

Claresholm

Where **Community** Takes Root

Municipal Development Plan

Bylaw 1644

Consolidated to Bylaw No. 1825, March 2026





May 2018



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Claresholm

TOWN OF CLARESHOLM
PROVINCE OF ALBERTA
BYLAW # 1644

A Bylaw of the Town of Claresholm to adopt Municipal Development Plan Bylaw #1644 being a bylaw setting a vision, goals and policy for community planning for the Town of Claresholm.

WHEREAS pursuant to the provisions of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, as amended, Council of the Town of Claresholm (hereafter called Council) is required to adopt a Municipal Development Plan; and

WHEREAS the Council has conducted a review of the existing Municipal Development Plan in light of changes to the Municipal Government Act, need for compliance with the South Saskatchewan Regional Plan, and due to changes in local planning policy including the completion of an annexation; and

AND WHEREAS THE PURPOSE of Bylaw No. 1644 is to provide a comprehensive, long-range land use plan pursuant to the provisions outlined in the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended as identified in the attached "Schedule A".

NOW THEREFORE under the authority and subject to the provisions of the *Municipal Government Act*, Council duly assembled does hereby enact the following:

1. Municipal Development Plan Bylaw # 1644 be as per "Schedule A" attached.
2. This Bylaw shall take effect on the date of final passage.
3. That Bylaw #1490 and amendments thereto is hereby rescinded.
4. Bylaw #1644 is hereby adopted.

Read a first time in Council this **14th** day of **May** 2018 A.D.

Read a second time in Council this **28th** day of **May** 2018 A.D.

Read a third time in Council and finally passed in Council this **28th** day of **May** 2018 A.D.

Doug MacPherson, Mayor

Marian Carlson, Chief Administrative Officer

Town of Claresholm Municipal Development Plan Bylaw No. 1644 – Amendments

Bylaw No.	Amendment Description	Legal Description	Passed
1825	Amend to reflect lands annexed within the Town by Order in Council 213/2023 and make textual corrections to maintain accurate policy references and improve document clarity		9-Mar-2026

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1.0 Introduction

1.1 Purpose of the Plan

The Town of Claresholm is a thriving community that is strategically located in between Lethbridge and Calgary on Highway 2. The Claresholm area has a strong economic base that is closely tied to the agricultural, health, education and energy sectors. The Town is a regional service centre that is home to a wide range of businesses that provide goods and services in support of the economic activity occurring in south central Alberta.

The purpose of the *Town of Claresholm Municipal Development Plan* 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 of Claresholm. The Municipal Development Plan (MDP) includes policy directions that will outline internal land use patterns for the Town and its growth areas.

The Municipal Development Plan will also look to the future in terms of the Town's growth and development as a Municipality in the Province of Alberta. The Municipal Development Plan outlines the growth strategy that will be used as a basis for the future planning of the Town. One of the important policy directions is the ongoing enhancement of the Town's positive relationship with its municipal neighbour – the Municipal District of Willow Creek No. 26.

1.2 Vision Statement

A thriving community offering quality family living that encourages economic prosperity though innovative and progressive thinking.



1.3 General Goals – The Future of the Town of Claresholm

The Town has established the following general goals that will be used as a basis for the implementation of Sections 2 through 10 of this Plan.

1.3.1 Sustainability

Throughout the document all sustainability goals, objectives and policies will be presented in a green colored font.

a) To create a positive environment for the future sustainable growth and development of the Town.

b) To adopt a sustainable growth strategy that will result in the realization of the economic and social development opportunities in Claresholm.

c) The Efficient Use of Land Implementation Tools Compendium (Government of Alberta) may be utilized as a guide in reviewing subdivision and development proposals and in the development of Area Structure Plans, conceptual design schemes, Area Redevelopment Plans and other planning documents as council or the subdivision and development authorities see fit.

1.3.2 Land Use Planning and Economic Development

a) To ensure that the Town is in a position that will further develop and enhance its economic base in a manner that promotes effective community planning.

b) To establish a land use planning framework that will complement the physical, social and economic development of the Claresholm area while ensuring that the Town remains an excellent place to live, work and recreate.

1.3.3 Intermunicipal and Regional Development

a) To collaborate with the Municipal District of Willow Creek No. 26 on the planning and development of the region on a basis of cooperation, consultation and communication.

b) To realize the economic development opportunities of Highway 2 that will be generated through the implementation of the CANAMEX Trade Corridor.

c) To plan for the physical, social and economic development potential that will result from the Town's strategic location in relation to the CANAMEX Trade Corridor and the economic activity that is planned for southwestern Alberta.

d) To promote Claresholm as a community whose regional tourism assets include the Porcupine Hills, Pine Coulee, and Head-Smashed-In Buffalo Jump World Heritage Site, where locals and visitors to Claresholm can enjoy unique recreation experiences.

1.3.4 Infrastructure for Growth

a) To plan for the provision of sustainable municipal infrastructure that will be required to service the expansion of the Town in a sustainable, effective and financially feasible manner.

b) To coordinate sustainable municipal infrastructure projects with the Municipal District of Willow Creek No. 26.

c) To plan for the provision of preventive and remedial social services' infrastructure to meet social functioning needs of our residents.

1.3.5 Community Livability

a) To encourage sustainable and environmentally friendly development.

b) To encourage the development of a wide range of housing types that will provide the residents of the Town with a variety of residential accommodation options.

c) To encourage the development of affordable and subsidized housing, keeping pace with community growth.



1.3.6 Community Development

a) To encourage the development of commercial and industrial development within the Claresholm area, including the continued enhancement of the Town's Central Business District.

b) To make Claresholm a destination.

c) To encourage the development of new and/or the enhancement of existing community, tourism and cultural facilities in the Town.

d) To work towards the promotion of a community culture that is inclusive, supportive and focused on the social well-being of citizens.

e) To ensure development completes landscaping requirements as an overall quality of development goal. This shall tie into the overall Town beautification strategy.

1.3.7 Community Identity and Promotion

a) To utilize the official community theme with all Town marketing and promotion.

b) To encourage the local business community to embrace the community theme.

c) To ensure development recognizes the importance of the Town's past and realizes the value of preserving history to develop the Town's unique sense of place.

d) To work cooperatively with the local Chamber of Commerce to improve the downtown commercial area.

e) To assist community members and government officials when working together to define a common vision for the future.

f) To conduct public hearings and open houses to promote community involvement in the design of development to:

- ensure local needs, ideas and knowledge are taken into account to improve the quality and acceptability of the development;
- avoid detrimental effects upon the surrounding communities; and
- highlight issues that the development must address.

2.0 Land Development Implementation

2.1 Land Development

Working with persons who are interested in developing land in Claresholm is an important focus for Town Council, the subdivision and development authorities, and Town administration. As part of an approval to subdivide and/or develop land in the Town, developers will be required to:

a) approach Town staff for preliminary discussions regarding the subdivision and development processes, timelines and requirements, where to find appropriate documents;

b) consider this document in conjunction with all other planning documents in the preparation of their plans and seek guidance where their plans are misaligned with any Town planning document.



The steps toward successful land development may include the following processes.

2.1.1 Area Structure Plans

Prior to redesignation or the subdivision and/or development of land within the Town of Claresholm, Town Council requires the preparation of an Area Structure Plan (ASP) for those areas shown in Map 2 and may require an ASP for any other area. The Area Structure Plan will be required to address all *Municipal Government Act (MGA)* and South Saskatchewan Regional Plan (SSRP) requirements. Unlike large urban municipalities, the Town of Claresholm requires a large amount of detail at the Area Structure Planning stage. Developers with large development sites may consider handing in a concept plan for the overall land use and transportation layout. This concept plan will not be adopted by bylaw, only received as information to Council. The developer may then provide the detailed ASP in phases. Major infrastructure

planning may not be conducive to phasing and therefore may be required to be submitted with the first phase.

The process an applicant can expect to follow for the adoption of an ASP is as follows:

1. The developer or land owner should contact the Town staff indicating the location of their proposed development and the general details of the proposal. The developer or land owner should acquire all relevant documents pertaining to the planning and engineering of any proposal. The documents include the Municipal Development Plan, Land Use Bylaw, the Claresholm Mainstreet Design Guidelines, the Infrastructure Master Plan and any other document the Town administration deems necessary.

2. Upon request the Town staff, planning advisor and engineering advisor may be available to go over the feasibility of the plan within the context of the documents mentioned above.

3. The developer or land owner should be prepared to provide augmenting documentation for any area structure plan application. This information may include a transportation impact analysis as prescribed by this document, geotechnical report, and any other information deemed necessary to process the application.

4. All ASPs in the Town of Claresholm must contain a storm water management plan.

5. The applicant may contact government agencies and utilities to gather information pertinent to their development.

6. The developer or land owner shall not submit any planning documents associated to the ASP in a piece meal fashion, but should submit all documents in a formal application. The development officer shall determine the completeness of any application and shall refuse any incomplete application.

7. The applicant shall expect a timely response to their draft ASP. The response will in writing or by way of a meeting include grammatical and layout corrections, engineering corrections and planning concerns that require more detail or redesign.

8. Upon submittal the applicant may hold an open house for the public to review the document.

9. The applicant shall not specifically engage in dialog with Council nor should the Council encourage dialog outside a public forum. Council should remain separate from the process to allow staff time to review and comment on the application. Any involvement within the process by Council prior to first reading may be construed by the public as biasing the project.

10. Staff shall at its earliest convenience and with regular updates keep the Council informed about upcoming projects and where the project is in the ASP process.

11. The applicant and staff may begin the process of drafting an offsite levies bylaw and a development agreement at any time during this process.

12. When staff is satisfied with the ASP, staff shall place it on a council agenda for first reading.

13. After first reading has been received, staff shall circulate the ASP to government agencies, utilities, adjoining property owners, and the MD of Willow Creek when appropriate.

14. (optional) The applicant may choose to hold another open house prior to the public hearing.

15. The public hearing shall be held in accordance with the *MGA*.

16. The Council may request any amendments to the plan at any time during or after the public hearing.

17. Upon third reading of the bylaw the ASP is considered a statutory document. Any change to the development must go through the statutory amendment process which requires three readings and a public hearing.

18. Upon adoption of the ASP, the applicant shall provide Town staff with digital CAD files and an editable electronic version of the approved plan and supporting documents, in a format acceptable to the Municipality.

2.1.2 Land Use Bylaw Amendment

The Land Use Bylaw shall be amended to ensure consistency with the Municipal Development Plan and any other approved statutory plan. Amendments to the Land Use Bylaw will be consistent with the "spirit and intent" of the Municipal Development Plan.

Redesignation ('rezoning') of a parcel of land may follow the adoption by bylaw of an Area Structure Plan and only in accordance with that plan. Redesignation may also be required to accommodate subdivision or development and should in most instances occur prior to subdivision and development approval.

2.1.3 Subdivision

All applications for subdivision approval shall be evaluated by the Town in accordance with the following criteria:

a) compliance with statutory plans, bylaws, policy and regulations;
b) adequacy of road access;
c) provision of municipal services and utilities, including a storm water drainage plan;
d) compatibility with adjacent land uses;
e) accessibility to emergency services;
f) site suitability in terms of size, shape, and other characteristics;
g) any other matters the Town may consider necessary.

Applicants for subdivision may be asked to:

a) enter into a development agreement with the Town in accordance to the provisions of the *Municipal Government Act*, be responsible for the provision of all roads, municipal services, sidewalks, gutters, and other infrastructure required to service the land proposed to be subdivided;
b) pay levies to connect to existing services and contribute towards the cost of offsite infrastructure, as required by the development authority.

At the time of subdivision and as a condition of approval, ten percent (10%) of the lands to be subdivided shall be dedicated as municipal and/or school reserve in accordance with the provisions of the *Municipal Government Act*. The Town may take municipal and/or school reserve in one or a combination of the following methods:

a) land,
b) land similar in quality to the land being proposed to be subdivided,
c) money in lieu,
d) deferral to the balance of the subject property.

Money-in-lieu of municipal reserve shall be placed in a special reserve fund, administered by the Town, to be used for recreation area and facility construction and improvement.

The Town will coordinate the location of new schools and the allocation of school reserves in the Municipality with the local school divisions.

In residential areas, the Town may allocate municipal and/or school reserve for the purpose of developing parks, playgrounds, trail systems, recreation facilities, schools and similar uses.

In commercial or industrial areas, the Town may allocate municipal reserve for the purpose of providing a buffer between incompatible land uses.

In addition to Municipal Reserve, land that is deemed to be protected may be left in its natural state and allocated as environmental reserve (or environmental reserve easement) or conservation reserve in accordance with the provisions of the *Municipal Government Act*.

2.1.4 Development Permits

All development in the Town of Claresholm requires a development permit and is regulated by the Town of Claresholm Land Use Bylaw. Developers may be asked to:

a) enter into a development agreement with the Town in accordance to the provisions of the *Municipal Government Act*, be responsible for the provision of all roads, municipal services, sidewalks, gutters, and other infrastructure required to service the land proposed to be developed;

b) pay levies to connect to existing services and contribute towards the cost of offsite infrastructure, as required by the development authority.

2.2 Municipal Finance

When considering proposals for the future planning, subdivision, and/or development within the Town of Claresholm, Town Council will consider the implications of the proposal in terms of the Town's finances. The goal will be to minimize the impact of future growth on the existing tax base of the Town.

On an annual basis, Town Council will review the Town of Claresholm Capital Works Plan to identify and coordinate infrastructure requirements that may be required to implement the Town of Claresholm Municipal Development Plan.



When financing infrastructure projects, the Town should continue to reduce its potential dependence on debentures by using other sources of revenue including frontage charges, offsite levies and government funding programs.

2.3 Monitoring and Review

To ensure that the policies of this Plan continue to be current and relevant, the Town will continually monitor the administration and implementation of its Municipal Development Plan. Plan reviews may reflect such factors as legislative change, changes to the local development climate, the impact of new major projects, or Council philosophy.

The plan will be reviewed by the Town once every three (3) years or when deemed necessary by Town Council and/or the Town Chief Administrative Officer.

If a significant change in policy intent is desired, or if subsequent studies indicate the need for a change to this Plan, it shall be amended accordingly.

2.4 Additional Plans and Studies

In order to attain the goals outlined in this Plan, additional plans and studies may be initiated as required by Council.

2.5 South Saskatchewan Regional Plan Compliance

In December 2008, the Province of Alberta adopted the Land Use Framework followed by the proclamation of the *Alberta Land Stewardship Act* in October 2009. These overarching documents set the parameters for development standards that seek a balance between the economy and the environment. The South Saskatchewan Regional Plan was adopted in September 2014 and requires municipal compliance with its

outcomes. The Town's Municipal Development Plan provides in Appendix F compliance by demonstrating where this plans policies align with the relevant implementation sections of the SSRP.

2.6 Municipal Government Act

The *Municipal Government Act, Revised Statutes of Alberta 2000 (MGA)*, Section 632 provides the legislative basis for the Municipal Development Plan. The Town is required, under this Act, to adopt a Municipal Development Plan. The following is an excerpt from Section 632 that outlines the minimum requirements of a Municipal Development Plan.

Section 632

(3) A municipal development plan

(a) must address

(i) the future land use within the municipality,

(ii) the manner of and the proposals for future development in the municipality,

(iii) the co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no intermunicipal development plan with respect to those matters in those municipalities,

(iv) the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities, and

(v) the provision of municipal services and facilities either generally or specifically,

(b) may address

(i) proposals for the financing and programming of municipal infrastructure,

(ii) the co-ordination of municipal programs relating to the physical, social and economic development of the municipality,

(iii) environmental matters within the municipality,

(iv) the financial resources of the municipality,

(v) the economic development of the municipality, and

(vi) any other matter relating to the physical, social or economic development of the municipality,

(c) may contain statements regarding the municipality's development constraints, including the results of any development studies and impact analysis, and goals, objectives, targets, planning policies and corporate strategies,

(d) must contain policies compatible with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities,

(e) must contain policies respecting the provision of municipal, school or municipal and school reserves, including but not limited to the need for, amount of and allocation of those reserves and the identification of school requirements in consultation with affected school authorities,

(f) must contain policies respecting the protection of agricultural operations, and

(g) may contain policies respecting the provision of conservation reserve in accordance with section 664.2(1)(a) to (d).

In order to ensure that this document remains current and responsive to change, it shall be reviewed within a period of four years (or earlier if required). Any amendments made to this plan shall be made in accordance with the *Municipal Government Act*.

2.7 Flexibility

It is intended that the boundaries of land use classifications and the location of future development concepts, as shown in this plan, be considered as approximate only and not absolute. Any action deemed by Council to be a minor adjustment to either the land use classes or the location of future facilities will not require an amendment to this plan. Further, in response to growth and development, the plan may be amended as required and updated every three years to ensure responsiveness to community beliefs and opportunities for economic, social or cultural development.

2.8 Definitions

In this plan, all words or expressions shall have the meanings respectively assigned to them in the *Municipal Government Act* and the Town's Land Use Bylaw. Definitions unique to this document include the following:

CANAMEX Trade Corridor is the highway system that connects Canada, the United States and Mexico through Alberta on Highways 2, 3, 4, 34 and 43. It is integral in the economy for business to business and business to customer transactions.

Claresholm Housing Authority serves senior citizens, low-income families, persons with disabilities, other management bodies, community groups, and the public at large.

LEED™ is an acronym for Leadership in Energy Efficient Design and is an ecology-oriented building certification program run under the auspices of the Canada Green Building Council.

Level of Service is a measure used by traffic engineers to determine the effectiveness of elements of transportation infrastructure. See Appendix D for more detail.

Secondary commercial uses are those that deal with goods and services which generally require large storage areas or contain facilities that are not suited to the central business district. This would include, but not limited to, uses such as bulk fuel outlets, car washes, tire shops, lumber yards, and equipment storage.

Streetscape is the elements within and along the street right-of-way that define its appearance, identity, and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, sidewalks, and pavement treatments, among others.

Sustainability is a systematic concept, inter-relating the environmental, economic, social, cultural and governmental aspects of local municipal development, affecting every level of organization from the local neighbourhood to the entire planet.

Walkability is a measure of how friendly an area is to walking before another mode of transportation is sought. Walkability limits can be defined as a distance of 1500 feet (457 m) before it is likely more convenient to drive a car. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

Xeriscaping and **xerogardening** refers to landscaping and gardening in ways that reduce or eliminate the need for supplemental water from irrigation.

3.0 Residential Development

3.1 Introduction

The Town of Claresholm has a diverse selection of housing styles and prices. The affordability of life in Claresholm makes the community a very attractive choice for young families and early retirees alike.

3.2 Goal

To encourage and support the development of safe, attractive and functional residential neighbourhoods that will provide the residents of the Town with a variety of housing options.



3.3 Objectives

3.3.1 To be proactive in assisting the Claresholm Housing Authority to ensure the community's needs regarding adequate and affordable housing are met.

3.3.2 To continue to provide a variety of building sites for residential purposes to accommodate future demands.

3.3.3 To encourage the consumption of existing serviceable lands prior to undertaking new residential subdivisions.

3.3.4 To encourage private industry to develop new residential subdivisions within the Town.

3.3.5 To ensure developers, individually and/or through endeavor to assist, are responsible for any costs arising from the provision or necessary upgrading of utility lines and associated facilities to service a development area. This includes, but is not limited to, the installation of major water, sanitary and storm sewer trunks, and collector and arterial roads.

3.3.6 To encourage developers to plan pedestrian-friendly communities.

3.3.7 To continue to support a wide variety of multi-residential or rental type units within the community.

3.3.8 To promote energy conservation through energy efficient subdivision and development of residential lands.

3.3.9 To facilitate the restoration or removal of run down or dilapidated residential properties in the community.

3.3.10 To ensure the municipal servicing standards are adhered to for all residential development.

3.3.11 To redevelop the former railway lands adjacent to downtown into a mixed use development area.

3.3.12 To consider the views and vistas of the Porcupine Hills in the design and development of residential areas.

3.4 Policies

3.4.1 Future residential development shall be located in accordance with the Land Use in Town map (Map 3). Additional design considerations can be placed on any development upon the recommendation of the Municipal Planning Commission, Mayor and Council, Administration or the subdivision authority prior to approval (see Section 12 of this plan).

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 such that existing municipal infrastructure is utilized to the most sustainable extent possible.

3.4.5 The Town supports the infilling of vacant lots and the rehabilitation of existing homes as an alternative to the development of new residential areas.

3.4.6 All infill development shall be of a form that is compatible with the surrounding area in terms of height, scale and density.

3.4.7 Multiple family dwellings and higher density developments will locate in areas:

a) accessible to an arterial, or major or minor collector road;

b) where traffic, generated by the development, will not affect the traffic patterns of other residential districts. This will be achieved through 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.

3.4.8 Future manufactured home development will be developed where an area structure plan (or conceptual design scheme) has been adopted by Council, and will be directed towards the area structure planned lands located on the Land Use in Town map (Map 3).

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 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.

3.4.11 The Town shall continue to depend on private investment for residential land development.

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.

3.4.14 The Town will complete an area redevelopment plan for the former railway land adjacent to the downtown which will contain a vision for mixed use development. Both vertically separated and horizontally separated residential and commercial endeavors will be considered by the Approving Authority, provided the development creates a benefit to the community.

3.4.15 The Town does not support development proposals for gated communities.

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

3.4.17 The Town opposes any utility development that could negatively impact future residential development.

Sustainability Policies

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.

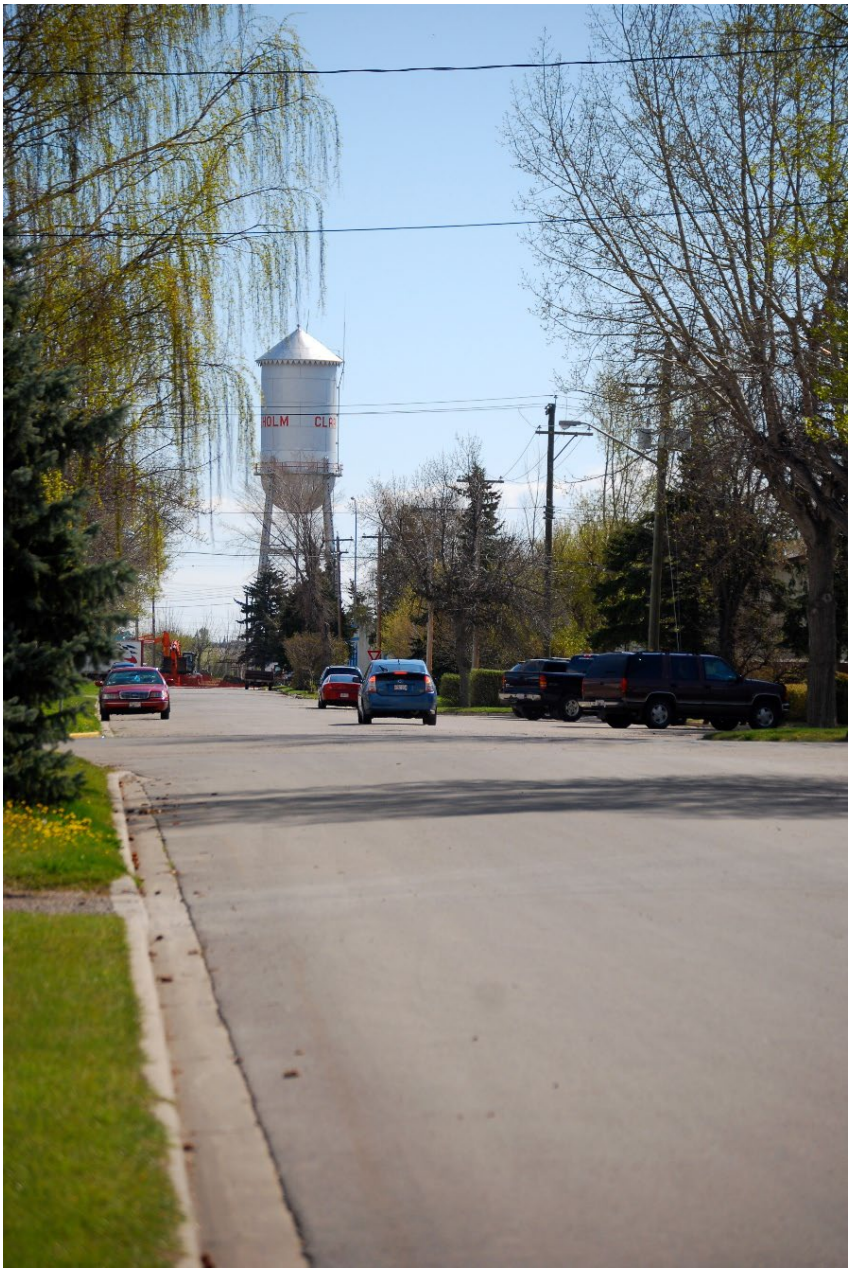
3.4.21 Developers shall be encouraged to develop a sustainable water efficiency strategy at a master planning level for the whole site.

3.4.22 Developers shall ensure that any development on site does not adversely impact upon 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.

3.4.25 In accordance with Policy 5.6.15, the Town, its citizens and developers will pursue a street tree program for the replacement of aging street trees within the urban forest and the installation of new street trees in new residential development areas.



4.0 Commercial Development

4.1 Introduction

The Claresholm economy is driven by business and community service, retail, manufacturing, public administration, transportation, and utilities. Ease of access to major urban centres has contributed to local growth in the food processing and transportation industries. The Claresholm & District Chamber of Commerce encourages shoppers to support the town's local businesses. Working in cooperation with the Town, the Economic Development Committee, and local business the Chamber of Commerce is active in pursuing an agenda of economic growth.

4.2 Goal

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



4.3 Objectives

4.3.1 To continue to promote and attract new business to locate in Claresholm to increase the economic well-being.

4.3.2 To encourage the viability and expansion of existing businesses in Claresholm.

4.3.3 To improve the connectivity and communication between different businesses to enhance economic viability.

4.3.4 To encourage local residents and the surrounding trade area to support local business and merchants.

4.3.5 To encourage economic development initiatives that attract business and industry to ensure young working families choose to reside in Claresholm.

4.3.6 To work with the local Chamber of Commerce and business community to plan for the "new economy" that will follow highway re-alignment.

4.3.7 To provide guidelines and encourage merchants to improve existing commercial buildings and storefronts.

4.3.8 To encourage the relocation or removal of incompatible or non-conforming land uses within the downtown, whereby valuable commercial lands may be refocused and better utilized.

4.3.9 To strengthen the existing role of Claresholm as a regional service centre within the region.

4.3.10 To encourage the development of Neighbourhood Commercial in residential areas for the convenience and walkability of residents.

4.3.11 To redevelop the former railway lands adjacent to downtown into a mixed use development area.



4.4 Policies

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

4.4.2 Primary commercial uses, such as retail service outlets, professional offices, entertainment facilities and compatible public and institutional uses are encouraged to locate in the downtown core area.

4.4.3 The Town supports the continuation of the Design Guidelines set forth in the Downtown Revitalization Plan, produced in cooperation with Alberta Municipal Development during the Alberta Main Streets Program in 1993.

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 (see Figure 1 below).

4.4.5 Given the high degree of public exposure, commercial developments located along the highway corridor shall be developed to a high standard, which will include:

a) sufficient parking,
b) site landscaping,
c) screen outdoor storage areas,
d) attractive signage and building design,
e) integration with the highway system, and
f) provision of services for the travelling public.

4.4.6 Secondary commercial uses are encouraged to locate 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.

4.4.8 The Town shall encourage and support the establishment and operation of home occupations in residential areas, provided they meet the development standards in the Land Use Bylaw.

4.4.9 In consideration of the highway realignment, new commercial growth considerations are reflected in Map 5, the Growth Strategy map. Further, the downtown area will be streetscaped and development encouraged that meets the community vision.

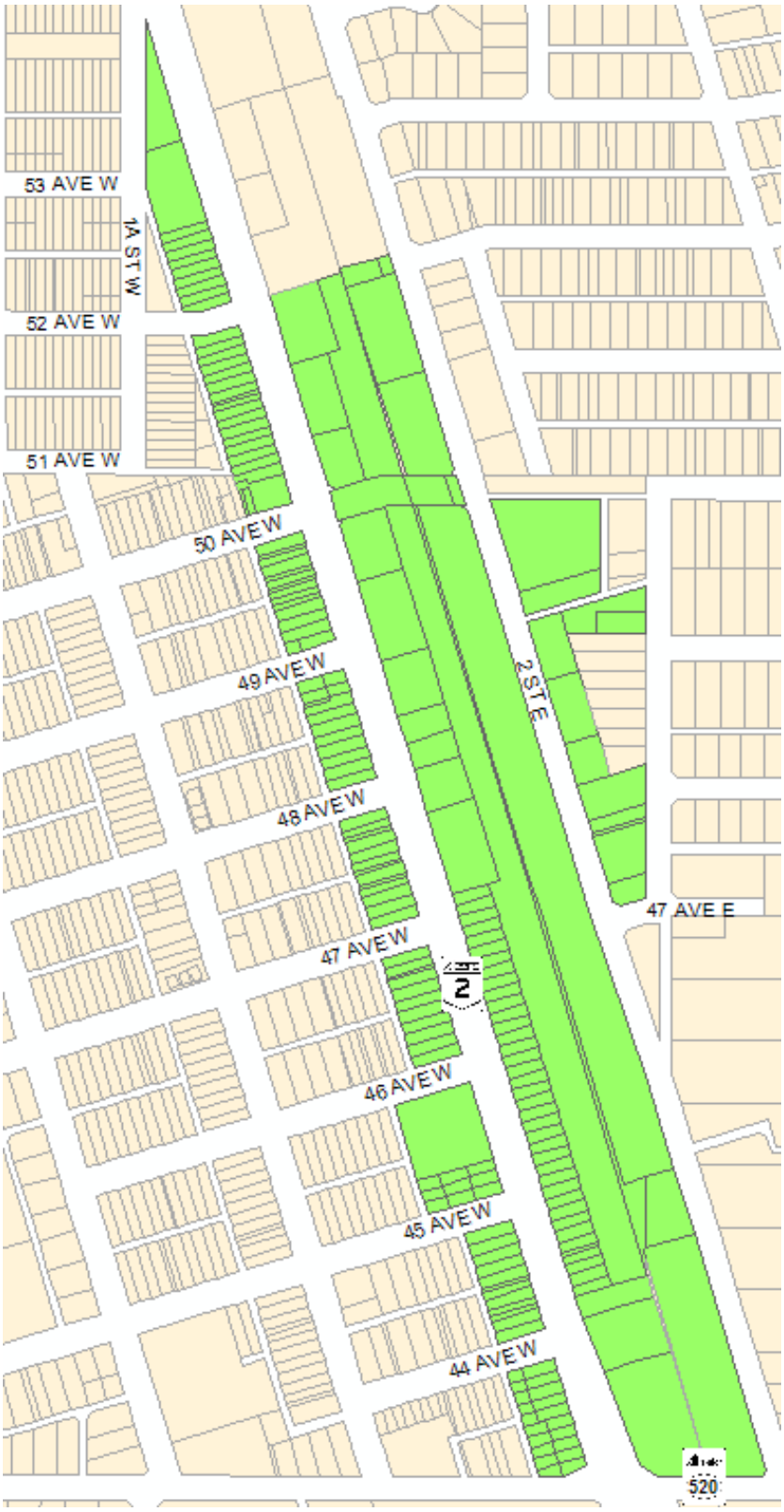
Sustainability Policies

4.4.10 The Town will encourage the development and revitalization of the central business district, while realizing that highway commercial and industrial uses are key economic drives of Claresholm, and plan for the effective land use and development of all private enterprise endeavors.

4.4.11 The Town will support the development of Neighborhood Commercial with the principal that it is convenient, walkable and does not conflict with existing commercial development. Walkability is defined as a distance of 1500 feet (457 m) from the proposed development.

4.4.12 The Town wishes to further develop primary commercial business in the former CPR railway line area, adjacent to the current central business district, to provide for primary commercial expansion. Both vertically separated and horizontally separated mixed use residential and commercial endeavors will be considered by the Approving Authority, provided the development creates a benefit to the community. The Town will pursue a downtown area redevelopment plan for the areas defined in Figure 1 below.

Figure 1: Proposed Area Redevelopment Plan boundary



5.0 Industrial Development

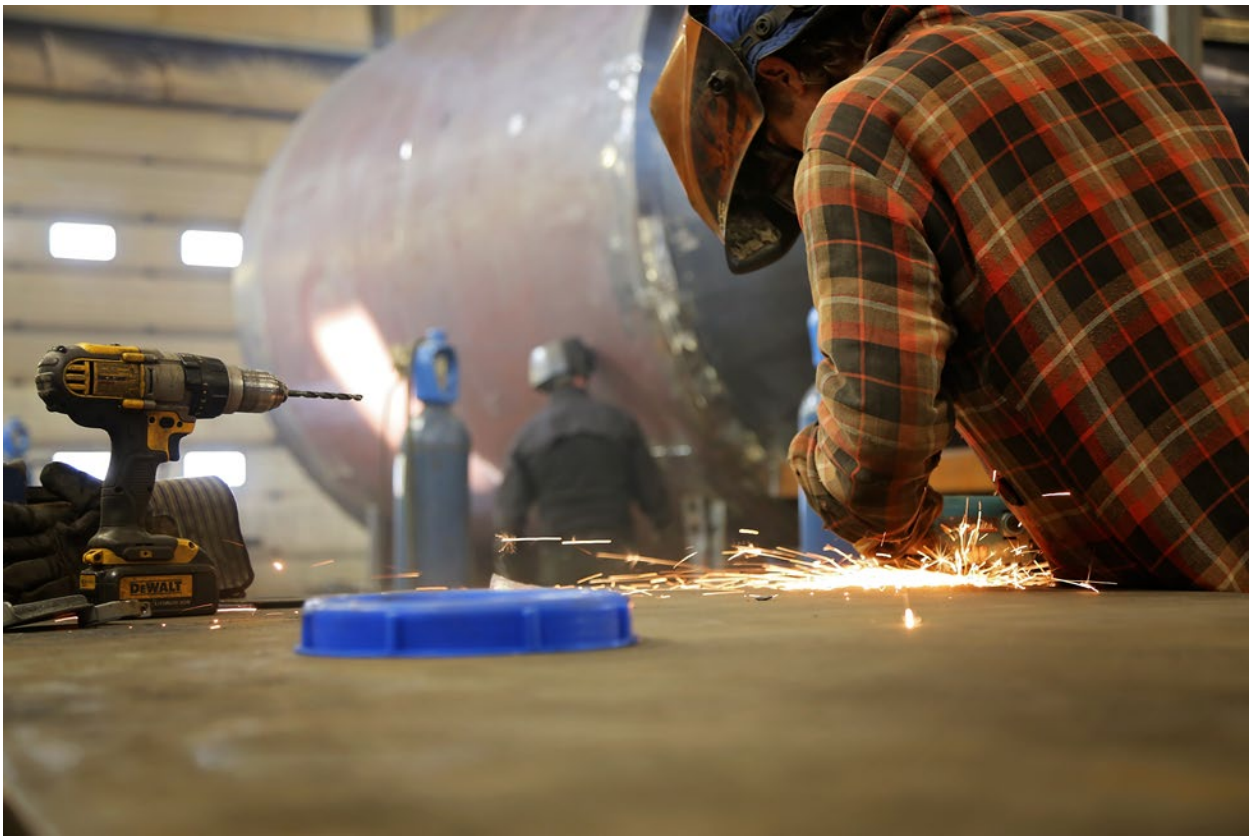
5.1 Introduction

Industrial development in Claresholm has been developed in two separate nodes of the community. The southeast quadrant of the community is the original industrial area. The industrial area in the northwest portion of the community will provide an area for service industrial business because it is adjacent to an existing and growing residential area in Claresholm. As heavy industrial businesses locate in the community, they will be concentrated in the southeast portion of the community away from residential growth areas.

Potential conflicts with industrial development can be managed by ensuring growth of heavy industrial businesses are not permitted to develop in areas adjacent to current or future residential areas. Given the north-south orientation of Claresholm and the prevailing wind coming from the west, the logical growth area to target for industrial development is the southeast area of the community. This is due to the natural buffering effects of the cross roads of Highways 2 and 520. The community has the ability to utilize these major traffic corridors as buffers for the separation of potentially conflicting uses.

5.2 Goal

To diversify the current industrial base into areas related to manufacturing and agri-food services while continuing to facilitate development in the agricultural and gas and petroleum service industries.



5.3 Objectives

5.3.1 To create additional employment opportunities within the community by attracting more industry into the area.

5.3.2 To encourage industry compatible with a clean, safe, and environmentally-conscious community.

5.3.3 To ensure that industrial developers pay all infrastructure costs associated with any new development.

5.3.4 To continue to land bank and to encourage the servicing of industrial lands for industrial purposes.

5.3.5 To minimize land use conflicts between industrial and other land use types.

5.3.6 To encourage the use of landscaping or berming to visually screen incompatible or unsightly industrial uses.

5.3.7 To encourage private industry to develop industrial subdivisions.

5.4 Policies

5.4.1 Future industrial development shall take place in accordance with the Land Use in Town map (Map 3) and Growth Strategy map (Map 5). 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.

5.4.2 With the exception of bulk fuel outlets, service stations and similar developments, heavy industrial uses that involve the manufacture, storage and/or handling of dangerous goods will be located in the southeast industrial area.

5.4.3 Heavy industrial uses, or those which might produce nuisance factors such as smoke, airborne emissions or noise, will be directed to sites south of Highway 520 and east of the current alignment of Highway 2.

5.4.4 Industrial developments shall be planned in a manner that effectively and safely connects the developments to the highway system.

5.4.5 All development in the industrial area is required to provide space for sufficient onsite parking.

5.4.6 The Town may allow the use of a caretaker suite on an industrial lot for use by the owner and/or staff member of the industrial operation.

5.4.7 Industrial proposals shall include a fencing, screening and landscape plan according to the Town of Claresholm Land Use Bylaw.

6.0 Recreation, Parks and Open Space

6.1 Introduction

The Town of Claresholm has a wide variety of parks and open space as is indicated on the Parks and Open Space map (Map 3) and the Community Facilities map (Map 4) to serve its residents and the surrounding region. The golf course and baseball diamonds represent a significant portion of the open space in the community available for fair weather recreation activates. As well, there are three main parks which have playground equipment oriented towards young children and families.

Following are a number of quality recreational facilities in the Town of Claresholm:

a) Indoor Pool & Aquatic Centre
b) Skating/Hockey Rink
c) Curling Rink
d) Skateboard Park
e) Active and Passive Park Spaces
f) 18-Hole Golf Course
g) Agriplex
h) Centennial Park Campground
i) Tennis Courts
j) Millennium Park Baseball Complex



Given the number and quality of these recreational facilities, the community is a focal point for providing these services to the outlying area. Due to this fact, Claresholm recognizes the niche they fill as many users travel from the region and surrounding communities to Claresholm to utilize the facilities and add to the local economy.

6.2 Goal

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

6.3 Objectives

6.3.1 To enhance existing Parks and Open Space through increased maintenance.

6.3.2 To provide a greater variety of recreational opportunities and facilities for different interests and age groups in the community, from youth groups to senior citizens.

6.3.3 To encourage more open space, parks and pathway systems.

6.3.4 To maintain Claresholm's high profile as an important centre providing quality recreational facilities for residents and visitors.

6.3.5 To promote outdoor recreation, community interaction and ensure a diverse range of activities for Claresholm's youth.

6.3.6 To work towards improving campgrounds, acknowledging their increased use and importance to the local economy.

6.3.7 To create memorable and unique public spaces to enhance community character and build neighborhood identity.



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.

6.4.2 The role of Council will be one of assisting the community in determining the need for new facilities; providing information on facility development; operating and maintaining facilities; and assisting with applications for grants from senior levels of government.

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.

6.4.6 The Town will cooperate with public schools and other agencies to develop joint facilities, by agreements where appropriate.

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.

6.4.8 The Town will maintain recreation program user fees as low as possible to allow lower income households the same access as more affluent households.

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

6.4.10 The Town will coordinate with developers to provide parks and recreation facilities, including trails, at the time that development occurs in low- and high-density residential areas.

6.4.11 The Town will retain neighborhood facilities at various locations in the Town to help serve the cultural, recreational and social needs of community residents.

6.4.12 The Town will consider operation and maintenance costs in the design of all park improvements and recreation facilities. These costs should be considered prior to acquiring new facilities.

6.4.13 The Town will consider creative solutions to the ongoing costs of maintaining parks and recreation facilities, including sponsorship by business and civic groups.

6.4.14 The Town will maintain and expand Town cemetery facilities as necessary.

6.4.15 The Town will periodically review the design of existing parks and renovate park facilities to reflect the changing needs and desires of residents.

6.4.16 The Town will pursue the implementation of the Parks and Recreation 2017 Master Plan.

6.4.17 The principles of Place Making are encouraged throughout the community and are to be implemented by both private and public entities.

Sustainability Policies

6.4.18 Whenever possible, the Town will establish greenways to link open space areas located in close proximity to one another.

6.4.19 The Town encourages the development of landscaping schemes that are attractive and appropriate to the local environment.

6.4.20 The Town will improve the ecological value of the parks and open spaces and support the viability of species by linking populations and habitats which contribute to, and enhance, the amenity of the area.

6.4.21 The Town will ensure that the specified trees and shrubs contribute to the ecological value of the site.

7.0 Transportation

7.1 Introduction

Claresholm is located on Highway 2, which bisects the Town north-south. Highway 2 is presently scheduled for realignment outside the current town boundaries as part of the development of the CANAMEX trade corridor. Highway traffic volumes are provided in Appendix E. The current preferred corridor route is included in Map 10, the Road Hierarchy map.

Secondary Highway 520 passes in an east-west direction through Claresholm and is designated 43rd Avenue. East of the Highway 2 intersection, most of the uses along this secondary route are industrial, while west of the primary highway, they tend to be residential or institutional in nature. Once the highway bypass is completed, the east portion of Highway 520 will likely become the main access point to Claresholm and have a welcoming streetscape and complementary highway commercial land uses.

Claresholm's internal road network primarily follows the grid system with avenues running east-west and streets north-south. Most roads are paved and are generally considered to be in good condition. The anticipation of future developments has prevented the paving of some streets located on the edges of the community. These roadways will be addressed as growth and development allows. The Town is also well served with sidewalks which provide pedestrians an opportunity to enjoy Claresholm's tree-lined streets.

7.2 Goal

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



7.3 Objectives

7.3.1 To work cooperatively with Alberta Transportation to endorse a future Highway 2 alignment with access structures that will facilitate the economic and social sustainability of the Town of Claresholm.

7.3.2 To ensure that after Highway 2 realignment, the existing highway be designated as Highway 2a, which ensures future maintenance remains the responsibility of Alberta Transportation.

7.3.3 To capitalize on the vast amount of vehicular traffic by providing goods and services to the motoring public.

7.3.4 To encourage the safe and regulated flow of north-south traffic, as it passes through the community, by efficient use of traffic control devices, enforcement patrols and speed zones.

7.3.5 To support the Claresholm Industrial Airport as a regional transportation facility.

7.3.6 To continue to support the Claresholm & District Transportation Society and the other transportation service providers operating within the community.

7.3.7 To make pedestrian and cyclist movement attractive and safe, reducing reliance upon private cars for local trips.

7.3.8 To define a roadway hierarchy and access control policy based on small town levels of service in keeping with the current traffic patterns.

7.3.9 To identify corridor plan areas and determine roadway functionality for each plan area.

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.

7.4.3 The Town should regulate commercial uses, through their Land Use Bylaw, that would be better located in the downtown and not along Highway 2.

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.

7.4.5 The Town shall promote the construction of a safe access into the south-east industrial park off the future Highway 2.

7.4.6 The Town shall pursue funding assistance from federal and provincial agencies in response to the relocation of Highway 2 to analyze the realignment impact to the storm water management system.

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

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.

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

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.

Street Capacity Policies

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.

Engineering standards for volume thresholds can be obtained from the Town's Engineer.



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.

7.4.15 The Town shall have the right to review and approve internal circulation plans for all new developments.

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:

a) an Area Structure Plan (ASP), or
b) commercial development proposals, or
c) industrial development proposals, or
d) multi-unit residential development proposals, or
e) tentative subdivision maps, or
f) when any proposal would potentially increase a Level of Service.

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.

Access Management Policies

Major Collectors

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.

7.4.20 Municipal District of Willow Creek landowners' access onto Town controlled roads requires the landowner to enter into a Servicing Agreement with the Town and adhere to all engineering requirements and other access control policies.

7.4.21 Offset driveway locations should be avoided whenever possible.

7.4.22 Where the street frontage is proposed to be improved, all abandoned driveways shall be removed and the curbing and side walk to be restored to Town standards.

7.4.23 The continued use of pre-existing driveways may be prohibited with the redevelopment of a site.

7.4.24 Driveways providing access onto major collector streets may be denied if alternate access is available or if the Town identifies potential safety issues.

7.4.25 For the purposes of major collectors, residential driveways shall not face the street, which means garages must be located in the rear of properties and accessed via alleys. All other uses shall have limited access and take advantage of shared access driveways. Turning movements may be limited to right in and right out.

7.4.26 Access control on major collector roadways should be uniformly applied and maintained in urban areas to reduce congestion and traffic delay, and to encourage safety and economy of the transportation system. (Source: Alberta Transportation)

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 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)

7.4.28 All functional planning and preliminary design of major collector roadways should assess the ramifications of access accommodation to all abutting property parcels and developments (existing and proposed), in conjunction with projected traffic volumes and operating speed. (Source: Alberta Transportation)

7.4.29 To overcome operational problems on existing major collector roadways, access control should be exercised following an assessment of existing and potential accident rates and vehicle delay, and prediction of the effects of access control techniques. (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)

Minor Collectors

7.4.31 Municipal District of Willow Creek landowners' access onto Town controlled roads requires the applicant to enter into a Servicing Agreement with the Town and adhere to all engineering requirements and other access control policies.

7.4.32 Where the street frontage is proposed to be improved, all abandoned driveways shall be removed and the curbing and side walk to be restored to Town standards.

7.4.33 The continued use of pre-existing driveways may be prohibited with the redevelopment of a site.

Pedestrians

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

8.1 Introduction

Claresholm is serviced by a modernized municipal water and sanitary sewer system. The Town has enough water license allocation for the community to grow by three fold of its current population. The 1055 acre feet (1,301,235 cubic metres) allocated each year from Pine Coulee Reservoir could easily translate into a municipal population of 10,000. Claresholm's sewage treatment capacity is sound consisting of a complete mix, 140 acres and an aerated lagoon system. The total length of sanitary sewer pipe servicing the community is 48.70 km.

The Town also operates a separate storm sewer system that helps prevent flooding by diverting rain and snow melt through Town by gravity to various water channels located south of Town. Within the Bridges Golf Course are standing water retention ponds where water is detained to manage flows prior to being conveyed into Frog Creek.

In addition to the municipal services described above, Claresholm also provides residential garbage pick-up and supports local recycling efforts.

8.2 Goal

To provide a high level of services in a cost-effective and efficient manner, balancing demands with affordability.



8.3 Objectives

8.3.1 To ensure a safe and secure water supply to satisfy the needs of the people of the Town of Claresholm.

8.3.2 To strive to be a municipal leader in the area of water conservation and management.

8.3.3 To continue to improve water distribution infrastructure.

8.3.4 To work cooperatively with other municipalities and the Province of Alberta to maintain a regional system of water.

8.3.5 To work consistently to improve storm water drainage infrastructure.

8.3.6 To continue to support and encourage recycling as a community-based initiative.

8.3.7 To ensure that private developers pay for all costs associated with new developments.

8.3.8 To ensure the Town is the facilitator of sound infrastructure design.

8.3.9 To develop an offsite levy bylaw which covers the increasing costs of development.



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 offsite 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.

8.4.3 In order to maximize the efficiency of existing infrastructure, infill development will be encouraged before the extension of services to new areas.

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.

8.4.5 When financing infrastructure upgrade projects, the Town should continue to reduce its potential dependence on debentures.

8.4.6 When the opportunity exists, the Town will work with the Municipal District of Willow Creek, and other adjacent municipalities, on infrastructure projects that will more effectively use resources to benefit the subject municipalities.

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) Offsite 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.

8.4.10 The Town will pursue all grant opportunities, both federal and provincial, as a means of lowering the financial impact on the Town as it maintains and develops its infrastructure system.

9.0 Community Culture, Wellness and Safety

9.1 Introduction

Claresholm's schools serve the Town and parts of the Municipal District of Willow Creek. High School students from Granum, Fort Macleod, Nanton, and Stavely attend the Willow Creek Composite High School. The elementary school, middle school and high school are all located on the west side of Town and are easily accessible to students bused in from outside Claresholm and those living on the west side. Students living on the east side of Claresholm may cross 1st Street (Highway 2). In order to facilitate pedestrian crossings, a traffic light is located at 50th Avenue and 1st Street.



Claresholm is well served by health, cultural and social services' facilities, which also make up a large contribution of the employment opportunities in the community. Within the Town these services and professionals include:

- Porcupine Hills Lodge
- Claresholm General Hospital
- Willow Creek Continuing Care Centre
- Lander Treatment Center – Alberta Alcohol and Drug Abuse Commission (AADAC)
- Chiropractors
- Dentists
- Optometrists
- Claresholm Day Care Centre
- Claresholm Museum
- Claresholm Library
- Pharmacists
- Claresholm Centre for Mental Health and Addictions
- Chinook Health Unit

The fire protection services, within the Town of Claresholm, consist of a volunteer fire department of approximately 25 volunteer members.

Claresholm has an active and progressive Family and Community Support Serves Branch (FCSS). The mandate of Claresholm's FCSS branch is to provide community based, preventative social service programming to the community. In addition to having an onsite counselor and a Resource Centre, the assistance provided by FCSS ranges from help in filling out forms to training on enhanced parenting. FCSS also contributes to the drug dependency reduction programs.

9.2 Goal

To continue to develop, provide and enhance the positive elements sustaining Claresholm's vibrant and socially diverse local culture and community wellness.

9.3 Objectives

9.3.1 To work cooperatively with the Livingstone Range School Division to ensure that a high quality of education is provided for all students attending Claresholm schools.

9.3.2 To work to improve school enrolments by attracting new business and young families to locate in Claresholm.

9.3.3 To work cooperatively with the Alberta Health Services (AHS) to ensure Claresholm remains the hub for health in the region. Continue to provide community support to the Claresholm General Hospital, Willow Creek Continuing Care Centre, AADAC, Claresholm Centre for Mental Health and Addictions, the Claresholm Medical Centre and the Porcupine Hills Lodge.

9.3.4 To work to establish new and innovative ways to help the recruitment and retention of health care professionals in the community.

9.3.5 To ensure that Claresholm is promoted as a safe and caring community for young families to live, work and raise a family.

9.3.6 To ensure Claresholm remains an attractive retirement community.



9.3.7 To continue to support the Royal Canadian Mounted Police to maintain law and order in the Town of Claresholm.

9.3.8 To continue to support the Claresholm Fire Department as a volunteer organization that provides fire suppression services to the people of the Town of Claresholm.

9.3.9 To ensure a capable ambulance service is provided through private industry, while continuing to lobby the Province of Alberta to pay the entire cost of ambulance service, as promised.

9.3.10 To maintain an increased focus on local bylaw enforcement for the purpose of maintaining and improving community cleanliness, order and safety.

9.3.11 To continue to provide support to FCSS and other groups to ensure a strong social infrastructure is in place for Claresholm families, seniors, and vulnerable residents to enjoy a high quality of life.

9.3.12 To assist and support families in finding good quality, affordable child care; including families who work shifts. Seek to work/develop partnerships with employers, FCSS, and families to become leaders in the provision of innovative child care options.

9.3.13 To assist and support youth (or groups/agencies who work with youth), with finding opportunities for appropriate activities that enhance youth experience, provide leadership skills, and advance their contributions to the community.

9.3.14 To promote and support cultural interests, including art exhibits/showings, presentations, live and film theatre, and musical events and activities within the community.

9.4 Policies

9.4.1 The Town will work with all non-profit societies who wish to participate in civic governance, events and sustainable community growth.

9.4.2 The Town will cooperate will all non-profit societies to forward positive community development agendas.

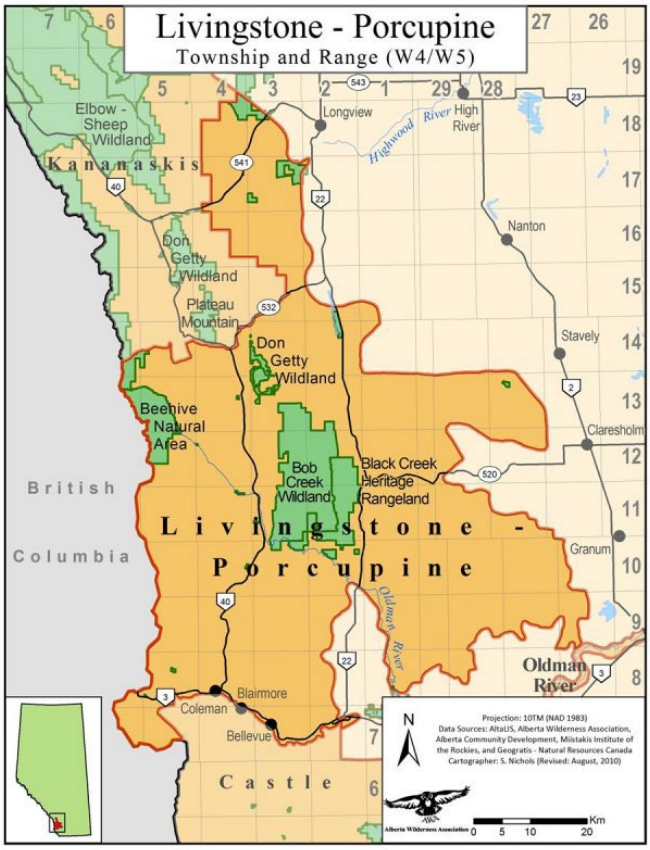
9.4.3 The Town will ensure that proposed developments support a vibrant, diverse and inclusive community which integrates with surrounding communities.

9.4.4 The Town will encourages that Claresholm's heritage, including architecturally or archaeologically important features, is conserved or preserved if present. In this endeavor, it will be important to work with the province, landowners, citizens and interest groups as this process continues.

10.0 Environmental Stewardship

10.1 Introduction

Adjacent to the Livingstone Range and Porcupine Hills, the Town's sense of place is determined to a large extent by its natural features. These environments provide important passive recreation space for the community as well as enhancing the beauty of the community. There is strong public awareness of and concern for the natural environment. Residents have identified sustainability as important priority for land use planning. Residents believe that enhancing the beauty and quality of the natural surroundings will improve their quality of life and add to Claresholm's character and sense of place.



The Town of Claresholm was founded around a wetland and small water course. As a result, high water tables and poor soil conditions could be a constraint to future development. The Municipal Development Plan can contribute to environmental protection through policies that identify areas that require significant consideration and higher standards for land use and development. The Plan could also identify areas in the community where development cannot occur for environmental reasons.

In February 2008, the Town of Claresholm adopted a Municipal Sustainability Plan. The Plan is a guidance document which promotes a healthy built environment while preserving a healthy ecosystem. Developers looking for best practices for development and the environment in Claresholm should consult this document.

10.2 Goal

To create and maintain attractive, clean and ecologically responsible, natural and built environments, and to preserve significant natural areas.

10.3 Objectives

10.3.1 To promote environmental sustainability principles in land use planning decisions and development/construction practices.

10.3.2 To continue the commitment of a high level, overarching document that guides the environmental, ecological and sustainable decision making for the community.

10.3.3 To recognize the importance of natural areas and the contribution they make toward a high quality of life. Conserve, and incorporate natural areas, as public open spaces into the park system.

10.3.4 To continue the development of parks, pathways and trails to upgrade the overall public open space system.

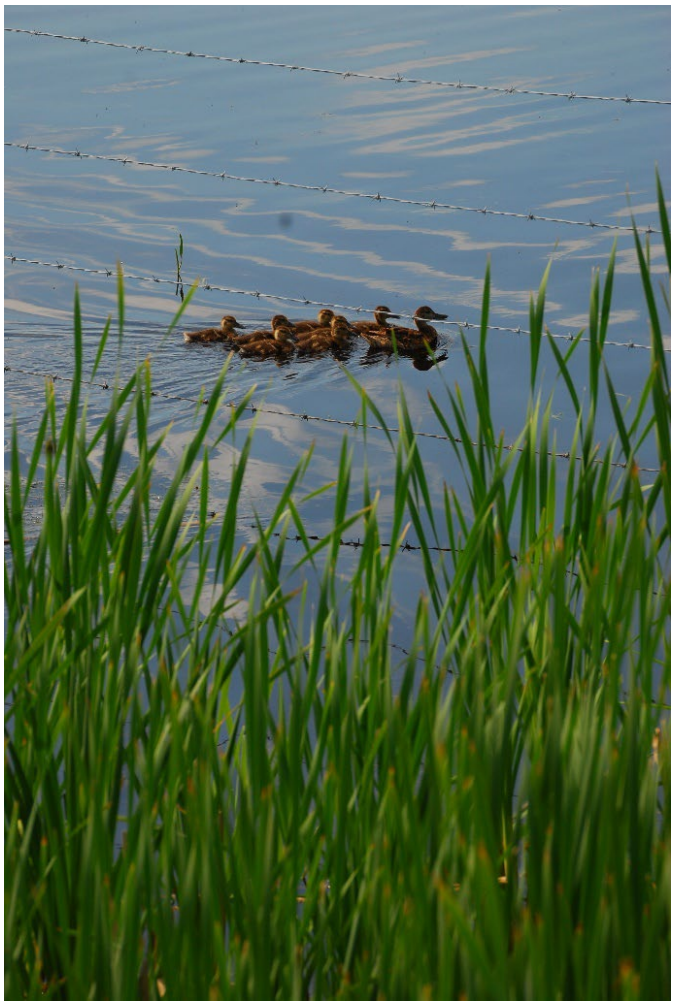
10.3.5 To continue developing the municipal storm water system for integration into the Town's public open space system while protecting wetlands, water courses and natural areas.

10.3.6 To celebrate and enhance the natural beauty of the community for both residents and visitors.

10.3.7 To explore the use of alternative energy systems in the urban setting.

10.3.8 To be proactive in identifying and describing hazard lands with development constraints such as contaminated soils.

10.3.9 To support programs and initiatives that increase awareness and public involvement in environmental management and conservation.



10.4 Policies

10.4.1 The Municipal Sustainability Plan will provide guidance for the development or alignment of all municipal plans and documents by identifying short, medium, and long term actions for the implementation of policy. The Plan should also track and monitor the progress of these actions over the long term.

10.4.2 The intent of the Municipal Sustainability Plan is to be used in co-operation with other planning documents the municipality has at its disposal.

10.4.3 Town shall be a civic leader by requiring sustainable building practices in the design and construction of new Town-owned facilities.

10.4.4 Green Buildings and Construction practices: The Town shall encourage developers and builders to follow the voluntary LEED™ green building rating system administered by the Canadian Green Building Council or follow sustainable building practices compatible with LEED™ standards. Sustainable building practices include:

a) minimizing storm water volumes through the installation of roof top gardens or on-site cisterns;

b) installing water saving plumbing fixtures;
c) using water efficient landscaping;
d) increasing energy performance through reduction in demand, harvesting site energy and efficient building design;
e) reducing waste by extending the life of existing buildings and using local and recycled building materials.

10.4.5 The Town will continue to support selected recycling programs.

10.4.6 The Town will continue to encourage residents to implement positive sustainable principles in their everyday life; such as the use of rain barrels and backyard composting.

10.4.7 Because of the local climate we rely on irrigation for landscaping. Alternative landscape management practices, such as xeriscaping, or xerogardening could prove to be environmentally friendly and fiscally sound.

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.

10.4.9 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 # 5.6.15).

10.4.14 The Town will openly discuss and consider wind and solar energy conversion system initiatives.

10.4.15 The Town will consider working with a large energy provider to secure a source of community-wide renewable energy.

10.4.16 On lands that are known or suspected to be impacted, development may be required to provide plans for remediation that are prepared by a professional engineer at the sole cost of the land owner (or proponent) and to the satisfaction of the Town of Claresholm and Alberta Environment. In accordance with *MGA* section 364.1, the Council may consider tax incentives as a means of encouraging the cleanup of brownfield sites.

10.4.17 The Town will continue to promote water conservation and support the efficient use of water resources (both natural and treated). Claresholm will make a commitment to take all possible actions to conserve the use of treated water.

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*.

10.4.19 The Town will, where common interests lie, support watershed management organizations as they continue their work on a regional basis.

11.0 Growth Strategy

11.1 Introduction

Municipal leaders from both the Town of Claresholm and Municipal District of Willow Creek agree that single parcel annexations were time consuming and not in the best interest of either the Town or the Municipal District. Historically, annexation procedures came unexpectedly and with a sense of urgency with timelines influenced by private interests. As such, it was agreed that given the lack of an intermunicipal plan between the Municipal District of Willow Creek and the Town of Claresholm, the Town would indicate their annexation interests through the Municipal Development Plan until such time as an Intermunicipal Development Plan was created.



Further, the Town of Claresholm Council and Administration have a vision for their growth that is based on the premise that the Town will grow and prosper in the years ahead. An "open for business" strategy will guide growth. Council will address land use through this Municipal Development Plan, the Land Use Bylaw and Area Structure or Area Redevelopment Plans. Council will also ensure the identification of a 25-year land supply and then rely on private interests to develop the land in accordance with municipal policies.

The identification of a 25-year land supply will be the responsibility of Claresholm Council and be communicated to the Municipal District of Willow Creek for the purpose of annexation or for the purpose of ensuing good relations between the Municipal District and the Town. As the Town of Claresholm is dependent on private interests and external government agencies to be the primary drivers of growth and development, the identification of all parcels around the community was undertaken to be proactive regarding future growth. Future annexation proposals are expected to conform to the growth patterns and form contiguous land uses as the community grows.

11.2 Goal

To work with the Municipal District of Willow Creek to promote regional development matters and approach growth as a cooperative effort between all neighbouring rural and urban municipalities.

11.3 Objectives

11.3.1 To acknowledge the importance of regional and intermunicipal growth planning.

11.3.2 To identify lands for annexation and corresponding land uses. Ensure annexation processes are directed by the Town at the municipal level, in cooperation with rural neighbours.

11.3.3 To monitor future subdivision and development in the Growth Strategy Areas identified in Map 5 in order to minimize incompatible rural and urban land uses.

11.3.4 To work cooperatively with the Municipal District of Willow Creek on a comprehensive Intermunicipal Development Plan.

11.3.5 To encourage an agreement with the Province of Alberta to endorse a future alignment of Highway 2 in order to facilitate intermunicipal planning processes.

11.3.6 To further integrate intermunicipal planning with the Municipal District of Willow Creek and to ensure both municipalities are able to assure the other an efficient and compatible pattern of growth as defined by, and supported by Council.

11.4 Policies

11.4.1 The Town's growth strategy will be based on the general land use framework as outlined in Map 5.

11.4.2 The Town will actively market and promote itself to encourage business, industry and government to locate to the Claresholm area.

11.4.3 The Town's growth strategy will reflect Council's values for effective land use, the provision of municipal services and not encumbering the Municipality with undue financial burdens while attracting new development.

11.4.4 The Town is opposed to any utility development that could negatively impact future growth, as defined in the Growth Strategy (Map 5).

Government Policy Requirements

11.4.5 All subdivision and development initiatives shall undergo a process to conform to the Alberta Subdivision and Development Regulation with respect to sour gas facilities and oil and gas wells.

11.4.6 Subdivision and development with the potential of locating adjacent to abandoned oil and gas facilities should undergo a process to conform to the Alberta Subdivision and Development Regulation on abandoned well sites in consultation with Alberta Utilities Commission (AUC) Directives.

11.4.7 The Town will protect the right of agricultural operations to continue within the Town boundaries following annexation until urban land development occurs.

11.4.8 The Town will foster an understanding atmosphere with its citizens regarding existing agricultural operations adjacent to the Town boundary.

Sustainability Policies

11.4.9 The Town will ensure that the most sustainable sites are used for development and that the design process, layout structure and form provide a development that is appropriate to the local context and supports a sustainable community.

11.4.10 The Town will promote the sustainable use of resources, including the reduction and re-use of wastes, related to both the construction and operation of new developments.

11.4.11 The Town will ensure that developments contribute to the sustainable economic vitality of the local area and immediate surrounding region.

11.4.12 The Town will ensure that individual buildings are well designed, resource efficient, are built using sustainable materials and do not undermine the sustainability of the overall surrounding developments.

Intermunicipal Policies

11.4.13 In the absence of an urban fringe district, the Town of Claresholm's Growth Strategy accurately represents the urban fringe area requiring dialog with the Municipal District and a coordinated land use decision making process.

11.4.14 Within two miles of the Town boundary, the Town requires a written referral for any of the following:

a) Municipal Development Plan bylaws and amendments,
b) all other statutory plan bylaws and amendments,
c) Land Use Bylaws and amendments,
d) subdivision of a parcel and any appeal,
e) discretionary use development applications and any appeal thereto.

11.4.15 The Town requires a written referral for any proposed expansion of existing intensive agricultural operations within 5 km up-wind of Claresholm. It is the Town's position that this use is not encouraged within 5 km up-wind of Claresholm.

11.4.16 The Town discourages the development of Grouped Country Residential use in the Growth Strategy areas defined in Map 5.

11.4.17 The Town agrees to inform and invite the Municipal District of Willow Creek for all discussions with Alberta Transportation.

11.4.18 The Town discourages the development of Wind Energy Conversion Systems – Category 2 use in the Growth Strategy areas defined in Map 5.

11.4.19 The Municipal District shall direct proposed commercial and industrial development in the Growth Strategy areas defined in Map 5 to areas designated for such uses in their Land Use Bylaw, or the Town's Land Use Bylaw.

11.4.20 No approvals shall be given to noxious industries as defined by the Municipal District of Willow Creek Land Use Bylaw within the Growth Strategy areas defined in Map 5.

11.4.21 Where disagreements arise as to the appropriate land use desirable in the Growth Strategy areas defined in Map 5, a committee should be established to provide a forum for discussion and mediation. Consideration may be given to the intervention by an independent arbitrator or provincial board.

11.4.22 The adoption of this plan does not preclude the subsequent preparation and adoption of an intermunicipal development plan in the future. When adopted, the Intermunicipal Development Plan policies shall supersede policies 11.4.13 - 11.4.21.

11.4.23 The Town and Municipal District shall, through an adopted Intermunicipal Development Plan, come to agreement on the preservation of wetlands and measures for watershed management and historic resources where present in the Intermunicipal Development Plan boundary.

11.4.24 The Town and Municipal District shall coordinate the continued development of the Claresholm Industrial Airport through an adopted Intermunicipal Development Plan.

Annexation Policies

11.4.25 Annexation boundaries shall follow legal boundaries and natural features to avoid creating fragmented patterns of municipal jurisdiction.

11.4.26 The Town and Municipal District shall negotiate a formula for the determination of compensation on annexation. Negotiation may occur on any or all of the following:

a) revenue or tax-sharing,
b) off-site levies and levy transfers, and
c) municipal reserve transfers.

11.4.27 The Town will apply a three-pronged approach to determining land acquisition. This approach is based on three general land use categories: residential, commercial and industrial. The timing for land acquisition of any one category is based on differing market forces and therefore must be flexible. It is the intent of this approach to always maintain at least 25 years of land for growth of the community.

Appendix A

Historical Background and Geographic Setting

Appendix A – Historical Overview, Geographic Setting and Land Use Backgrounds

Historical Overview



The land in southern Alberta was part of the Blackfoot aboriginal people's territory from time immemorial. There are a few buffalo jumps in the region, along with the world heritage site — Head Smashed in Buffalo Jump, southwest of Claresholm. The community's beginnings are associated with settlers and buffalo hunters who were in the region during the 1870s. After the land, where Claresholm currently exists, became part of a government program to lease it to large ranchers, many of the transient hunters and settlers became employed with these operations.

The first settlement between Fort Calgary and Fort Macleod was known as "The Leavings". This overnight location was such named because this was the stop where the pioneer trail left being adjacent to Willow Creek. "The Leavings" is located east of the current Granum town site but established the area as a location where travelers could stop to eat, rest, refresh and refuel. As the region's population continued to grow towards the end of the 19th century, a secondary North West Mounted Police (NWMP) detachment office was located at this site. Located approximately four miles south of the "The Leavings" a Post Office was

erected. In 1903, the NWMP detachment was transferred to the community of Claresholm and continued to establish the region as a stable prosperous frontier locale.

The importance of ranching in the region was established early by the federal government's land lease program and was encouraged to grow by the establishment of the railway. The railway provided ranchers the ability to market their cattle in Calgary without having to lose weight and quality of beef by driving them to market. Further, due to Claresholm being located in a low spot on the prairie, water was always readily available for steam locomotives and detached rail cars were not in danger of rolling away.

Claresholm was named in 1891 by John Niblock, a Canadian Pacific Railway superintendent, for the name of his home in Medicine Hat. His wife's name was Clare, and they referred to their house as "Clare's home." The first buildings erected were the water tower for the trains, and a section house for supplies needed to build the railroad which came through Claresholm in 1891. Claresholm was incorporated as a village June 15, 1903. The Town of Claresholm was incorporated August 31, 1905.

Since, Claresholm has played an important regional role providing goods and services to the agricultural base that surrounds the community. During World War II and subsequent until the early 1960s, the Claresholm Airport became a predominant driver of development, instigating population and economic growth. Due to the forgiving topography of the area for novice pilots, flight training was conducted out of the airport initially for the British Royal Air Force and subsequent to World War II for NATO.

In more recent times, industrial services relating to the oil and gas sector have been important economic drivers. Further, the Town is a hub for health and social services for the region. One of the major employers in the community is the health and welfare services catering to all segments of society.

The community is growing with a population of 3,780 (Statistics Canada 2016). Between 1991 and 1996, the population grew by 3.9 percent, and further by 5.3 percent from 1996-2001 and again by 2.2 percent from 2001-2006, attributable primarily to amenity migration.

When compared to the rest of the Province of Alberta, Claresholm has an older population as approximately one in five residents is over the age of 65. This is double the proportion of seniors typical to the rest of the province. Statistics Canada reports that the median age is 49 while the remainder of the provinces is 36.

Over the last decade there has been a steady growth in the number of older adults moving into the community. The majority come from either the eastern part of British Columbia or smaller towns and communities in southern Alberta.

Geographic Setting

The Town is a thriving community of 3,780 (2016 Federal Census) located within the Municipal District of Willow Creek No. 26, on Highway 2. Claresholm lies midway between Calgary and Lethbridge in southern Alberta. The community is 104 km south of Calgary and 90 km northwest of Lethbridge. The Town of Claresholm encompasses approximately 8.30 square kilometres according to the 2006 Statistics Canada census.

The terrain is suitable for farming and ranching and is highly productive when irrigated and fairly productive under dry land conditions. To the east of Claresholm is a mix of irrigated and non irrigated farmland where the crops can include many varieties of wheat and grains. To the west of Claresholm are the Willow Creek drainage area and the Porcupine Hills. These are great community amenities as their location provides regional residents and tourists with a wide variety of outdoor-related activities.

Atmospherically, a dominant characteristic of the region is the wind. With an average yearly wind speed of 16.2 km/hr from the west and southwest, maximum gusts can reach speeds of up to 150 km/hr. The climate

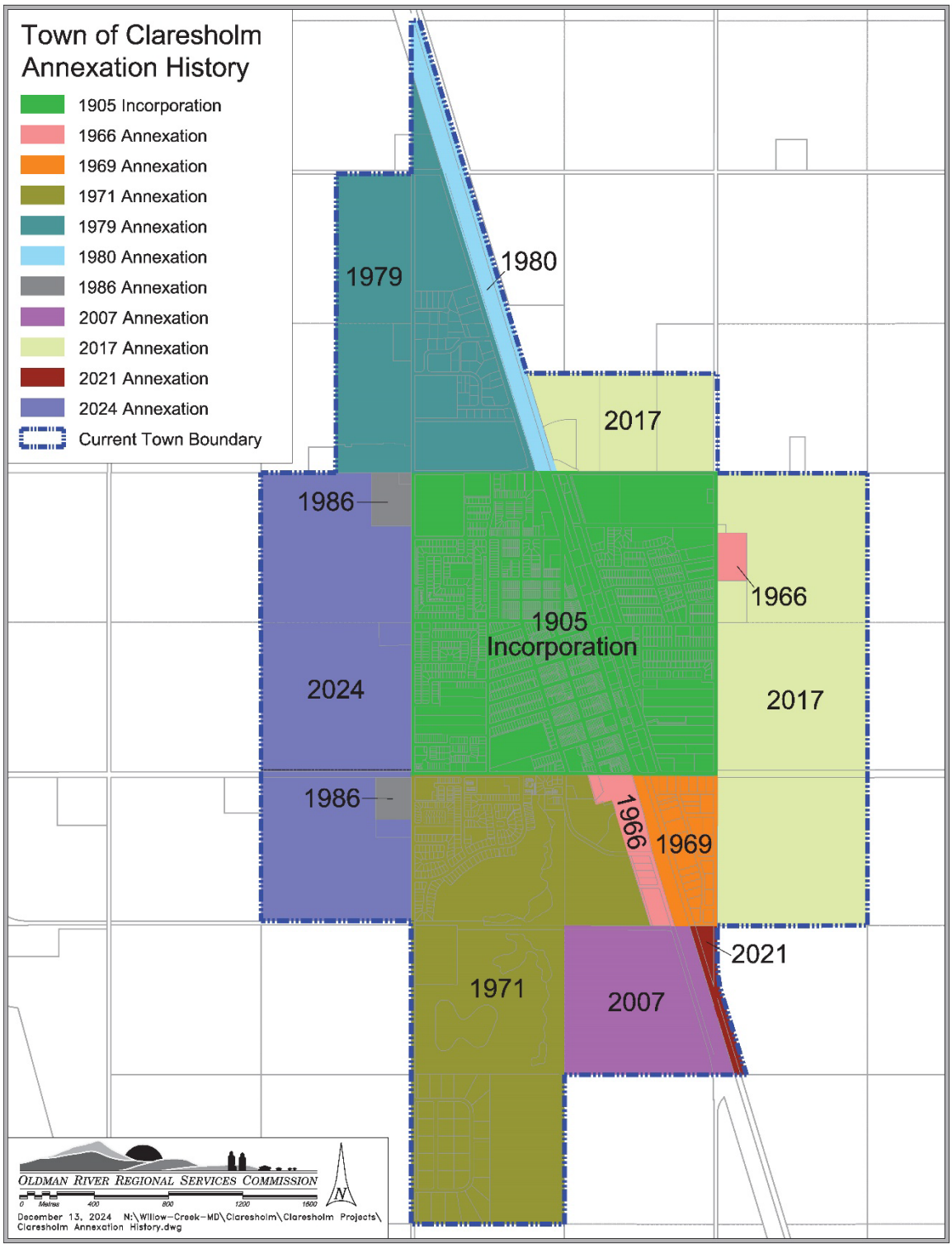
of the area can be described as continental with moderate climate that enjoys four distinct seasons, including warm summers and mild winters.

Annexation History

Since incorporation as a town in 1905 and as listed below, the Town of Claresholm has experienced nine (9) annexations (see Appendix A, Figure 1).

ANNEXATION BOARD ORDERS	
1966	Board Order 2191 (Effective Date: January 1, 1966).
1969	Board Order 4036 (Effective Date: January 1, 1969).
1971	Board Order 5042 (Effective Date: January 1, 1971).
1979	Board Order 10783 (Effective Date: January 1, 1979).
1980	Board Order 12882 (Effective Date: January 1, 1980)
1986	Board Order 18093 (Effective Date: December 31, 1986)
2007	Order in Council 235/2007 (Effective Date: January 1, 2007)
2017	Municipal Government Board Order in Council 004/2017
2024	Order In Council 213/2023 (Effective Date: January 1, 2023)

Figure 1: Town of Claresholm Annexation History



Residential Background

The initial lots in Claresholm existed by way of private purchase from the Canadian Pacific Railway in 1901. In 1901 Mr. O. J. Amundsen subdivided the parcel he purchased from the CPR as well as some of his homestead quarter after the successful sale of the initial CPR lots. It should be noted that Mr. Amundsen was quite charismatic in convincing settlers to come to the region and in one afternoon sold no less than 21 sections of local land.

Claresholm was established as a village in 1903 and as the last act of the North-West Territorial government, established Claresholm as a town in 1905. The years between 1905 and 1910 saw the population of the town grow to over 1000 and significantly strained the water and sanitary sewer system. The completion of a water and sanitary servicing project ensured current residences would remain in the community and allowed the town to continue to attract new business and residents.

The population remained stable with little growth until the 1940s when, subsequent to the outbreak of World War II, an airport was constructed and the community was the host of an allied and NATO air school. This development saw the town's population nearly double during a five-year period. Unfortunately, during the early 1960s, the air training school was closed resulting in a major loss to the residential and economic base of the town. Since this period, the community has continued a steady rate of residential growth.

The original community residential area is oriented around the downtown core west of Highway 2. Subsequent growth took place on the east side of Highway 2 balancing the residential areas around the original downtown core. After the development of the area east of the Highway, residential growth refocused on the west side of Claresholm where it continues today. The original town layout was on a grid pattern aligned with the railway, not unlike many Western Canadian towns. Latter development patterns have moved toward a modified grid pattern or curvilinear street pattern both aligned to the quarter section.

The CP rail line through Claresholm was abandoned in the 1990s. Formerly this railway area was designated industrial and bisected the residential and commercial areas of the community along Highway 2. With the removal of the rail line, the corridor had retained its industrial use as per the Land Use Bylaw. During this period, a few industrial developments have occurred adjacent to commercial and residential districts.

Appendix B provides three graphs: population, subdivision lots created and new housing starts. With Claresholm's steady increase in population it can be said that lot creation will remain cyclical while housing starts will remain steady. The cyclical nature of lot creation is caused by a push to be ready for the market demand during boom periods and a falling off when the economy softens.

Commercial Background

Due to Claresholm's unique setting — halfway between Calgary and Lethbridge on Highway 2, the Town has a well-developed commercial sector to serve residents and motorists. All retail and service needs can be met within the Town of Claresholm, and are oriented to the agricultural and highway commercial sectors.

The downtown area is located west of Highway 2 located between 51st Avenue, on the north side, and 48th Avenue, on the south, extending west one block off the highway to 2nd Street West. Within the downtown commercial sector, the majority of the retail, office and service outlets are located in this area. It is Council's goal to continue to focus these elements of commercial development in the downtown area to retain the compact, well-developed commercial core. In the period between 1987 and 1992, the Town received support from Alberta Municipal Development for downtown enhancement. The Alberta Main Street program was beneficial in identifying and rehabilitating some 17 historic buildings in the downtown area and for determining standards for architectural control. It is Council's intention to continue to focus primary commercial development in this area, and to maintain the integrity associated with a compact, well-developed commercial core.

Secondary commercial uses are those that deal with goods and services which generally require large storage areas or contain facilities that are not suited to the central business district. This would include uses such as bulk fuel outlets, car washes, tire shops, lumber yards, equipment storage and the like. The Town generally accommodates these types of uses under the highway commercial designation or the general industrial district, located adjacent to Highway 2, or in the industrial designated areas.

The Town's location along the Highway 2 corridor has resulted in considerable highway commercial development. These developments are located along the highway corridor to maximize their exposure and consist of gas stations, accommodations and other uses catering to the travelling public. Highway commercial development has represented a crucial component of the local economy and guided the overall design of the community.

Subsequent to highway relocation it is Claresholm's intention to redevelop the highway corridor and adjacent abandoned railway corridor into a pedestrian-friendly mixed use environment. This action is being planned to assist in revitalizing the downtown core subsequent to the realignment of Highway 2 and to facilitate the sustainable development of the community core. The initiative will constitute a brown field redevelopment and require consideration be given to potentially contaminated sites prior to approval for residential development and some forms of commercial development. In anticipation of this, Claresholm and Developers will work towards making these parcels ready for mixed use developments through Environmental Site Assessments and remediation works, as required.

Industrial Background

The 2016 Annexation report outlined that the 1966 annexation included 8.6 acres of highway commercial and industrial land which is built out, and that the 1969 annexation contained 40 acres of industrial land which is currently built out. And further that, the 1979 annexation contained 46 acres of industrial/highway commercial land of which 24.1 acres is currently built out and 21.9 acres remains vacant under a single title.

Over the last 10 years, the Town of Claresholm has experienced healthy industrial and commercial growth, consuming 20.1 ha of vacant land plus 7.7 ha of re-developed industrial and commercial land. The Town, having consumed all 20.1 ha of vacant land plus 7.7 ha of re-developed industrial and commercial land, required new development areas.

On average the consumption of industrial and commercial land has been 6.87acres (2.78 ha)/year. Given growth constraints and land best suited to highway and agricultural uses, it is estimated that the 2016 annexation of 330 usable industrial acres of land would take in 45 years to build out. This tenure would equate to the residential land holdings already annexed into the Town.

Appendix B

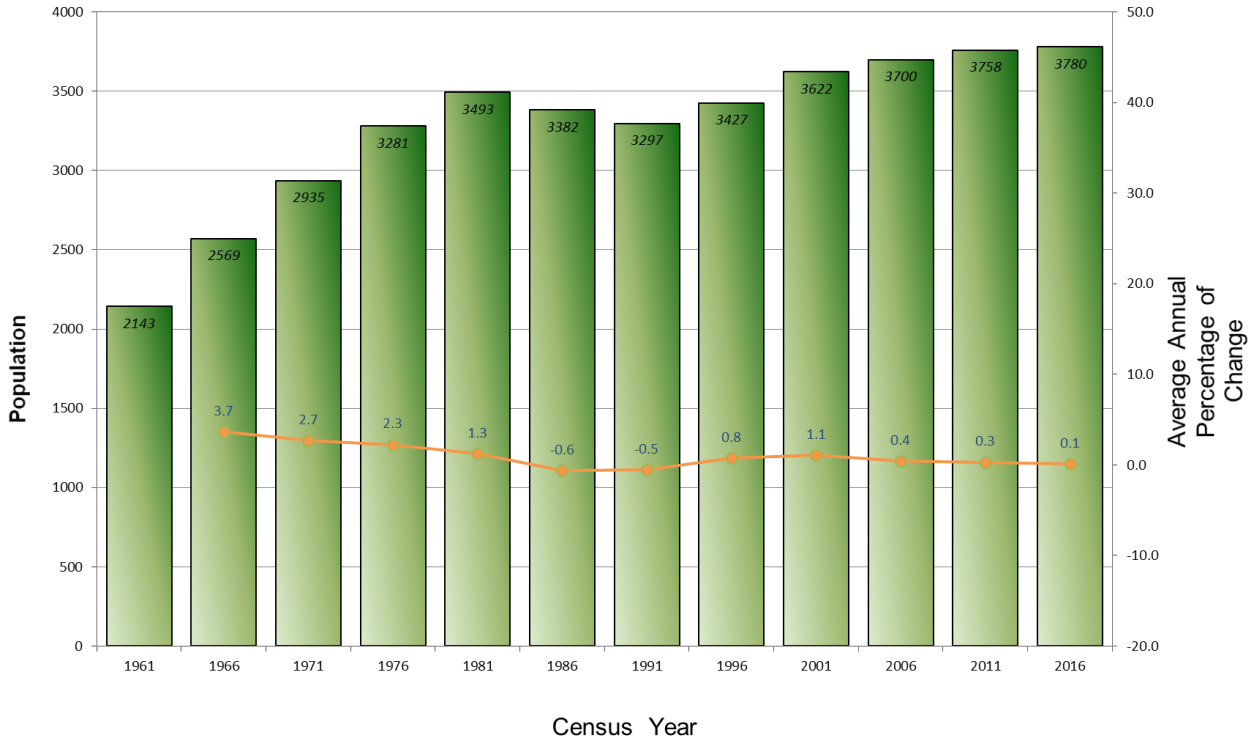
Population and Development Statistics

Source: Statistics Canada and Province of Alberta

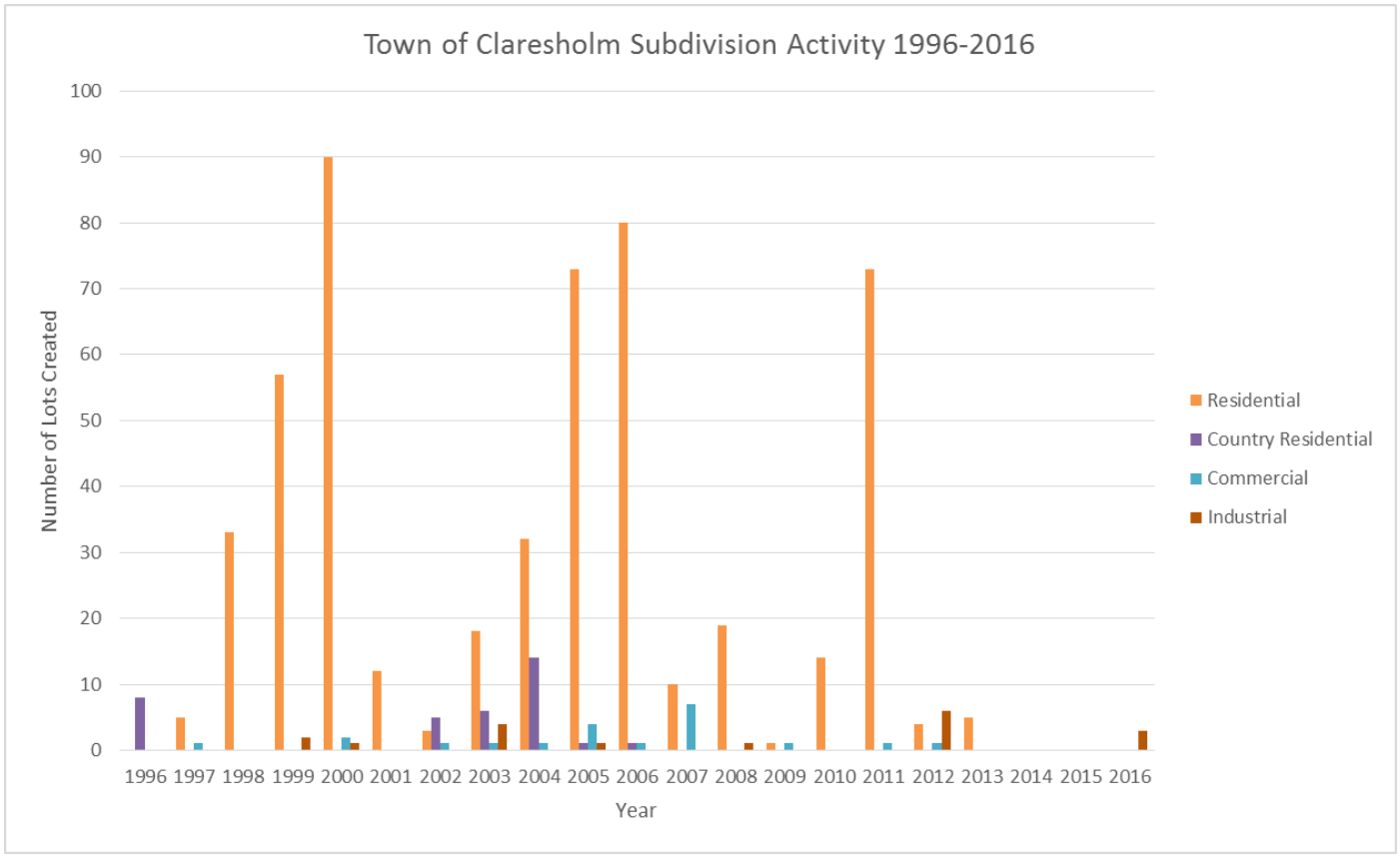
Graph B-1: Town of Claresholm Historic Population 1961-2016
Graph B-2: Town of Claresholm Subdivision Activity 1996-2016
Graph B-3: Dwelling Unit Starts
Graph B-4: Growth Projections

Appendix B – Population and Development Statistics

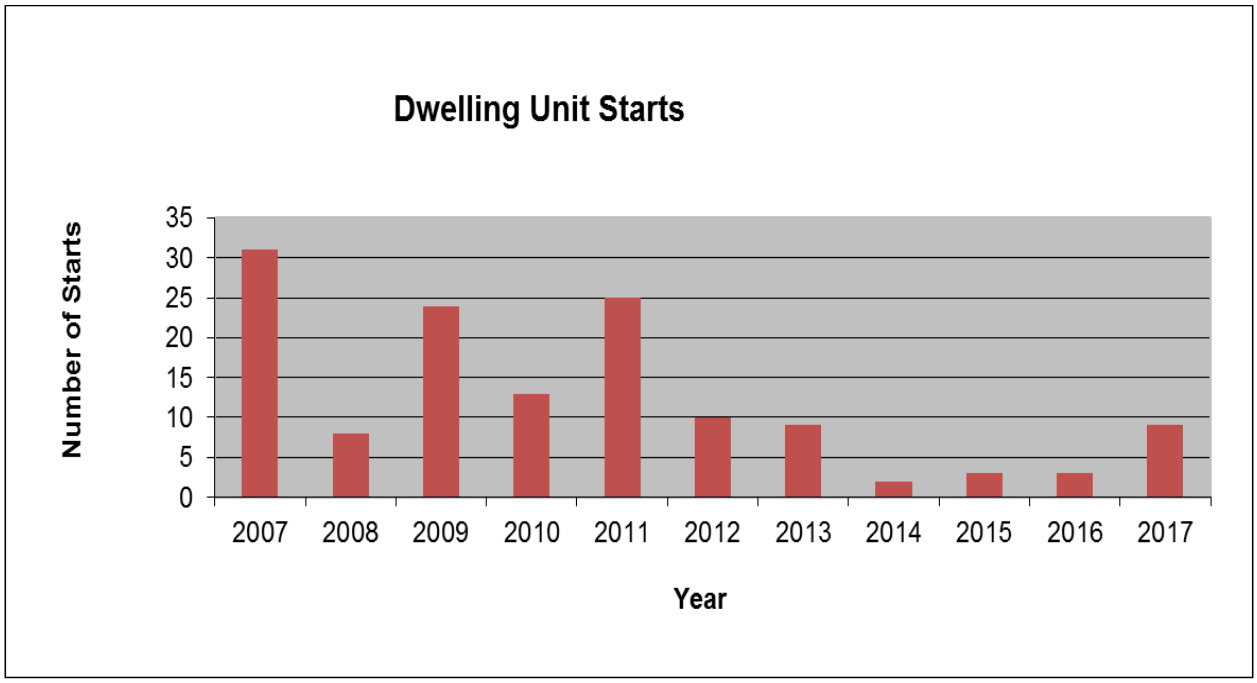
Graph B-1: Town of Claresholm Historic Population 1961-2016 (Source: Statistics Canada)



Graph B-2: Subdivision Activity (Source: ORRSC)



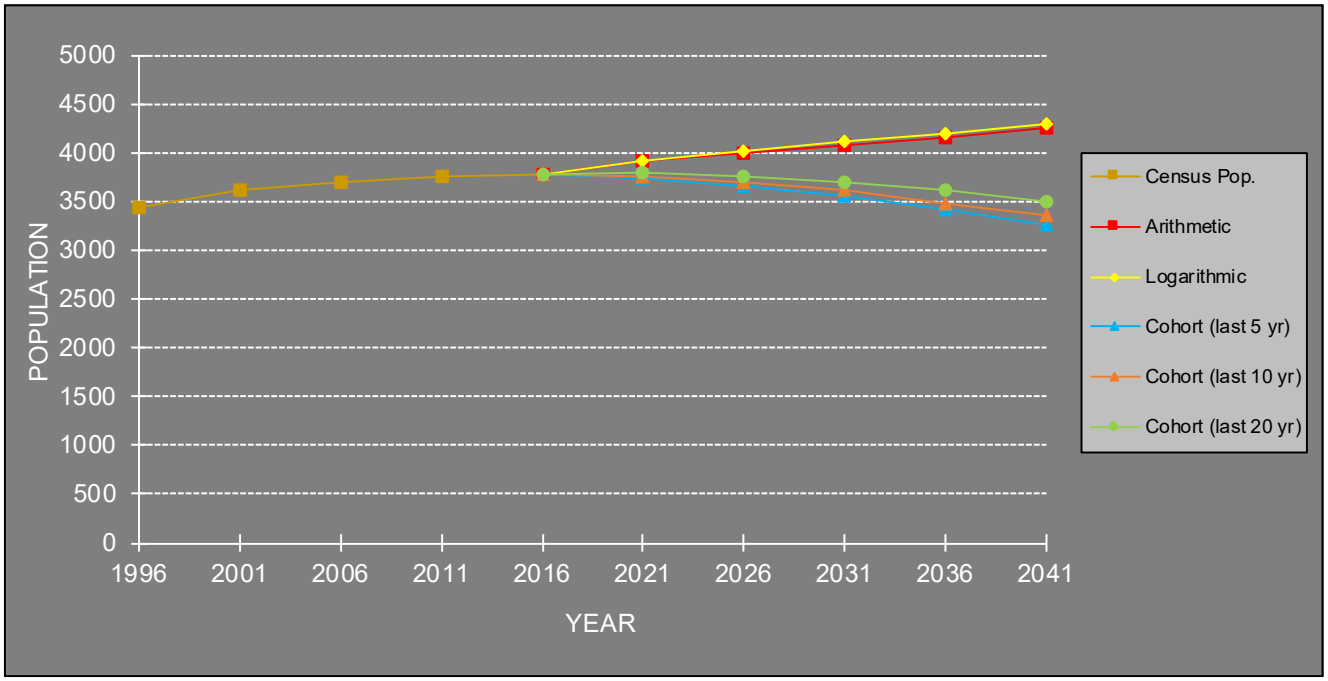
Graph B-3: Claresholm New Home Starts (Source: Town of Claresholm)



Graph B-4: Growth Projections

CLARESHOLM

Year	Census Pop.	Arithmetic	Logarithmic	Cohort (last 5 yr)	Cohort (last 10 yr)	Cohort (last 20 yr)
1996	3427					
2001	3622					
2006	3700					
2011	3758					
2016	3780	3780	3780	3780	3780	3780
2021		3910	3920	3733	3754	3786
2026		3994	4012	3662	3702	3763
2031		4078	4107	3552	3609	3700
2036		4163	4203	3413	3486	3607
2041		4247	4302	3259	3350	3496



Appendix C

Maps

Map 1 – Regional Location
Map 2 – Development Constraints
Map 3 – Land Use in Town
Map 4 – Community Facilities
Map 5 – Growth Strategy
Map 6 – Water Distribution System
Map 7 – Sanitary Sewer System
Map 8 – Storm - Sewer System
Map 9 – Pine Coulee Raw Water Line
Map 10 – Road Hierarchy

TOWN OF CLARESHOLM
MUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 1644
REGIONAL LOCATION MAP

MAP 1

Clareshom

- Town of Claresholm
- Municipal District of Willow Creek
- Major Highway
- Minor Highway

BLACK DIAMOND
TURNER VALLEY
OKOTOKS
M.D. of Foothills
HIGH RIVER
LONGVIEW
Kananaskis Improvement District
Eden Valley Reserve
NANTON
VULCAN
MILO
Vulcan County
LOMOND
Brooks
County of Newell
CHAMPION
STAVELY
CARMANGAY
VAUXHALL
CLARESHOLM
M.D. of Ranchland
M.D. of Willow Creek
BARONS
Lethbridge County
M.D. of Taber
NOBLEFORD
PICTURE BUTTE
TABER
BARNWELL
COALHURST
COALDALE
FORT MACLEOD
Lethbridge
Crowsnest Pass
COWLEY
Peigan Reserve
PINCHER CREEK
STIRLING
RAYMOND
Blood Reserve
MAGRATH
M.D. of Pincher Creek
County of Warner
GLENWOOD
British Columbia
HILL SPRING
WARNER
Cardston County
CARDSTON
MILK RIVER

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 5 10 20 30
Kilometers

N

May, 2026

TOWN OF CLARESHOLM
MUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 1644
DEVELOPMENT CONSTRAINTS

MAP 2

Claresholm

Legend

- Well - Active/Abandoned
- Transmission Line
- Proposed Highway Right-of-Way
- Non-Operating Landfill 300m Buffer
- Municipal Boundary

Existing Area Structure Plan

- Castle ASP
- Evolution ASP
- North Point ASP
- Prarie Shores ASP
- Starline Business Park ASP
- ASP — Undeveloped parcels where Area Structure Plans are required prior to approval

Prairie Shores ASP

North Point ASP

ASP

ASP

Castle ASP

ASP

Starline Business Park ASP

ASP

Evolution ASP

Oldman River Regional Services Commission

0 125 250 500

Meters

N

May, 2026

Aerial Photo Date: 2024

TOWN OF CLARESHOLM
MUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 1644
LAND USE IN TOWN

MAP 3

Claresholm

Legend

- Municipal Boundary
- Existing Highway
- Proposed Highway Right-of-Way

Future Growth

- Residential
- Commercial
- Residential/Commercial
- Industrial
- Industrial/Commercial
- Institutional/Parks

3
2
34
35
27
25
22
24
15
14
13
2

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 125 250 500
Meters

N

May, 2026
Aerial Photo Date: April 22, 2017

TOWN OF CLARESHOLM
MUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 1644
COMMUNITY FACILITIES

MAP 4

Claresholm

Legend

- Municipal Boundary
- Walking Path
- Proposed Highway Right-of-Way
- Agriplex
- Arena
- Ball Diamonds
- Campground
- Cemetery
- Community Centre
- Curling Rink
- Dog Park
- Golf Course
- Hospital
- Library
- Museum
- Park
- School
- Skate Park
- Spray Park
- Swimming Pool
- Tennis Court
- Town Office

Oldman River Regional Services Commission

0 125 250 500
Meters

N

May, 2026
Aerial Photo Date: 2024

TOWN OF CLARESHOLM
MUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 1644
GROWTH STRATEGY

MAP 5

Claresholm

Legend

Proposed Highway Right-of-Way

Municipal Boundary

Future Growth

Low Density Residential

Commercial

Industrial

Industrial/Commercial

3 2 1

34 35 36 31

27 25 30

22 24 19

15 14 13 18

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 125 250 500

Meters

N

May, 2026

Aerial Photo Date: 2024

TOWN OF CLARESHOLM
MUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 1644
WATER DISTRIBUTION SYSTEM

MAP 6

Claresholm

Legend

- Municipal Boundary
- Proposed Highway Right-of-Way
- Water Distribution System

Water Treatment Plant

Raw Water Storage

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 125 250 500

Meters

N

May, 2026

Aerial Photo Date: 2024

TOWN OF CLARESHOLM
MUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 1644
SANITARY SEWER SYSTEM

MAP 7

Claresholm

Legend

- Municipal Boundary
- Proposed Highway Right-of-Way
- Sanitary Sewer System

To Sewage Lagoons

Oldman River Regional Services Commission

0 125 250 500
Meters

May, 2026
Aerial Photo Date: 2024

TOWN OF CLARESHOLM
MUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 1644
STORM SEWER SYSTEM

MAP 8

Claresholm

Legend

- Municipal Boundary
- Proposed Highway Right-of-Way
- Storm Sewer System

Oldman River Regional Services Commission

0 125 250 500
Meters

N

May, 2026
Aerial Photo Date: 2024

TOWN OF CLARESHOLM
MUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 1644
PINE COULEE RAW WATER LINE

MAP 9

Claresholm

Legend

- Raw Water
- Treated Water
- Major Highway
- Minor Highway

STAVELY

CLARESHOLM

GRANUM

Pine Coulee Reservoir

Alberta 527

Alberta 2

Alberta 520

Alberta 520

Alberta 2

Alberta 519

Oldman River Regional Services Commission

0 0.5 1 2 3 4 5

Kilometers

May, 2026

TOWN OF CLARESHOLM
MUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 1644
ROAD HIERARCHY

MAP 10

Claresholm

Legend

- Municipal Boundary
- Proposed Highway Right-of-Way
- Arterial
- Major Collector
- Minor Collector
- Proposed Arterial
- Proposed Major Collector
- Proposed Minor Collector

HWY2
TR130
ALBERTA RD
DIVISION AVE
55 AVE W
5 ST E
51 AVE W
50 AVE E
3 ST W
2 ST W
50 AVE W
49 AVE W
4 ST W
HWY2
HWY520
HWY520
WESTLYNN DR
3 ST W
41 AVE W
1 ST W
39 AVE E
8 ST W

Oldman River Regional Services Commission

0 125 250 500
Meters

N

May, 2026
Aerial Photo Date: 2024

Appendix D

Transportation Level of Service

Appendix D – Transportation Level of Service

Section 7.0 Transportation sets out Street Capacity Policies and the concept of Level of Service. Level of Service is further defined by the following:

- **Level-of-Service A** represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. The general level of comfort and convenience provided to the motorist or passenger is excellent.

- **Level-of-Service B** is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. There is a slight decline in the freedom to maneuver within the traffic stream. The level of comfort and convenience provided is somewhat less than at Level of Service A, because the presence of others in the traffic stream begins to affect individual behavior.

- **Level-of-Service C** is in the range of stable flow but marks the beginning of the range of flow in which the operation of individual users becomes affected by interactions with others in the traffic stream. Maneuvering within the traffic stream requires vigilance on the part of the user. The general level of comfort and convenience declines at this level.

- **Level-of-Service D** represents high-density but stable flow. Freedom to maneuver is severely restricted, and the driver experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

- **Level-of-Service E** represents operating conditions at or near the capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.

- **Level-of-Service F** is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations with the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclic fashion.

Appendix E

Highway Traffic Volumes

Appendix E – Highway Traffic Volumes

Claresholm is located at an intersection point of two major transportation routes: Highway 2, running north and south and Highway 520, running east and west. Highway 2, a major four-lane highway, acts as the main north-south route for the province of Alberta and is part of the Canamex Corridor, a trade route that connects Mexico to Alaska. Highway 2 also links Claresholm to the City of Lethbridge and the United States to the south and the Town of Nanton and the City of Calgary to the north. The public's concerns regarding roads and streets include:

- Highway traffic safety – need for speed control measures and enforcement
- On-street parking and highway traffic flow and safety along Highway 2
- Traffic safety at the intersection of Highway 520 and Highway 2
- Surface road conditions of Highway 2 and Highway 520

Transportation traffic volume statistics obtained from Alberta Transportation regarding recent vehicular flows and vehicular classifications for Highways 2 and 520 are also useful in determining traffic issues. The traffic counts for both highways are broken down into segments and compared for selected years from 2006-2015 in Table 1. As shown, traffic volumes have increased at all Highway 2 locations and have remained relatively unchanged at both Highway 520 locations. The trend is an increasing dominance of north-south vehicular travel through the Town of Claresholm.

Table 1: History of Town of Claresholm Traffic Volumes

CLARESHOLM LOCATIONS	AADT 2006	AADT 2007	AADT 2008	AADT 2009	AADT 2010	AADT 2011	AADT 2012	AADT 2013	AADT 2014	AADT 2015	% change '06-'15	% change '10-'15
HWY 2												
S of 520	6660	7100	7870	7870	8040	8190	8320	8420	8680	8780	31.83%	9.20%
N of 520	10430	10770	10650	10660	10940	11160	10880	11040	11370	11530	10.55%	5.39%
0.8 km N of 2 & 520	10170	10470	10160	10190	10530	10680	10660	10810	11220	11280	10.9%	7.12%
S of 50 Ave	9810	12800	12420	12430	12750	11110	11100	11260	11590	11740	19.67%	-7.92%
N of 50 Ave	8400	11780	11440	11450	11470	10880	10870	11030	11350	11500	36.90%	0.26%
7.6 km N of 2 & 520	8250	8680	8610	8620	8780	8870	9050	9200	9860	10050	21.18%	14.46%
HWY 520												
W of 2 at Claresholm	2660	2760	2050	2050	2090	2140	1940	1960	2030	2050	-22.93%	-1.91%
E of 2 at Claresholm	4590	4750	3670	3680	3770	3850	3660	3700	3820	3860	-15.90%	2.38%

AADT – Annual Average Daily Traffic is an average daily two-way traffic expressed as vehicles per day
Source: Alberta Transportation

Table 2 illustrates the types of vehicle traffic travelling along Highway 2 and Highway 520. Passenger vehicles make up the majority of traffic on both Highway 2 and Highway 520, with a relatively higher percentage on Highway 520. Commercial traffic, which includes buses, single unit trucks, and tractor-trailer combinations, represent 18-20% of trips on Highway 2 and approximately 4-27% on Highway 520. Recreational vehicles account for the remaining traffic volumes, approximately 2-5% on Highway 2 and between 1% and 2.5% on Highway 520.

Table 2: Traffic Volumes and Vehicle Classification (2016)

LOCATION										
HIGHWAY 2										
FROM	**TO**	**Length in Km**	**WAADT**	**WASDT**	**% PV**	**% RV**	**% BU**	**% SU**	**% TT**	**% CM**
N OF 519 W OF GRANUM	CLARESHOLM S.C.L.	15.52	8420	9960	76.2	4.6	0.4	9.1	9.7	19.2
CLARESHOLM S.C.L.	S OF 520 AT CLARESHOLM	1.78	8490	9260	76.3	3.9	0.5	2.8	16.5	19.8
N OF 520 AT CLARESHOLM	CLARESHOLM N.C.L.	3.12	11260	12280	79.2	2.4	0.5	3.3	14.6	18.4
CLARESHOLM N.C.L.	S OF 527 AT STAVELY	13.40	10110	11220	78.4	3.7	0.4	2.7	14.9	18.0
HIGHWAY 520										
FROM	**TO**	**Length in Km**	**WAADT**	**WASDT**	**% PV**	**% RV**	**% BU**	**% SU**	**% TT**	**% CM**
E OF 22 W OF CLARESHOLM	RR283	30.310	140	200	70.4	2.5	0.8	6.8	19.5	27.1
RR 283	CLARESHOLM AIRPORT	8.190	200	280	79.9	1.4	1.1	12.9	4.7	18.7
CLARESHOLM AIRPORT	W OF 2 AT CLARESHOLM	7.623	1960	2140	94.5	1.3	0.0	2.6	1.6	4.2
E OF 22 W OF CLARESHOLM	W OF 2 AT CLARESHOLM	46.123	451	535	88.4	1.6	0.2	4.3	5.5	10.0

WAADT – Weighted Average Annual Daily Traffic is the average daily two-way traffic; expressed as vehicles per day for the period January 1 to December 31 (365 or 366 days)

WASDT – Weighted Average Summer Daily Traffic is the average daily two-way traffic; expressed as vehicles per day for the period May 1 to September 30 (153 days)

PV: Passenger Vehicles
RV: Recreation Vehicles
BU: Buses
SU: Single Unit Trucks
TT: Tractor Trailer Combinations
CM: Commercial Vehicles (BU + SU + TT)

Source: Alberta Transportation

Appendix F

South Saskatchewan Regional Plan Compliance

Appendix F – South Saskatchewan Regional Plan Conformance

The Alberta Land Use Framework, implemented by the Provincial Government in 2008, provides a blueprint for land-use management and decision-making that addresses Alberta's growth pressures. The Land Use Framework established seven new land-use regions and requires the development of a regional plan for each. The Town of Claresholm is located within the geographical area of the ***South Saskatchewan Regional Plan (SSRP)*** which was effective the fall of 2014. The SSRP lays out a number of key desired outcomes and strategic directions relating to the region's economy, people, environment, and resources.

All statutory plans and relevant documents must comply with the SSRP by no later than September 1, 2019. Compliance can be achieved by updating relevant statutory and other relevant documents, and filing a statutory declaration with the province. The timing of the 2018 update of this Municipal Development Plan is convenient, providing an opportunity for Claresholm to align its highest level statutory planning document with the SSRP. However, ongoing consideration of what alignment means is recommended, as the implications of the SSRP continue to be determined and realized at all levels of government in Alberta.

The following excerpts from the SSRP relevant to the Municipal Development Plan are identified and the most pertinent MDP policies referenced.

Section 1: Use Land Efficiently

1. All land use planners and decision-makers responsible for land-use decisions are encouraged to consider the efficient use of land principle in land-use planning and decision making. (SSRP Implementation Plan Section 5.1)

    1.1 Reduce the rate at which land is converted from an undeveloped state into permanent, built environment.

    Relevant MDP Policy: 3.3.3, 3.4.4, 3.4.5

    1.2 Utilize the minimum amount of land necessary for new development and build at a higher density than current practices.

    Relevant MDP Policy: 3.3.7, 3.4.7, 3.3.11, 3.4.13, 4.4.11, 4.3.11

    1.3 Increase the proportion of new development that takes place within already developed or disturbed lands either through infill, redevelopment and/or shared use, relative to new development that takes place on previously undeveloped lands.

    Relevant MDP Policy: 3.4.5, 3.4.6, 3.4.13, 4.4.4, 4.4.11, 8.4.3

    1.4 Plan, design and locate new development in a manner that best utilizes existing infrastructure and minimizes the need for new or expanded infrastructure.

    Relevant MDP Policy: 8.3.8, 8.4.2, 8.4.3, 8.4.7

    1.5. Reclaim and/or convert previously developed lands that are no longer required in a progressive and timely manner.

    Relevant MDP Policy: 3.3.11, 3.4.13, 10.3.8

1.6 Provide decision-makers, land users and individuals the information they need to make decisions and choices that support efficient land use.

Relevant MDP Policy: 3.3.8, 11.3.6, 11.4.12

2. Build awareness and understanding of the efficient use of land principle and the application of land-use planning tools that reduce the footprint of the built environment, how they might be applied and how their effectiveness would be measured over time with municipalities, land-use decisions-makers and land users, on both public and private lands. (SSRP Implementation Plan Section 5.2)

Relevant MDP Policy: 2.3.1(c)

Section 2: Planning Cooperation and Integration

When making land-use decisions, municipalities, provincial departments, boards and agencies and other partners are expected to:

1. Work together to achieve the shared environmental, economic and social outcomes in the South Saskatchewan Regional Plan and minimize negative environmental cumulative effects. (SSRP Implementation Plan Section 8.1)

Relevant MDP Policy: Section 11

2. Address common planning issues, especially where valued natural features and historic resource are of interest to more than one stakeholder and where the possible effect of development transcends jurisdictional boundaries. (SSRP Implementation Plan Section 8.2)

Relevant MDP Policy: 11.4.23

3. Coordinate and work with each other in their respective planning activities (such as in the development of plans and policies) and development approval processes to address issues of mutual interest. (SSRP Implementation Plan Section 8.3)

Relevant MDP Policy: Section 11

4. Work together to anticipate, plan and set aside adequate land with the physical infrastructure and services required to accommodate future population growth and accompanying community development needs. (SSRP Implementation Plan Section 8.4)

Relevant MDP Policy: Section 11

5. Build awareness regarding the application of land-use planning tools that reduce the impact of residential, commercial and industrial developments on the land, including approaches and best practices for promoting the efficient use of private and public lands. (SSRP Implementation Plan Section 8.5)

Relevant MDP Policy: 2.3.1(c)

6. Pursue joint use agreements, regional services commissions and any other joint cooperative arrangements that contribute specially to intermunicipal land-use planning. (SSRP Implementation Plan Section 8.6)

Relevant MDP Policy: 6.4.6

7. Consider the value of intermunicipal development planning to address land use on fringe areas, airport vicinity protection plans or other areas of mutual interest. (SSRP Implementation Plan Section 8.7)

   Relevant MDP Policy: 11.3.4, 11.4.13 - 22

8. Coordinate land-use planning activities with First Nations, irrigation districts, school boards, health authorities and other agencies on areas of mutual interest. (SSRP Implementation Plan Section 8.8)

   Relevant MDP Policy: 6.4.6, 9.3.1, 9.3.3, 9.3.11-13

Section 3: Building Sustainable Communities

Municipalities are expected to establish land-use patterns which:

1. Provide an appropriate mix of agricultural, residential, commercial, industrial, institutional, public and recreational land uses; developed in an orderly, efficient, compatible, safe and economical manner. (SSRP Implementation Plan Section 8.11)

   Relevant MDP Policy: Section 2 through 11

2. Contribute to a healthy environment, healthy economy, and a high quality of life. (SSRP Implementation Plan Section 8.12)

   Relevant MDP Policy: Sections 5.0 and 8.0

3. Provide a wide range of economic development opportunities, stimulate local employment growth and promote a healthy and stable economy. Municipalities are also expected to complement regional and provincial economic development initiatives. (SSRP Implementation Plan Section 8.13)

   Relevant MDP Policy: 4.3.1-11

4. Feature innovative housing design, range of densities and housing types such as mixed use, cluster development, secondary suites, seniors' centres and affordable housing. Provide the opportunity for the variety of residential environments which feature innovative designs and densities and which make efficient use of existing facilities, infrastructure and public transportation. (SSRP Implementation Plan Section 8.14)

   Relevant MDP Policy: 2.2.6, 3.3.1, 3.3.7, 3.4.12, 10.4.4

5. Minimize potential conflict of land uses adjacent to natural resource extraction, manufacturing and other industrial developments. (SSRP Implementation Plan Section 8.15)

   Relevant MDP Policy: 3.4.10, 4.4.7, 4.3.8, 5.3.6, 11.3.3

6. Minimize potential conflict of land uses within and adjacent to areas prone to flooding, erosion, subsidence, or wildfire. (SSRP Implementation Plan Section 8.16)

   Relevant MDP Policy: 10.4.9, 10.4.10

7. Complement their municipal financial management strategies, whereby land use decisions contribute to the financial sustainability of the municipality. (SSRP Implementation Plan Section 8.17)

   Relevant MDP Policy: 2.2.5(a), 8.4.8, 11.4.3

8. Locate schools and health facilities, transportation and transit and other amenities appropriately, to meet increased demand from a growing population. (SSRP Implementation Plan Section 8.18)

   Relevant MDP Policy: 3.4.2, 3.4.7, 3.4.12, 6.4.7

Section 4: Agriculture

Municipalities are expected to:

Identify areas where agricultural activities, including extensive and intensive agricultural and associated activities, should be the primary land use in the region. (SSRP Implementation Plan Section 8.19)

Relevant MDP Policy: 11.4.7, 11.4.8, 11.4.15

Limit the fragmentation of agricultural lands and their premature conversion to other, non-agricultural uses, especially within areas where agriculture has been identified as a primary land use in the region. Municipal planning, policies and tools that promote the efficient use of land should be used where appropriate to support this strategy. (SSRP Implementation Plan Section 8.20)

Relevant MDP Policy: 11.4.13-16

Employ appropriate planning tools to direct non-agricultural subdivision and development to areas where such development will not constrain agricultural activities, or to areas of lower- quality agricultural lands. (SSRP Implementation Plan Section 8.21)

Relevant MDP Policy: 2.3.1(c)

Minimize conflicts between intensive agricultural operations and incompatible land use by using appropriate planning tools, setback distances and other mitigating measures. (SSRP Implementation Plan Section 8.22)

Relevant MDP Policy: 11.4.15

Section 5: Water and Watersheds

Municipalities are expected to:

Utilize or incorporate measures which minimize or mitigate possible negative impacts on important water resources or risks to health, public safety and loss to property damage due to hazards associated with water, such as flooding, erosion and subsidence due to bank stability issues, etc., within the scope of their jurisdiction. (SSRP Implementation Plan Section 8.23)

Relevant MDP Policy: The Town contains no significant water resources within its current town boundary and has determined that no policy is necessary to address this section of the SSRP.

Incorporate measures in future land-use planning decisions to mitigate the impact of floods through appropriate flood hazard area management and emergency response planning for floods. (SSRP Implementation Plan Section 8.24)

Relevant MDP Policy: The Town boundary does not contain a flood hazard area and is only prone to isolated event flooding and has therefore determined that no policy is necessary to address this section of the SSRP.

Prohibit unauthorized future use or development of land in the floodway in accordance with the *Flood Recovery Reconstruction Act* and the Floodway Development Regulation under development, which will control, regulate or prohibit use of development of land that is located in a floodway and define authorized uses. (SSRP Implementation Plan Section 8.25)

Relevant MDP Policy: The Town boundary does not contain a floodway and is only prone to isolated event flooding and has therefore determined that no policy is necessary to address this section of the SSRP.

Identify and consider, based on available information including information from the Government of Alberta, the values of significant water resources and other water features, such as ravines, valleys, riparian lands, stream corridors, lakeshores, wetlands, and unique environmentally significant landscapes within their boundaries. (SSRP Implementation Plan Section 8.26)

Relevant MDP Policy: 10.4.18

Determine appropriate land-use patterns in the vicinity of these significant water resources and other water features. (SSRP Implementation Plan Section 8.27)

Relevant MDP Policy: 10.4.9

Consider local impacts as well as impacts on the entire watershed. (SSRP Implementation Plan Section 8.28)

Relevant MDP Policy: 10.3.5

Consider a range of approaches to facilitate the conservation, protection or restoration of these water features and the protection of sensitive aquatic habitat and other aquatic resources. (SSRP Implementation Plan Section 8.29)

Relevant MDP Policy: 10.3.5, 10.4.4

Establish appropriate setbacks from waterbodies to maintain water quality, flood water conveyance and storage, bank stability and habitat. (SSRP Implementation Plan Section 8.30)

Relevant MDP Policy: 10.3.5

Assess existing developments located within flood hazard areas for long-term opportunities for redevelopment to reduce risk associated with flooding, including human safety, property damage, infrastructure and economic loss. (SSRP Implementation Plan Section 8.31)

Relevant MDP Policy: The Town boundary does not contain a flood hazard area and is only prone to isolated event flooding and has therefore determined that no policy is necessary to address this section of the SSRP.

Facilitate public access and enjoyment of water features, to the extent possible. (SSRP Implementation Plan Section 8.32)

Relevant MDP Policy: 10.3.5

Use available guidance, where appropriate, from water and watershed planning initiatives in support of municipal planning. (SSRP Implementation Plan Section 8.33)

Relevant MDP Policy: 10.4.19

Section 6: Historic Resources

Municipalities, in consultation with the Minister responsible for the *Historical Resources Act*, are expected to:

Identify significant historic resources to foster their preservation and enhancement for the use and enjoyment by present and future generations. (SSRP Implementation Plan Section 8.34)

Relevant MDP Policy: 2.2.8, 9.4.4

Work toward the designation of Municipal Historic Resources to preserve municipally significant historic places. (SSRP Implementation Plan Section 8.35)

Relevant MDP Policy: 9.4.4

Formulate agreements with the Ministry for development referrals to assist in the identification and protection of historic resources within the scope of their jurisdiction. (SSRP Implementation Plan Section 8.36)

Relevant MDP Policy: 9.4.4

Section 7: Transportation

Municipalities, in consultation with the Minister responsible for the *Highways Development and Protection Act*, are expected to:

Identify the location, nature and purpose of key provincial transportation corridors and related facilities. (SSRP Implementation Plan Section 8.37)

Relevant MDP Policy: Map 10, 7.2, 7.3.8

Work with the Ministry to minimize negative interactions between the transportation corridors and related facilities identified in accordance with strategy 8.37 above and the surrounding areas and land uses through the establishment of compatible land-use patterns. (SSRP Implementation Plan Section 8.38)

Relevant MDP Policy: 4.3.6, 5.4.3, 7.4.1, 7.4.3, 7.4.5, 7.4.6

Enter into highway vicinity agreements with the Ministry and employ appropriate setback distances and other mitigating measures relating to noise, air pollution and safety to limit access if subdivision and development is to be approved in the vicinity of the areas identified in accordance with 8.37 above. (SSRP Implementation Plan Section 8.39)

Relevant MDP Policy: 7.3.1-2