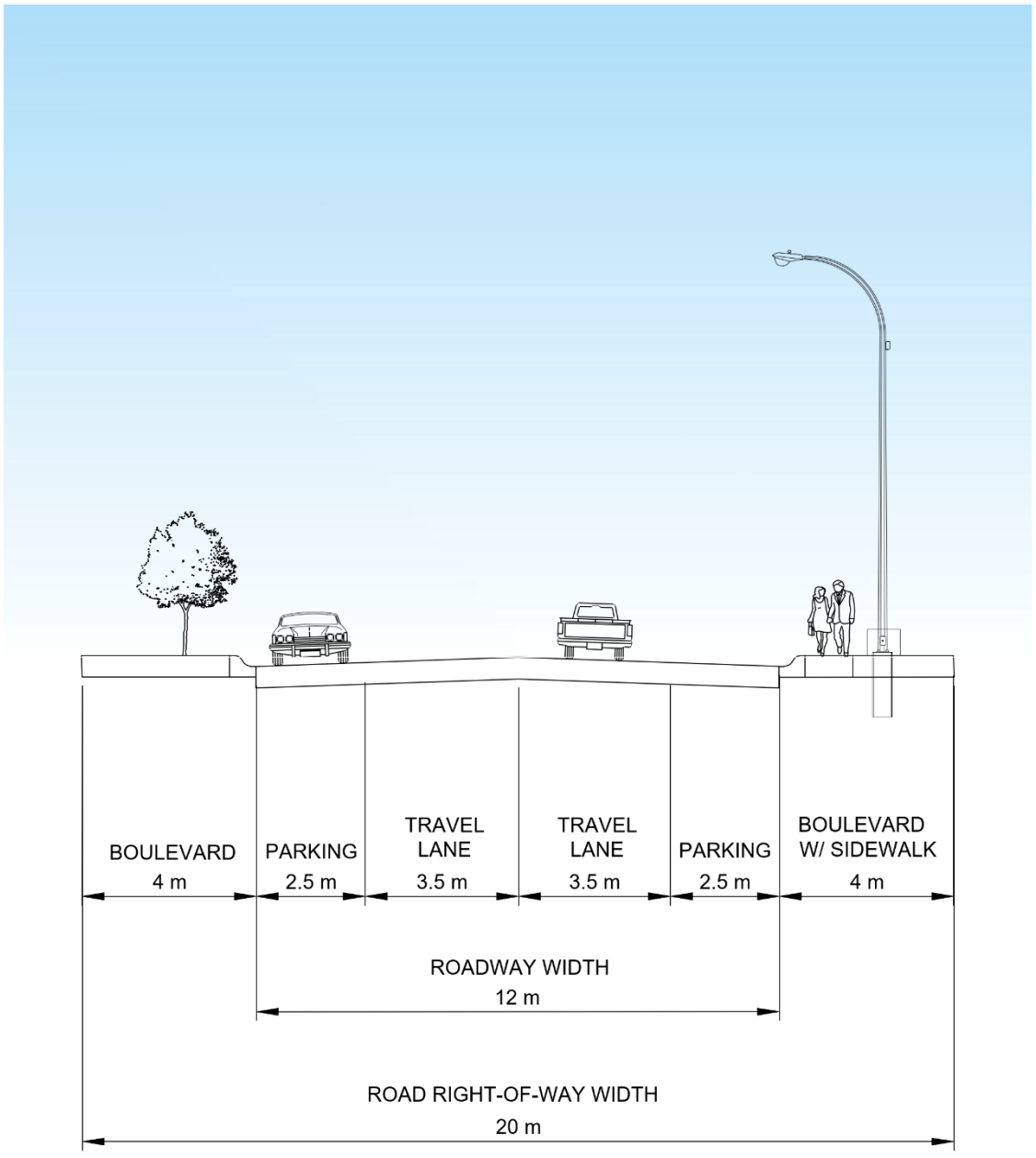
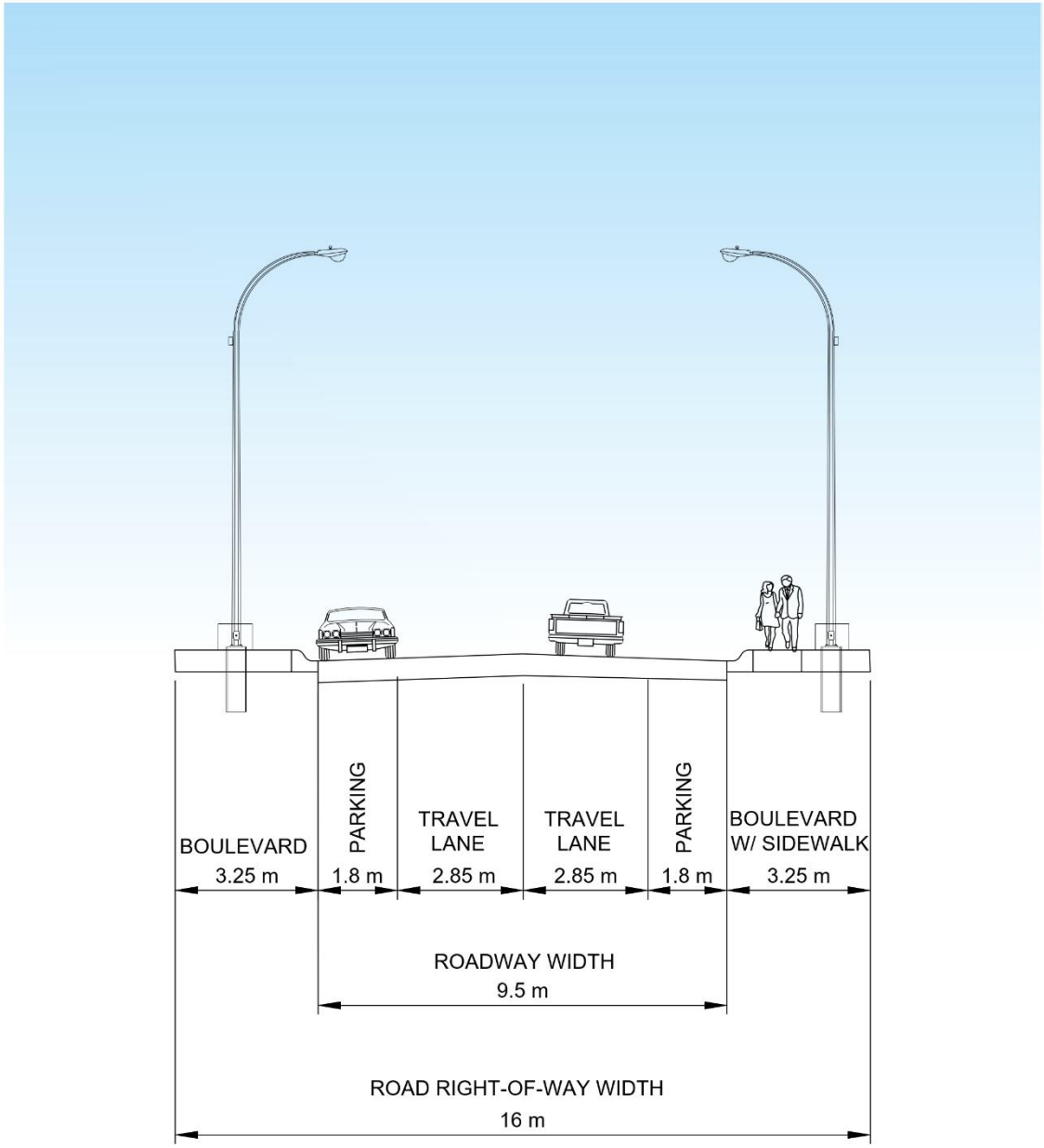


Figure 6-3 Local Street Cross Section



6.6 Infrastructure Servicing

Servicing will consist of water, sanitary sewer, stormwater management infrastructure, and shallow utilities. A conceptual servicing plan was completed by Associated Engineering, which determined that off-site connections and upgrades of existing infrastructure would be required to service the proposed development. The Conceptual Servicing Plan is attached in **Appendix F**.

6.6.1 Potable Water

Providing water service to the development will require the installation of new water mains within the proposed roadways and linear park. An off-site watermain extension will be required to connect to the existing water system at the intersection of 8 Street West and Derochie Drive as well as required upgrades within the Town's IMP to service the development. The off-site watermain will create a looped watermain that will provide the capacity to meet the normal operating needs of the system as well as the fire protection requirements. A second connection to the existing water system is required near the south boundary of the plan area behind the highway commercial area. An upgrade of the existing 200 mm watermain east of Derochie Drive to a 250 mm main is required to comply with the level of service for fire flow.

The following policies apply to the development of the water system:

1. All developments within the plan area shall be connected to the municipal water system.
2. Water servicing shall generally follow the plan for servicing illustrated in **Figure 6-4**.
3. The design of the water distribution system shall be verified during detailed design.

6.6.2 Sanitary Sewer

Sanitary sewer servicing within the plan area will require the installation of new sanitary sewer lines within the proposed roadways and linear park areas. The development will require the extension of the sanitary main from the existing manhole east of Derochie Drive, north towards the proposed connection point near the south boundary of the plan area behind the highway commercial area. An upgrade of the existing 250 mm sanitary main with a new 300 mm main is also required from the proposed sanitary connection to the existing sanitary manhole at Saskatchewan Crescent.

The following policies apply to the development of the sanitary sewer system:

1. All developments within the plan area shall be connected to the municipal sanitary sewer system.
2. Sanitary sewer servicing shall generally follow the plan for servicing illustrated in **Figure 6-5.**
3. The design of the sanitary sewer collection system shall be verified during detailed design.

6.6.3 Stormwater Management

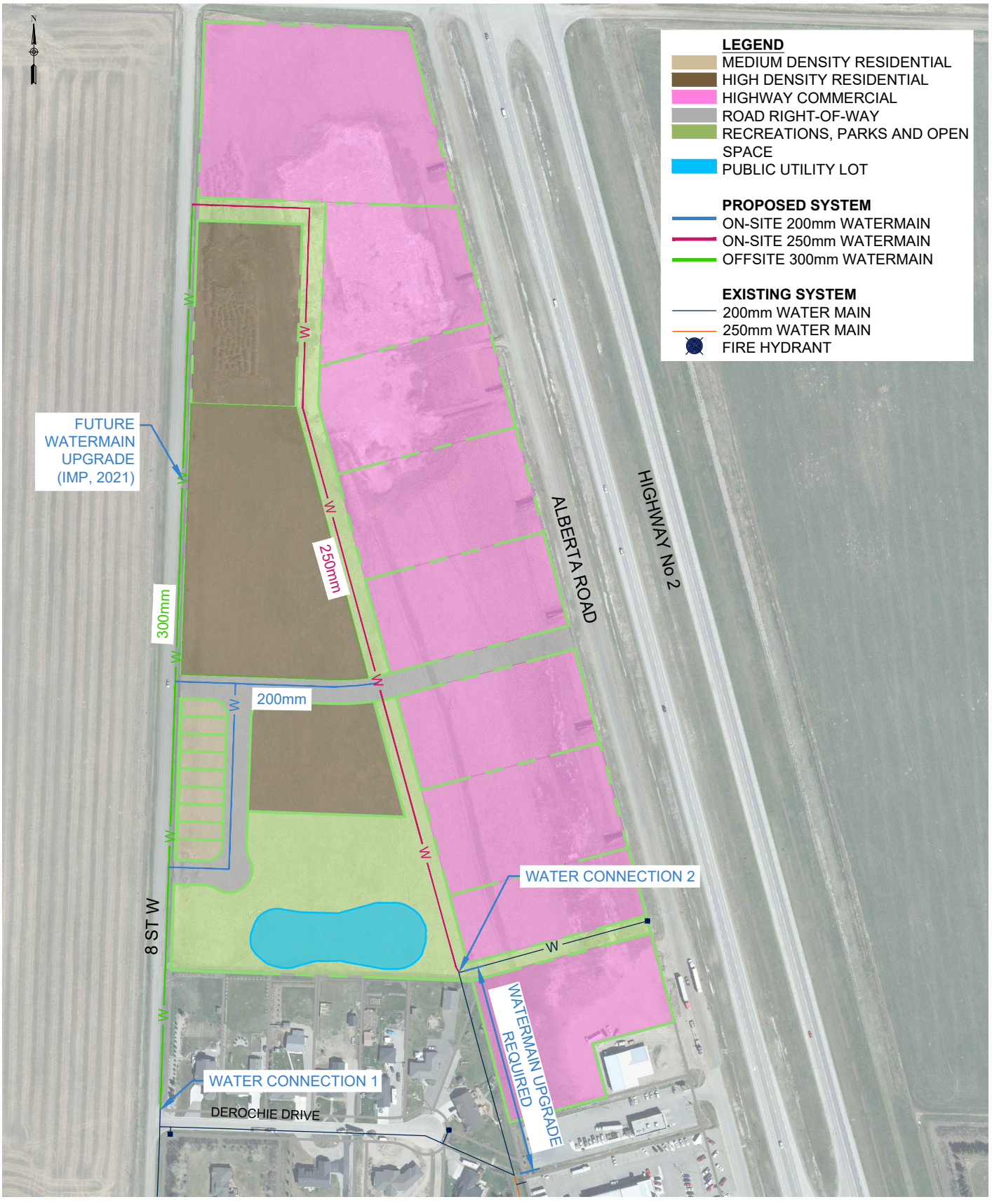
The proposed stormwater system follows a traditional dual drainage system with a pipe system and a designed overland drainage system that incorporates the roads, curbs, and other designed overland flow paths, as well as stormwater management facilities. A dry pond facility is proposed within the Recreation, Parks, and Open Space area.

The following policies apply to the development of the stormwater management system:

1. The construction of new stormwater management services shall generally follow the plan for servicing illustrated in **Figure 6-6**.
2. Stormwater management facilities should incorporate walkways and landscaping to enhance these lands as open spaces or park areas.
3. The design of the stormwater management system shall be verified during detailed design. The final arrangement for the discharge will be subject to municipal, Environmental Protection and Enhancement Act, and Water Act approvals.

Figure 6-4 Water System

IF NOT 25 mm ADJUST SCALES
25 mm
SCALE(S) SHOWN ARE INTENDED FOR LETTER (8.5X11) SIZE DRAWINGS UNLESS NOTED OTHERWISE



Associated Engineering

BEST MANAGED COMPANIES
Platinum member

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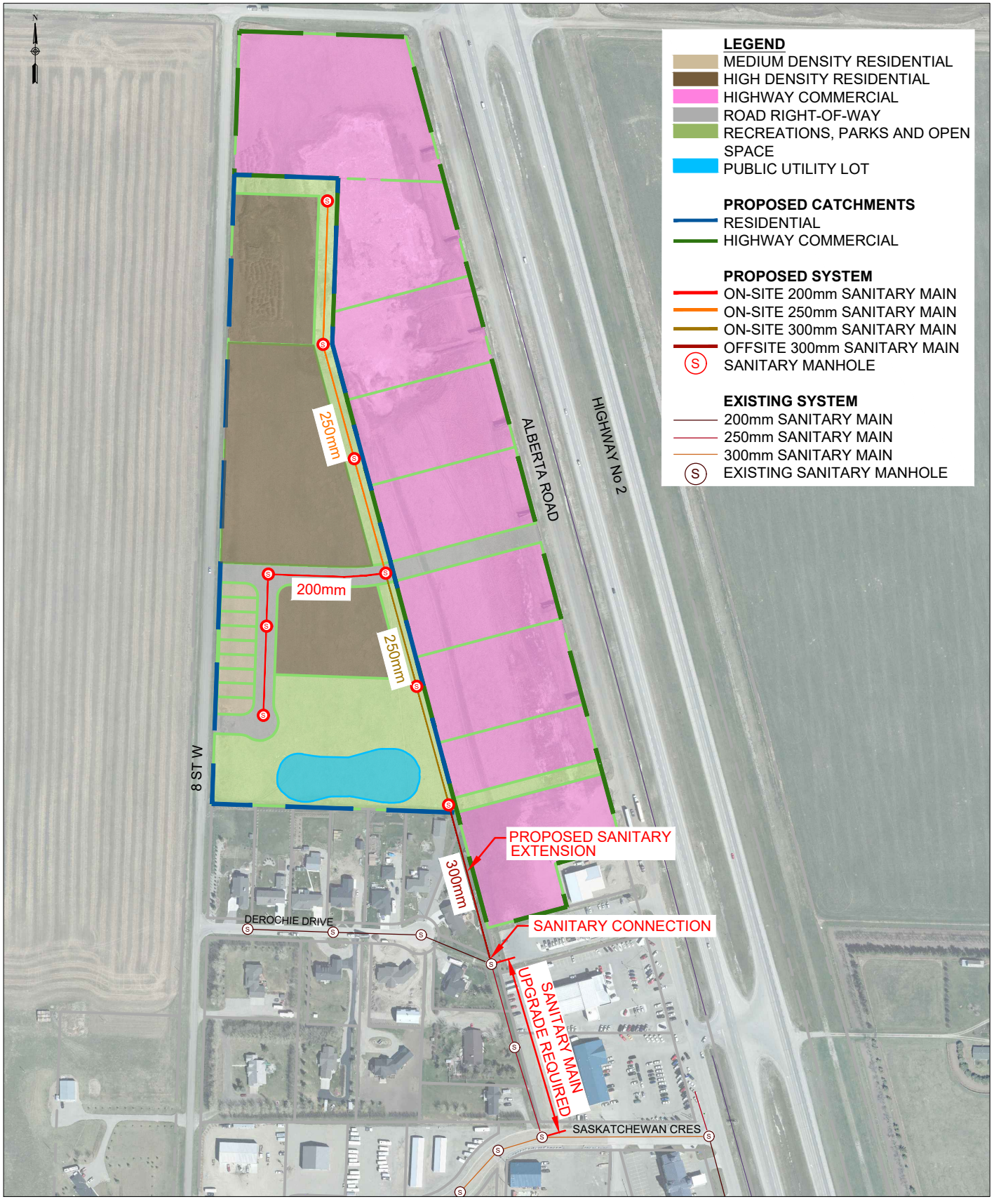
FIG 6-4 - WATER SYSTEM

TOWN OF CLARESHOLM

CONCEPTUAL SERVICING PLAN
PROPOSED WATER SYSTEM

Figure 6-5 Sanitary System

IF NOT 25 mm ADJUST SCALES
25 mm
SCALE(S) SHOWN ARE INTENDED FOR LETTER (8.5X11) SIZE DRAWINGS UNLESS NOTED OTHERWISE



Associated Engineering

BEST MANAGED COMPANIES CANADA
Platinum member

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APPROVED	AM
DATE	20240302
REV	A
DESCRIPTION	ISSUED FOR INFORMATION

FIG 6-5 - SANITARY SYSTEM

TOWN OF CLARESHOLM

CONCEPTUAL SERVICING PLAN
PROPOSED SANITARY SYSTEM

Figure 6-6 Storm Minor System

IF NOT 25 mm ADJUST SCALES
25 mm
SCALE(S) SHOWN ARE INTENDED FOR LETTER (8.5X11) SIZE DRAWINGS UNLESS NOTED OTHERWISE



Associated Engineering

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FIG 6-6 STORM MINOR SYSTEM

TOWN OF CLARESHOLM

CONCEPTUAL SERVICING PLAN
PROPOSED STORM SYSTEM

7 PLAN IMPLEMENTATION

7.1 Implementation

The MDP designates the plan area for future commercial and residential growth. While this ASP is in general compliance with the uses specified, a map amendment to MDP, Map 3 Land Use in Town, is necessary to expand the depth of the commercial lands adjacent to Highway 2 and redesignate Lot 5 Block 8 Plan 0715848 for commercial land use as represented in the LUB, Land Use Districts map.

The LUB specifies that redesignation of land may follow the adoption of an ASP in accordance with the plan and should, in most instances, occur before subdivision and development approval.

1. Before development, lands shall be redistricted to the appropriate land use districts in accordance with the Town's Land Use Bylaw.

7.2 Development Staging

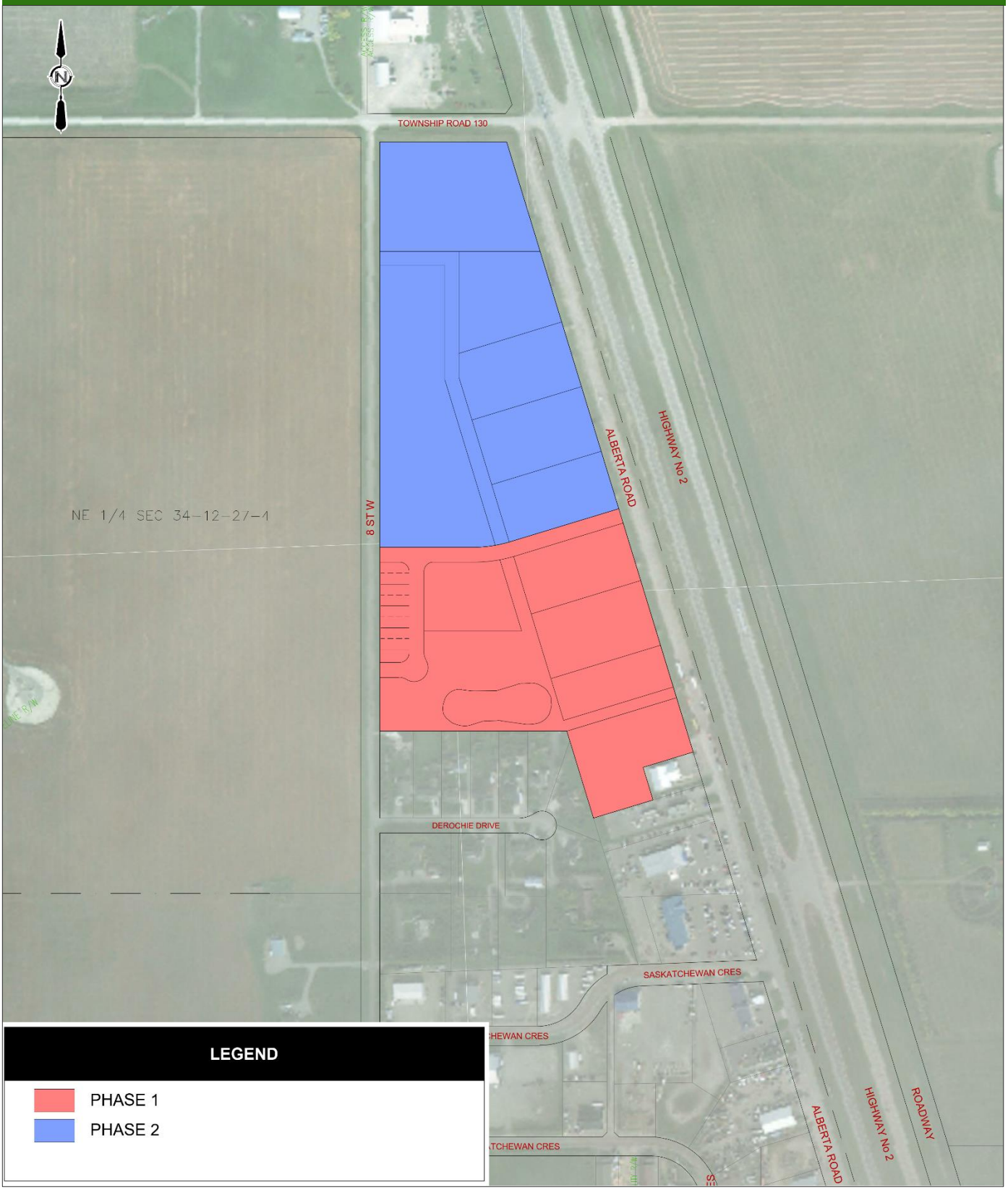
Development staging is based on existing development conditions and infrastructure considerations. Development staging is illustrated in **Figure 7-1** and will be guided by the following policies:

1. Staging of the development shall occur in a logical and contiguous manner from existing service extensions and access points.
2. The timing for development should consider the availability of municipal services required to support the proposed development and align with the logical extension of municipal services.
3. If municipal servicing is available, the development approval process may proceed. Development applications shall be reviewed on their planning merits and the availability of infrastructure.

7.3 Plan Amendment

The ASP should have the flexibility to support innovative ideas, respond to prevailing market conditions and reflect community aspirations. As a statutory document, any changes to the policies will require an amendment to the ASP. Minor variances may be considered by Council or the Approving Authority, without requiring an amendment to the ASP. Any changes to the text or maps in this ASP may require an amendment in accordance with the Municipal Government Act. Where an amendment to this ASP is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

Figure 7-1 Development Staging



8 PUBLIC ENGAGEMENT

An open house was held on February 12, 2024, during a regularly scheduled Council Meeting to present the North Point ASP to the public. The event started with a brief presentation by Associated, followed by a short question and answer period, and finished with the attendees walking through the display boards and conversing with Associated team members, the Town Council, and the Administration. Approximately 35 people attended the event.

Following the event, the public was given until February 21, 2024, to submit any comments regarding the ASP. Only one response following the open house event was submitted via email, and no telephone calls were received regarding this project.

Below is a summary of what was heard during the event and how this plan responds to the comments.

Comment	Response
General	
The Town recently annexed additional lands, so the figure with the Town boundary needs to be updated to reflect the new boundary, as it is misleading.	Associated has updated the Town boundary in Figure 1-1 ASP Plan Area.
Several of the attendees were curious about the types and forms of housing products being proposed.	The kinds of products that may be developed include semi-detached units, duplexes, row houses, or low-rise apartments. The larger blocks of land could be used for comprehensively planned developments where internal roads, parking stalls, walkways, and yard spaces are planned as common spaces for the dwelling unit owners.
High-Density Development	
There is concern over introducing higher density development because of the impacted value of property and lost sight lines.	There is a proposed park and open space that separates the existing residential development and the proposed higher-density development areas. This provides for a seamless transition between land uses and a visually appealing feature in the rear yards of properties that back onto the space. As for impacting property values, there is no evidence that higher-density development lowers property values. Based on the market assessment for this project, high density is desirable in Claresholm.
There was concern about the high-density housing zone designation in this area. This is the far end of the Town with a gravel road and no services. The only development in the surrounding area is a large lot, single residential, with only 16 houses anywhere near this development. They feel that the development would better be zoned as moderate-density residential rather than high-density. High-	The plan provides for a mix of medium- to high-density residential development and has been designed to integrate with planned future development areas to the west, as well as commercial development along Alberta Road. The downtown area is outside of the scope of this plan area; however, it is noted that the Town may wish to consider housing downtown housing density in the future.

Comment	Response
density development needs are best met closer to the heart of the Town where other services are offered.	
Park Space	
There was interest in what amenities may be in the park space.	The park space will be accessible for all mobility levels, and a portion of the open space will be designated as a public utility to serve a stormwater management function with the balance of the property acting as a public park, including walking trails, a playground, and potentially a sports court. It will be visible and accessible from 8th Street West, offering natural surveillance of the space to discourage unwanted activities and improve the perception of personal safety for users.
Commercial	
There was curiosity about the size of the properties at the commercial sites.	The commercial lot sizes are similar to those developed south along Alberta Road.
Transportation	
Alberta Road is insufficiently wide enough to accommodate large truck parking. The road needs to be wider because semi-trucks park on the side and block the travel lanes, especially when stopping at the quick service restaurants.	Alberta Road is designated as a minor collector, and therefore, as development occurs in the area, the road infrastructure will be upgraded to match the cross-sections illustrated above, which includes a dedicated parking lane.
There was concern about 8th Street West and whether it will be upgraded south of the plan area in the future.	This segment of 8th Street West is outside the plan area; however, as development occurs and servicing is extended to new areas of the community, it is anticipated the road network will also be upgraded with new infrastructure similar to the representations in the cross-sections above.
The existing pedestrian network is inadequate and needs to be upgraded in this part of the community, especially if the plan is to introduce higher density development. The existing pathway along 8th Street West is an asphalt pathway at the bottom of a ditch and is unpassable during storm events. This means pedestrian traffic needs to walk along the road creating an unsafe and uncomfortable pedestrian experience.	As development occurs and servicing is extended to new areas of the community, it is anticipated the pedestrian network will also be upgraded with new infrastructure like the representations in the cross-sections above.
Servicing	
There were several questions regarding who pays for the extension of services and infrastructure and when	The comment was made that it would come down to servicing agreements, Town levies, etc. This stage of

Comment	Response
it needs to be paid as development proceeds, the Town, or developer.	planning is at a high level, so there are no defined costs for the development.
There were comments regarding drainage, and attendees wanted to understand if the existing system could accommodate the development.	The existing drainage system did not consider the proposed development area when it was designed; however, the proposed development has made provisions by setting aside land for a dedicated stormwater management facility. The stormwater management facility will be designed to ensure that pre-development flow rates are met and that the stormwater is released into the Town's existing stormwater system.
There were comments regarding the water distribution system and whether it has the capacity to accommodate the development or if major upgrades are necessary.	As mentioned in this report, the water treatment plant has sufficient treatment capacity to support development within the plan area. However, the current storage capacity is reaching its limit and will require expansion to support development within the plan area.
There were comments regarding the wastewater system and whether it has the capacity to support the development or if upgrades are required to the system.	As mentioned in this report, the maximum serviceable population of 6,126, determined by available storage and evaporation in the existing storage lagoons, affects land development. Upgrades, including the addition of a new storage cell, are necessary to accommodate the long-term needs and ultimate servicing capacity of the Town. This capacity determines the potential for development in terms of population size. Upgrades are recommended to the sewage collection network within the existing developed areas to accommodate the proposed development.

APPENDIX A – GEOTECHNICAL REPORT

APPENDIX B – BIOPHYSICAL IMPACT ASSESSMENT

APPENDIX C – HISTORICAL RESOURCES ACT APPROVAL

APPENDIX D – PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

APPENDIX E – TRAFFIC IMPACT ASSESSMENT

APPENDIX F – CONCEPTUAL SERVICING PLAN