TOWN OF CHESTERMERE
BYLAW 014-11

BEING A BYLAW TO AMEND LAND USE BYLAW NO. 022-10 OF THE TOWN OF CHESTERMERE

WHEREAS pursuant to the provisions of the municipal Government Act, Chapter 26.1, revised Statutes of Alberta 2000, and amendments thereto, the Council of the Town of Chestermere in the Province of Alberta (hereinafter called the Council) has adopted Land Use Bylaw No. 022-10 as amended;

WHEREAS the Council deems it desirable that the Westmere Stage 6 Outline Plan (Bylaw 2006-600/8) be amended;

WHEREAS the Council deems it desirable that Land Use Bylaw No. 022-10 be amended; and

WHEREAS the Council deems it desirable that the amended Westmere Stage 6 Outline Plan (Schedule "A") be adopted;

NOWTHEREFORE

the Council hereby enacts as follows:

1. PART 10, SECTION 10.1 (ESTABLISHMENT OF DISTRICTS) is amended by the following:

   Re-designating from RESIDENTIAL SINGLE DETACHED DISTRICT (R-1), DIRECT CONTROL RESIDENTIAL MULTI-UNIT DISTRICT (DC (R3)), and PUBLIC SERVICES DISTRICT (PS) to:

   i. RESIDENTIAL SINGLE DETACHED DISTRICT (R-1)
   ii. RESIDENTIAL SEMI DETACHED DISTRICT (R-2)
   iii. DIRECT CONTROL RESIDENTIAL MULTI-UNIT DISTRICT (DC(R-3))
   iv. PUBLIC SERVICES DISTRICT (PS)

   those lands described as:

   Plan 4323JK Block 3 as shown in Schedule "A"

6. This Bylaw comes into full force and takes effect on the date of third and final reading.

FIRST READING, PASSED THIS 6th DAY OF JUNE, 2011.

SECOND READING, PASSED THIS 20th DAY OF JUNE, 2011.

THIRD READING, PASSED THIS 20th DAY OF JUNE, 2011.

MAYOR

CHIEF ADMINISTRATIVE OFFICER

Schedule "A" : Bylaw 014-11

Proposed Sanitary Sewer
Proposed Storm Sewer
Proposed Water Line
Pathway
Road Closure (±0.33 ha / ±0.82 ac)

Proposed Land Uses	Area	Percentage	Lots/ Units
R-1	(±5.28 ha / ±13.05 ac)	36.8 %	±100 Lots
R-2	(±2.26 ha / ±5.59 ac)	15.8 %	±56 Lots
DC (R-3)	(±1.75 ha / ±4.33 ac)	12.2 %	±65 Units
MR PS	(±1.51 ha / ±3.73 ac)	10.4 %	
PUL PS	(±0.55 ha / ±1.37 ac)	3.9 %	
Roads	(±3.00 ha / ±7.42 ac)	20.9 %	
Total	(±14.36 ha / ±35.49 ac)	100 %	±221 Units

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Land Use / Outline Plan

Westermere Stage 6 Outline Plan

Exhibit 3.1

1:3000

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WESTMERE STAGE 6 OUTLINE PLAN

Outline Plan Amendment & Land Use Redesignation

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1. INTRODUCTION

1.1 PURPOSE AND SCOPE

The Westmere Stage 6 (WS6) Outline Plan has been prepared as a follow-up to, and in support of the Westmere Area Structure Plan (WASP). The Outline Plan provides detail of the development planned for a portion of the WASP area. The WS6 Outline Plan specifies road classifications, land uses, open space areas and corresponding densities.

The Outline Plan illustrates the location of single family detached, single family semi detached and multi-family townhouse development as well as open space areas and trails. On and off-site transportation considerations are also described and correlated to the planned implementation of the development program. Redistricting applications and tentative plans of subdivision will be reflective of the development plan presented within. The development plan presented has been prepared cognizant of the WASP and with the goal of providing a non-statutory framework that encourages attractive and economical development in a manner that is compatible and complimentary to existing and proposed development in the vicinity and within the Town of Chestermere.

1.2 APPROVAL PROCESS

The WS6 Outline Plan Amendment is being submitted concurrently with an application for land use redesignation. The amended Outline Plan will form the basis upon which future subdivision applications will be made.

1.3 POLICY FRAMEWORK

The 2009 Town of Chestermere Municipal Development Plan (MDP) sets out the general development policies to direct growth and development for the municipality over the long term. The Town of Chestermere's MDP protects the interest and lifestyle of the existing residents while allowing for orderly and sustainable growth. The MDP includes a general land use strategy and policy frame work that guides development of area structure plans and other statutory plans and policies. The proposed WS6 Outline Plan Amendment is consistent with and in keeping with the policies of the Town of Chestermere MDP.

The WASP was approved by Town Council in September 1998 and adopted as Bylaw 98-604/2 in accordance with Chapter 26.1 of the Municipal Government Act. An Area Structure Plan (ASP) takes direction from the MDP and establishes policies for growth management within a specified planning area. The WASP provides a framework for development within the Outline Plan Area allowing for growth to occur in a comprehensive manner. The WASP proposed guidelines for population densities within the Outline Plan Area, and provides for a phasing plan to allow development in stages.

An ASP provides the policy basis for Outline Plans. Outline Plans are prepared as an initial stage in major subdivision applications, to ensure a sound distribution of land uses, open spaces, road network, etc. Outline Plans are approved by Town Council and form the basis for subdivision of an area into private and public parcels and public rights-of-way. An Outline Plan for lands within the WASP will conform to the development concept stated in the WASP and will generally deal with the location of roads, municipal reserves and utilities. At the same time, the land use designation proposed for the various land use components of the Outline Plan are processed as a separate but

integral part of the Outline Plan to establish the land use and development rules for the proposed Outline Plan Area.

The land use designation (zoning) is the primary legal control on the potential use of a parcel of land. The rules and regulations of each district are set out in the Town's Land Use Bylaw No. 022-10 (Land Use Bylaw), newly approved by Council in February 2011. The WASP also supplements the LUB, by providing a local policy context and specific land use and development guidelines, on which the Approving Authority can base its judgment when deciding on the land use and future development proposals.

2. BACKGROUND INFORMATION

2.1 LOCATION

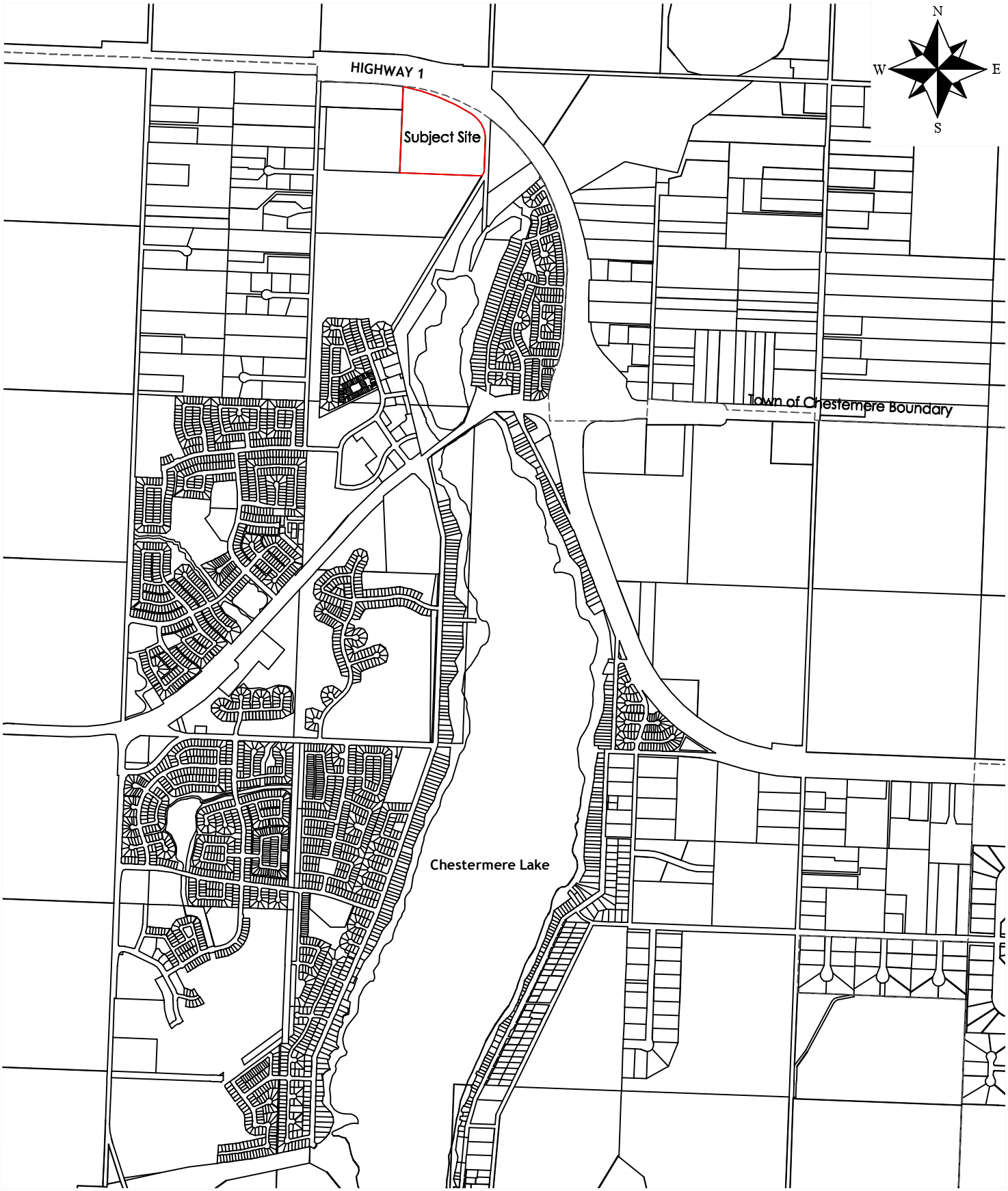
The subject lands are located at the north limits of the Town of Chestermere and are comprised of approximately ±14.36 ha (±35.49 ac). The address of this site is 400 West Park Drive. The lands are within the Town of Chestermere. Exhibit 2.1 illustrates the location of the property in the Town of Chestermere.

2.2 OWNERSHIP

The following table provides details on the ownership of the subject lands:

Table 1.0: Land Ownership

LAND OWNERSHIP			
Owner	Title Number/Description	Legal	Area (±)
Mattamy (Lakeview) Limited.	101 071 792	Plan 4323 JK, Block 3	14.03 ha (34.67 ac)
Town of Chestermere	ROW (Portion of West Park Drive) to be Closed and Consolidated	Plan 7307 JK	0.09 ha (0.23 ac)
Town of Chestermere	ROW (Portion of West Park Drive) to be Closed and Consolidated	Road Allowance adjoining east boundary of NE 22-24-28-W4M	0.24 ha (0.59 ac)
TOTAL			**14.36 ha (35.49 ac)**



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Westermere Stage 6 Outline Plan

Location Plan

Exhibit 2.1

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2.3 COMMUNITY CONTEXT AND SURROUNDING LAND USES

The subject lands are designated under the WASP as general residential area. Exhibit 2.3 identifies the current Town of Chestermere land use designations for the subject lands. The Outline Plan Area is adjacent to areas comprised mainly of estate residential and interim agricultural uses.

2.4 EXISTING LAND USES

The subject property is currently zoned Residential Single Detached District(R-1), Direct Control Residential Multi Unit District (DC(R-3)), and Public Service District (PS). The Plan Area will require redesignation in order to implement the proposed Outline Plan Amendment. Section 4.0 explains the land uses proposed.

2.5 NATURAL FEATURES/CONDITIONS

2.5.1 TERRAIN

The lands are generally undulating open fields, with a gentle slope down towards Chestermere Lake and are currently being used for agricultural purposes. Please refer to Exhibit 2.5 for existing features and contours within the subject area.

2.5.2 SOILS

The Geotechnical Investigation completed by Sabatini East Technologies Inc. and submitted in support of the Outline Plan, describes the soil profile that generally consists of a layer of clay till overlaying bedrock. Sand and silt layers commonly encountered in till, are also present in some areas.

2.5.3 DRAINAGE

The parcel of land drains to the southeast with a slight depression existing on the east boundary and there is a dugout at the south western corner of the parcel which also drains to the southeast towards Chestermere Lake.

2.6 HERITAGE/ARCHAEOLOGY

A Historical Resources Overview (HRO) was completed by Bison Historical in June 2006. Alberta Community Development has stated that no further analysis in the form of a Historical Resources Impact Assessment is warranted.

2.7 TRANSPORTATION

The relevant transportation planning documents for the subject area include the Chestermere Transportation Master Plan Update (2009) prepared by Bunt & Associates as well as Alberta Transportation's Highway 1 at Rainbow Road (Range Road 283) Interchange Functional Planning Study by Earth Tech (August 2008). Based on a review of these documents, the following major network changes are anticipated in the long term:

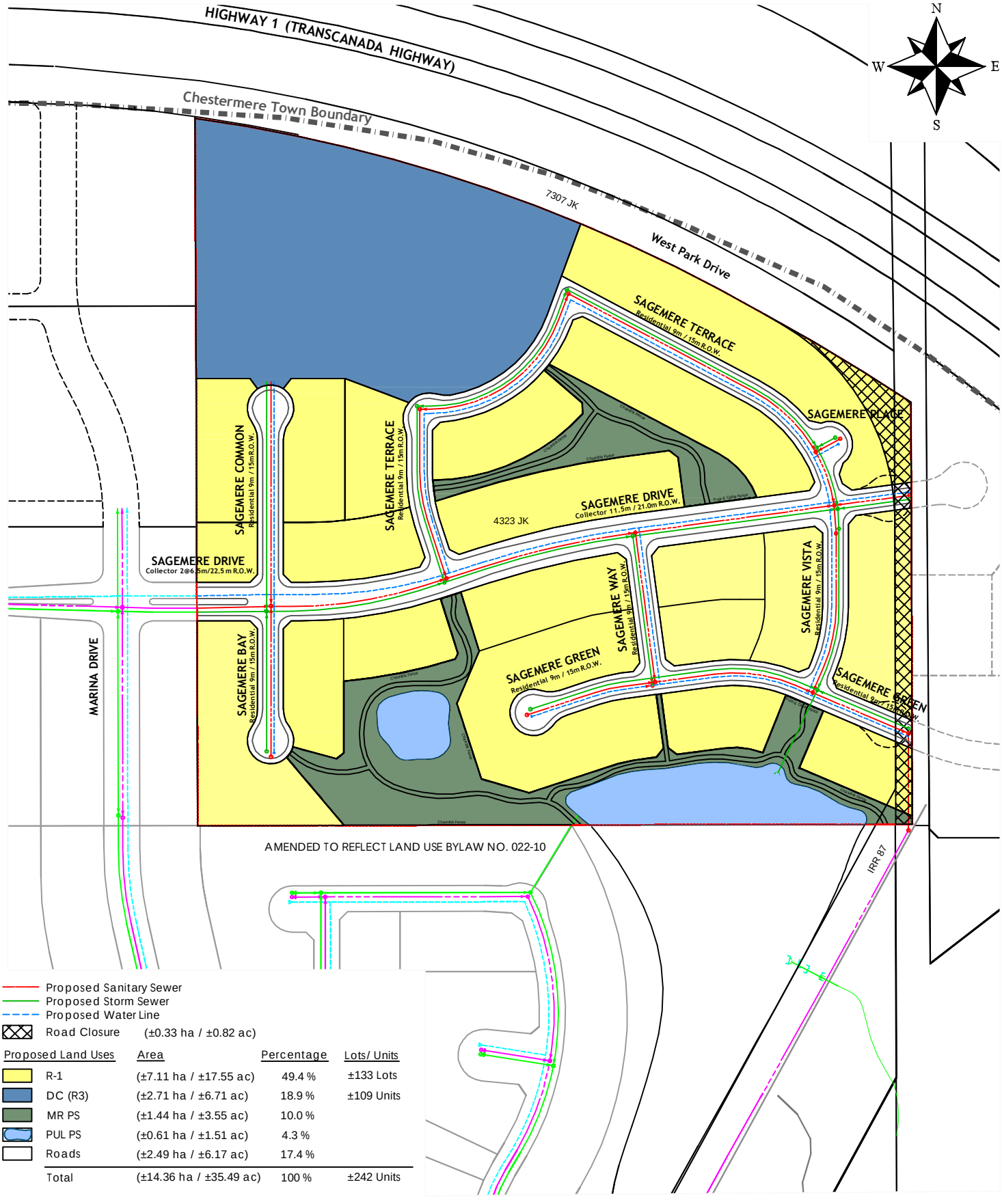
- Marina Drive will be extended north through the Westmere Development, ultimately connecting to Paradise Road via West Park Drive
- The intersection of Paradise Road and Highway 1 will ultimately be closed by Alberta Transportation; and

- Paradise Road will be connected to Rainbow Road (Range Road 283) via a service road

- Alberta Transportation has stated that they intend to widen Highway 1 to eight lanes in the future. It is also noted that they wish to retain the north segment of West Park Drive within Plan 7307JK for this purpose.

2.7.1 ROADWAY ACCESS

Access to the subject lands is proposed from Marina Drive which will be extended through the Westmere Stage 5 lands. The proposed access scheme in accordance with the transportation documents referenced in Section 2.7 and is shown in Exhibit 2.7. Traffic analysis that supports the proposed access scheme is provided in Appendix D and is discussed further in Section 3.6.



Proposed Sanitary Sewer
Proposed Storm Sewer
Proposed Water Line
Road Closure (±0.33 ha / ±0.82 ac)

Proposed Land Uses	Area	Percentage	Lots/ Units
R-1	(±7.11 ha / ±17.55 ac)	49.4 %	±133 Lots
DC (R3)	(±2.71 ha / ±6.71 ac)	18.9 %	±109 Units
MR PS	(±1.44 ha / ±3.55 ac)	10.0 %	
PUL PS	(±0.61 ha / ±1.51 ac)	4.3 %	
Roads	(±2.49 ha / ±6.17 ac)	17.4 %	
Total	(±14.36 ha / ±35.49 ac)	100 %	±242 Units

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Existing Land Use Plan

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Westermere Stage 6 Outline Plan

Exhibit 2.3

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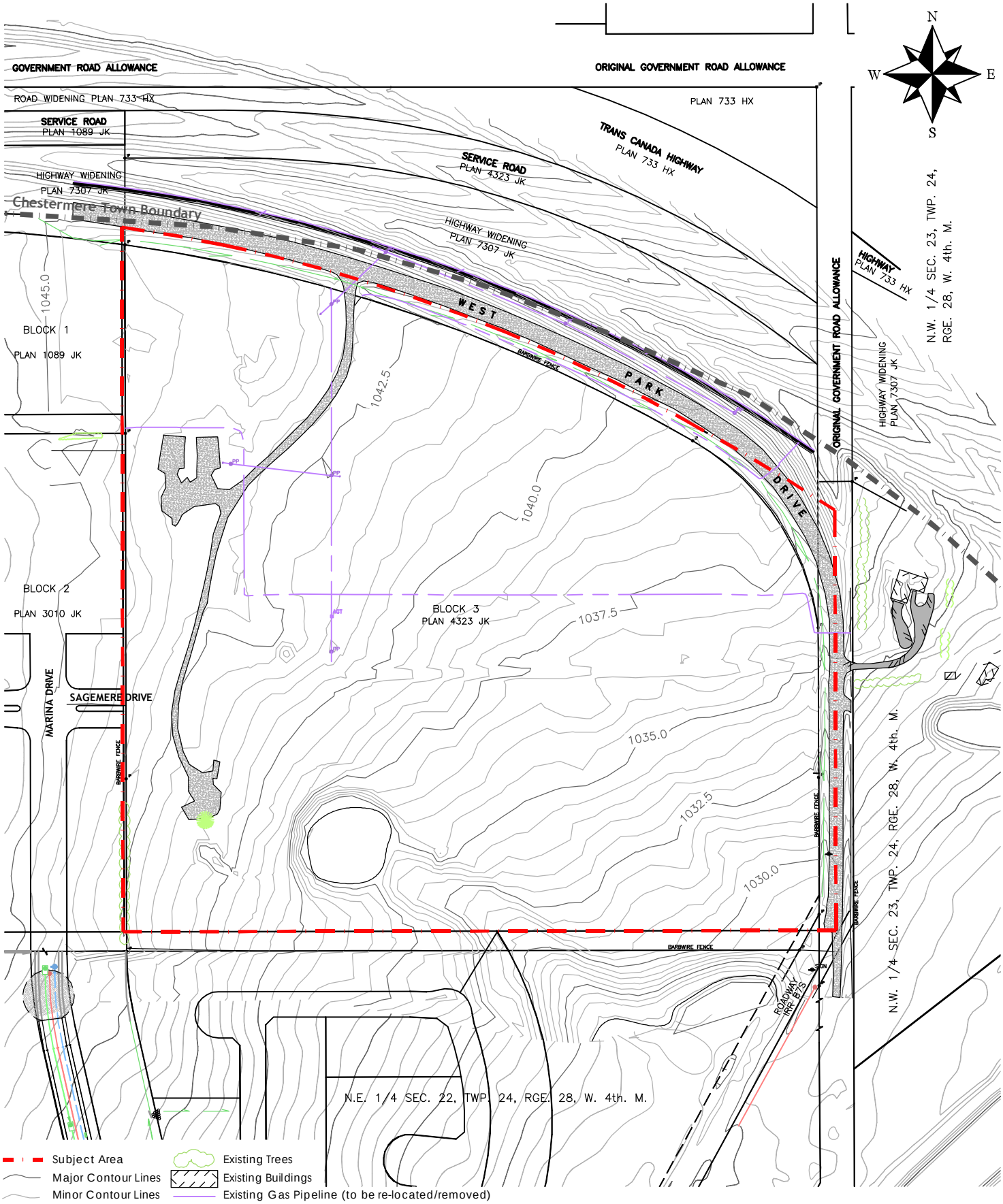

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Existing Conditions

Westermere Stage 6 Outline Plan

Exhibit 2.5

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2.7.2 PATHWAY ACCESS

No pathways are presently on site. A paved pathway and sidewalk network is included within the Plan Area with future connections to the north, south, east, and west. Exhibit 2.7.2 highlights the pedestrian pathway network for the Westmere Stage 6 Outline Plan.

2.8 OPEN SPACE REQUIREMENTS

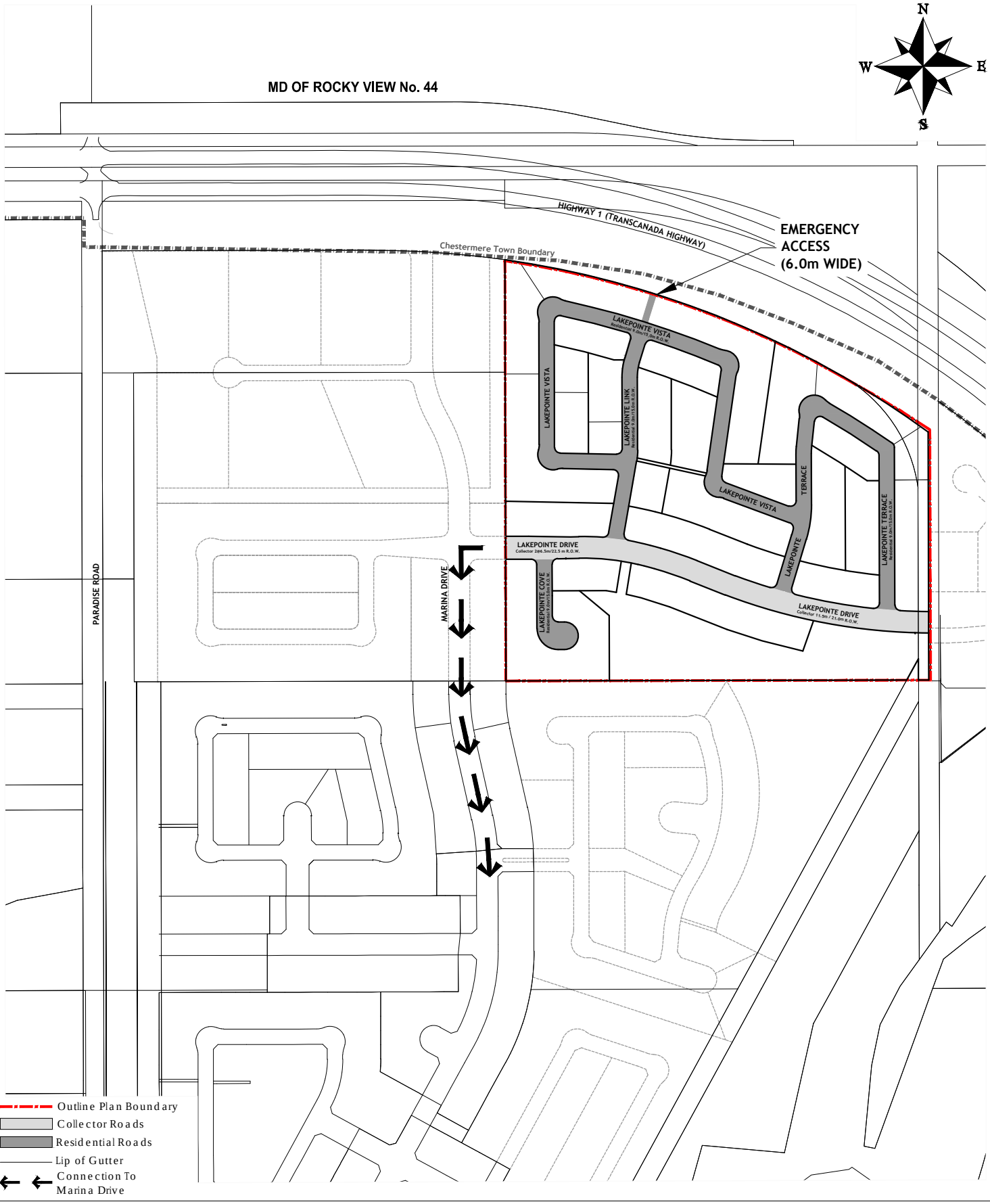
The WASP identifies that seasonal watercourse or natural wetland areas within the Plan Area shall be maintained and enhanced by utilizing an appropriate stormwater management program. Consequently, the major open space element within the Outline Plan has been designed to connect to the adjacent stormwater pond and open space feature.

The second component of the open space systems will be the neighbourhood square. This park will create a community focal area for residents to gather; helping to create a sense of place. The second park is a continuation of the Municipal Reserve and public utility lots within the adjacent lands to the south. Exhibits 2.8.1 and 2.8.2 demonstrate landscaping concepts for both open spaces. The required 10% Municipal Reserve will be achieved throughout this Outline Plan.

2.9 POLICY CONSIDERATIONS

This Outline Plan is prepared according to the requirements established by a number of statutory planning documents. These documents include the Municipal Government Act and related regulations, the Chestermere MDP, WASP, and the Town of Chestermere Land Use Bylaw No. 022-10.

The guiding statute for planning in the Province of Alberta is the Municipal Government Act. Although it does not specifically refer to the preparation of Outline Plans, it does provide substantial direction for redesignation and subdivision.



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Transportation Plan

Westermere Stage 6 Outline Plan

Exhibit 2.7

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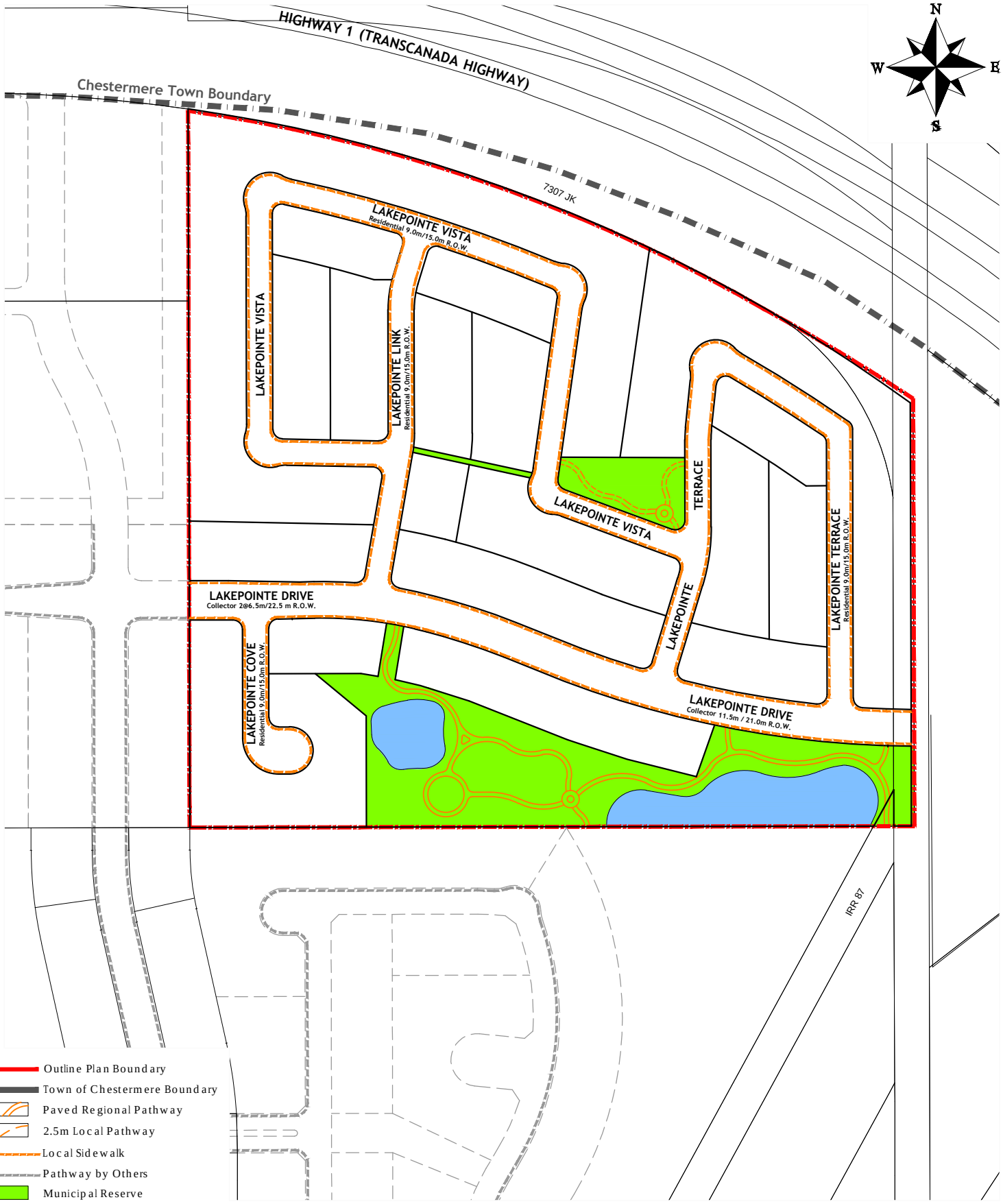

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Open Space & Sidewalks Plan

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Westermere Stage 6 Outline Plan

Exhibit 2.7.2

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North Municipal Reserve Concept Plan

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Westermere Stage 6 Outline Plan

Exhibit 2.8.1

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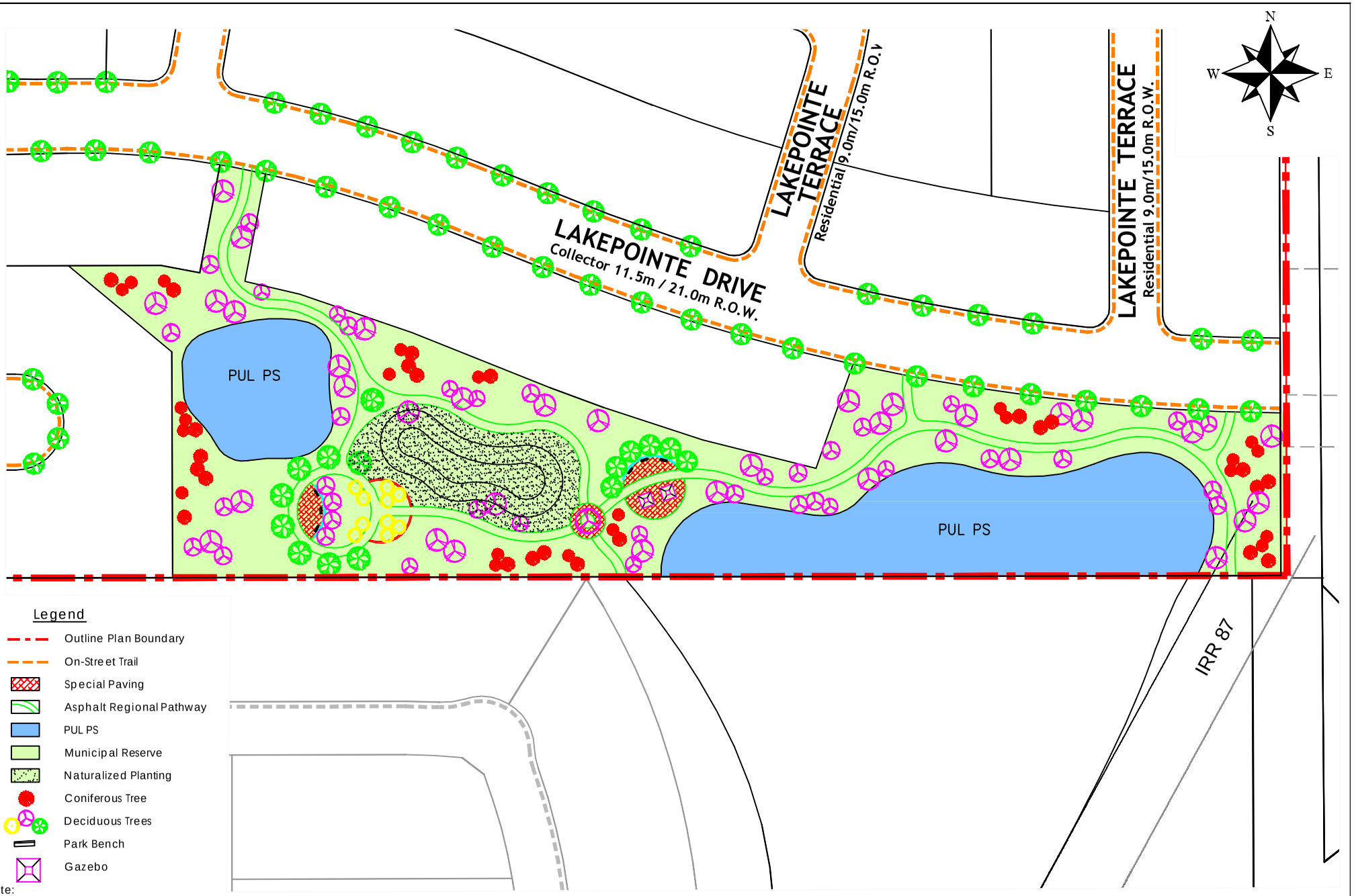

Note:
Exact location of pathways and plantings
to be determined at the detailed design stage.

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South Municipal Reserve Concept Plan

Westermere Stage 6 Outline Plan

Exhibit 2.8.2

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The Chestermere MDP "identified issues for the Town and sets out policies to direct growth, development and redevelopment in our community over the long term". The WASP Exhibit 2.9 provides specific and detailed directions for the area contained in the Outline Plan.

3. PROPOSED OUTLINE PLAN

3.1 PROPOSED PLAN

The proposed WS6Outline Plan Amendment as shown on Exhibit 3.1 illustrates the types of land uses and their respective locations. The Outline Plan combines a variety of residential development forms and a network of open space areas.

Minor adjustment to the final size, configuration and design of blocks of land proposed through redesignation and ultimately, individual lots through subdivision shall be determined at the time of subdivision approval for the various phases.

3.2 PLAN OBJECTIVES

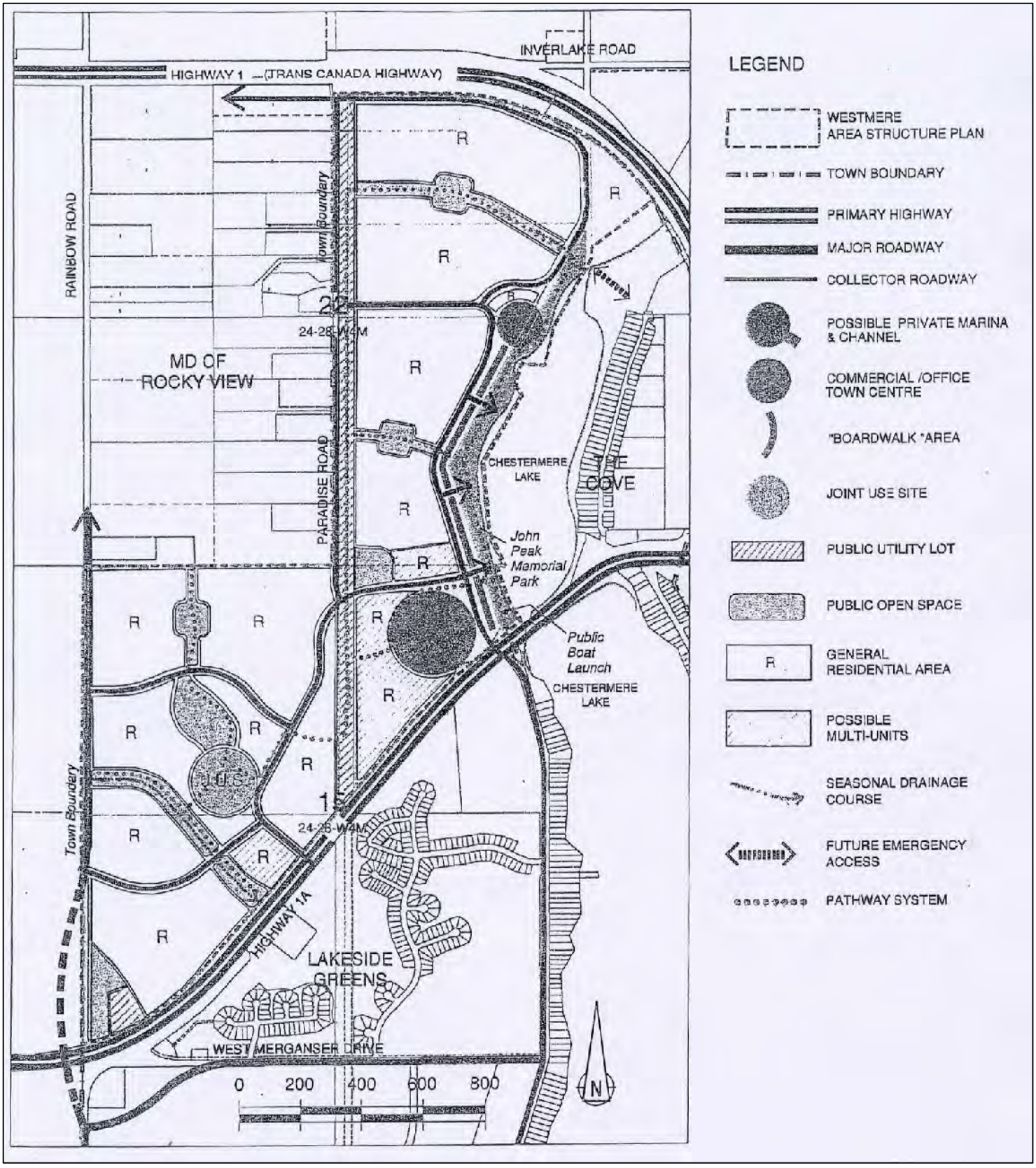
It is the objective of the WS6 Outline Plan to provide the Town of Chestermere with the following:

- Guidelines for the long-term development of the subject lands.
- A cohesive and unique community design that meets the anticipated needs of the Town of Chestermere and its residents.
- An appropriate transition of land use from existing adjacent development to ensure that the integrity of the Plan is maintained.
- Commitment to keep the public informed and respond to any concerns raised.
- Conformity with applicable planning policies.
- A development that is comprehensive and aesthetically pleasing.

3.3 PRINCIPLES OF DEVELOPMENT

A number of objectives were developed during the planning phase of this Plan. They include the following:

- To create a residential neighbourhood that strives to promote a sense of community through quality urban design.
- To create a residential development that provides adequacy of amenity space, privacy and compatibility with surrounding uses.



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Westmere Area Structure Plan

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Westermere Stage 6 Outline Plan

Exhibit 2.9

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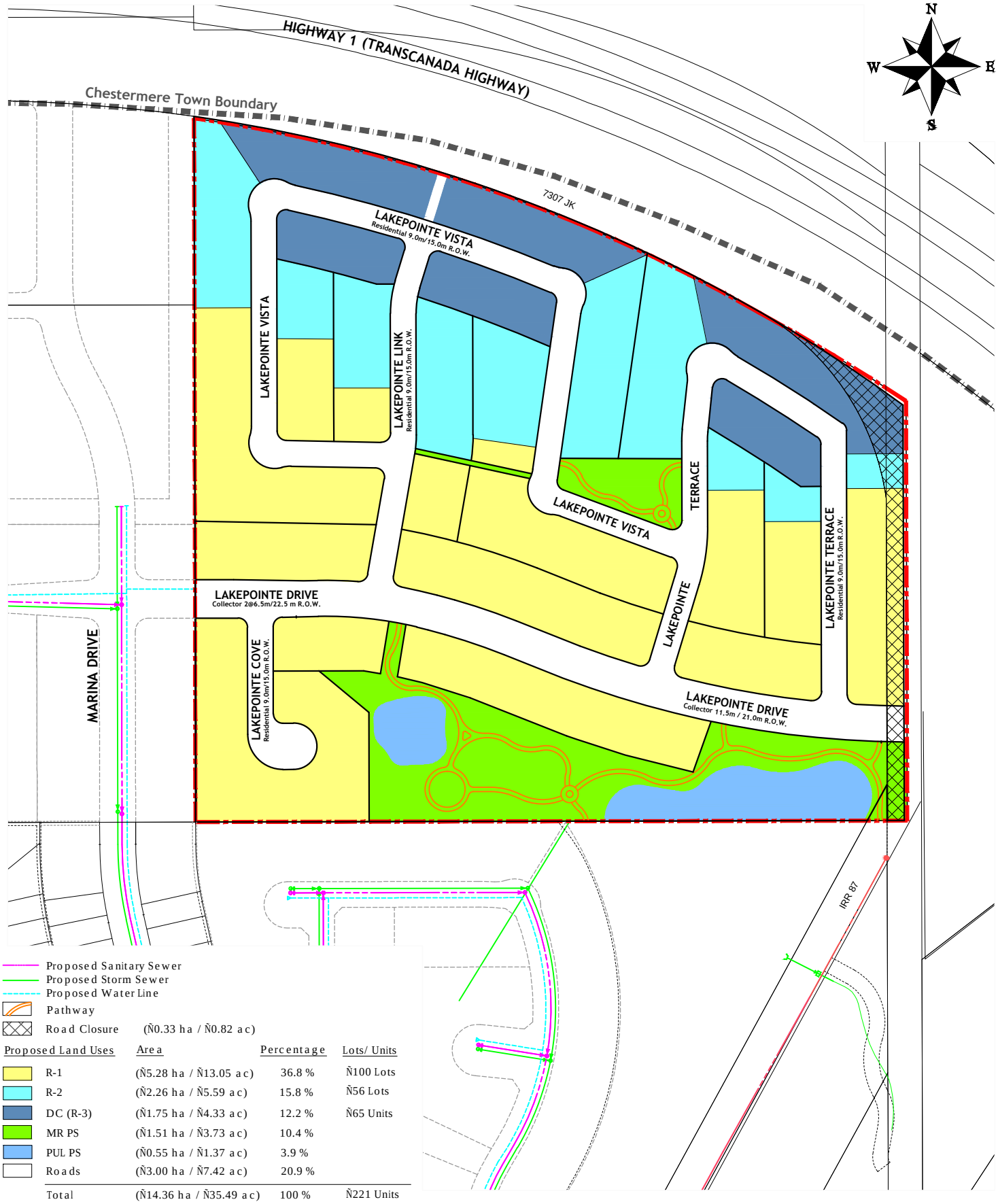
Source: Westmere Area Structure Plan



Proposed Sanitary Sewer
Proposed Storm Sewer
Proposed Water Line
Pathway
Road Closure (Ñ0.33 ha / Ñ0.82 ac)

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PUL PS	(Ñ0.55 ha / Ñ1.37 ac)	3.9 %	
Roads	(Ñ3.00 ha / Ñ7.42 ac)	20.9 %	
Total	(Ñ14.36 ha / Ñ35.49 ac)	100 %	Ñ221 Units

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Land Use / Outline Plan

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Westermere Stage 6 Outline Plan

Exhibit 3.1

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- To create a variety of residential lot sizes, while maximizing amenities such as open space areas, water features and pathways.

- To offer a variety of housing types including single family detached, single family semi detached and multi-family townhouse units.

- To offer a flexible approach to future development, in order to respond to varied market conditions and requirements.

- To provide for all stormwater requirements while at the same time providing for a visual amenity within the Plan Area.

- To include open spaces, local parks and pathways that provide convenient and efficient pedestrian linkages through the community and maintain the continuity of the existing linear open space and pathway system.

3.4 PROPOSED LAND USE

As shown in Exhibit 3.1, the WS6 Outline Plan will provide for a mix of single family detached dwellings, single family semi detached dwellings and multi-family townhouse units in appropriately designed settings. The subject lands are currently designated Residential Single Detached District (R-1), Direct Control Residential Multi Unit District (DC(R-3)), and Public Service District (PS). To facilitate the proposed Outline Plan design, the lands will require redesignation.

3.4.1 RESIDENTIAL DISTRICTS

Residential uses envisioned for this development include single family detached dwellings, single family semi detached dwellings and multi-family townhouse dwellings. The single family detached and semi detached dwellings will be situated along the south and central portion of the site. Townhouse units will be located in the north section of the subject lands and designed with access for each unit to the public roadway in order to maintain the small town character sought within the MDP.

3.4.2 OPEN SPACE SYSTEM

The Outline Plan incorporates a network of regional and local pedestrian connections which link open space areas to each other while also providing connections outside of the Plan Area. The Plan also takes advantage of the proposed stormwater management pond by incorporating a pathway system.

As illustrated in Exhibit 2.7.2, the regional trail will continue west and south beyond the limits of the Outline Plan. The exact location of the trail will be determined and secured at time of Phase 1 subdivision approval. The Developer will be responsible for the construction of the portion of the trail system within the WS6 Outline Plan; in accordance with the Town of Chestermere Landscape and Design Guidelines.

As utilities may be located within a portion of the regional pathway system, a 9 metre utility right-of-way will be required to allow for the future servicing of the various deep utilities. In keeping with this requirement, portions of the regional trail system will need to be constructed of materials that are structurally sound and can accommodate the load of heavy service equipment that may be required to access and service the surrounding area. While the pathway itself will be accommodated within the 9 metre service right-of-way, in some locations additional lands may be

required. Should the Town wish to relocate utilities the right-of-ways will be re-established at the time of subdivision.

3.5 SERVICING

There is currently no water or sanitary services on site but full municipal services can easily be extended to the subject lands. All development within the Outline Plan shall comply with the Town's Utilities Master Plan. The developer will submit construction traffic mitigation plans at the stripping and grading stage and the detailed Engineering drawing stage along with the erosion control plans. Exhibit 3.5 presents the municipal services in the area. Details of the securities required from the developer for servicing will be determined at the time of subdivision.

3.*5.1* *POTABLE WATER*

Water servicing will be a looped system connecting to the existing 200mm water main in the Cove subdivision and to the 300mm water main in Marina Drive as shown on Exhibit 3.5.1 and 3.5.4.

The WASP has noted that the reservoir improvements and a new agreement with the City of Calgary may be required in the future based on demand. The reservoir improvements noted in the WASP have now been completed. Review of the subject lands and the final graded lands indicates that a booster station is not required as the lands are below the elevation of 1046.50 metres.

The subject lands are included in the study area for the North West Servicing Study being undertaken by the Town of Chestermere. Mattamy will be responsible for paying for their proportionate share of costs for infrastructure upgrades as recommended in the study.

3.5.2 SANITARY SERVICING AND WASTEWATER MANAGEMENT

Sanitary services to the Town of Chestermere are received from the City of Calgary. Existing sanitary mains are shown in Exhibit 3.5.2. Sanitary servicing will be via the extension of the existing 375 mm sanitary sewer in the northeast corner of the Melcor development south of the subject lands. Generally, the area will be serviced via gravity however lift station #11 may be required to be upgraded for the subject site and future development areas. It should be noted that the force main was realigned prior to this development by the previous developer and that WS6 will reimburse for its proportionate share. Mattamy will endeavour to work with the adjacent landowners to come to an agreement regarding future cost sharing with regards to the gravity line to lift station #11 and any upgrades required to lift station #11. Eclipse Geomatics & Engineering Ltd. has completed a report for lift station #10; this report was submitted to the Town of Chestermere in March of 2010. The design for the upgrades for lift station #10 is currently being completed by a third party consultant. Mattamy will be required to pay their proportionate share for upgrades to lift station #10.

3.5.3 STORMWATER MANAGEMENT

Each catchment in the Westmere planning area will require stormwater retention on the site via the use of a wetpond or drypond facility. In addition, the Plan Area is identified as a catchment area in the Town's Master Drainage Plan. No significant drainage course exists on the property. Storm sewer servicing will be via the extension of servicing again from the Melcor development. A storm pond will be located in the southeast corner of the subject site and will be an extension of the adjacent storm pond. This facility may accommodate stormwater requirements for the subject property and a portion of the Melcor lands. A Stormwater Management Report will be submitted at

the subdivision stage. It may be noted here that this developer has to pay a proportionate amount to Melcor for storm pond control facility.

The stormwater will discharge into the existing stormwater facility located on the adjacent lands to the south. It is the developer's responsibility to design the storm pond as per City of Calgary's standards and the Town/WID agreement.

The developer agrees to install an irrigation system for all open space/municipal lands abutting the stormwater management pond to the satisfaction of the municipality. An Irrigation Plan will be submitted at the subdivision stage.

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Municipal Services Plan

Westermere Stage 6 Outline Plan

Exhibit 3.5

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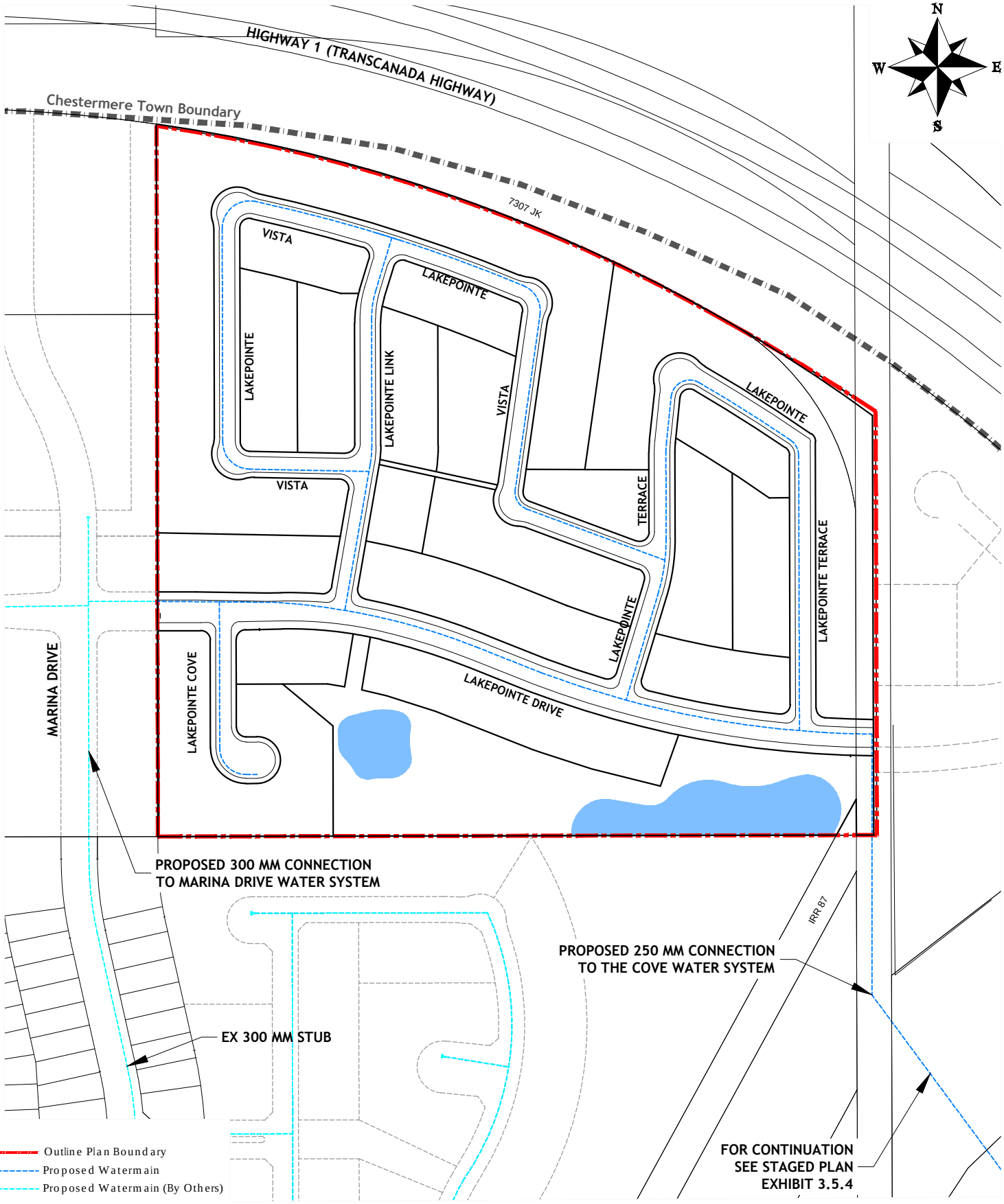

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Proposed Water Services Plan

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Westermere Stage 6 Outline Plan

Exhibit 3.5.1

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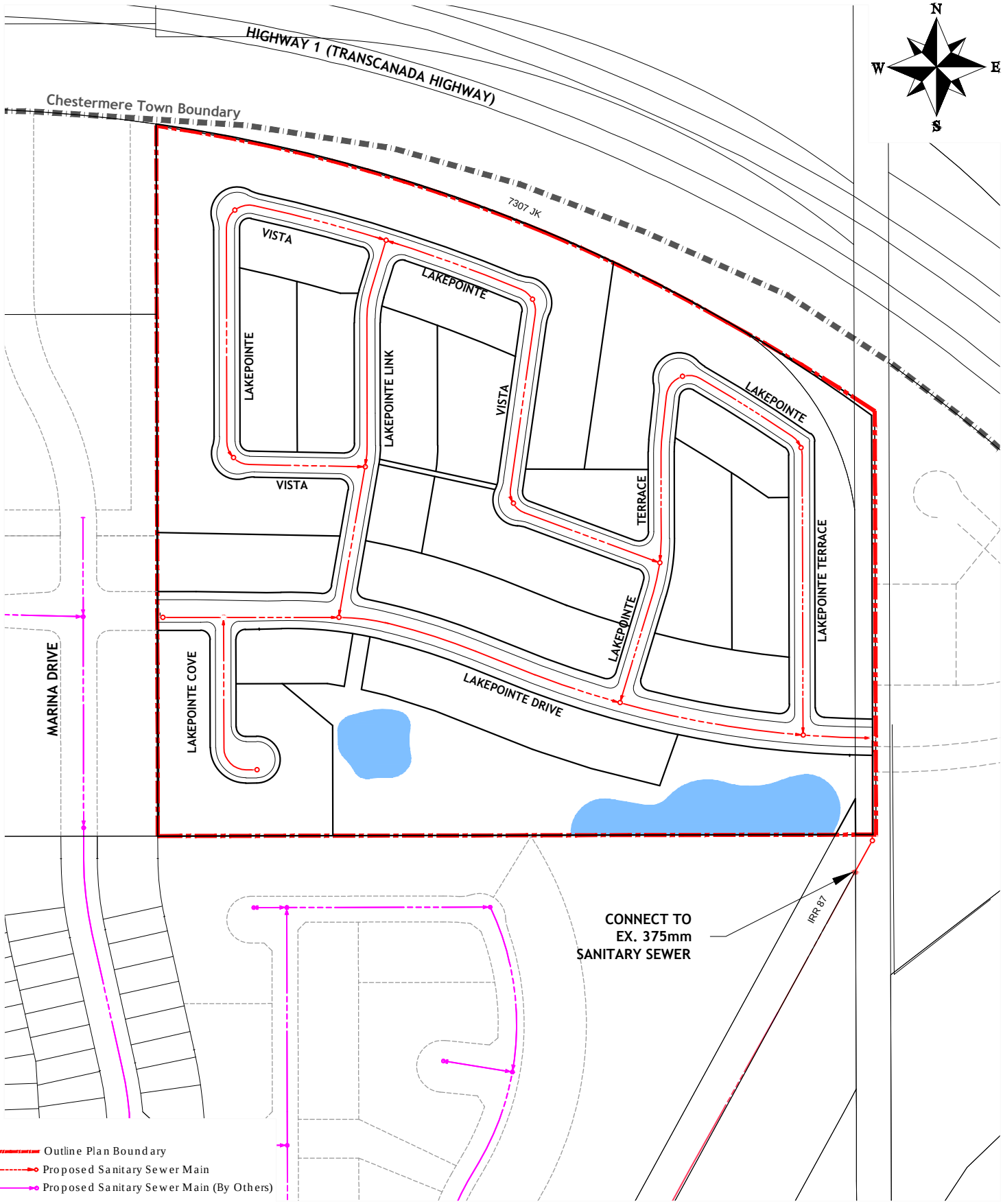

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Proposed Sanitary Sewer Plan

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Westermere Stage 6 Outline Plan

Exhibit 3.5.2

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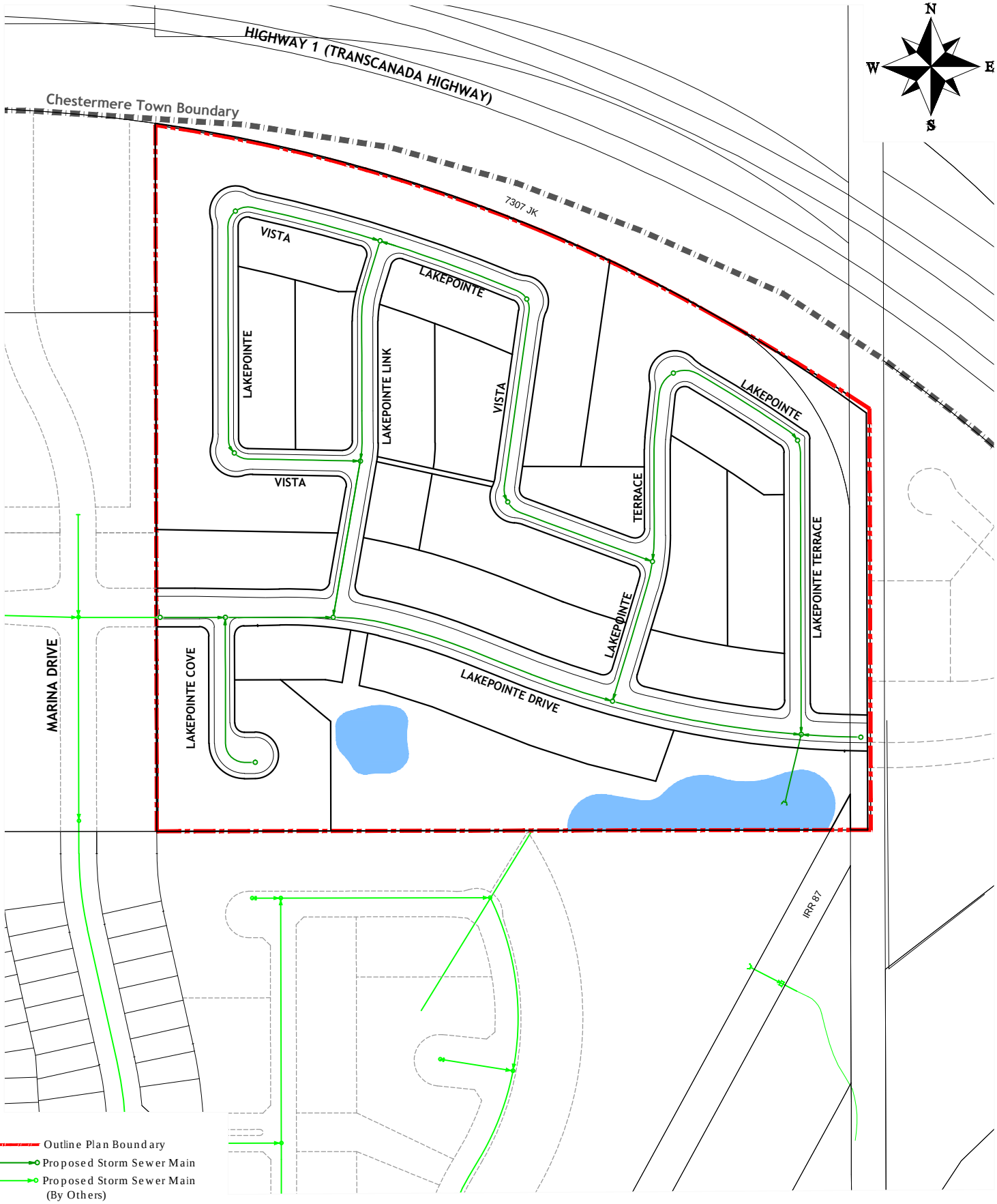

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Proposed Storm Sewer Plan

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Westermere Stage 6 Outline Plan

Exhibit 3.5.3

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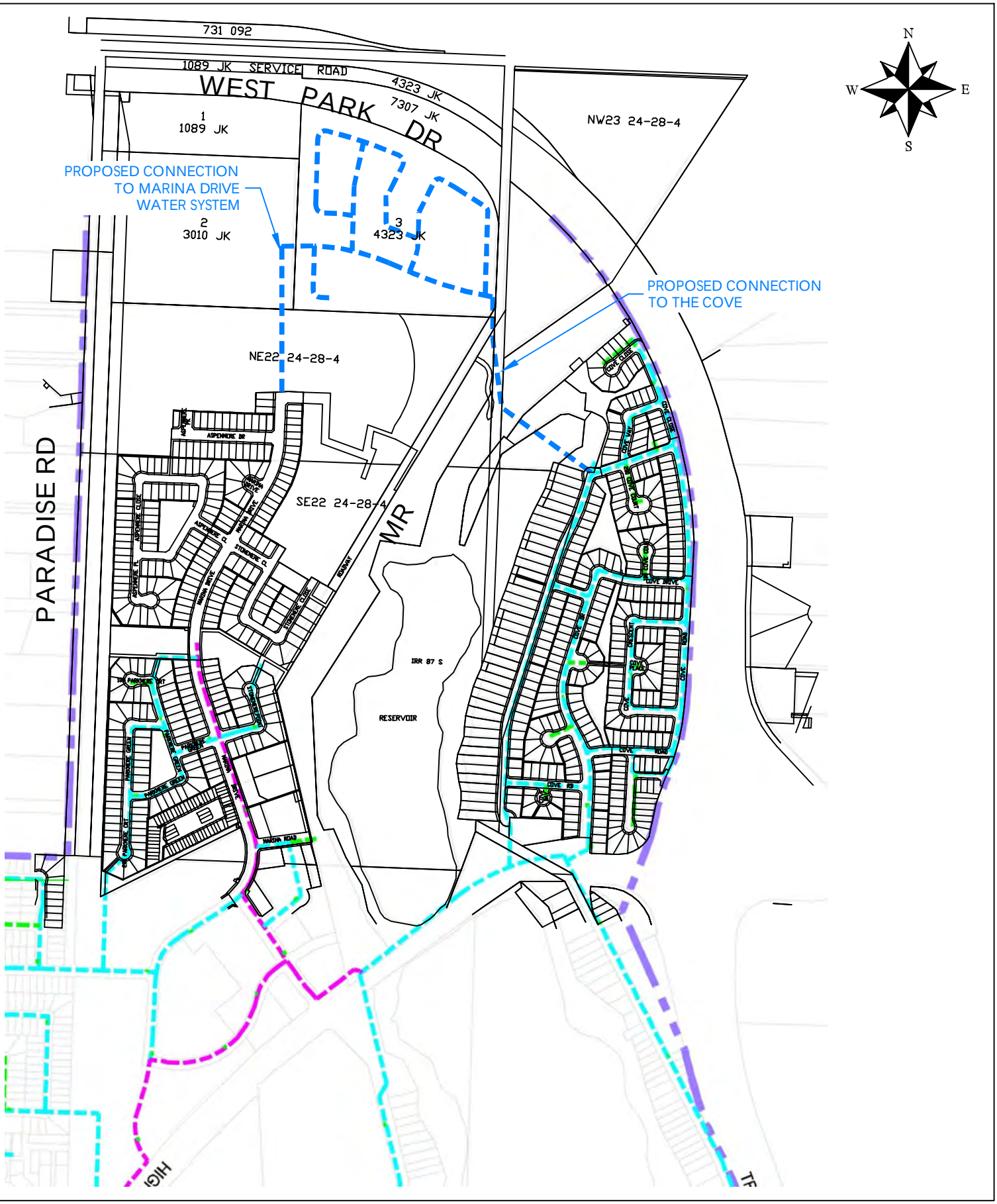


URBAN SYSTEMS.

Proposed Water Services Plan

1:10000

Westermere Stage 6 Outline Plan

Exhibit 3.5.4

MAY 2011

3.5.4 SOLID WASTE

The Town of Chestermere provides for solid waste disposal through private contractual arrangements.

3.6 TRANSPORTATION

The WASP, when fully developed, is expected to accommodate approximately 2,500 – 2,750 single detached and multi-family residential units. This new community is designed to ensure that upgrades and additions to the existing road network occur in a timely manner, therefore allowing for the traffic generated by this development to be properly distributed within the permitted road capacities. The internal road network intended to serve the WS6 Outline Plan is shown conceptually in Exhibit 2.7.

The WS6 area is expected to generate approximately 200 trips during both the AM and PM peak hour. Based on a review of current operating conditions at the Highway 1A intersections at Windermere Boulevard and Marina Drive, there is currently sufficient capacity to accommodate the anticipated traffic generated by the WS6 area. A detailed transportation impact assessment is provided in Appendix D.

It is understood that the function of the all-turns intersection of ***Highway 1 and Paradise Road*** has previously been identified as a safety concern by Alberta Transportation and the Town of Chestermere. Mattamy remains committed to working with the Town of Chestermere and area developers in implementing the proposed 'right in – right out' solution.

3.6.1 ACCESS AND CIRCULATION

The Plan Area will be developed with access to the property via Marina Drive. The proposed land uses will gain access via the local internal road network. Temporary gravel turn arounds will be provided at the east end of Lakepointe Drive for up to one year. Beyond one year, the temporary gravel turn arounds shall become permanent and paved to a municipal standard should Lakepointe Drive not be extended east of the Outline Plan boundary. All roads within the subject property are to be constructed to the Town of Chestermere standards. An access/egress plan for construction traffic shall be prepared to the satisfaction of the Town of Chestermere at the time of subdivision. Construction traffic will be discouraged from utilizing Marina Drive to access the subject site.

Access to the remainder of NW 23-24-28-W4M will ultimately be provided through the subject lands via Lakepointe Drive. Subsequently, the segment of West Park Drive east of the subject lands is considered surplus by the Town and may be closed with the development of the subject lands. This segment of road lies within a portion of Plan 7307 JK and the road allowance adjoining the east boundary of NE 22-24-28-W4M. A road closure application will be submitted after the Outline Plan is approved with the consent of the landowner of 501 West Park Drive.

During each phase of subdivision, the Developer will be required to provide an update to the traffic impact assessment to address any change in traffic counts that may result along such roads as Marina Drive and Windermere Boulevard. This will be completed to the satisfaction of the Municipality. Mattamy agrees to maintain access from West Park Drive to the lands located immediately adjacent to the east until such time as access can be provided through Phase 1 of the subject lands.

Sidewalks will be provided along both sides of all roads and adjacent to green space. Snow storage will be provided throughout the Plan Area within the boulevards of the road rights-of-way. Curb and gutters will be provided along all collectors and residential roads.

The northern portion of the site is in proximity to Highway 1. Sound attenuation analysis for lands adjacent to Highway 1 shall be provided at the subdivision stage and lands shall be provided by the landowner where it is required for sound attenuation purposes. Details regarding appropriate fencing and distance separation from Highway 1 will be provided based on the sound attenuation analysis of the future eight lane highway at the subdivision stage to the satisfaction of the Municipality. The sound attenuation fence will be designed in accordance with the Town of Chestermere's specifications and the recommendations of an acoustic consultant.

The Town of Chestermere Transportation Master Plan Update (2009) prepared by Bunt & Associates Engineering envisions a connection between Marina Drive and Paradise Road and eventually to Rainbow Road. As shown on Exhibit 2.7, a shadow plan has been prepared to identify how this connection could be established. It should be noted however that Alberta Transportation is completing a study with respect to widening Highway 1 to eight lanes and the requirement for a service road. This study will not be complete until early 2010. As such, the final configuration of the connection between Marina Drive and Paradise Road will be determined at the subdivision stage through discussions between the Town of Chestermere, Alberta Transportation and surrounding land owners.

Transportation access to the WS6 lands is proposed via Marina Drive. A detailed assessment of this access solution was prepared by D.A. Watt Consulting on February 11, 2011 and is included in Appendix D. The results indicate that with full development of the WS6 lands, the Highway 1A intersections at Marina Drive and Windermere Boulevard are expected to operate satisfactorily during the peak periods. A 6.0 metre wide emergency access shall be provided in the North West portion of the site.

3.7 UTILITIES

3.7.1 ELECTRICITY, GAS AND TELEPHONE

Existing gas pipelines currently services the subject lands. These pipelines will either be re-located or removed.

Shallow utilities will be provided by the appropriate utility company providing service to the area. Each shallow utility company is to take Municipal approval from the Town through the developer.

3.8 MUNICIPAL RESERVE

In conformity with the Municipal Government Act, a minimum of 10% Municipal Reserve dedication (or cash-in-lieu) is required based on the gross developable area calculation. Municipal Reserves include open space features and walkways as calculated below.

Table 2.0: Municipal Reserve

	Hectares	Acres
North Municipal Reserve + Walkway	0.24	0.59
South Municipal Reserve	1.27	3.14
TOTAL	**1.51**	**3.73**

In keeping with Town's preference for full Municipal Reserve dedication in the form of land, the WS6 Outline Plan provides for 1.51 ha (3.73 ac) of land for Municipal Reserve representing a total dedication of 10%. The reserve dedication is proposed to be provided as follows:

- Municipal Reserve in the form of pathways neighbourhood parks
- Municipal Reserve in the form of all lands within the freeboard area (above the 1:100 year storm event) located adjacent to the stormwater management pond.
- Ensure large Municipal Reserve parcels have direct access onto a collector road.
- No Municipal Reserve credit has been allocated for public utility lots or utility rights-of-way or easements.

3.9 DEVELOPMENT PHASING

The order of anticipated development is outlined in the WASP. To facilitate development according to servicing availability, the subject lands have been broken into various phases (see Exhibit 3.9). The Outline Plan allows for phases to be developed out of sequence should the appropriate servicing and infrastructure be available and or in place in a different sequence. The lots in Phase 2 affected by the future road closure will require road closure approval prior to subdivision. Any out of phase development shall be to the satisfaction of the Town. Lakepointe can achieve full build out with or without the closure of Highway 1 and Paradise Road.

3.10 LAND USE DENSITIES AND STATISTICS

Single detached family dwellings shall be the predominant form of housing within the Plan Area; however a variety of housing forms shall be encouraged. The WASP states the density range for this subject property is between 4.8 and 5.3 units per gross developable acres (upa)/11.9 and 13.1 units per gross developable hectare (uph). The WASP also indicates after initial phases of development and as the demand for multi-unit housing increases with the general maturing community, a density towards 17.4 uph (7.0 upa) and 250 units total may be more appropriate.

The development can provide for a wide variety of housing forms which include single family and multi-family products. In keeping with the WASP, specific areas may be approved for higher or lower density provided the overall density guidelines are maintained. As the site development proceeds the Approving Authority may consider higher or lower densities on individual phases. The projected density for the lands contained within the WS6 OP is 6.2 upa. Based on the Town of Chestermere 2006 Municipal Census there is an average of 3.213 people per household; resulting in a projected population of 710 people for the WS6 OP lands.

Table 3.0: Land Use Statistics

Land Use	Hectares	Acres	Percent	Anticipated # Units	% of Proposed Units
R-1	5.28	13.05	36.8%	100	45.2%
R-2	2.26	5.59	15.8%	56	25.3%
DC (R-3)	1.75	4.33	12.2%	65	29.4%
MR PS	1.51	3.73	10.4%		
PUL	0.55	1.37	3.9%		
Roads	3.00	7.42	20.9%		
TOTAL	**14.36**	**35.49**	**100%**	**221**	

Table Notes:

1. *Total may not equal due to rounding and metric conversion.*
2. *All areas are to be considered approximate and subject to change pending further planning review*

4. LAND USE REDESIGNATION

As shown in Exhibit 3.1, the WS6 Outline Plan Amendment will provide a variety of residential housing forms including single family detached dwellings and semi detached dwellings, as well as townhouses. The subject lands are currently designated Residential Single Detached District t (R-1), Direct Control Residential Multi Unit District (DC(R-3)), and Public Service District (PS) and will require redesignation to facilitate the proposed Outline Plan. The following is a breakdown of the various land use districts and their relationship to the overall Outline Plan.

Table 4.0: Proposed Land Uses

Land Use	Hectares	Acres
Residential Single Detached District (R-1)	5.28	13.05
Residential Semi Detached District (R-2)	2.26	5.59
Direct Control Residential Multi Unit District DC(R-3)	1.75	4.33
Municipal Reserve Public Service District(PS)	1.51	3.73
Storm Pond – Public Utility Lot	0.55	1.37
Roads	3.00	7.42
Total Outline Plan/Land Use Area	**14.36**	**35.49**

4.1 RESIDENTIAL SINGLE DETACHED DISTRICT (R-1)

This application contains approximately 5.28 ha (13.05 ac) of lands for the purpose of single family detached residential and is anticipated to accommodate approximately 100 lots; 45.2% of the total units. The purpose of this district is to provide for single family detached lots in keeping with the adjacent development to the south. Single family detached residential will be the predominant housing form in the southern area of the plan adjacent to Lakepointe Park.

This district is intended to create a sense of community by incorporating front porches that encourage interaction between neighbours. Large front porches and the addition of windows to the front of the homes allow for more eyes on the street thus improving the sense of safety and security within the community. Attached garages are integrated and recessed to create a house dominated streetscape instead of the traditional garage dominated streetscape. The integration of the building with the street results in a pedestrian friendly streetscape while still providing a variety of housing forms and types.

4.2 RESIDENTIAL SEMI DETACHED DISTRICT (R-2)

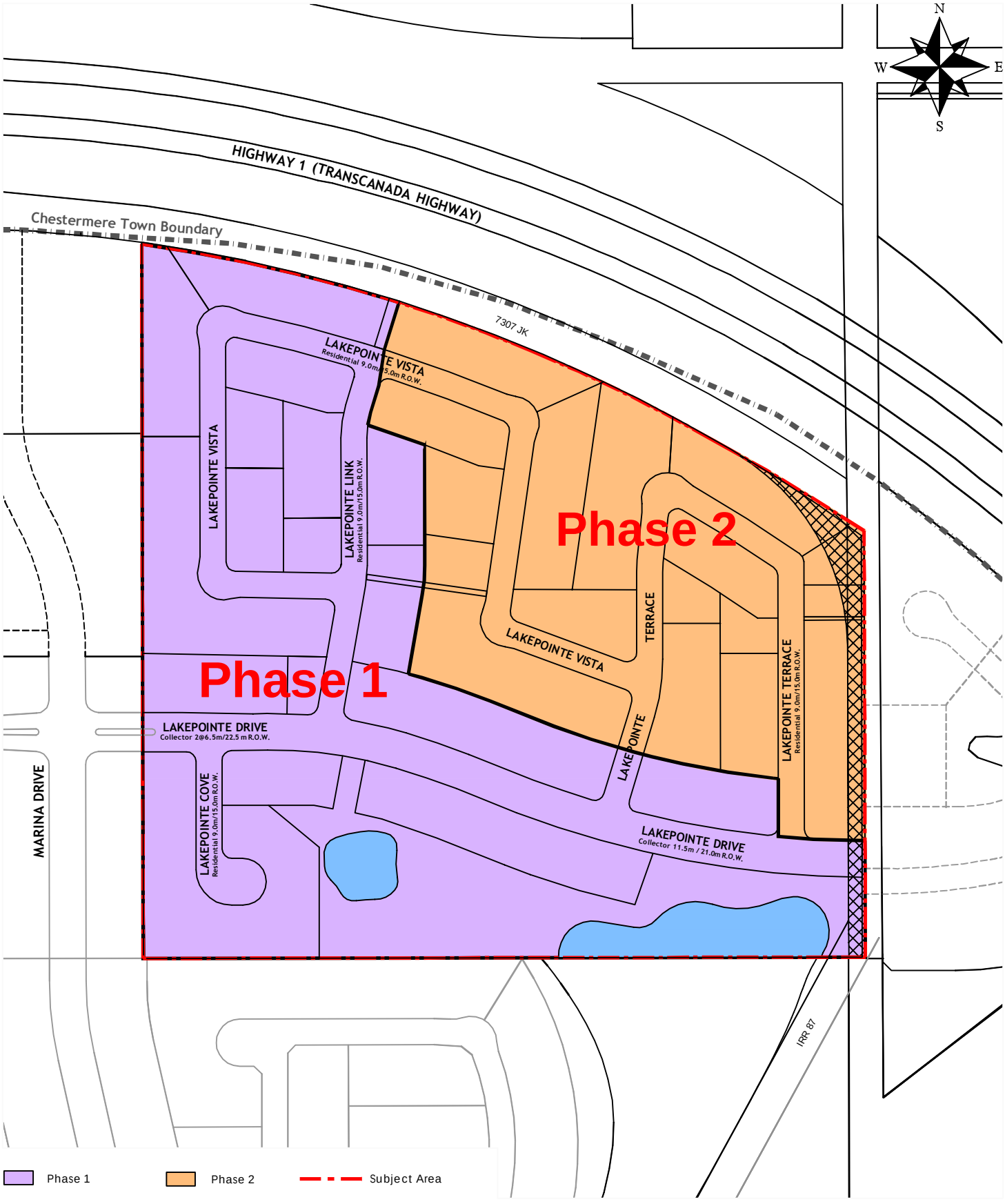
The purpose of this district is to provide for a mix of single family lots dispersed throughout the Plan Area. This application contains approximately 2.26 ha (5.59 ac) of lands for the purpose of single family semi detached residential and is anticipated to accommodate approximately 52 units; 25.3% of the total units. Single family semi-detached dwellings will comprise approximately 35% of the proposed units within the Plan. Semi detached units will be designed to appear as one large single detached home. These units will be located within the central portion of the Plan Area and provide a transition between the single family detached units and the multi-family townhouses.

4.3 DIRECT CONTROL RESIDENTIAL MULTI UNIT DISTRICT (DC(R-3))

The application contains approximately 1.75 ha (4.33 ac) of lands for the purpose of townhouse development and is anticipated to accommodate approximately 65 townhouse units, comprising 29.4% of the total units. The purpose of this district is to provide for fee simple townhouse development at the northern edge of the plan area. Traditional multi-family developments are not typically integrated with the surrounding neighbourhood and require a condominium corporation to maintain the open space and private road network. The proposed direct control district will provide for a mix of semi detached and attached housing forms to transition from the single family semi detached housing proposed in the R-2 district. The DC(R-3) district allows for each unit to be owned and maintained independently while being integrated within the entire neighbourhood. Each unit will front onto a public road built to the Town of Chestermere's standards. Highly articulated facades with projections and recessions are utilized to visually break up each block of townhouses and provide architectural variety.

4.4 MUNICIPAL RESERVE PUBLIC SERVICE DISTRICT (PS)

A series of open spaces and pathways have been provided for throughout the Plan Area. Linkages have been provided for throughout the Plan Area and wherever possible linkages have been made to adjacent open space areas. A pathway system has also been included within the stormwater management pond outside of the 1:100 storm limits.



URBAN SYSTEMS

Phasing Plan

Westermere Stage 6 Phasing Plan

Exhibit 3.9

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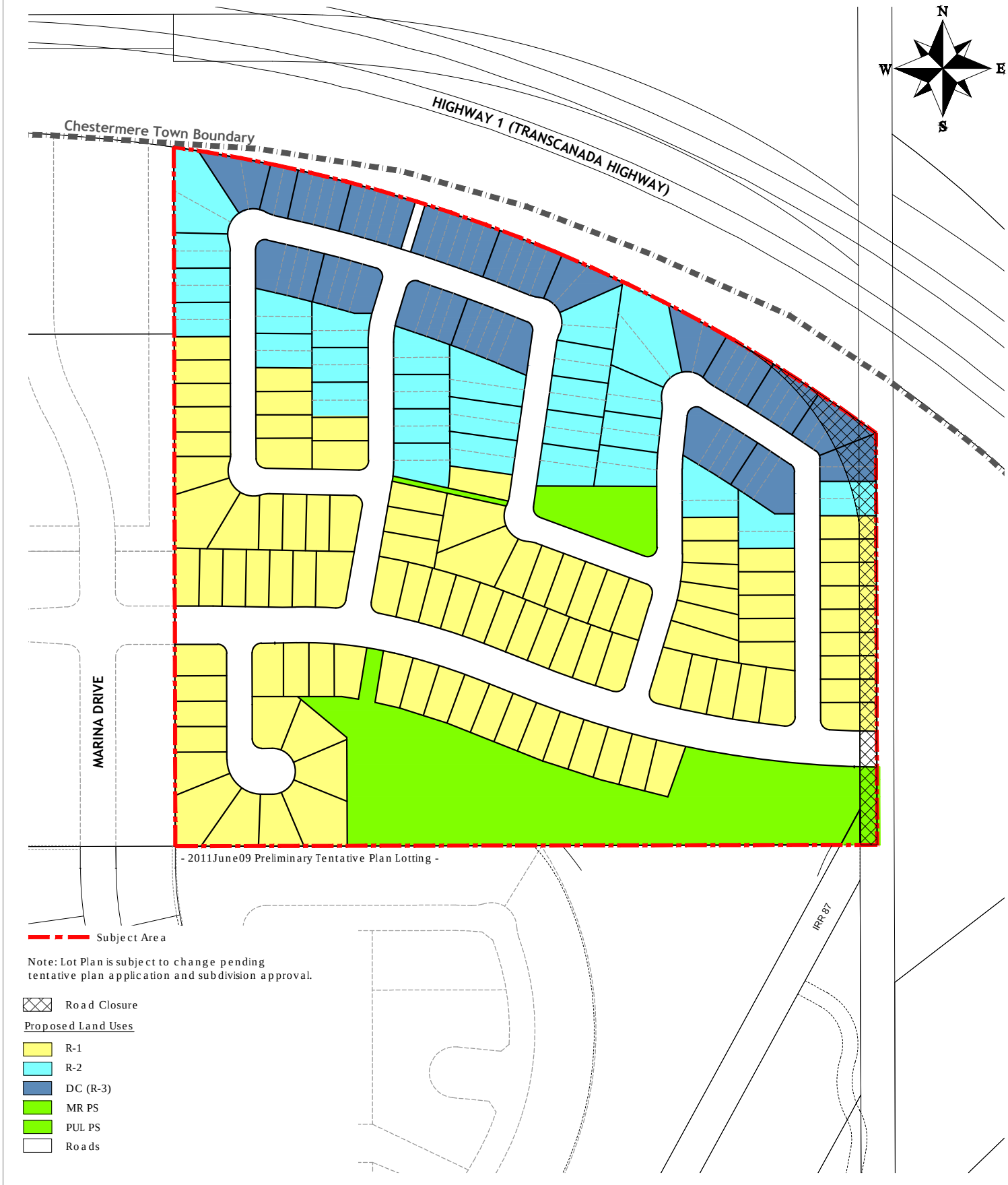

URBANSYSTEMS®

Shadow Lotting Plan

Westermere Stage 6 Phasing Plan

Exhibit 4.0

1:3000

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4.5 ARCHITECTURAL GUIDELINES/CONTROLS

The purpose of Architectural Controls is to ensure that proposed development is visually appealing and cognizant of the surrounding environment while encouraging a high quality of design in the built environment. The intention of the Architectural Guidelines is to achieve a community that has a sense of village where all streets and public facilities are pedestrian friendly. As in traditional North American communities, people friendly porches and the careful use of glazing will be used to reinforce this "eyes on the street" and "village" feel. Within this setting the architectural components will respond to the community edges, the road network, open space features, siting criteria, massing and clusters, architectural styling and community features.

The development area is envisioned as an attractive pedestrian-scaled community consisting of residential pockets linked by pedestrian connections and open space. The design vision will be realized through:

- A pattern of roads and lotting that is based on a modified grid that reinforces views to Chestermere Lake
- Attractive, comfortable and distinctive streets
- Varied and attractive housing forms that provide a strong presence within the street and reinforce a pedestrian-scaled community
- A series of special features that enhance the sense of arrival, place and way finding, and
- Parks as focal points/centres of the neighbourhood

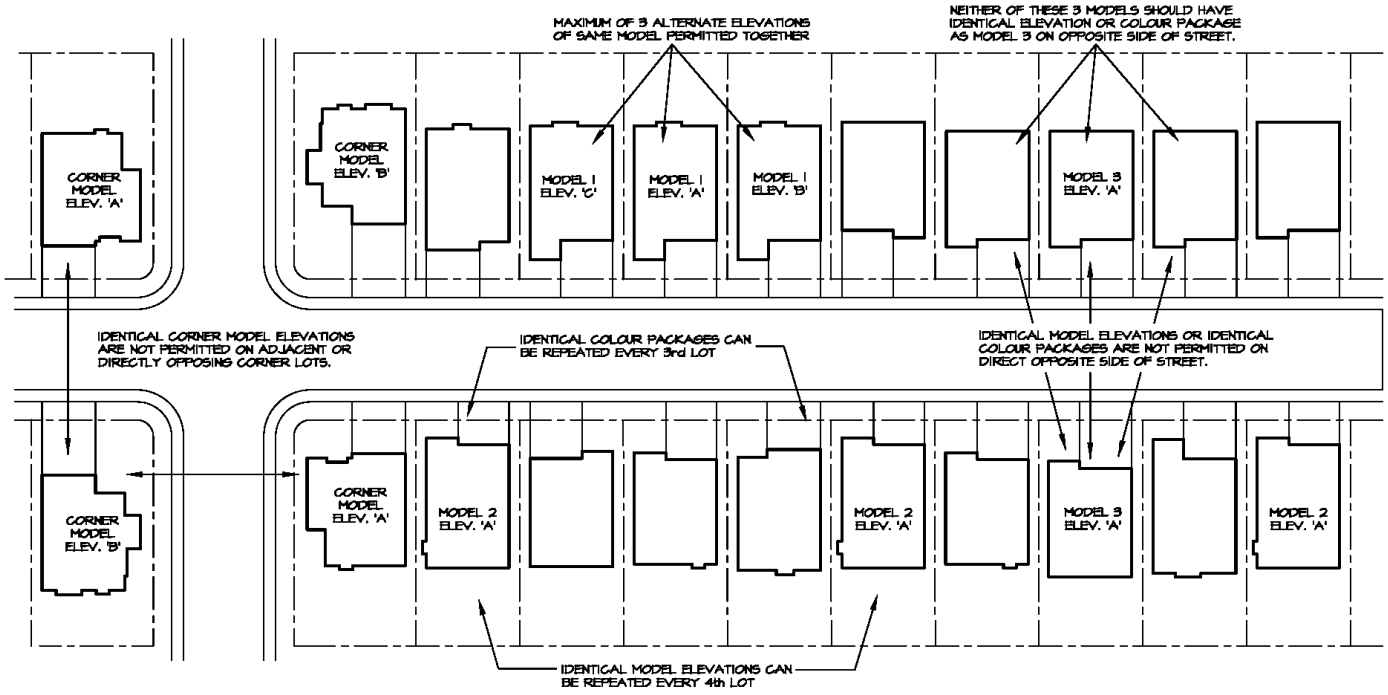
A variety of elevation styles will be utilized which may include Colonial, Georgian, Arts and Crafts, French Country, Craftsman, Prairie and Tudor. Architectural Controls will be applicable to all dwellings in the R-1, R-2 and DC(R-3) land use districts.

4.5.1 OVERVIEW

The developer will commission a Design Coordinator to administer architectural guidelines. All plans will be reviewed in accordance with the architectural guidelines before being submitted to the Town of Chestermere for development permits and building permits.

a) Residential Unit Siting Guidelines
   Appropriate siting of residential units and their architectural components contributes greatly to the community streetscape. It can also be used as a tool in unifying the overall structure of the community.
   i. Each block shall contain a mix of unit types with a variety of elevations
   ii. Placement of single family homes or pairs of duplexes with the same elevations and colour treatment next to each other is not permitted. Identical unit elevations or pairs of elevations can be repeated every fourth lot. Identical elevations are not permitted to be sited directly across the street from one another.
   iii. The front porch and/or facade wall should be sited close to the front lot line where possible
   iv. Entry doors should be visible from the street.
   v. Where side and rear elevations of units are exposed and visible from public space they shall have upgraded elevations that are consistent and appropriate in design quality as determined by the Design Coordinator. A continuation of similar materials and detailing as the front elevation is required on all visible facades.
   vi. Where the rear elevation only of a house is exposed to the public it shall be upgraded to include window grills, trim surround and frieze board consistent with the front elevation.

vii. Rear elevations adjacent to Highway 1 will be upgraded to provide an aesthetically pleasing entrance to the Town of Chestermere.



MODEL & COLOUR REPETITION CRITERIA SITE PLAN (ALTHOUGH THE EXAMPLE SHOWN IS SINGLE DETACHED, THE PRINCIPLES APPLY TO ALL BUILDING FORMS)

Residential Unit Elevation Guidelines

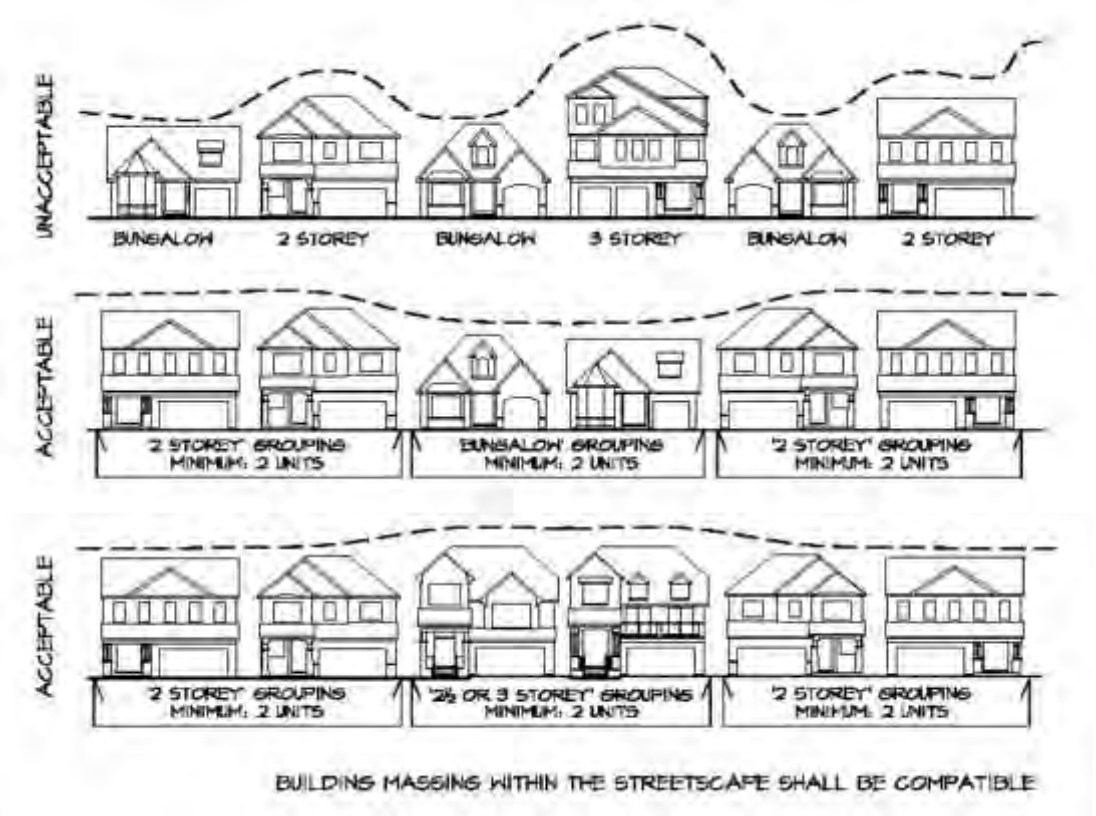
viii. Various architectural forms should provide a harmonious mix of distinctive architectural styles which are designed to be complementary to the design of the public realm

ix. Doors are encouraged to have inset glass panels or side lites or other means of viewing the entry area from within the home

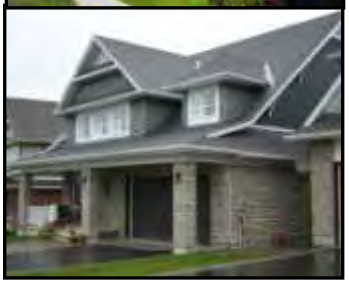
x. Semi detached and townhouse units shall have coordinated window placement. The exterior ground floor should have a unified image in material and colour. Individual entries shall be emphasized through roof articulation and/or other treatments

b) Massing Within the Streetscape

i. Buildings adjacent or opposite one another should be compatible in massing and height. Extreme variation in massing should be avoided



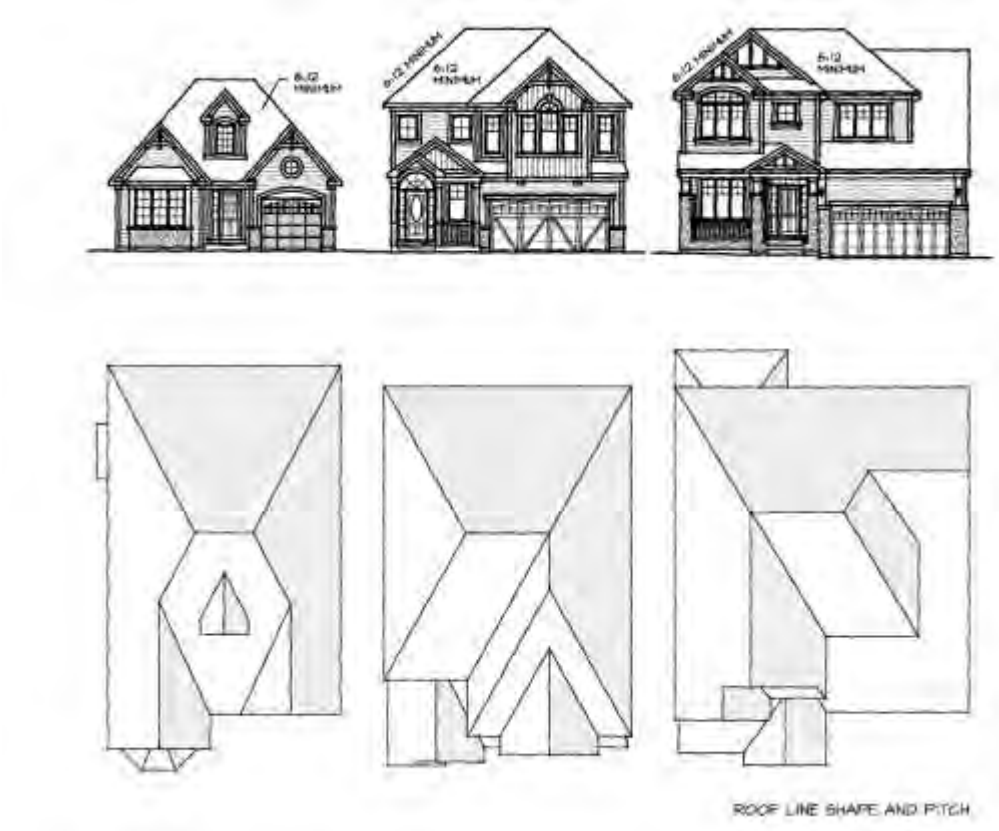
c) Porches and Entry Features



i. A porch must be designed to define the entrance and as a protective means to the entrance of the house. A porch can also serve as the extension of the garage roof and a means of wrapping around corners
ii. The majority of the model types offered shall have at least one elevation that incorporates a porch
iii. On corners and facing parks all houses shall have porches
iv. Covered entrances, side porches and balconies should have a minimum depth of 1.5 metres to accommodate a pair of chairs
v. Porticos are encouraged where they suite the architectural style

d) Roof Line Shape and Pitch

i. A variety of silhouettes and shapes must be pursued within an urban block
ii. Minimum roof pitch on main roofs for two storeys' or more is 6:12. Roof slopes for feature roofs such as gables which draw emphasis to the house should be in keeping with its architectural style
iii. For bungalows or bungalows with lofts the minimum main roof pitch shall be 7:12.
iv. Real or false dormers and cupolas in a sloped roof are encouraged. The design of dormers must be in scale and character with the chosen building design. Non-operating or black glass windows or exterior trim elements within the dormer should be of the same type and proportions as the main building.
v. Roof materials and colour must be in character with the proposed building design. Roof flashing must blend in with and match the wall surface
vi. Roof vents and plumbing stacks must be located away from the public view of the house where possible



ROOF LINE SHAPE AND PITCH

e) Garages
   i. Garage doors must be coordinated with the rest of the house materials. Paint colours must be appropriate and not be dominant
   ii. Garage doors are to be as unobtrusive as possible so they do not dominate the facade of the building. The garage door should be designed so that it complements the character of the dwelling and is either recessed or highly articulated
   iii. The design and material of attached garages should complement, not dominate, the main dwelling to create a cohesive streetscape.
   iv. Attached garages must be a natural extension of the design, massing and materials of the main dwelling
   v. It is encouraged for some elevations to not have a second storey over the garage as to provide variety in the streetscape and visually create greater distances between second floors

f) Wall Finishes and Masonry Details
   i. Dominant wall materials will be either vinyl siding (horizontal or vertical), composite siding or panels with trim, brick, stone and/or stucco
   ii. Stone and brick are encouraged to be used as accent material on porch column piers, base skirts or banding, corner pilasters, bay window bases, porticos, feature front walls or any other areas which compliment the elevation

g) Exterior Colours
   i. Identical colour packages shall be separated by a minimum of 3 dwellings. Where transition or change in material occurs, they shall complement each other
   ii. Different colour packages between blocks of townhouses is encouraged
   iii. The entire streetscape of a block shall be considered and coordinated when determining the colour scheme for individual lots
   iv. Front doors should remain the focus of the front elevations by way of door colour and entry design

h) Corner Lots
   i. It is recommended that the front and side elevations of corner lots have architectural treatments which assist in signalling intersections and changes in circulation patterns, to pedestrian and drivers.
   ii. Architectural details such as wrap-around porches, turrets and/or upgraded side elevations/facades shall be used to enhance the visual weight of corner lot dwellings
   iii. Exposed side/rear elevations will have the same quality and degree of architectural detailing as front faces, to ensure a strong edge on both streets

iv. Front porches with high-profile, two-sided ornamental frames and/or wrap-around porches may be used to define and emphasize the corner

i) Site Grading
   i. Grading will follow the subdivision grading plan

j) Entry
   i. Each home's entry will be consistent with the architectural style of the home
   ii. Entry may face the flankage yard or the front yard of a corner lot

k) Landscaping
   i. All landscaping will be in accordance with the rules and regulations set forth in the Land Use Bylaw

l) Fencing
   i. Fencing shall be as per the current Town of Chestermere Municipal Improvements Policy
   ii. Sound attenuation fencing shall be installed where required for properties backing onto Highway 1. The sound attenuation fence will be designed in accordance with the Town of Chestermere's specifications and the recommendations of an acoustic consultant

m) Signage
   i. All signage within the community will be consistent with the architectural theme of the community, reflective of the Town of Chestermere's branding standards and in compliance with the Land Use Bylaw signage regulations

n) Street Furniture
   i. All street furniture will be consistent with the architectural theme of the community

5. IMPLEMENTATION

The WS6 Outline Plan Amendment and redesignation application represents Mattamy Homes' commitment to the planning of a comprehensive residential community in the Town of Chestermere that protects the existing small town character.

Approval of this application will allow for sustainable and staged development in northwest Chestermere in a manner that will accommodate the future growth of the Town in this sector and ensure an appropriate interface with adjacent development. The application is consistent and in keeping with the policies and ideals set out within the Town of Chestermere MDP, Land Use Bylaw NO. 022-10, and the WASP.

Subdivision applications for each subsequent phase will be submitted after redesignation has been granted. The subdivision process will determine the design and final configuration of individual lots, Municipal Reserve, stormwater management facilities and roads.

Registration of individual lots will not proceed until a Development Agreement with the Town has been executed. This will establish the standards for construction of site services, including roads,

the culvert, water and sewer system, drainage controls and shallow utilities and establish performance security and warranty provisions for the development.

APPENDIX A – *TITLE*

LAND TITLE CERTIFICATE

S

LINC	SHORT LEGAL	TITLE NUMBER
0019 540 550	4323JK;3	101 071 792

LEGAL DESCRIPTION

PLAN 4323JK
BLOCK 3
CONTAINING 17.3 HECTARES (42.88 ACRES) MORE OR LESS
EXCEPTING THE HIGHWAY WIDENING ON PLAN 7303JK
CONTAINING 3.35 HECTARES (8.28 ACRES) MORE OR LESS
EXCEPTING THEREOUT ALL MINES AND MINERALS

ATS REFERENCE: 4;28;24;22;NE
ESTATE: FEE SIMPLE

MUNICIPALITY: TOWN OF CHESTERMERE

REFERENCE NUMBER: 091 380 519

REGISTERED OWNER(S)

REGISTRATION	DATE(DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
101 071 792	11/03/2010	TRANSFER OF LAND	$6,400,000	$6,400,000

OWNERS

MATTAMY (LAKEVIEW) LIMITED.
OF 121, 2723 37 AVE NE
CALGARY
ALBERTA T1Y 5R8

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION NUMBER	DATE (D/M/Y)	PARTICULARS
8747IH .	30/01/1962	RESTRICTIVE COVENANT

(CONTINUED)

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION # 101 071 792

NUMBER	DATE (D/M/Y)	PARTICULARS
741 086 070	12/09/1974	UTILITY RIGHT OF WAY GRANTEE - CANADIAN WESTERN NATURAL GAS COMPANY LIMITED.

TOTAL INSTRUMENTS: 002

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN ACCURATE REPRODUCTION OF THE CERTIFICATE OF TITLE REPRESENTED HEREIN THIS 2 DAY OF APRIL, 2010 AT 03:24 P.M.

ORDER NUMBER:16199549

CUSTOMER FILE NUMBER:

END OF CERTIFICATE

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER, SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM INCLUDING THIS UNMODIFIED PRODUCT IN ANY REPORT, OPINION, APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).

APPENDIX B – *LAND USE DISTRICTS*

10.2 Residential Single Detached District (R-1)

10.2.1 Purpose

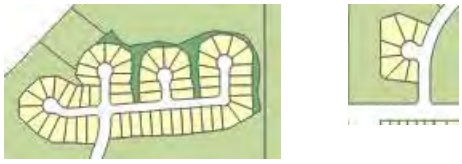
The purpose of this District is to provide for low density residential development having high standards of design and appearance.

10.2.2 Permitted Uses	10.2.3 Discretionary Uses
• Accessory Buildings and Uses • Dwellings, Single Detached • Minor Home Businesses • Parks • Show Homes	• Second or Additional Accessory Buildings in excess of 10.0 m^2 • Bed and Breakfast Accommodations • Child Care Facilities • Community Buildings and Facilities • Major Home Businesses • Public Uses • Public Utilities • Places of Worship • Secondary Suites • Signs • Small Wind Energy Conversion Systems • Solar Collectors

10.2.4 General Requirements

In addition to the Regulations contained in Part 7 the following provisions shall apply to every development in this District.

Site Standard	Rear Lane	No Rear Lane
Lot Area (minimum):	• 700 m^2 for lots abutting East or West Chestermere Drive as illustrated in Figure 10.2.1 • 454 m^2 for all other lots	*Figure 10.2.1*
Lot Width (minimum):	• 22.0 m for lots abutting East or West Chestermere Drive as illustrated in Figure 10.2.1 • 13.75 m for all other lots	

Front Yard Setback (minimum):	• 6.0 m	
Side Yard Setback (minimum) (Principal Building):	• 3.0 m on street side of a corner lot • 1.5 m on all other sites	• 1.5 m for dwelling with attached garage • 1.5 m one side and 3.0 m other side without attached garage • 3.0 m on street side of corner site
Side Yard Setback (minimum) (Accessory Building):	• 3.0 m on street side of corner lot • 0.6 m including eaves on all other sites • The side yard setbacks of principal and accessory buildings on infill lots shall be varied where possible in order to maximize the visual amenity of the district and facilitate sunlight and ventilation to individual dwellings.	
Rear Yard Setback (minimum):	• 6.0 m for principal building • 8.0 m for principal building on Lots 1-60, Block 9, Plan 9311609 and Lots 13-19, Block 8, Plan 9112616 as illustrated in Figure 10.2.3 1.5 m for accessory building	*Figure 10.2.3* 
Lot Coverage (maximum):	• 45% for all buildings • 10% for accessory buildings	
Building Height (maximum):	• 2 storeys not exceeding 12.0 m for principal building • 4.5 m for accessory building	

10.6 Residential Semi Detached District (R-2)

10.6.1 Purpose

The purpose of this District is to provide for residential neighbourhoods which have a high standard of design and appearance in which semi-detached dwellings are the predominant housing form.

10.6.2 Permitted Uses	10.6.3 Discretionary Uses
• Accessory Buildings and Uses • Dwellings, Duplex • Dwellings, Semi Detached • Minor Home Businesses • Parks • Show Homes	• Second or Additional Accessory Buildings in excess of 10.0 m^2 • Community Buildings and Facilities • Dwellings, Single Detached • Major Home Businesses • Public Uses • Public Utilities • Places of Worship • Residential Care Facilities • Secondary Suites (in association with a single detached dwelling only) • Signs • Small Wind Energy Conversion Systems • Solar Collectors

10.6.4 General Requirements

In addition to the Regulations contained in Part 7 the following provisions shall apply to every development in this District.

Site Standard	Rear Lane	No Rear Lane
Lot Area (minimum):	• 454 m^2 for single detached dwellings and duplexes • 305 m^2 per unit for semi-detached dwellings	
Lot Width Setback (minimum):	• 13.75 m for single detached dwellings and duplexes • 11.0 m per unit for semi-detached dwellings on a corner lot • 10.0 m per unit for all other semi-detached dwellings	
Front Yard Setback (minimum):	• 6.0 m	
Side Yard Setback (minimum) (Principal Building):	• 3.0 m on street side of a corner site • 1.5 m on all other sites	• 1.5 m with attached garage • 1.5 m one side and 3.0 m other side without attached garage • 3.0 m on street side of corner site
Side Yard Setback (minimum) (Accessory Building):	• 3.0 m on street side of corner site • 0.6 m including eaves on all other sites	

Rear Yard Setback (minimum):	• 6.0 m for principal building • 1.5 m for accessory building
Lot Coverage (maximum):	• 40% for all buildings • 10% for accessory buildings
Building Height (maximum):	• 2 storeys not exceeding 12.0 m for principal building • 4.5 m for accessory building

10.6.5 Additional Requirements

a) Notwithstanding 9.9.4, the site standards for Lots 68-70, Block 3, Plan 3883JK as illustrated in Figure 10.6.1 shall be at the discretion of the Development Authority.

Figure 10.6.1

10.7 Residential Multi-Unit District (R-3)

10.7.1 Purpose

The purpose of this District is to provide for multi-unit residential development, along with Semi-Detached development in order to increase the variety of dwelling types available in the community.

10.7.2 Permitted Uses	10.7.3 Discretionary Uses
• Accessory Buildings and Uses • Community Buildings and Facilities • Dwellings, Duplex • Dwellings, Semi Detached • Minor Home Businesses • Parks • Show Homes • Stacked Townhouses • Townhouse Development	• Second or Additional Accessory Buildings in excess of 10.0 m^2 • Child Care Facilities • Major Home Businesses • Public Uses • Public Utilities • Places of Worship • Residential Care Facilities • Signs • Small Wind Energy Conversion Systems • Solar Collectors

10.7.4 General Requirements

In addition to the Regulations contained in Part 7 the following provisions shall apply to every development in this District.

Site Standard	Rear Lane	No Rear Lane
Lot Area (minimum):	• 520 m^2 per building for semi-detached dwellings, 204 m^2 for one of the two dwelling units • 204 m^2 per townhouse unit that fronts onto a public road • At the discretion of the Development Authority for all other uses	
Lot Width (minimum):	• 6.0 m per lot for townhouses that front onto a public road • 15.0 m per building for semi-detached dwellings, 6.0 m for one of the two dwellings • At the discretion of the Development Authority for all other uses	
Front Yard Setback (minimum):	• 6.0 m for lots with an attached front drive garage • 3.5 m for lots with frontage onto a public road without an attached front yard garage, provided all eaves and cantilevers do not encroach into the required front yard setback. • 3.0 m for all other sites	
Side Yard Setback (minimum) (Principal Building):	• 3.0 m on street side of a corner site • 1.5 m on all other sites • No side yard is required for a	• 1.5 m with attached garage • 1.5 m one side and 3.0 m other side without attached garage • 3.0 m on street side of corner site

	semi-detached dwelling where a common wall is on a side lot line.	
Side Yard Setback (minimum) (Accessory Building):	• 1.5 m on street side of corner site • 0.6 m including eaves on all other sites	
Building Separation (minimum):	• 2.4 m for elevations with no living room and/or bedroom windows facing each other • 10.0 m for elevations with living rooms and/or bedroom windows facing each other, or compliance with any other Alberta regulation, whichever is greater	
Rear Yard Setback (minimum):	• 6.0 m for principal building • 1.5 m for accessory building	
Density (maximum):	• 6 units per grouping • 44 units/ha	
Amenity Space (minimum):	• 10% of site to be used for communal space for complexes of 10 or more units • 16 m^2 of private fenced outdoor amenity space for each attached housing unit • Minimum 1.5 m-high opaque wall required to separate adjoining decks	
Lot Coverage (maximum):	• 40% for all buildings excluding lake lot area • 10% for accessory buildings excluding lake lot area	
Building Height (maximum):	• 2 storeys plus loft not to exceed 12.0 m for principal building • 4.5 m for accessory building	

10.7.5 Additional Requirements

a) Where townhouse units front onto a public road, they shall be compatible in terms of mass and character with existing buildings on neighbouring sites.

b) Notwithstanding Section 7.22.7, a minimum of 40% of the site area, plus all adjoining boulevards, shall be landscaped.

c) Identical front elevations must be separated by a minimum of three (3) dwelling units, except where buildings are separated by roadways.

APPENDIX C – *STORMWATER MANAGEMENT REPORT*

FOCUS
EXPERIENCE THE VALUE

July 6, 2007 File No.:

Town of Chestermere
105 Marina Road
Chestermere, Alberta,

IBI GROUP
CALGARY
RECEIVED
JUL 10 2007
ORIGINAL:
COPY:

COPY

Attention: Craig Lawrence

Dear Sir:

RE: WESTMERE STAGE 6 (PLANETWIDE INVESTMENT GROUP)
PLANNING LEVEL STORMWATER MANAGEMENT REPORT

Focus Corporation is pleased to provide this letter report in support of the Westmere Stage 6 (Planetwide Investment Group) Outline Plan application. This letter is to provide planning level rationale for the stormwater facility required to service this area. This report is not a design level report, but identifies the overall drainage rationale, and justifies the PUL & MR areas shown within the outline plan submission.

This letter is, in part, based on earlier work completed for Westmere Communities Ltd. for the Westmere Stages 4 & 5 Outline Plan approvals. Specifically, we would note the following previously approved reports: Westmere Stage 5 (Westmere Communities Ltd.), Planning Level Stormwater Management Report (dated January 2006 by Sunbow Consulting Ltd.), and Westmere Phase 16 Stormwater Storage Facility, Stormwater Management Report (dated August 2006 by Operational Solutions). This letter also conforms to the Chestermere Utilities Master Plan.

Based on these previous reports and plans, the subject Outline Plan is intended to drain through the existing Westmere North Storm Pond (WNSP). The outlet control structure, pipe, and channel system have been designed to accommodate the additional flow from the outline plan area. The pond has been designed and constructed as a wetpond / wetland type of facility to provide both stormwater quantity attenuation and quality improvements. The existing pond was not, however, constructed with the volume necessary to accommodate the Outline Plan area at full development. The previous rationale was that both developers would share in the use of land for this pond. Subsequently, the pond will be expanded to the north with the construction of this development.

This particular report is to determine the amount of additional volume and area required to expand the WNSP to accommodate the outline plan area. The catchment area for the WNSP consists of lands west of Chestermere Lake, south of Highway #1, and north of the Westmere Commercial drainage boundary that geographically drain east directly to Chestermere Lake. The overall study area for this report comprises a total of 108.3 hectares as shown on the attached plan.

Based on the Chestermere Utilities Master Plan, the ultimate drainage from Area #1 will, in large part, be directed west to the West Creek drainage basin. However, in the interim, pre-development grades are such that a 23.3 hectare area naturally drains east and is accommodated in the WNSP. The drainage paths for all the remainder of the areas remain the same.

For this report, area #6 and a portion of area #7 (the outline plan area), comprising about 23.4 hectares, will additionally drain as developed land into the WNSP. The WNSP has been located such that it can be expanded easily to the north to accommodate any additional volume.

The WNSP modeling was undertaken using the SWMHYMO V4.0 computer model. For this study, a single event analysis was performed to determine the affects a 24 hour, 1:100 year rainfall event. Rainfall is based on a theoretical rainfall event derived from long term City of Calgary precipitation data. The intent, again, is to determine the scale of the facility on a planning level and ensure that the land use boundaries are adequate. A future detailed design report will need to be done to address forebay sizing, flow path lengths, and sediment and pollutant loadings. Since the WNSP is designed for water quality improvements that exceed AEP guidelines, similar design philosophies with the new construction will lead to similar results.

The development scenario that will provide the largest volume in the WNSP is if lands east of the Altalink powerline R/W area are fully developed, and lands west thereof remain undeveloped. As mentioned above, under full development lands west of Paradise Road will drain west. Based on these criteria, it is estimated that the WNSP will require a 1:100 year volume of 42,900 m3. Since continuous simulation tends to marginally estimate more volume in a 1:100 year event (Westmere Phase 16 report), it would be prudent to size the total pond for about 45,000 m3.

Currently, the WNSP has a 1:100 year capacity of 33,240 m3 (based on continuous simulation). Thus to accommodate the Westmere Stage 6 outline plan area, the volume of the pond will have to be enlarged by 11,760 m3. Drawing B shows a possible layout for this future construction.

In addition, the orifice plate within the control structure will have to be replaced. Currently, the orifice provides for a release rate of 218 l/s at the 1:100 year event. A new plate with a larger orifice is required to accommodate the maximum 1:100 year release rate of 271 l/s (for 108.3 hectares). The same size of plate will work for both configurations.

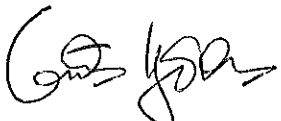
As for land use boundaries, all lands within the 1:100 year level of the pond will be designed as PUL. All green space outside this area will be designed as MR.

In summary, the Westmere North Storm Pond and the PUL & MR areas have been carefully considered to provide adequate volume and area to accommodate runoff from the subdivision. As previously approved, all lands within this drainage catchment are serviced through the WNSP with one common outfall to Chestermere Lake. A further, comprehensive design report will be submitted with the construction drawings for the storm pond facility. At detailed design, we would also expect subtle changes to the layout of the pond based on the landscape architect's recommendations with the final design.

We trust this letter addresses your concerns with regard to the storm drainage for the Westmere Stage 6 outline plan area. Please find a map of the catchment boundaries for the WNSP, and the expanded pond boundaries with this letter. The computer modeling can be made available upon request. If you have questions or concerns or require any additional information with this letter, please contact the undersigned.

Sincerely,

FOCUS CORPORATION



CURTIS HOBBS, P. ENG.
PROJECT ENGINEER
CH/sp
Encl.

Cc: Taryn Knight, IBI Group

APPENDIX D – *TRAFFIC IMPACT ASSESSMENT*

Town of Chestermere
105 Marina Rd.
Chestermere, AB T1X 1V7

February 17, 2011
Our File: 2734.T01

Attention: **Mr. John S. Popoff, MCIP, PMP**
Director of Planning and Development

Re: **WESTMERE STAGE 6 TRAFFIC IMPACT ASSESSMENT**

Dear John,

The purpose of this letter is to outline the expected transportation impacts as a result of the development of the proposed Westmere Stage 6 Lands owned by Mattamy Homes.

BACKGROUND

Mattamy Homes recently purchased 35 acres of land in Chestermere AB, known as Westmere Stage 6. The location of the site is shown in **Figure 1.**

The land use for the subject lands was approved in July 2009. To provide access to the site, Mattamy will extend Marina Drive to the north. Mattamy has made arrangements that will allow them to proceed with their development prior to construction of the development located immediately south of the site (Melcor). This will provide access for the Mattamy subdivision to Highway 1A.

Mattamy Homes has retained D.A. Watt Consulting to prepare a traffic impact assessment related to the development of Westmere Stage 6 and to review the transportation impacts of the site.

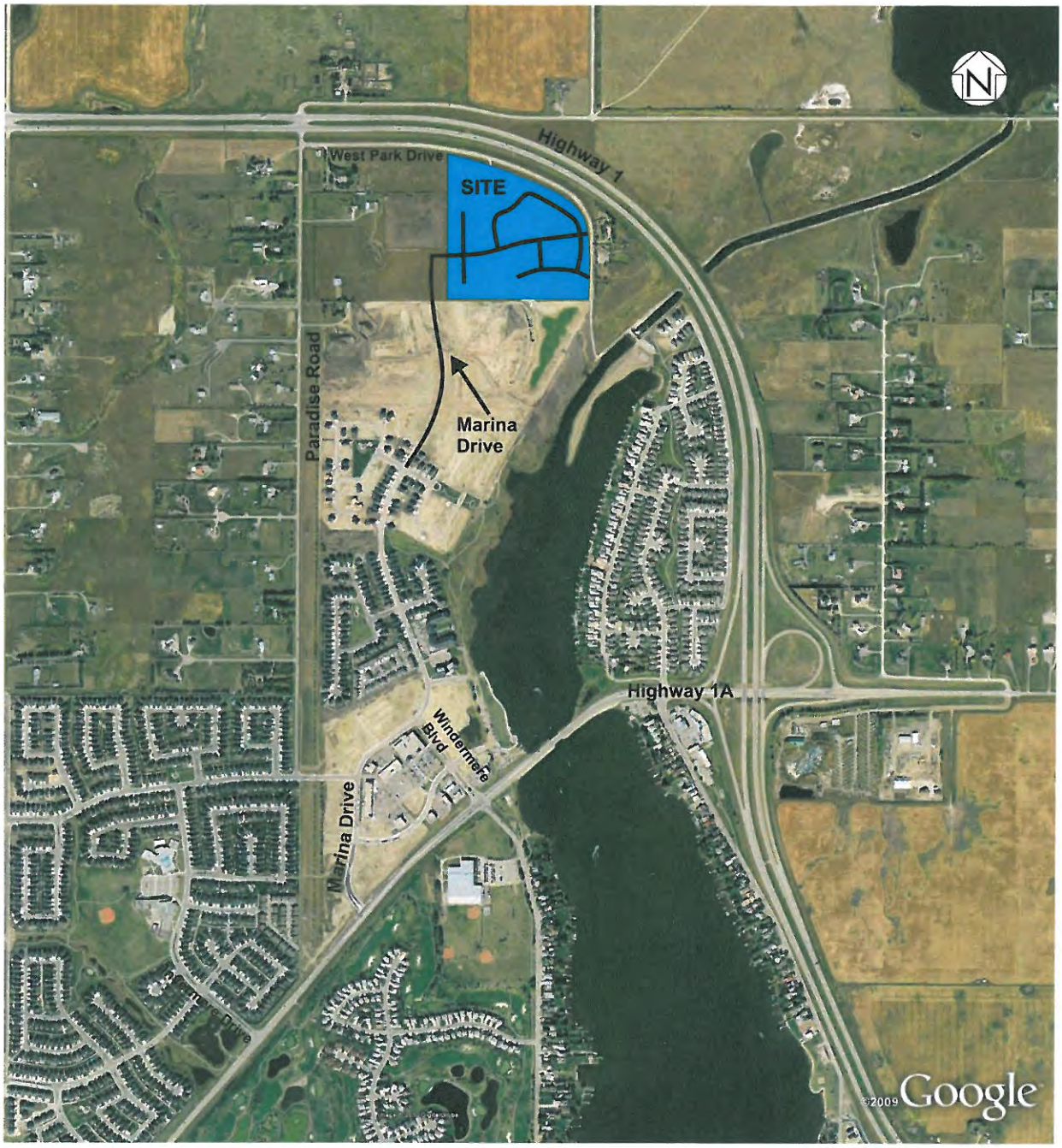


FIGURE 1: SITE PLAN

EXISTING CONDITIONS

Traffic count surveys were completed in March 2010 for the following locations:

- Highway 1A / Marina Drive
- Highway 1A / Windermere Boulevard

The existing morning and afternoon peak hour traffic volumes are summarized in **Figure 2.**

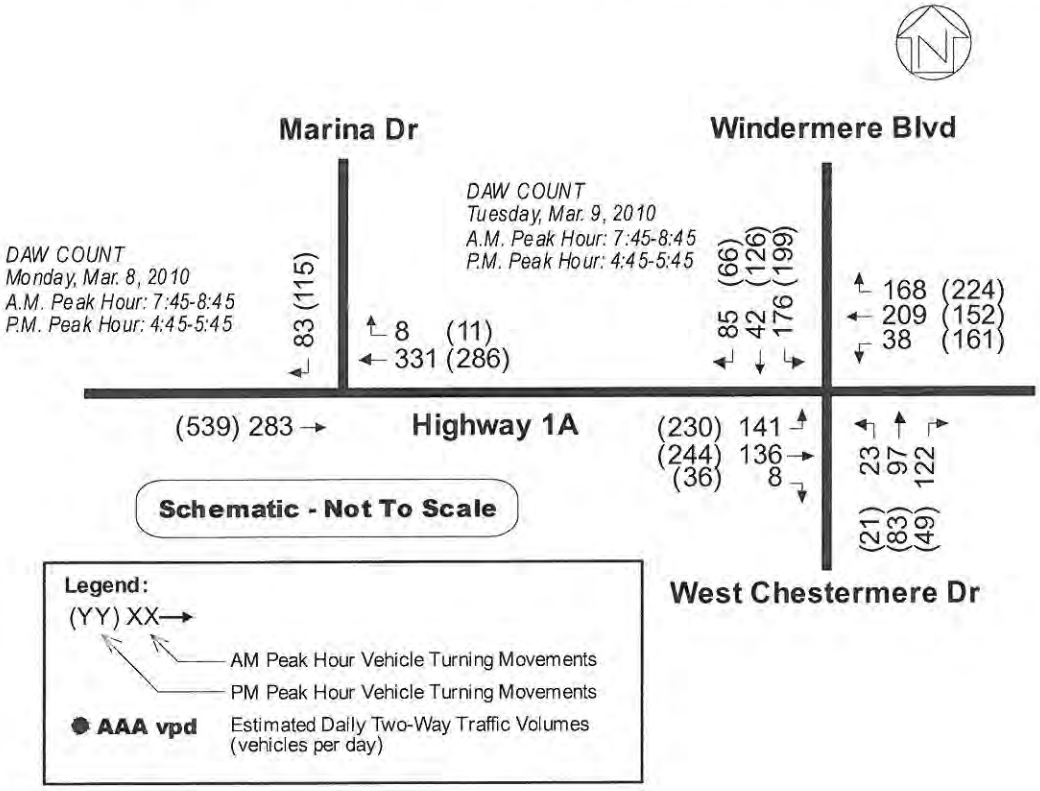


FIGURE 2: EXISTING TRAFFIC VOLUMES

The existing operating conditions during the peak hours at the study area intersections were evaluated using the Synchro/SimTraffic 7.0 software package (which is based on the methodology outlined in the U.S. Highway Capacity Manual[1]). The results of the synchro analysis are summarized in **Table 1.**

TABLE 1: EXISTING OPERATING CONDITIONS

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
Highway 1A / Windermere Boulevard (Signalized)	EB	Left	0.22	A	8.6	20.8	0.34	B	11.2	34.0
		Through	0.18	B	15.7	27.7	0.38	C	21.7	52.3
		Right	0.01	A	9.8	2.9	0.06	A	7.2	6.2
	WB	Left	0.06	A	8.2	7.3	0.28	B	10.7	24.1
		Through	0.31	B	18.5	45.0	0.25	C	21.0	33.3
		Right	0.24	A	4.1	12.7	0.33	A	4.4	14.5
	NB	Left / Through	0.32	C	23.7	25.4	0.24	C	20.3	22.5
		Right	0.28	A	5.2	10.3	0.11	A	5.7	6.6
	SB	Left / Through	0.77	D	42.4	50.2	0.83	D	42.8	75.5
		Right	0.20	A	6.9	9.7	0.14	A	9.8	10.8
	Intersection Summary			**B**	**17.4**			**B**	**19.5**	
Highway 1A / Marina Drive (Stop-Controlled)	WB	Through	n.a. for unsig	A	0.0	0.0	n.a. for unsig	A	0.0	0.0
		Right		A	0.0	0.0		A	0.0	0.0
	SB	Right		B	11.1	3.4		B	11.0	4.7

The results show all movements are currently operating at LOS D or better with v/c ratios below 0.90. The southbound left-turn movement at the Highway 1A and Windermere Boulevard intersection is the most congested movement but it is still operating at acceptable levels of service. To reduce congestion for this movement, the Town and Alberta Transportation may wish to review the signal timing plans for the intersection to see if efficiencies could be gained.

PROPOSED DEVELOPMENT

Mattamy Homes is proposing a residential development with densities that are consistent with the Westmere Area Structure Plan. For this analysis, a total of 260 units was assumed within the 35 acre parcel of land with 50 percent being single family and 50 percent being multi-family. These are preliminary densities provided by Mattamy Homes.

[1] Transportation Research Board, National Research Council. Highway Capacity Manual 2000. Washington, D.C. 2000.

TRIP GENERATION

To determine the trip generating potential of the proposed development, City of Calgary standard trip rates for single family residential and multi-family residential were applied. These were the same trip generation rates that were used to estimate traffic volumes for the Westmere Community.

The vehicular trip generation rates used for this study are summarized in **Table 2.**

TABLE 2: TRIP GENERATION RATES

LAND USE	INTENSITY	TRIP GENERATION RATE					
		AM PEAK HOUR (IB/OB)			PM PEAK HOUR (IB/OB)		
Multi-Family Residential	130	0.6 / unit	25%	75%	0.7 / unit	65%	35%
Single Family	130	0.8 / unit	25%	75%	1.0 / unit	65%	35%

The resulting vehicular traffic generation for the proposed development is summarized in **Table 3**. Overall, the proposed site is anticipated to generate approximately 180 trips in the a.m. peak hour and 220 vehicle trips in the p.m. peak hour.

TABLE 3: VEHICULAR TRIP GENERATION

LAND USE	INTENSITY	TRIPS GENERATED - AM PEAK HOUR			TRIPS GENERATED - PM PEAK HOUR		
		TOTAL	IB	OB	TOTAL	IB	OB
Multi-Family Residential	130	79	20	59	91	59	32
Single Family	130	104	26	78	131	85	46
Total		**183**	**46**	**137**	**222**	**144**	**78**

TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution patterns for the proposed development traffic were based on a review of existing traffic counts in Chestermere as well as employment location information contained in the Town of Chestermere 2007 Transportation Study. Based on this information, the traffic distribution patterns for the proposed site were estimated and are summarized in **Table 4.**

TABLE 4: ESTIMATED VEHICULAR TRIP DISTRIBUTION

NETWORK ACCESS	DISTRIBUTION PERCENTAGES
West Highway 1A	70%
East Highway 1A	20%
South of Highway 1A	10%

The portion of the trips included in the 10 percent distributed to the South were assigned proportionally to the three major employment centres in Chestermere based on employment numbers from the Chestermere Transportation Master Plan.

It is our understanding that the Province is looking to close the intersection of Paradise Road / Highway 1. Therefore, it was assumed that access to the site is provided via Marina Drive. No access will be provided on Highway 1. To account for this assumption, the existing traffic volumes using the south leg of this intersection were reassigned to the area road network using the assumed trip distribution.

In addition, it was assumed that Melcor would continue developing Westmere Stage 5 at the same time as the Mattamy site is developed. To account for development within Westmere Stage 5, it was assumed an additional 200 units would be built. The traffic from this development was added to the reassigned background traffic and the existing traffic as shown in **Figure 3.**

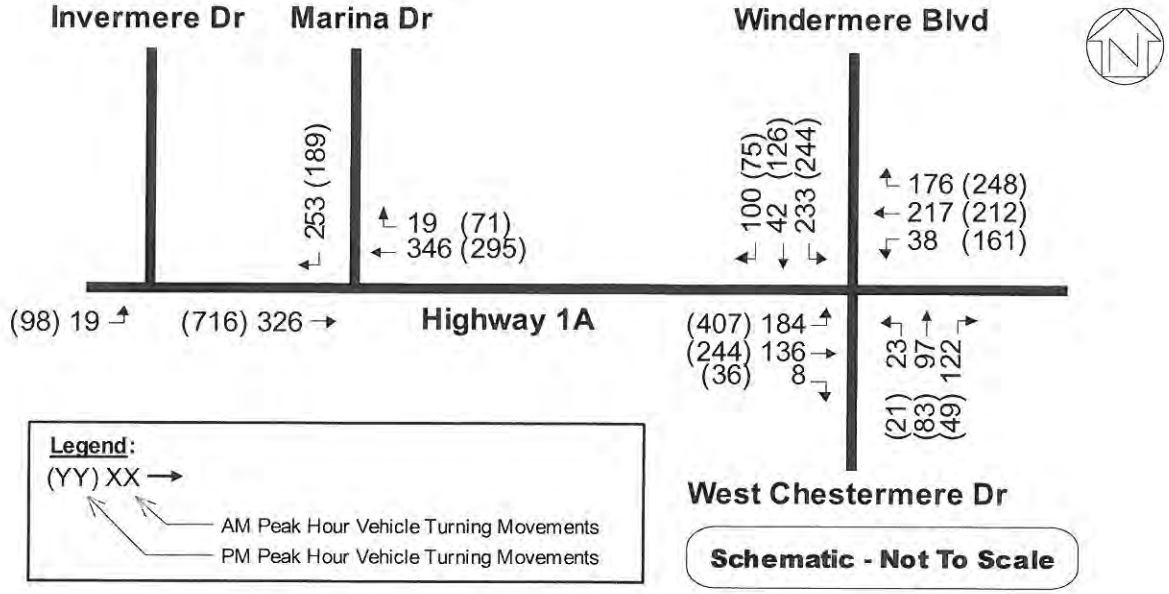


FIGURE 3: BACKGROUND TRAFFIC VOLUMES

Site generated traffic volumes were manually assigned to the road network using the trip generation levels outlined in Table 3 and the trip distribution patterns in Table 4. The site generated traffic volumes are shown in **Figure 4.**

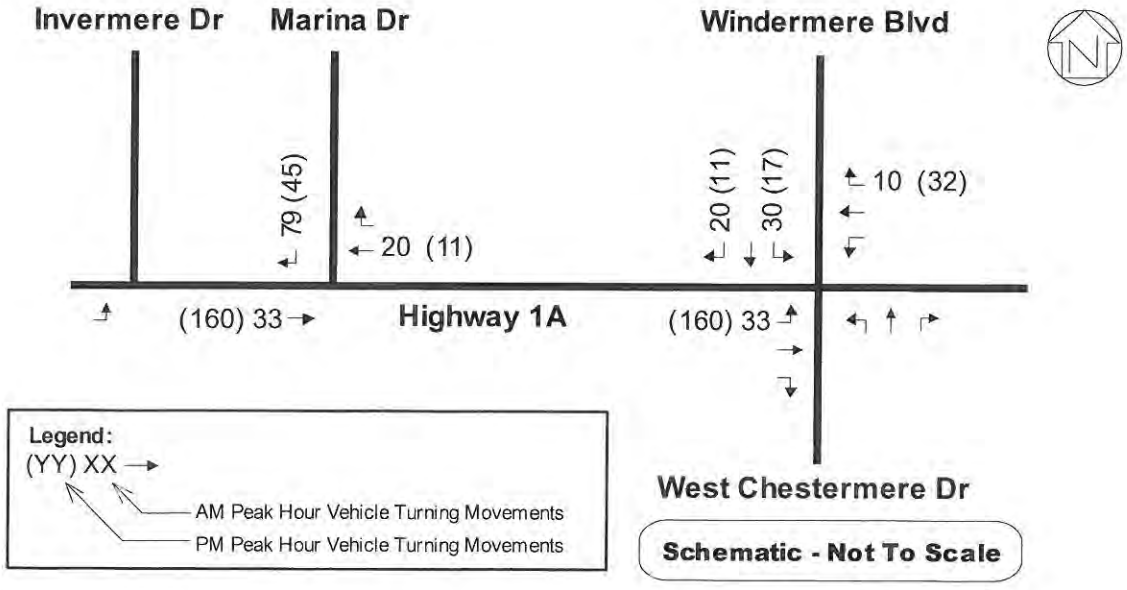


FIGURE 4: SITE GENERATED TRAFFIC VOLUMES

POST DEVELOPMENT CONDITIONS

Post-development traffic volumes were calculated by adding the existing traffic volumes, the reassigned traffic from Highway 1 / Paradise Road and the assumed additional traffic from Westmere Stage 5 (Melcor development) to the site generated traffic volumes. The resulting post-development traffic volumes are shown in **Figure 5.**

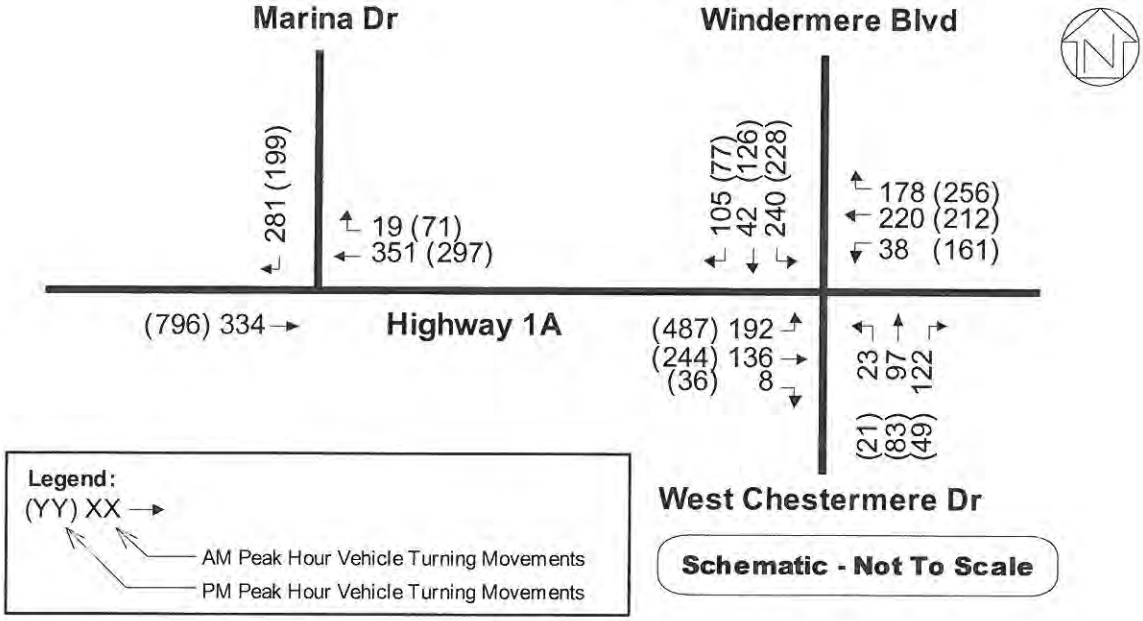


FIGURE 5: POST DEVELOPMENT TRAFFIC VOLUMES

The post-development peak hour traffic conditions were assessed in Synchro. The existing signal timing plan at Highway 1A/Windermere Boulevard was optimized to accommodate the development traffic. The results of the intersection capacity analysis are summarized in **Table 5.**

TABLE 5: POST-DEVELOPMENT OPERATING CONDITIONS

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
Highway 1A / Windermere Boulevard (Signalized)	EB	Left	0.34	B	11.6	28.8	0.80	C	25.8	95.5
		Through	0.21	B	18.3	30.3	0.40	C	22.6	49.1
		Right	0.02	B	10.6	3.0	0.07	A	6.8	5.8
	WB	Left	0.07	A	10.0	7.6	0.32	B	12.2	22.7
		Through	0.38	C	22.8	47.3	0.44	C	27.0	45.7
		Right	0.28	A	4.6	13.0	0.42	A	5.1	15.4
	NB	Left / Through	0.27	C	20.1	24.9	0.85	D	43.1	99.8
		Right	0.24	A	4.5	10.1	0.15	B	10.3	13.2
	SB	Left / Through	0.84	D	45.3	75.2	0.22	B	19.2	23.5
		Right	0.21	A	7.8	13.1	0.10	A	5.8	6.9
	Intersection Summary			**B**	**19.7**			**C**	**23.0**	
Highway 1A / Marina Drive (Stop-Controlled)	WB	Through	n.a. for unsig	A	0.0	0.0	n.a. for unsig	A	0.0	0.0
		Right		A	0.0	0.0		A	0.0	0.0
	SB	Right		B	14.9	18.3		B	12.2	9.6

The study intersections are expected to operate at an overall acceptable level of service. All individual movements are expected to operate at LOS D or better and v/c of 0.85 or less. Given the pace of development expected in the Westmere area over the next few years, it is recommended that the Town and Alberta Transportation review the signal timing plans for this intersection on an annual basis to ensure that the intersection is operating efficiently.

SUMMARY AND CONCLUSIONS

Based on the traffic analysis presented in this report, no operational issues are expected at the intersections of Highway 1A / Windermere Boulevard and Highway 1A/Marina Drive with the development of Westmere Stage 6.

The study intersections have sufficient capacity to accommodate the development traffic associated with the Mattamy development and additional development of Westmere Stage 5 (Melcor). No improvements beyond signal timing adjustments are recommended.

* * * * * *

We trust that this letter report clearly explains our methodology and findings. Please feel free to contact the undersigned if you have any further questions regarding our review.

Sincerely,
D.A. Watt Consulting

Bruce Nelligan, M.Eng., P.Eng., PTOE
Manager
Transportation

PROFESSIONAL ENGINEER ALBERTA
BRUCE NELLIGAN

February 17, 2011

PERMIT TO PRACTICE
D. A. WATT CONSULTING GROUP LTD.
Signature _____
Date February 17, 2011
PERMIT NUMBER: P 3818
The Association of Professional Engineers, Geologists and Geophysicists of Alberta

APPENDIX E – *ALBERTA TRANSPORTATION MEETING NOTES*

Meeting Notes

Subject: Proposed Westmere Stage 6 in Chestermere

Meeting Date: July 29, 2010 – 8:30am

Location: Alberta Transportation District Office

Our File #: 2734.T01

Date: September 20, 2010

Prepared by: B. Nelligan

Attendees	Company	Email
Jerry Lau (JL)	Alberta Transportation	jerry.lau@gov.ab.ca
Trevor Richelof	Alberta Transportation	trevor.richelof@gov.ab.ca
Bruce Nelligan (BN)	D.A. Watt Consulting (DAW)	bnelligan@dawatt.com
Shawn Keeper (SK)	Mattamy Homes	shawn.keeper@mattamycorp.com

Distribution:

Attendees

Item:		Action:
1	Proposed Westmere Stage 6 Development a) SK gave an overview of the company and the proposed development: • Approximately 250 units • Marina Drive expected to be extended to Westmere Stage 6 area within 24 months • First closing projected in July 2012 with full build-out anticipated by November 2013. b) BN gave an overview of the transportation analysis that was done in support of the application (letter dated March 15 2010 addressed to Mr. John Popoff of the Town of Chestermere). He indicated that from a technical perspective the transportation network in the area could accommodate full development of Westmere Stage 6 with or without the closure of the Paradise Road / Hwy. 1 intersection. If the intersection remains open, it is recommended that Paradise Road be widened to 9.0m of asphalt.	

#310, 3016 - 5th Avenue N.E.
Calgary, AB T2A 6K4
Phone: (403) 273-9001
Fax: (403) 273-3440

#200, 540 Groves Avenue
Kelowna, BC V1Y 4Y7
Phone: (250) 763-6899
Fax: (250) 763-6559

Item:		Action:
	c) JL provided an overview of A.T.'s plans for Highway 1 in the area. The long term plans include an interchange at Rainbow Road and eventual closure of the Paradise Road at-grade intersection. d) JL indicated that A.T. provided initial feedback to the Town on the proposed development (June 29 letter from Clark Bullock) indicating that they require that the Town indicate which position it supports in regards to whether the Paradise Road / Highway 1 intersection be fully or partially closed. e) BN indicated that the partial closure may be a good staging plan for the eventual full closure of the intersection. f) JL indicated that A.T. would prefer full closure of the intersection but would support partial closure of the Paradise Road / Hwy.1 intersection as part of this development application. The developer would also need the approval of Rocky View County as a partial closure would impact their road network to the north.	

The meeting adjourned at 9:15am.

The foregoing is the writer's interpretation of the proceedings and any discrepancies and/or omissions should be reported to the writer immediately.

Sincerely,

D.A. Watt Consulting

Bruce Nelligan, M.Eng., P.Eng., PTOE
Manager, Transportation