



City of Chestermere Municipal Development Plan

Our roadmap to the future...

Adopted by Bylaw #020-25
Date

LAND ACKNOWLEDGEMENT

This plan acknowledged the traditional lands of the Treaty Seven Nations – the Blackfoot confederacy, (Siksika, Kainai, Piikani), the Tsuut’ina, the Iyaxé Nakota Nations (Bearspaw, Chiniki, Wesley), the Metis Nation of Alberta. Region 3, and all people who have made Chestermere home. The *Municipal Development Plan* honours and celebrates their history and connections to this land.

Chestermere is a thriving community that balances economic growth with sustainability, fostering opportunities for all. It is a connected city that promotes meaningful relationships among residents and regional neighbours through accessible infrastructure and civic engagement. Chestermere 2050 welcomes and embraces diversity, ensuring everyone feels a true sense of belonging.



CHESTERMERE

ACKNOWLEDGEMENTS

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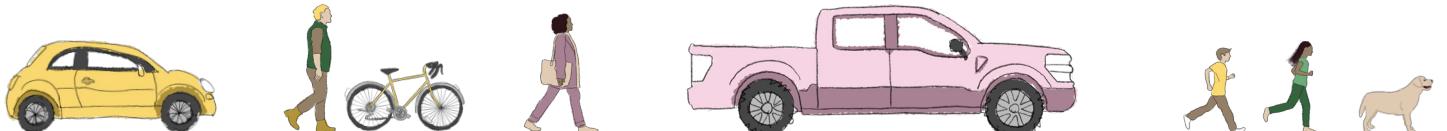
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Our roadmap to the future...



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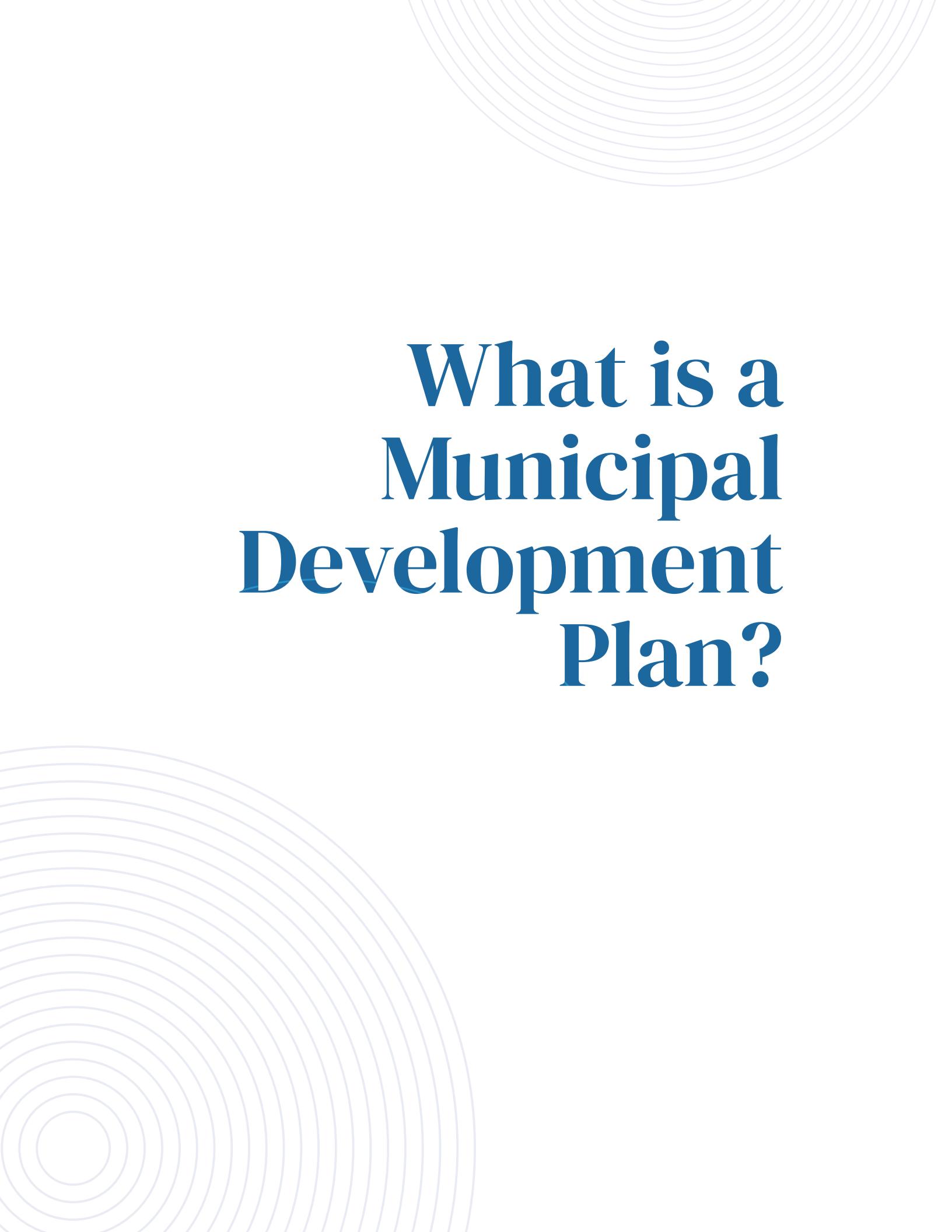


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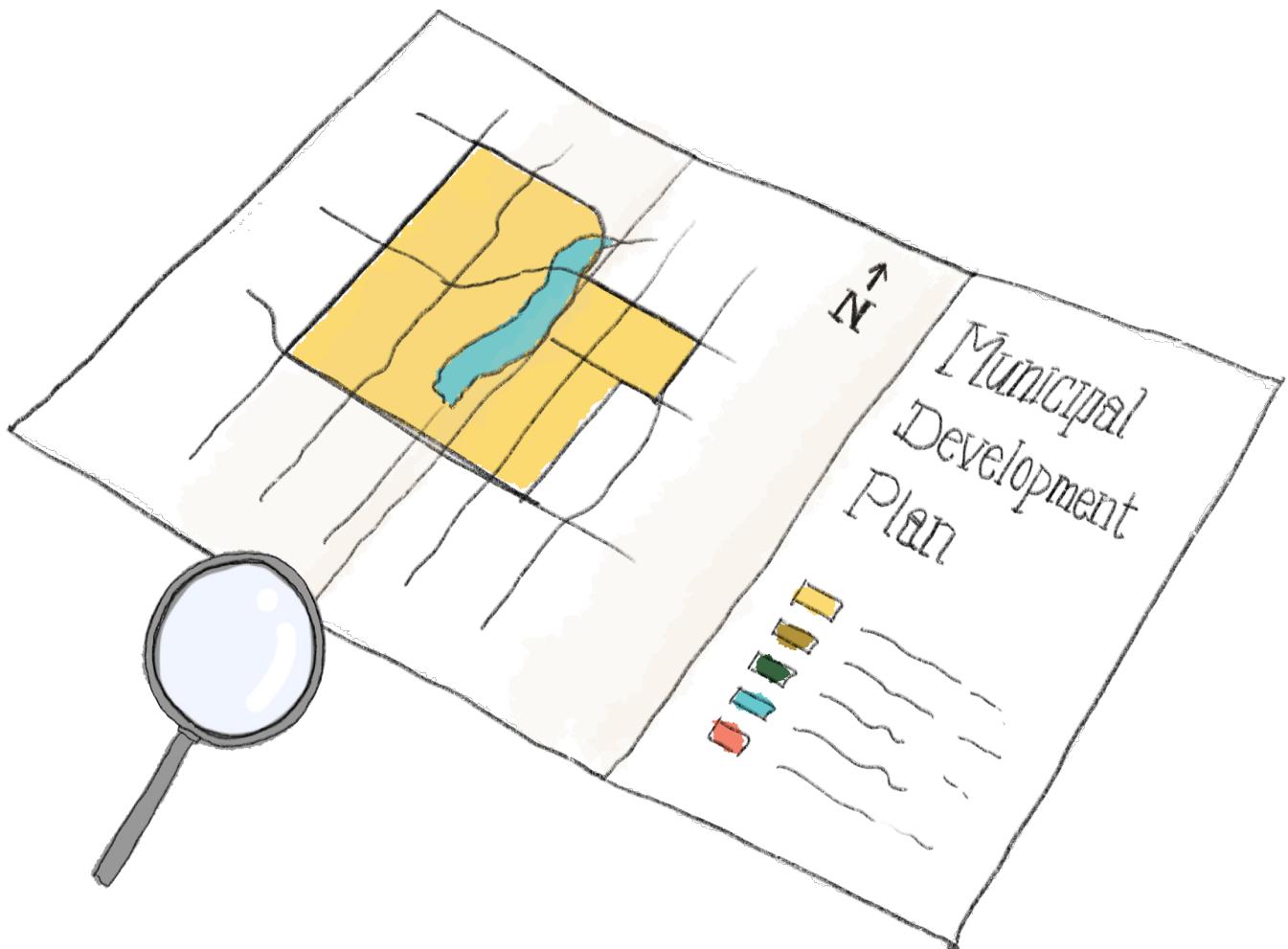
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What is a Municipal Development Plan?



In Alberta, a **Municipal Development Plan (MDP)** is a statutory document required by the provincial government for municipalities. The MDP is the highest-level municipal statutory document that serves as a comprehensive, long-term blueprint for land use and development within a municipality.

1.1 Purpose

The purpose of the ***Municipal Development Plan*** is to guide local government decisions and inform businesses, developers and residents about the process and considerations for development or redevelopment in the city – it is a tool to help transition land use development in the future to manage growth.

KEY ELEMENTS OF THE MDP INCLUDE

Community Vision: Through the collection of information through public engagement, and understanding of the financial, social and environmental context of the city, the MDP establishes a long-term community vision, looking 20+ years in the future.

Land Use Planning: Imagine looking down at the city from 30,000 feet in the air. The ***land use concept*** in the MDP shows at a high level, the boundaries for where different types of land uses, or a mix of such uses, might go, such as for residential, commercial, industrial, and recreational areas.

Growth Coordination: The MDP considers the city's unique context and position within the region and coordinates future growth patterns with adjacent municipalities in accordance with the Calgary Metropolitan Region Board Growth Plan.

Infrastructure Planning: The MDP guides how transportation systems, municipal servicing, and land and capital dollars collected through reserves are planned and managed to meet current and future needs.

Implementation: The most important element of the MDP is its implementation plan. How will the city actually achieve the MDP vision? Are its policies functional, and realistic? The MDP implementation plan consolidates prioritized actions in policy that act as the driving tool for change.



KEY TERMS

MAY

Where “**may**” is used in a policy, it means there is a choice in applying the policy and denotes discretionary compliance or the ability to vary the requirements as presented.

SHOULD

The word “**should**” in a policy, means that the policy is strongly encouraged, but can be varied where unique or unforeseen circumstances provide for courses of action that would satisfy the general intent of the policy.

SHALL/ MUST

The word “**shall**” or “**must**” is considered mandatory where it is used in a policy. Where quantities or numerical standards are contained within mandatory policies, such quantities or standards may be varied so long as the intent of the policy is still achieved and the variation is necessary to address unique circumstances that would render compliance impractical or impossible.

NOTE: ALL *ITALICIZED* WORDS USED IN THIS DOCUMENT ARE DEFINED IN SECTION 08.



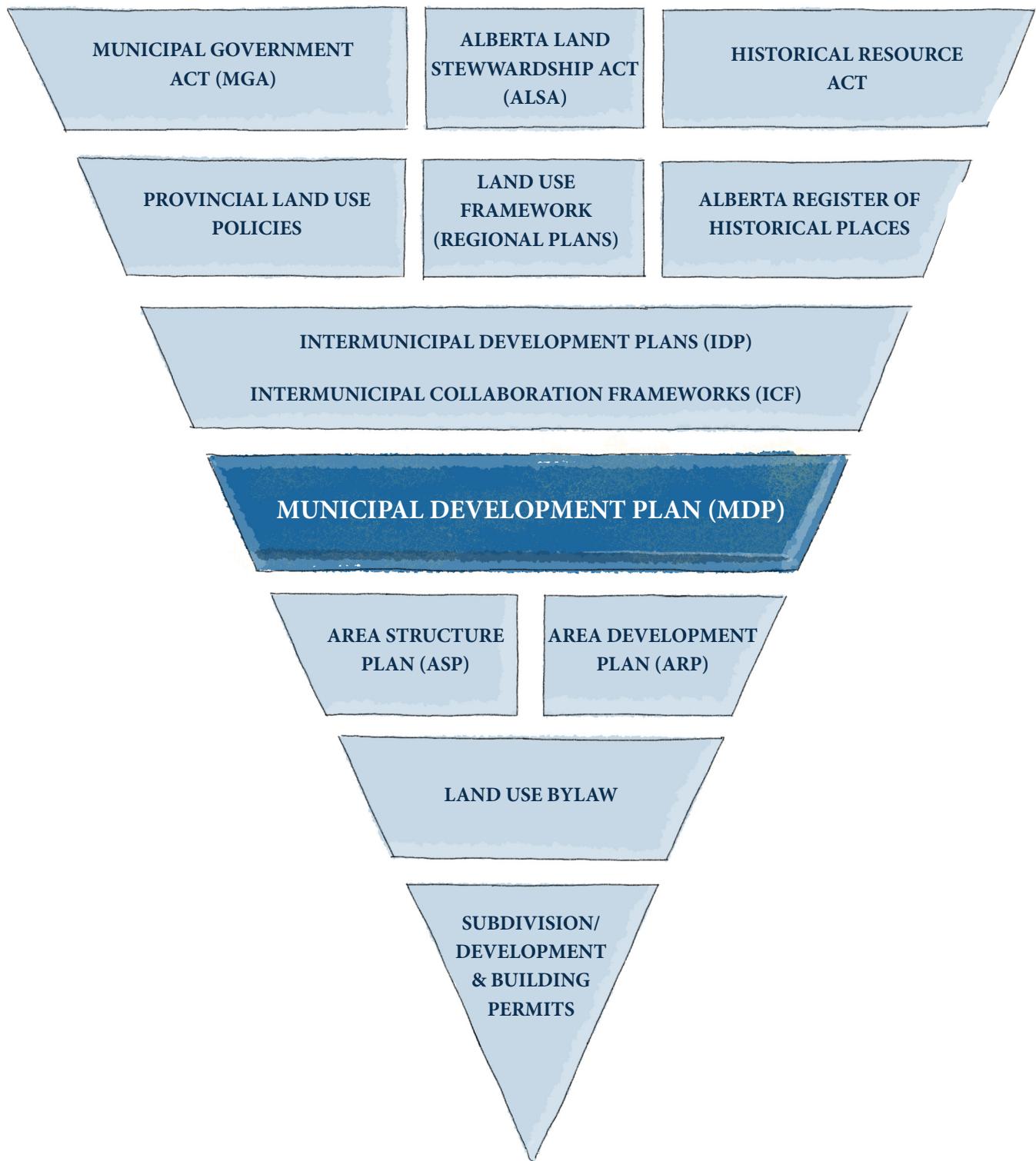
1.2 How Does the MDP Shape the Future of Chestermere?

The *Municipal Development Plan* process is a community based planning exercise with many important factors to consider when determining how and where the city should grow. The planning of 20 years ago shaped the Chestermere of today. The MDP foreshadows what the city will look like in another 25 years.

The decisions made in the MDP are related to things like: protecting natural areas, the siting of future roads, the identification of land uses, and finding creative policy solutions to municipal challenges. These decisions have trickle-down effects. Lower-level plans and policies must meet the intent of the MDP including the land use bylaw that further details land uses and regulates the siting of buildings and structures.

The figure on the next page shows where the MDP fits within the regional and local legislative framework.

FIGURE 1 – PLANNING LEGISLATIVE FRAMEWORK

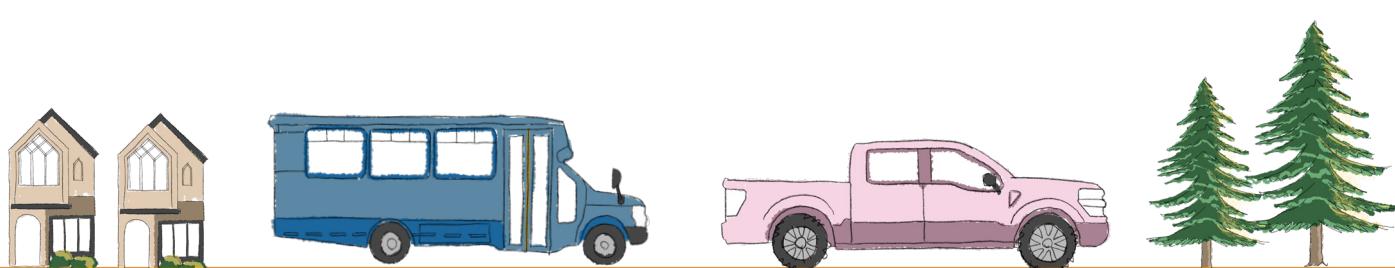


Our Future





Chestermere is poised for a bright future, driven by a clear vision and strong guiding principles. Our community is designed to offer wellness and a high quality of life, with a growing economy and a resilient infrastructure. Chestermere is committed to fostering a safe, inclusive, and thriving environment for all residents and businesses.



2.1 Our Vision

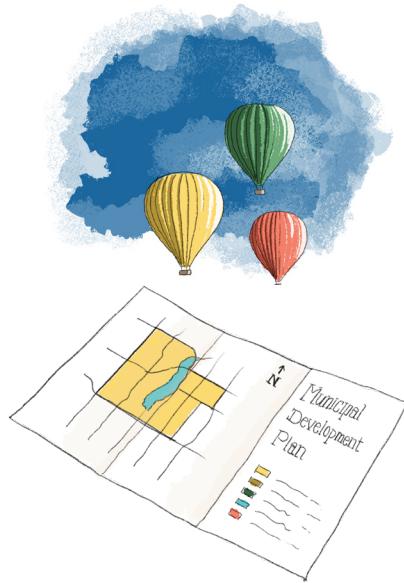
Our vision for Chestermere is a thriving community that balances economic growth with sustainability, fostering opportunities for all. We aim to create a connected city that promotes meaningful relationships among residents and regional neighbours through accessible infrastructure and civic engagement. Most importantly, we envision a Chestermere that is welcoming and embraces diversity, ensuring everyone feels a true sense of belonging





2.2 Our Principles

Principles are statements developed with the City Council and the public to provide high-level instruction for achieving the *Municipal Development Plan* vision. The following principles guided the development of the MDP policies and act as the foundational priorities and values for Chestermere, shaping future growth and guiding development.



2.2.1 DESIRABLE COMMUNITY

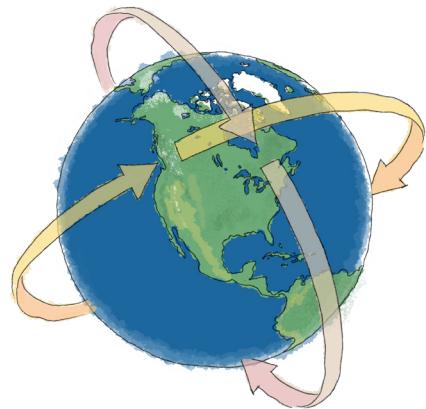
Chestermere is a desirable community within the Calgary region due to its abundant *park* space, the lake and its related recreational opportunities, and the housing composition throughout its neighbourhoods.

2.2.2 UNIQUE NEIGHBOURHOODS

Chestermere's unique neighbourhoods provide a complementary mix of housing that enables diverse people and cultures. Neighbourhoods nurture a strong sense of safety and belonging with nearby access to schools, *parks*, recreation and commercial amenities.

2.2.3 GROWING ECONOMY WITH THRIVING BUSINESSES

Chestermere's growing economy supports a range of businesses, including commercial, light industrial, *live-work* and home-based businesses. The city offers a strong pool of talent for businesses to draw from and the opportunity for residents to work close to home. Walking, cycling, driving, and transit options enable residents and businesses to move around the city and the region easily.

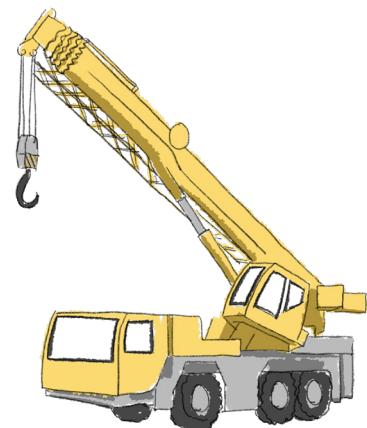


2.2.4 FLOURISHING EDUCATIONAL AND RECREATIONAL OPPORTUNITIES

Chestermere's educational and recreational opportunities flourish, with schools and parks being the focal point of the city's neighbourhoods. Recreational amenities are integrated with the lake and wetland systems to protect Chestermere's physical, social, and environmental health. Designing shared spaces for recreation, learning, and living contributes to residents' outstanding quality of life. To support thriving environmental systems, new development is guided by *sustainability principles* that promote wise resource use and stewardship.

2.2.5 RESILIENT BACKBONE OF INFRASTRUCTURE

Chestermere's infrastructure is the backbone to supporting the wellness of the community as it grows and enabling people to move around and beyond the city safely. Maintaining a healthy and safe water distribution system and waste management is critical to the life-supporting capacity of the city which requires ongoing collaboration with the City of Calgary as the supplier. Planning and designing innovative and environmentally sensitive infrastructure to serve the residents and businesses in a fiscally responsible manner is essential to the sustained growth of the community.



How We Grow and Change in the Future





3.1 Housing Choice

While density and **intensification** may be a concern for residents, building from within results in cost savings, makes use of existing infrastructure, and improves the city's financial resilience. This ultimately helps reduce the burden of inefficient infrastructure costs on municipal taxpayers.

A key element of density implementation relates to good urban design of the building and its interface with the **public realm** and other surrounding buildings.





Accessory Dwelling 1



Accessory Dwelling 2



Fourplex



Sixplex

Source: CMHC Housing Design Catalogue

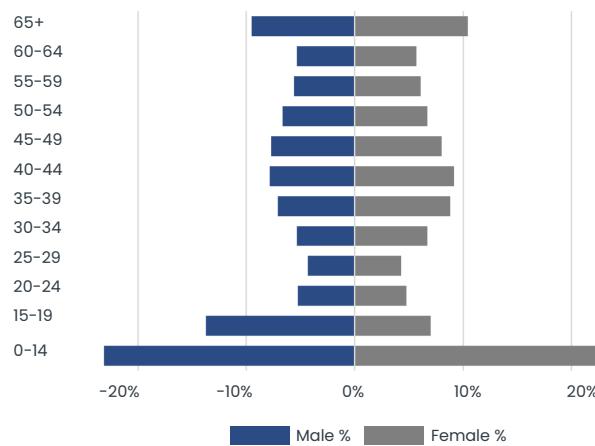


3.2 Where Are We Now?

The City of Chestermere is one of the fastest-growing municipalities in the province, particularly in recent years. As of 2023, the city has become the 18th largest municipality in the province. The 15-year historical period from 2009 to 2023 represents an average annual growth rate of 4.4%.¹ This represents an average of 780 people per year. This trend will continue into the future. Chestermere's population is projected to grow from 25,786 in 2023 to 74,503 in 2053 based on the Chestermere Preferred Scenario, 68,296 in the Medium Scenario, and 100,823 in the High Scenario. The population is projected to grow from 25,786 in 2023 to between 68,296 and 100,823 in 2053.¹

AGE DEMOGRAPHICS²

The city's youth (0-14 years) form a significant portion of the population, approximately 23%, indicating a relatively young demographic. However, the largest segment of the population (67%) falls within the 15-64-year age range, which suggests a strong presence of young adults and middle-aged individuals, likely contributing to the workforce and economic activity in the city. Seniors 65+ only account for approximately 10% of the population. The city has a fairly balanced gender distribution across most age groups, with no significant disparities between males and females.



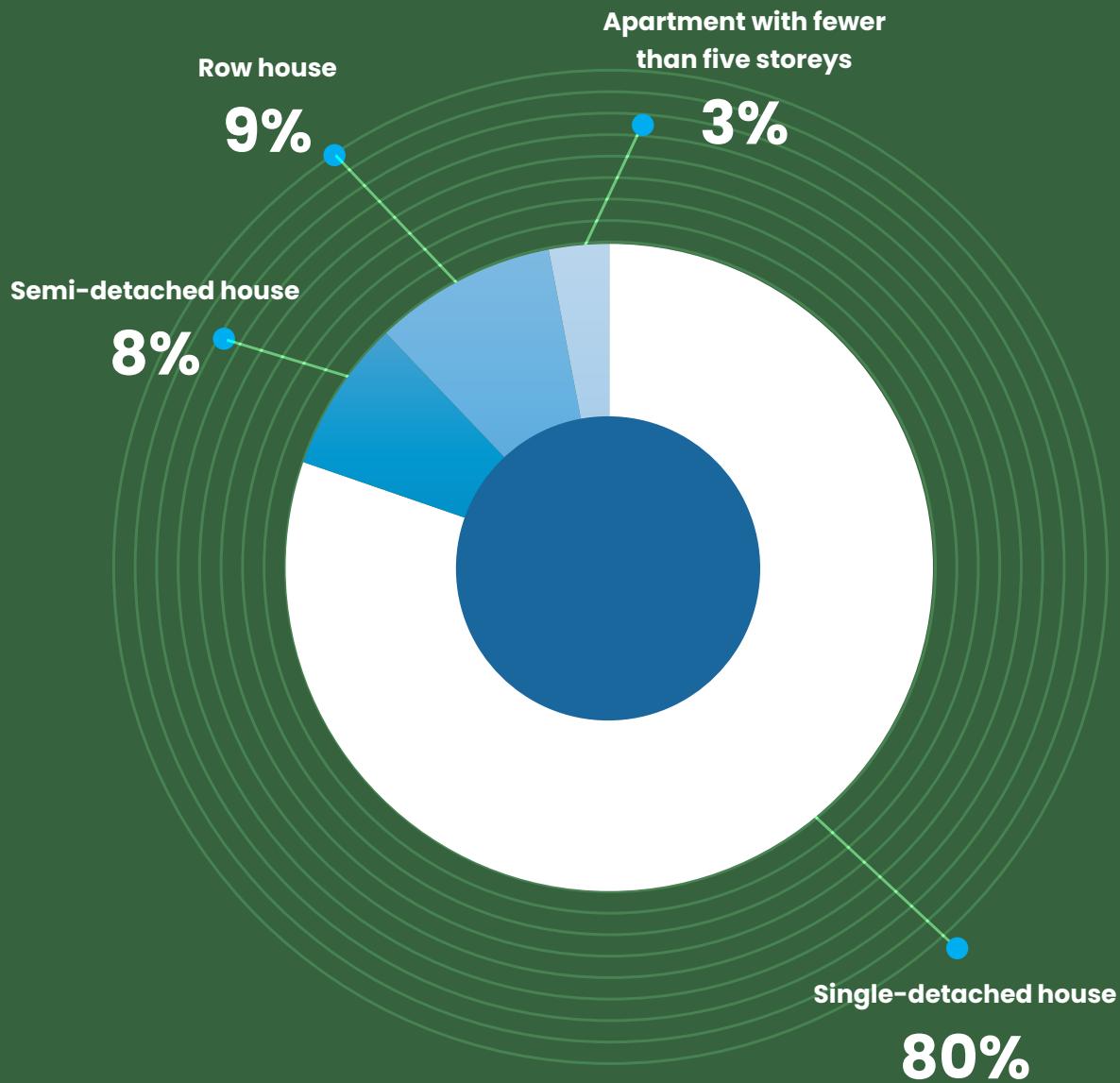
Source: Census Profile, 2021 Census of Population

^{1 2 3} – Refer to **Appendix B – Footnotes**

BUILT FORM

The built form of the city consists predominantly of single-detached homes (80%) and a high rate of ownership (over 90%),² with several homes designed to take advantage of views of Chestermere Lake. This profile of housing type is an indicator to the limited choices in housing form, with the predominantly single-detached house generally being the more expensive form to service.

Development in Chestermere is subject to specific *design guidelines* so that new developments complement the existing built environment. These guidelines focus on creating attractive streetscapes, integrating landscape transitions, and maintaining the character of residential area.



INCOME AND EMPLOYMENT

The city's median income of \$121,0905 for 2021 is slightly higher than the provincial average of \$115,993. Key employment sectors include retail, construction, healthcare, and professional services. The city's proximity to Calgary also provides residents with additional employment opportunities in the metropolitan area, as it is well-connected by major highways, with ongoing improvements to road infrastructure to support growth. Overall, employment in Chestermere is projected to grow from a base.¹ Employment growth in the City of Chestermere is comprised of both employment related to providing a range of services to support the local population, as well as expansion of employment areas that will support the regional economy.¹

COMMUNITY FEATURES

Chestermere Lake is a central feature of the community, offering a variety of water sports and recreational activities. Numerous parks, green spaces, and walking trails provide residents with opportunities for outdoor activities. The city is active in fostering community cohesion and hosts various events throughout the year, including festivals, markets, and cultural celebrations.





3.3 Where Are We Going?

Taking our vision of creating a thriving community that balances economic growth with sustainability requires a clear path forward that links with our pillars over the next 25 years. The following chapters and sections outline the policies that will be implemented over the coming years that will shape our land and what will connect us. Section 06 highlights the tools and initiatives required to launch this journey.





The Policies that Shape Our Land



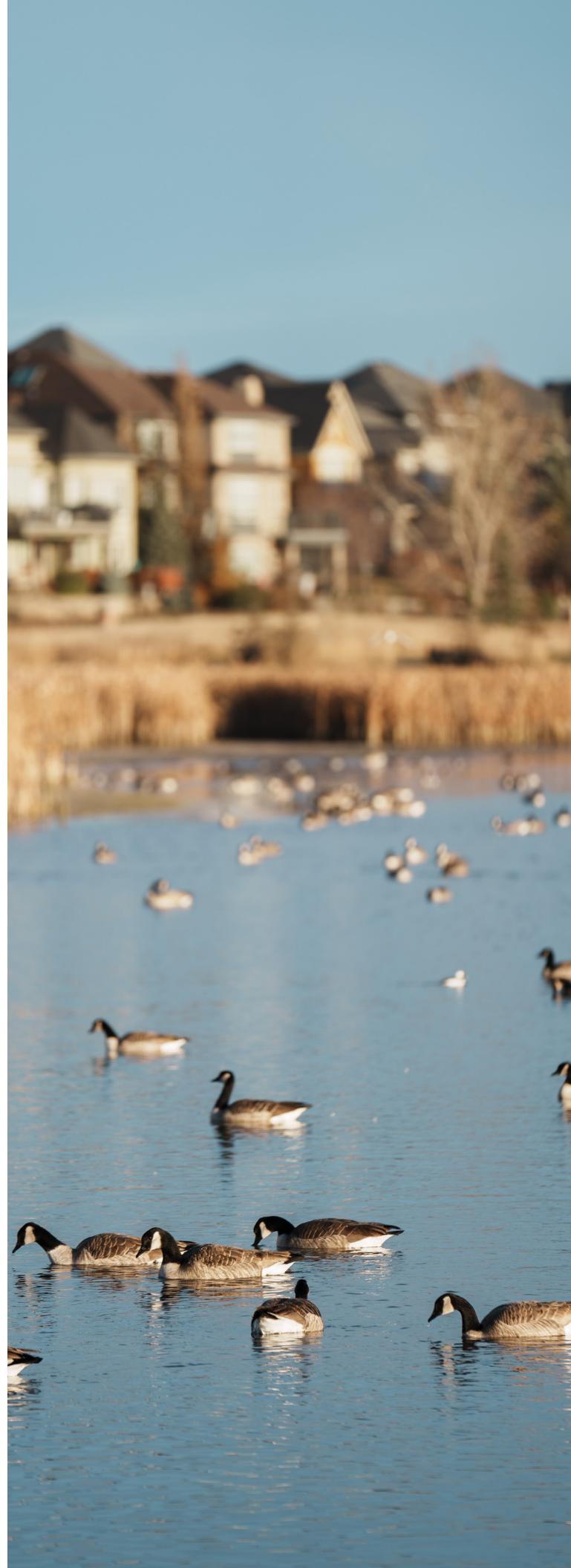
The City of Chestermere is beautifully situated within Alberta's prairie landscape, with numerous recreational features and Chestermere Lake. While the city began as a lakeside village, it has now grown into a community of over 25,000 people and is a desirable place to call home. The city is expecting to triple its population by 2050, reaching 75,000. The city's rapid population growth over the last few decades shows no signs of slowing, and it needs to continue planning how it uses its land and services efficiently and effectively.

DID YOU KNOW?

Commercial and light industrial development is critical to the fiscal resilience of our community.

4.1 Growth Management

Based on the city's growth forecasts, the current city boundaries are projected to accommodate the next 25 years of growth to a population of 75,000. However, managing the pace and location of growth is essential so that the City can provide its residents and businesses with the necessary services, infrastructure, and amenities in a fiscally responsible manner. If growth is too fast, it can outpace the City's ability to provide and fund services. If growth slows dramatically, it can impact the City's ability to fund new infrastructure upgrades, services and amenities. Additionally, the City must provide for a proper balance between residential, commercial, and light industrial growth, directly translating into its long-term **fiscal resilience**. Any significant changes to the land use balance in growing areas of the city may require new growth forecasts or further planning. Potential developable areas are identified in **Map 1 - Potential Developable Areas**.



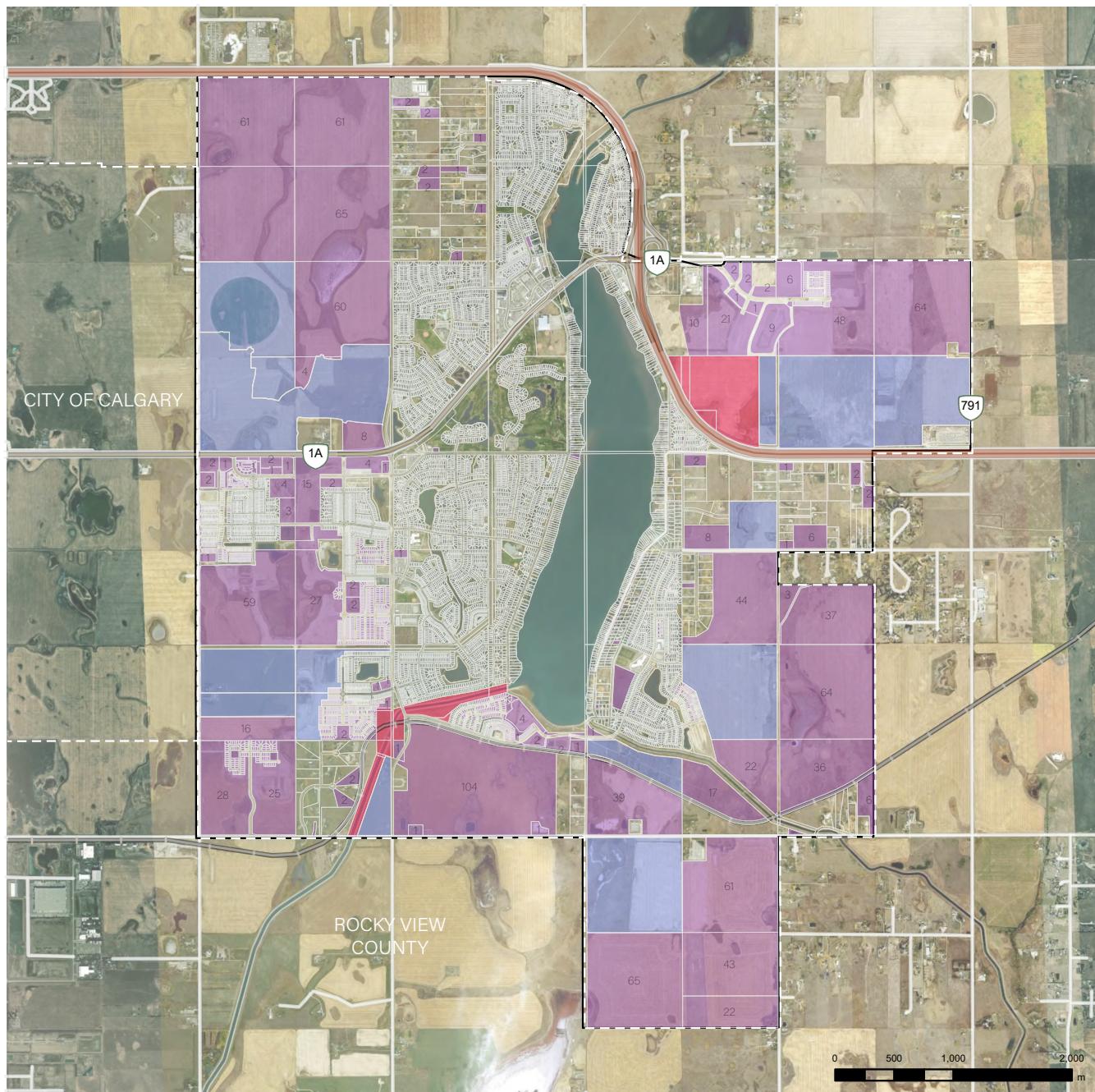
OBJECTIVE

To manage the growth of undeveloped land in a manner that serves the needs of residents and businesses while being fiscally responsible.

4.1.1 GROWTH MANAGEMENT POLICIES

- 4.1.1.1 The City **shall** prioritize the approval of non-residential and mixed-use developments on any unplanned or undeveloped land within the city.
- 4.1.1.2 Prior to the development of land, the City **may** require an ***Area Structure Plan (ASP), Master Area Structure Plan (MASP), Area Redevelopment Plan (ARP) or Outline Plan*** in accordance with Section 5.11.
- 4.1.1.3 The minimum residential density, established at ASP level **shall** be 20 units per gross residential hectare (8 units per acre). Maintaining Chestermere's average density will better facilitate the gains that greater density affords (including more efficient provision of public services and infrastructure), while respecting Chestermere's predominately low-density context.

MAP 1 – POTENTIAL DEVELOPABLE AREAS



MUNICIPAL DEVELOPMENT PLAN POTENTIAL DEVELOPABLE AREAS

MUNICIPAL BOUNDARY

BUILDING FOOTPRINTS (2021)

PARKS

CROWN LAND

MOSTLY UNDEVELOPED PARCELS (fewer buildings)

VACANT PARCELS (no buildings)

Land area shown in hectares

SOURCE: City of Chestermere GIS Data: parcels, building footprint & water. Aerial Image captured on Sep 25, 2023.

This map illustrates the results of a GIS-based vacant land analysis. Parcels were examined using an algorithm that checks for the presence of buildings. Parcels without buildings were classified as "Vacant" and are highlighted accordingly.



4.2 Intermunicipal Planning

The City is impacted by what happens in the wider Calgary Region and must continue collaborating with its municipal neighbours. Prior to the adoption of this ***Municipal Development Plan***, the City was part of the Calgary Metropolitan Region Board (CMRB). With the dissolution of the CMRB in May of 2025, the City is now required by the Municipal Government Act to develop ***Intermunicipal Development Plan*** and ***Intermunicipal Collaboration Frameworks*** with its neighbouring municipalities.

Through the development of the ***Intermunicipal Development Plans*** and ***Intermunicipal Collaboration Frameworks***, policies and agreements will be created on a range of mutually beneficial opportunities to collaborate on regarding land use, shared services, economic development, and more.



OBJECTIVE

The City will collaboratively plan and invest in development and servicing with neighbouring municipalities, enabling coordinated growth, servicing, and infrastructure.

4.2.1 INTERMUNICIPAL POLICIES

- 4.2.1.1 The City **shall** collaborate with the City of Calgary and Rocky View County on the development of *Intermunicipal Development Plans* and subsequent *Intermunicipal Collaboration Frameworks* in accordance with the requirements of the Municipal Government Act.
- 4.2.1.2 The City **should** continue to track and monitor growth in new areas in order to:
 - a. Monitor land supply; and
 - b. Enable the coordination of infrastructure / asset management and development patterns.
- 4.2.1.3 Chestermere **should** consider the impacts of future development in the city adjacent to the City of Calgary and Rocky View County through the Area Structure Plan process. This includes consideration for future regional infrastructure, such as servicing and public transit infrastructure needed to support potential future transit network linkages along Chestermere Boulevard and potential impacts between the interface of land uses that crosses municipal boundaries.
- 4.2.1.4 Chestermere **shall** monitor and track land availability to maintain a ten (10) year supply of land for development. Where additional land is needed to accommodate growth of the city, **shall** carry out the required process outlined in the Municipal Government Act to make a formal application to the Land and Property Rights Tribunal.

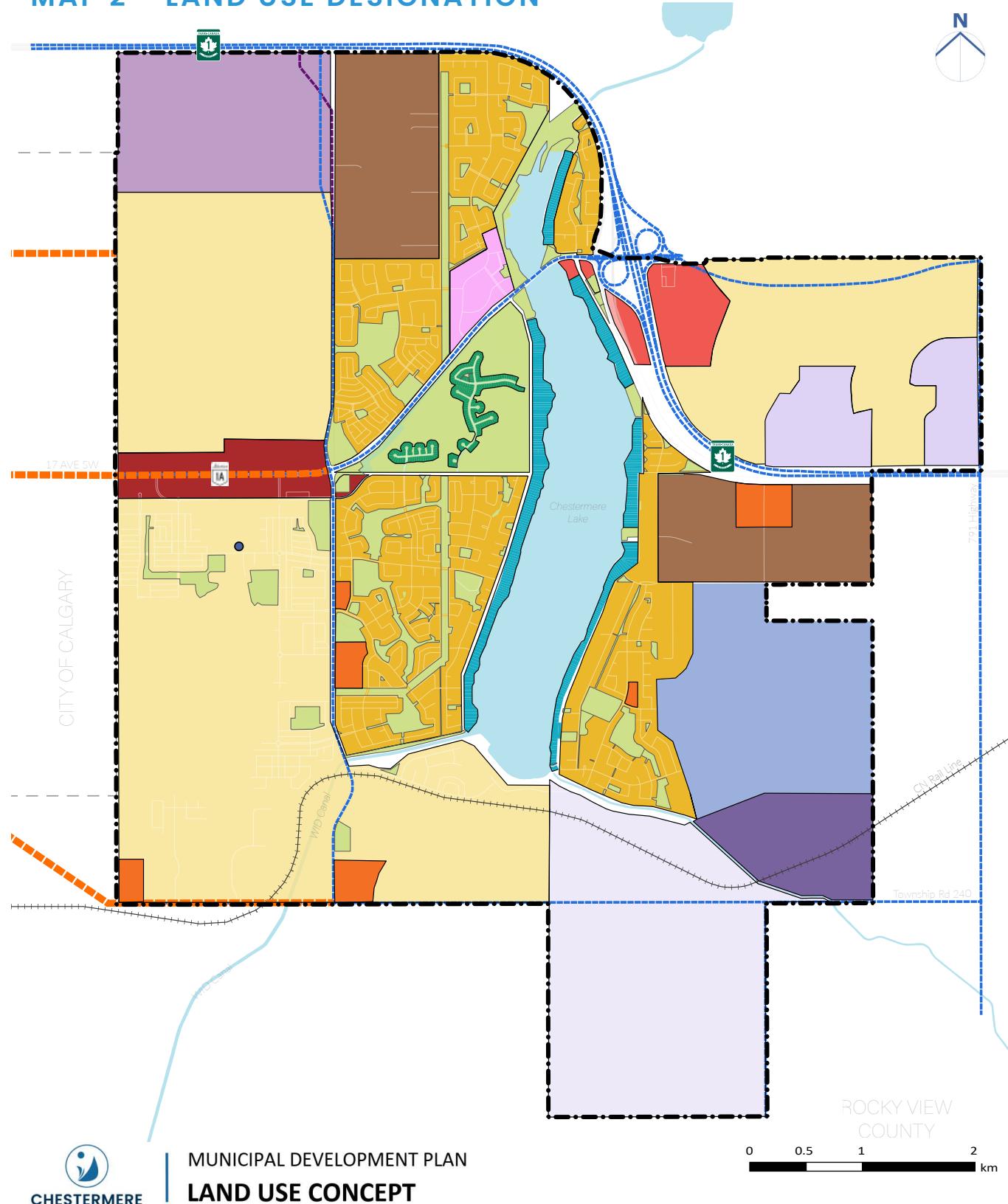
4.3 Land Use Vision

Chestermere's vision for future land use is shown on **Map 2 - Land Use**. The vision is to continue the city's identity as a desirable place to call home while expanding the city's local economy through the growth of commercial and light industrial development. **Map 2 - Land Use** specifies residential, business, and other land use policy areas, as shown in **Table 1 - Land Use Policy Areas** below.

TABLE 1 - LAND USE POLICY AREAS

CHESTERMERE MDP LAND USE	MAP 2 COLOUR CORRELATION
Residential Land Uses	
Acreage Infill	
Established Neighbourhood	
Growing Neighbourhood	
Lakefront Neighbourhood	
Golf Course Residential	
Business Land Uses	
Neighbourhood Commercial	
Commercial	
City Centre	
Chestermere Boulevard Corridor	
Light Industrial	
Other Land Uses	
Comprehensive Planning Area	
Flex Policy Area 1	
Flex Policy Area 2	

MAP 2 – LAND USE DESIGNATION





4.4 Residential Neighbourhoods

Chestermere's Residential Neighbourhood areas are envisioned to be more than just a collection of houses. They are places where people live, interact with one another, and undertake daily activities, including shopping, recreation, entertainment, and cultural activities. A complete neighbourhood provides access to the natural environment and recreational opportunities, enables strong community and cultural connections, and provides access to neighbourhood amenities and the wider city and region.

Integrating residential and *mixed-use* neighbourhood commercial uses will enable a healthy balance critical to maintaining the economic viability of local businesses and community services while meeting residents' needs and supporting walkable communities. As the city grows, transit may become a significant component of the transportation system and must be considered now when planning new communities or retrofitting existing communities.

This Plan identifies five (5) different types of residential neighbourhoods within Chestermere (see **Map 2 - Land Use**), each with unique characteristics and policy sections within this Plan. These include:

- a. Growing Neighbourhoods,
- b. Established Neighbourhoods,
- c. Golf Course Residential,
- d. Lakefront Neighbourhood, and
- e. Acreage Infill.

Additionally, the Plan identifies one complementary component that will assist with completing the city's neighbourhoods: ***Neighbourhood Commercial Nodes***.

Neighbourhood Commercial Nodes should be integrated throughout neighbourhoods so that daily needs can be met within a short walk from home.





OBJECTIVE

To create diverse neighbourhoods that are sensitive to the surrounding built environment.

4.4.1 GENERAL RESIDENTIAL NEIGHBOURHOOD POLICIES

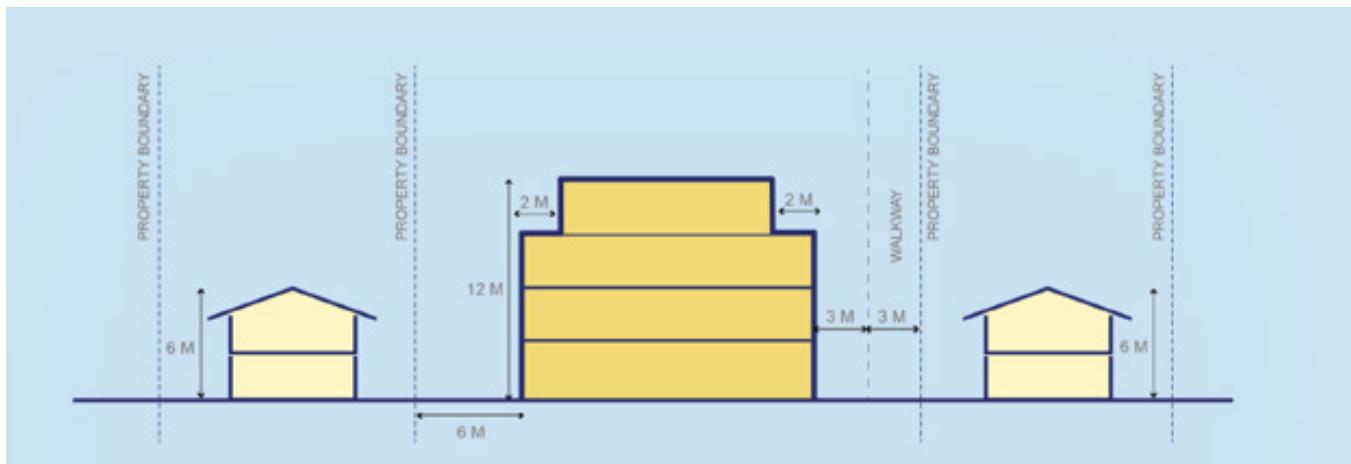
The following policies apply to all residential neighbourhoods within the city as shown on **Map 2 – Land Use**.

- 4.4.1.1 Residential Density **shall** be calculated in accordance with the methodology in **Appendix A – Chestermere Density Methodology**.
- 4.4.1.2 The City **shall** support neighbourhood-scale commercial within Established Neighbourhoods, Growing Neighbourhoods, and Acreage Infill.
- 4.4.1.3 The City **shall** continue to support the integration of home-based businesses in neighbourhoods where they complement the residential character of the neighbourhood.
- 4.4.1.4 Residential development in all neighbourhoods **shall** be designed with higher-density housing located close to commercial, mixed-use development, **parks**/open spaces and along Bus Rapid Transit routes.
- 4.4.1.5 Housing specifically designed for seniors **should** be located within 250 metres – or no more than 400 metres – **walking distance** from the boundaries of retail shops and services, and connected by an **active transportation route**.
- 4.4.1.6 The City **should** develop a **Housing Needs Assessment** and **Housing Strategy** so that the city's housing supply reflects community current and future needs, including addressing: different types of housing to meet the city's demographics, such as seniors housing needs for an aging population, changing needs and housing affordability for families, and housing types for young professionals wishing to move to the city.

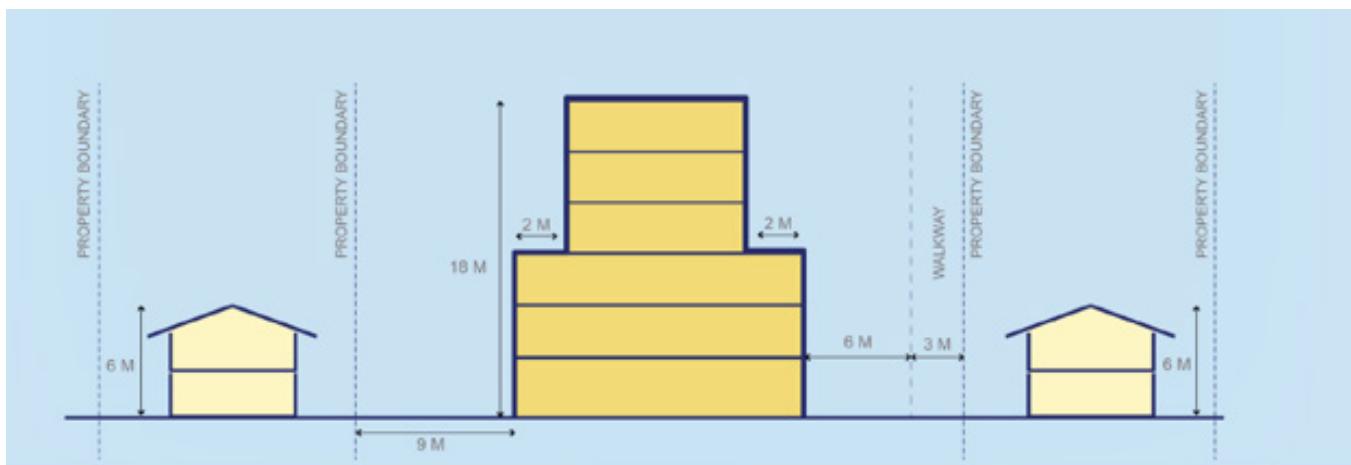
4.4.1.7 The City **should** explore opportunities to deliver *attainable/affordable housing* in collaboration with the private sector, non-profits, and other government agencies.

4.4.1.8 Residential developments that are located near another residential development of a different density **shall** have adequate transitions. The following provisions **shall** apply and be updated in the Land Use Bylaw following adoption of this Plan:

- Higher residential buildings or developments that include buildings 4 storeys or greater **shall** be setback from a property boundary where a lower residential (2 storeys or less) is located within 20 meters of the subject site by half the height of the proposed building up to maximum of 20 meters.
- Residential buildings higher than (3) storeys shall have a stepback of 2.0m.



Example of the setback provisions for residential buildings four (4) storeys or higher.



Example of the setback provisions for residential buildings up to six (6) storeys.

4.4.2 GROWING NEIGHBOURHOODS

Growing Neighbourhoods are new neighbourhoods planned in *greenfield* areas that are under construction, nearing the start of construction, or yet to have all plans approved. Growing Neighbourhoods bring opportunities to enhance urban living designed with modern infrastructure, integrated commercial nodes, and public amenities that cater to resident health and social well-being. Growing Neighbourhoods provide an opportunity to maximize land potential, build a well-connected, efficiently serviced public space and amenities, and provide for anticipated resident needs.

OBJECTIVE

To create new communities with options for flexible housing typologies supported by commercial neighbourhood nodes, recreation, community, cultural, and educational opportunities.

GROWING NEIGHBOURHOOD POLICIES

- 4.4.2.1 Growing Neighbourhoods **shall** be located as generally illustrated in **Map 2 – Land Use**.
- 4.4.2.2 Growing Neighbourhoods **shall** be designed with diverse housing that includes a mix of low, medium and high-density housing in accordance with the Land Use Bylaw.
- 4.4.2.3 **Secondary suites** (both attached and detached) **shall** be permitted in accordance with the Land Use Bylaw and applicable policies on all single-detached residential lots in Growing Neighbourhoods.
- 4.4.2.4 Growing Neighbourhoods **shall** accommodate housing for a wide demographic, including seniors housing, **secondary suites**, and purpose-built multi-generational homes.
- 4.4.2.5 Growing Neighbourhoods **shall** maximize opportunities for **active transportation modes** and integrate with transit, parks and open space network, public amenities, and commercial nodes in mixed-use areas.
- 4.4.2.6 Growing Neighbourhoods shall be consistent with the policy of adopted Intermunicipal Development Plans where applicable.

Source: CMHC Housing Design Catalogue – Accessory Dwelling Unit 01





4.4.2.6 Growing Neighbourhoods **shall** provide opportunities for community-scale commercial nodes and community services that serve the local population (e.g. daycare facilities, schools, libraries, places of worship).

4.4.2.7 **Neighbourhood Commercial Nodes** **should** be located:

- a. Within a 500 metre **walking distance** from every dwelling unit, and
- b. Situated at an intersection with four/three street corners to maximize accessibility of all modes of transportation.

4.4.2.8 All residential dwelling units in Growing Neighbourhoods **shall** be:

- a. Within a 300 metre **walking distance** of a **park**; and
- b. Have a direct connection to a public sidewalk or pathway at the edge of the property to provide equitable access.

For the purposes of subsection 4.4.2.8 (a) above, the definition of **park** means development of public land specifically designed or reserved for the general public for active or passive recreational use and includes all natural and man-made landscaping, facilities, playing fields, buildings, and other structures that are consistent with the general purpose of public parkland, whether or not such recreational facilities are publicly operated or operated by other organizations pursuant to arrangements with the municipality owning the **park**. Typical uses include tot lots, picnic areas, pedestrian trails and paths, playgrounds and water features.

4.4.2.9 Where an applicant provides evidence that it is not possible to develop a **park** within 300 meters of all residential dwelling units within an area, the City **may**, at its discretion, allow for an exception to policy 4.4.2.8 (a) above. The applicant **should** provide clear evidence or hardship that it is not possible to comply with the policy, such as topographical constraints, infrastructure challenges, limitations on **municipal reserve**, lack of pedestrian connectivity to any potential **park** areas or other site and design challenges.

4.4.2.10 Where possible, cul-de-sacs **shall** be minimized in Growing Neighbourhoods to maximize connections in the local road network.



DID YOU KNOW?

The majority of the city's taxes go toward maintaining and replacing existing infrastructure.

4.4.3 ESTABLISHED NEIGHBOURHOODS

Established Neighbourhoods are communities that have been built out, with homes, servicing, **parks** and recreation amenities. They often foster a strong sense of community and belonging among residents due to the shared memories of living in the neighbourhood. Established Neighbourhoods have existing municipal servicing and infrastructure (e.g. water, wastewater, roads) that require careful planning so the evolution of these neighbourhoods can continue while keeping up with maintenance and replacement costs. Thoughtful planning for the future of these existing services and infrastructure will help Established Neighbourhoods continue to thrive, adapt to changing needs, and provide a high quality of life for current and future residents.

While the Established Neighbourhoods have yet to witness any significant infill or redevelopment, new buildings will replace older ones as the communities age, and redevelopment may gradually change the look of these areas. The City of Chestermere will actively manage the **infill and redevelopment** of these Established Neighbourhoods to achieve community goals through policy contained within this **Municipal Development Plan** and regulations in the City's Land Use Bylaw.

OBJECTIVE

To responsibly manage the lifecycle of Established Neighbourhoods by capitalizing on existing infrastructure, buildings, and servicing where capacity exists and accommodating higher densities developed in harmony with the urban fabric of the existing neighbourhoods.

ESTABLISHED NEIGHBOURHOOD POLICIES

4.4.3.1 The Established Neighbourhoods, as illustrated on **Map 2 – Land Use, should** accommodate suitable land uses, including a mix of residential, neighbourhood-scale commercial, **parks**, and open space that have access to multimodal transportation infrastructure.

4.4.3.2 The City **should** support limited **infill and redevelopment** in Established Neighbourhoods where appropriate that:

- a. Results in neighbourhood re-investment;
- b. Maximizes the use and viability of existing services and facilities; and
- c. Fits with the general character of the neighbourhood while accommodating moderate change over time.

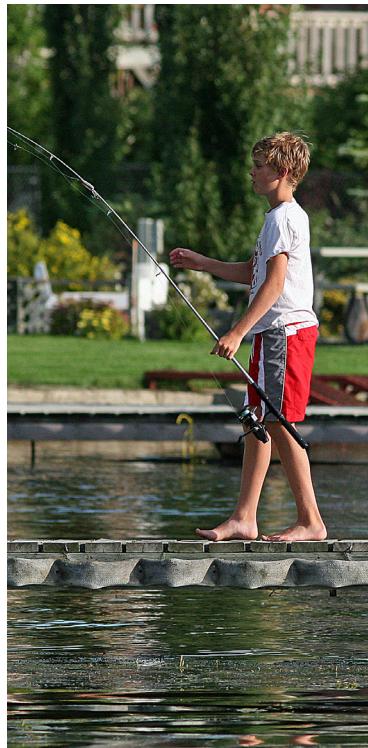
4.4.3.3 Proposals for **infill development** in Established Neighbourhoods **must** demonstrate that adequate infrastructure capacity exists to accommodate the additional demand on the City's infrastructure and servicing, including roads (including on-street parking), water, wastewater, and stormwater.

4.4.3.4 The City **shall** manage **Secondary Suites** (either attached or detached units) on existing lots with a **single-detached dwelling** that meet the regulations in the Land Use Bylaw.

4.4.3.5 **Infill development** proposing multi-unit residential greater than two-units **should** be located adjacent to parks and open spaces or on corner lots and have direct access to multimodal transportation network.

4.4.3.6 The City **should** review and update the existing Chestermere Design Guidelines, Policy 301, with a focus on Urban Architecture Design Standards that focuses on sensitive urban design.





4.4.4 LAKEFRONT NEIGHBOURHOODS

The Chestermere Lakefront Neighbourhood is the city's oldest residential area, reflecting the original vision for recreational amenity properties around a lake. Living near Chestermere Lake provides a unique lifestyle that combines the tranquillity of lakefront living with the convenience of being close to city amenities and part of a larger community. Many of the lakefront homeowners take an active role in maintaining the quality and beauty of the lake through volunteer clean-up efforts. There is a strong desire for the Lakefront Neighbourhood to continue with its existing character of large lot residential development.

OBJECTIVE

To continue the residential character of the Chestermere Lakefront Neighbourhood while looking for opportunities to increase public access to the lake.

LAKEFRONT NEIGHBOURHOODS POLICIES

- 4.4.4.1 The Lakefront Neighbourhood **shall** be located as generally illustrated in **Map 2 - Land Use**.
- 4.4.4.2 The Lakefront Neighbourhood **should** continue to be primarily for large lot single-detached residential development.
- 4.4.4.3 Redevelopment and infill, including re-subdivision, **should** be discouraged in the Lakefront Neighbourhood.
- 4.4.4.4 Lakefront properties are intended for permanent residents and **shall not** be used as short-term vacation rentals.

4.4.5 GOLF COURSE RESIDENTIAL

Lakeside Golf Course is viewed as a central asset to the city and its residents, providing a recreational venue that is surrounded by predominantly single form of residential development with larger lots. Residents seek to maintain the character of the lot and building sizes while also avoiding conflict between the golf course and the built form.

OBJECTIVE

To continue the residential character of the Chestermere Golf Course, looking at opportunities to maintain the golf course lands for recreational purposes and avoiding conflict between golf players and the built form.

GOLF COURSE RESIDENTIAL POLICIES

- 4.4.5.1 The Golf Course Residential **shall** be located as generally illustrated in **Map 2 – Land Use**.
- 4.4.5.2 The Golf Course Residential **should** continue to be primarily for large lot single-detached residential developments.
- 4.4.5.3 Redevelopment and infill of existing residential parcels, including re-subdivision, **should** be discouraged in the Golf Course Residential Neighbourhood.
- 4.4.5.4 Golf Course Residential properties are intended for permanent residents and **shall not** be used as short-term vacation rentals.





4.4.6 ACREAGE INFILL

The North and East Acreages are unique areas in the city that offer rural living opportunities in proximity to city services and amenities. Annexed in 2009, these areas have not seen significant redevelopment or infill. These areas will change as landowners subdivide and develop these larger acreages into small, more urban-sized lots.

The City of Chestermere needs to approach this type of redevelopment in a logical, planned, and cohesive manner that allows continual use of existing properties while accommodating new development.

OBJECTIVE

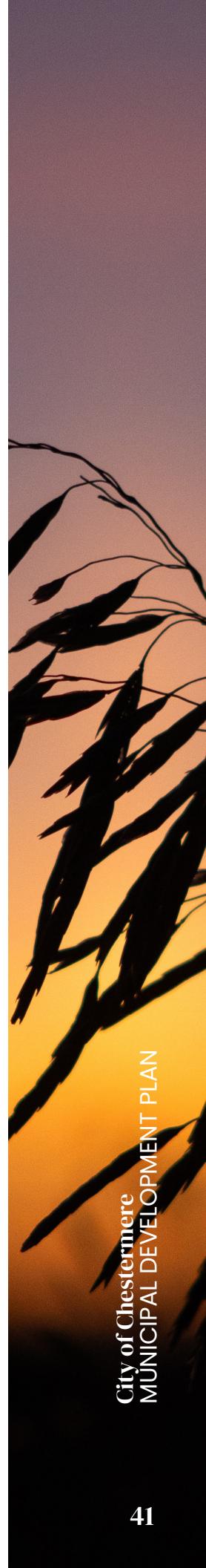
To guide the redevelopment of Acreage Infill areas in a manner that creates a comprehensive neighbourhood with a mixture of housing, recreation, educational and commercial opportunities.

ACREAGE INFILL POLICIES

- 4.4.6.1 The Acreage Infill area **should** be primarily residential with other complementary land uses, including home-based businesses, education, **parks**, and recreation. Small-scale commercial uses **may** be appropriate in specific locations.

4.4.6.2 Prior to subdivision of land, redesignation, or a major development permit application the City **shall** require the applicant to complete a **master plan** for the site and shadow plan for adjoining areas. The **master plan** **may** be in the format of a comprehensive application or an **Outline Plan** and **must** include:

- a. A **land use concept** and associated maps and drawings that includes:
 - I. Location and density of existing and proposed land uses, including lot and building layout;
 - II. Location of existing and proposed utilities;
 - III. Location of existing and proposed roads, rights-of-way, *parks* and trails, including connections to any adjacent roads, **parks** and trails;
 - IV. Location of infrastructure features (e.g. storm ponds, utilities);
 - V. Location and design of any proposed screening or buffering features between uses; and
 - VI. **Shadow planning** for adjacent lands to enable logical development patterns and connectivity to reduce infrastructure redundancy.
- b. A fire protection report outlining the level of fire protection for the site is adequate for the proposed development and densities.
- c. A ratio comprehensive document explaining the proposed development, its overall vision and intent, and details and statistics on the various land uses, phasing, anticipated build out, proposed land use districts, densities (if residential) and explanation of compliance with this Plan, and other city policy.
- d. Relevant technical studies to determine the suitability of the land for the proposed land uses as required by the City, which **may** include, but not be limited to:
 - i. Transportation impact assessment or transportation study;
 - ii. Biophysical inventory and **Biophysical Impact Assessment** including wetlands;
 - iii. Historical resources assessment;
 - iv. Fiscal impact analysis;
 - v. Environmental site assessment;
 - vi. Stormwater Management Plan or Drainage Study; and
 - vii. Servicing Study, including water and sanitary.



4.4.6.3 For the purposes of 4.4.6.2, the determination of a major development permit application is at the discretion of the City and **shall** be guided by the following definition:

A major development means a development:

- a. that proposes connection to municipal water and sewer servicing;
- b. with five or more dwelling units; or
- c. with multiple non-residential buildings that combine to total more than 500 m² in floor area.

4.4.6.4 Developers **should** use innovative stormwater, wastewater, potable water and fire protection strategies to the satisfaction of the City.

4.4.6.5 Potable water **must** be supplied by an approved municipal system, either

- a. Connection to a municipal system; or
- b. On-site cistern.

4.4.6.6 Wastewater **must** be disposed of using an approved municipal system, either

- a. Connection to the municipal system; or
- b. Pump-Out tank.

4.4.6.7 Stormwater **must** be managed on site or using an approved municipal system.

4.4.6.8 **Stormwater management** facility, **shall** be in Public Utility Lot, and **shall** accommodate all upstream flows, with the number of facilities within any area **shall** be minimized to enable effective operations of the facilities.

4.4.6.9 The City **shall** promote orderly and efficient development expansion to prevent premature subdivision and fragmentation of acreage land during development and future growth planning.

4.4.6.10 An **Area Structure Plan** or **Area Redevelopment Plan** **may** be considered where necessary within the Acreage Infill areas. An **Area Structure Plan** or **Area Redevelopment Plan** **may** be initiated by the City or by a landowner, or group of landowners, and **shall** follow City process and the legislated bylaw process.



4.4.7 NEIGHBOURHOOD COMMERCIAL NODES

Neighbourhood Commercial Nodes within growing neighbourhoods act as integrated local destinations, clustering small-scale commercial, public facilities, **parks**, and open spaces into residential neighbourhoods. Buildings in ***Neighbourhood Commercial Nodes*** are encouraged to be mixed-use (i.e., ground-floor commercial with residential above) to meet neighbourhood density targets. Development in ***Neighbourhood Commercial Nodes*** should be designed to maximize the private and public spaces between each use through public plazas or **parks**.

OBJECTIVE

To improve access to commercial and community services within every neighbourhood through the proper location and design of ***Neighbourhood Commercial Nodes*** appropriate to a residential context and create opportunities for mixed-use development.

Neighbourhood Commercial Nodes are not identified on **Map 2 – Land Use** but are intended to be located within each **Area Structure Plan** and **Outline Plan** in accordance with this Plan's policies.

NEIGHBOURHOOD COMMERCIAL NODES POLICIES

4.4.7.1 ***Neighbourhood Commercial Nodes*** should be located:

- a. within 500 metres of every dwelling unit, as shown on an **Area Structure Plan**;
- b. in the middle of a neighbourhood, where possible; and
- c. at an intersection with three/four street corners to maximize walkability and vehicle accessibility.

4.4.7.2 A ***Neighbourhood Commercial Node*** shall include:

- a. commercial uses;
- b. a high degree of walkability, with sidewalks or pathways connecting in all four directions; and
- c. nearby residential development.

4.4.7.3 A **Neighbourhood Commercial Node** **may** include:

- mixed-used development (ground floor commercial and residential above);
- public and institutional uses; and
- parks** and open space.

4.4.7.4 Buildings in **Neighbourhood Commercial Nodes** **should** be more than one storey in height.

4.4.7.5 Features of **Neighbourhood Commercial Nodes** **shall** be designed to minimize land use conflicts with nearby residential properties including lighting and access and building orientation.

4.4.7.6 **Neighbourhood Commercial Nodes** with mixed-use buildings **shall** be designed to position pedestrian-oriented commercial or public resources on the first floor and residential units above.

4.4.7.7 **Neighbourhood Commercial Nodes** **should** have a recreational and social function and act as community focal points contributing to an engaging **public realm**.

4.4.7.8 **Neighbourhood Commercial Nodes** **should** integrate small-scale institutional uses by coordinating the siting of schools, libraries, and community or recreation centres with adjacent **parks** and plazas.



DID YOU KNOW?

Business areas are critical to diversifying the tax base, creating jobs and local shopping opportunities.

4.5 Business Areas

Chestermere recognizes the importance of growing its local economy. The creation of new Business areas is a key priority for the City of Chestermere. Commercial, light industrial, and mixed-used developments not only add to the city's diversified tax base, but also bring jobs, shopping opportunities, and allow residents to shorten their commute times. A strong local economy benefits everyone. In addition, commercial areas have the potential to become community and social hubs through indoor and outdoor gathering spaces.

This Plan identifies four (4) different types of Business areas within Chestermere (see **Map 2 - Land Use**), each with their own unique characteristics and policy sections within this Plan. These include:

- a. ***City Centre***;
- b. ***Chestermere Boulevard Corridor***;
- c. Commercial; and
- d. Light Industrial.

These four Business areas as shown on **Map 2 - Land Use**, represent the anticipated needs for employment lands in the municipality over the next 15+ years. Based on analysis from the Employment and Population Projections by Applications Management completed as part of this Plan process, the city has sufficient employment lands until 2053 based on current market trends. However, given the need for more employment lands, the City of Chestermere wishes to expand its employment areas.

To maintain an ongoing supply of lands for commercial and industrial growth.

4.5.1 GENERAL BUSINESS AREA POLICIES

- 4.5.1.1 Development in Business areas **shall** consider Chestermere Design Guidelines, Policy 301 for multi-unit residential, commercial, business park, light industrial, and unique design areas, as applicable.
- 4.5.1.2 The City **should** strive to locate jobs close to where people live and/or enable high-quality and safe **active transportation** access to employment areas through pathways, sidewalks, public transportation, bike lanes and other similar active mobility features.
- 4.5.1.3 The City **should** review and update its Chestermere Design Guidelines, Policy 301 within one year of adoption of this **Municipal Development Plan** and every five (5) years thereafter.
- 4.5.1.4 The City **should** conduct a city-wide parking study focused on industrial and commercial areas and to support the revision of Land Use Bylaw regulations to assess parking demand and anticipated needs with future growth.
- 4.5.1.5 As shown on **Map 2 - Land Use**, the City **should** maintain a minimum 15-year supply of employment lands is designated and protected within this Plan and within other City decisions and documents, including the Land Use Bylaw.
- 4.5.1.6 Amendments to this Plan **shall** not result in a net loss of employment lands.
- 4.5.1.7 The City **should** update its Population and Employment Forecasts at least every five years, to determine if the City is maintaining a minimum of 15 years of employment areas within this Plan or if additional lands are required.

4.5.2 CITY CENTRE

The **City Centre** is the city's main downtown commercial area, with a variety of retail opportunities adjacent to park space, City Hall, and residential areas. Presently, the area is composed of single-storey commercial uses, yet over time, it should transition to multi-storey mixed-use buildings that will bring a more vibrant downtown feel. In addition, as a community destination in the heart of the city, public transit should be bolstered to reduce traffic in the area.



OBJECTIVE

To enable the evolution of the **City Centre** into a vibrant downtown community hub that acts as a destination for all city residents with mixed-use buildings, an active **public realm**, cultural and community events, and commercial opportunities.

CITY CENTRE POLICIES

4.5.2.1 The **City Centre** shall be located as generally illustrated on **Map 2 - Land Use** and accommodate a mix of commercial uses, **mixed use** buildings, institutional uses, and recreational opportunities.

Refer to **Appendix A - Chestermere Density Methodology**.

4.5.2.2 The **City Centre** should be promoted as an urban mixed-use area with a broad range of residential, retail, service, institutional, and recreational opportunities.

4.5.2.3 New commercial, residential, and mixed-use buildings within the **City Centre** shall be a minimum of two storeys.



4.5.2.4 Multi-unit residential **shall** be integrated into mixed-use buildings and located above the ground floor.

4.5.2.5 The City **should** investigate tax and financial incentives for **City Centre** re-investment, including encouraging mixed-use buildings when redevelopment occurs. Examples of this could include a five-year tax deferral, reduced off-site levies, and contributions to facade improvements.

4.5.2.6 The **City Centre shall** prioritize pedestrian-oriented design by:

- Locating pedestrian and retail-oriented commercial uses on the ground floor with office or professional services above or behind street-facing units;
- Residential development **should** be encouraged above the ground floor;
- Providing safe, **barrier-free design**, providing access for active mobility including walking, cycling, and wheelchairs;
- Linking the site to the **active transportation** network wherever possible;
- Integrating the **City Centre** design to seamlessly connect with the Lake; and
- Designing parking areas to prioritize pedestrian safety and accessibility.

4.5.2.7 The **City Centre should** integrate design components that transition the area from a commercial core to a multi-use community hub by:

- Creating opportunities for public gathering spaces, such as plazas, private and public patios;
- Enhanced landscaping and design features; and
- Create access to the **City Centre** by all modes of transportation.





4.5.3 CHESTERMERE BOULEVARD CORRIDOR

The **Chestermere Boulevard Corridor** area is located along either side of Chestermere Boulevard. This area provides a unique opportunity for commercial, mixed-use, education and recreation facilities that leverage access to regional transportation networks and its location adjacent to Growing Neighbourhoods. Development in this area will consider its important location along a major transportation corridor and must be designed to accommodate future regional transit, transportation and **active transportation** infrastructure and connections.

OBJECTIVE

To develop the **Chestermere Boulevard Corridor** as a vibrant mixed-use area where commercial, recreation, and community uses benefit from roadway visibility and access, residential uses are integrated with adjacent neighbourhoods and future regional transit connections are considered.

DID YOU KNOW?

When buildings are constructed, it may be 50 to 100 years before redevelopment occurs. Therefore, it is important that land use decisions are made with a long-term perspective, ensuring they capitalize on existing infrastructure to help manage the tax base.

CHESTERMERE BOULEVARD CORRIDOR POLICIES

4.5.3.1 The **Chestermere Boulevard Corridor** shall be located as generally illustrated in **Map 2 - Land Use**.

4.5.3.2 The **Chestermere Boulevard** is envisioned to be a special space within the City of Chestermere. It shall accommodate a mix of commercial, institutional, and residential land uses with complementary public spaces and urban plazas.

4.5.3.3 All lands within the Chestermere Boulevard Corridor identified in Map 2 – Land Use **shall** be subject to one **Comprehensive Chestermere Boulevard Corridor Development Plan** prepared by the developers in collaboration with the City of Chestermere. This project **shall** be undertaken immediately upon approval of the Municipal Development Plan with the aim to be completed within one (1) year.

4.5.3.4 The **Comprehensive Chestermere Boulevard Corridor Development Plan** **shall** be approved by Council as a non statutory guiding document, prior to any land use re-designation, subdivision and/or development permit.





4.5.3.5 The **Comprehensive Chestermere Boulevard Corridor Development Plan** shall address the following:

- a. Maximum and minimum building heights;
- b. Integration of commercial or mixed-use buildings, with a preference for ground floor commercial along Chestermere Boulevard;
- c. Transitions between land uses and densities;
- d. Integration of complementary Land Uses;
- e. Residential density;
- f. Pedestrian oriented design including safe, barrier-free site access;
- g. Integration of future public transportation;
- h. Open space and parks through the provisions of parks and plazas;
- i. Urban design principles for walkable mixed-use development; and
- j. Business attraction strategies.

4.5.3.6 The City's Land Use Bylaw shall be updated following the adoption of the Municipal Development Plan and the Comprehensive Chestermere Boulevard Corridor Development Plan to create specific land use district(s) / zone(s) for the **Chestermere Boulevard Corridor**.



4.5.4 COMMERCIAL CENTRES

Commercial Centres are larger Commercial Areas that serve multiple neighbourhoods and may grow to be regional commercial centres. They typically have single-storey commercial buildings with plenty of parking and provide goods and services to local and regional residents. Over time, these areas could evolve into mixed-use areas.

Map 2 – Land Use currently identifies Commercial Centres east of Chestermere Lake, with a major centre east of Highway 1 within the Clearwater **Area Structure Plan**. These Commercial Centres will accommodate medium to large-scale commercial and institutional uses, providing a broad range of services to local and regional residents. The East Commercial Centre will provide convenient vehicle access to leverage regional transportation connections while adhering to design and development standards that enhance safe pedestrian navigation through the site and demonstrate **active transportation** connections to nearby residential areas.

OBJECTIVE

To create vibrant commercial centres that support diverse commercial and institutional developments, capitalize on strategic locations, and enhance connectivity through **active transportation** networks.

COMMERCIAL CENTRES POLICIES

- 4.5.4.1 Commercial Centres **shall** be located as illustrated generally in **Map 2 – Land Use**.
- 4.5.4.2 Commercial Centres **shall** accommodate a mix of commercial, *mixed-use*, and institutional uses.



- 4.5.4.3 Commercial Centres **shall** be designed to accommodate large automobile traffic volumes, adhering to the appropriate design and development standards in the Land Use Bylaw and the City's Chestermere Design Guidelines, Policy 301.
- 4.5.4.4 Site design for development in the Commercial Centres **should** prioritize *multi-modal active transportation* connectivity that includes pedestrian and *active transportation* network connections as the priority. Bicycle parking **shall** be required at all Commercial Centres.
- 4.5.4.5 Commercial Centres **shall** provide sidewalk or pathway connections to adjacent sidewalks, pathways, public parks, schools, or public institutions.
- 4.5.4.6 Commercial parking areas **shall** accommodate safe pedestrian movement, including provision of raised and separated pedestrian sidewalks/pathways, painted crosswalks, and a mix of hard and soft landscaping.
- 4.5.4.7 Commercial Centres **shall** provide outdoor public gathering spaces designed with seating areas and garbage/recycling containers.
- 4.5.4.8 Commercial Centres **should** be designed with buildings framing the street edge and parking in the centre.
- 4.5.4.9 Although not required, multi-storey mixed-use commercial buildings are encouraged to enable land and services to be used efficiently and provide for a mix of retail, professional services, and possibly residential within one commercial area.

4.5.5 LIGHT INDUSTRIAL

The **Light Industrial** areas enable the City to achieve and sustain a balanced tax base from non-residential uses, which is critical for economic stability and regional competitiveness. Tax revenue is also critical for funding reliable city services, **public realm** improvements, and public infrastructure for recreation and culture in the community.

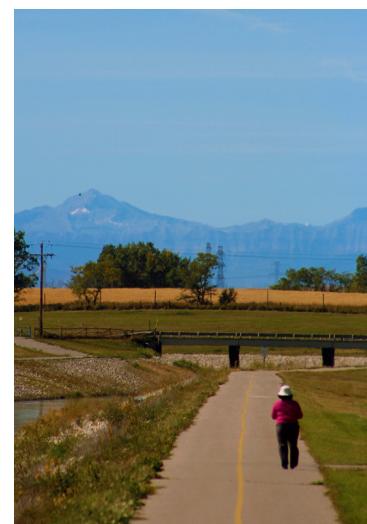
Uses in **Light Industrial areas** can potentially create minor nuisance effects on the surrounding area, such as generating heavier truck traffic and manufacturing noise. Efforts should be made to minimize these minor nuisances. The location of the **Light Industrial areas** identified leverage regional roadway connections, and the southern **Light Industrial area** has properties adjacent to rail. Light Industrial uses also require adequate servicing, and development in these areas must provide servicing that is available to support the type of uses being pursued.

OBJECTIVE

To enable development for target sector business and light industrial purposes that grow the City's non-residential tax base, support local and regional employment, and contribute to the overall fiscal resiliency of the city as it grows.

LIGHT INDUSTRIAL POLICIES

- 4.5.5.1 ***Light Industrial areas shall*** be located as illustrated generally in **Map 2 – Land Use** and **shall** accommodate a range of light industrial uses and complementary commercial uses.
- 4.5.5.2 The City **shall** conduct an updated ***Economic Development Study*** to identify target sectors that align with the available labour force in the city and the surrounding region and identify incentives to attract and retain ***non-residential development***.
- 4.5.5.3 ***Light Industrial areas shall*** be located near major transportation systems with regional connections.
- 4.5.5.4 ***Light Industrial areas may*** integrate other related or complementary land uses, such as professional services and retail.
- 4.5.5.5 The City **may** encourage the colocation of complementary land uses in ***Light Industrial areas***.
- 4.5.5.6 Through provisions in the Land Use Bylaw, the City **shall** require adequate separation distances and transitions between industrial and non-industrial uses when siting developments that could lead to land use conflicts or pose safety and risk management concerns.





DID YOU KNOW?

Business property taxes and a thriving local economy are essential to keeping residential taxes low.

4.5.5.7 The City **shall** seek to achieve and maintain with the rate of growth, over time, a 15 percent non-residential tax base ratio (includes commercial), calculated based on an annual review of assessed values for residential and non-residential properties in the city. Once the city achieves the goal of 15 percent, it **should** set forth to achieve the long-term goal of a 20 percent ratio to match the city's growth rate.

4.5.5.8 The City **may** determine, based on the trends identified through the review of assessed values, that additional steps need to be taken to achieve the non-residential ratio target, including:

- Collaboration with municipal neighbours on **non-residential development** (e.g. shared services, shared revenue model);
- Dedicating and designating additional lands for **non-residential development**;
- Requiring mixed-use developments in residential neighbourhoods;
- Being investment ready; and/or
- Annexation of lands for **non-residential development**.

4.5.5.9 To protect employment lands, the City **should** maintain an inventory of developable, serviceable, non-residential land to meet projected needs for at least three years.

4.5.5.10 To enable sufficient land for light industrial businesses, the City **should** maintain enough light industrial land that is zoned and serviceable to meet the anticipated three-year demand.



4.5.5.11 The City **should** establish a business-ready framework to attract new businesses, such as identifying incentives to attract and retain businesses and land with minimal physical impediments to development that avoids environmental site constraints or irregular lot design. Incentives **may** include:

- Priority application queuing;
- Reduction in application fees;
- Reduction in Levies;
- Municipal investment in required infrastructure;
- Assistance with marketing and attraction of investment, such as anchor tenants;
- Establishing a comprehensive support system that facilitates investor engagement;
- Creating and implementing internal action plans to support the realization of the identified opportunities for key target sectors;
- Leveraging the Land Use Bylaw as a tool to facilitate development of key target sectors; and
- Designing a robust investment attraction toolkit, marketing strategy and lead generation campaign tailored specifically to key target sectors.

4.5.5.12 The City **may** exempt developers from the requirement to create an Area Structure Plan if the following conditions are met:

- The development is deemed to have significant non-residential financial benefits for the City;
- The development is in alignment with the policies of an Intermunicipal Development Plan where applicable.
- There is limited subdivision of land within the proposed development;
- The development and individual sites will be master-planned to enable connectivity of transportation systems and infrastructure;
- Council provides consent; and
- Full compliance with future land use per the ***Municipal Development Plan***.



4.6 Other Planning Areas

Understanding market forces is important to achieve the right development in the right location. Rather than creating a rigid planning policy that may not fully grasp the nuances of a changing market, this Plan identifies two planning areas with flexible policies that can respond quickly to the market. The Flex Policy Areas and Comprehensive Planning Area aim to attract ***non-residential development*** while creating flexibility for a potential mix of residential and non-residential land uses.

4.6.1 FLEX POLICY AREAS (COMMERCIAL/RESIDENTIAL/LIGHT-INDUSTRIAL)

Flex Policy Areas are intended to create market flexibility for unique land use areas that are suitable for compatible land uses, such as commercial, light industrial and residential. The City has a strong need for additional non-residential development and has identified these areas as suitable for business growth. The ***Municipal Development Plan*** provides opportunity for these areas to be defined during the area structure plan and outline processes.

OBJECTIVE

To provide development flexibility for commercial, light industrial or residential land uses while encouraging growth of non-residential uses.

FLEX POLICY AREA 1

The Flex Policy Area 1 is located at the north portion of the Waterbridge Master ***Area Structure Plan***, bound by a ***Light Industrial area*** to the north and east boundary and Growing Neighbourhood to the south. The area is presently designated as residential in the Waterbridge Master ***Area Structure Plan***. However, the City of Chestermere has a strong desire for greater commercial and light industrial development and wishes to provide flexibility for the future development of this area. If market demand arises, the area could be an expansion of the ***Light Industrial area*** to the north and east or be a major regional commercial centre. Otherwise, the area may continue to follow the current Waterbridge Master ***Area Structure Plan*** as a future residential area.

- 4.6.1.1 The Flex Policy Area 1 **shall** be located as generally illustrated in **Map 2 – Land Use**.
- 4.6.1.2 Land uses in Flex Policy Area 1 **shall** be limited to residential, commercial, and light-industrial with a priority for ***non-residential development***. Land Uses may be mixed in accordance with this Plan and an approved ***Area Structure Plan***. A ratio of 30 percent non-residential to 70 percent residential land uses **should** be the minimum ratio area of allocated lands.
- 4.6.1.3 The Flex Policy Area 1 **shall** have a minimum of 40.5 hectares (100 acres) of dedicated land for ***non-residential development***.
- 4.6.1.4 Residential development, including mixed-use buildings, **must** achieve a ***minimum average residential density*** of 20 dwelling units/hectare (8 dwelling units/acre).

Refer to **Appendix A – Chestermere Density Methodology**.



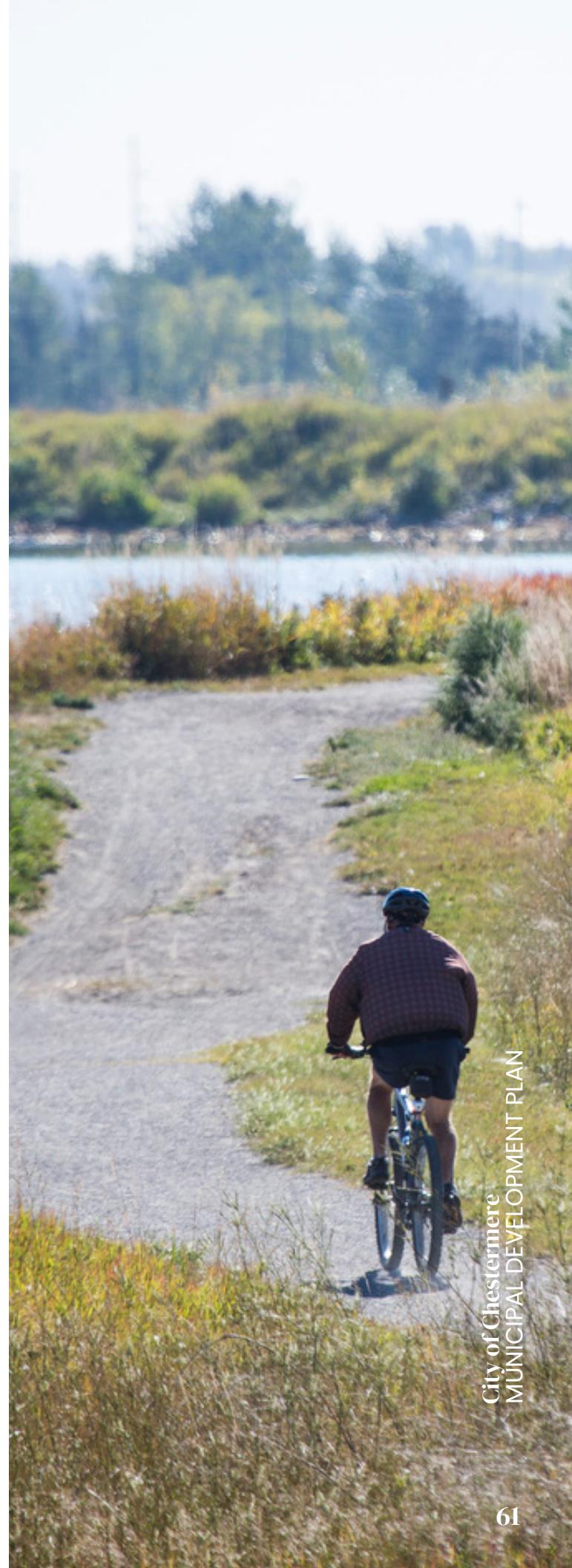
FLEX POLICY AREA 2

Flex Policy Area 2 is located east of Chestermere Lake and provides opportunity for further expansion of the City's commercial or light industrial land uses. This area has existing wetlands that will need to be addressed at the area structure plan stage. Land uses here should be compatible with adjacent land uses, which include residential, parks and open space, rail, and light industrial.

- 4.6.1.5 The Flex Policy Area 2 **shall** be located as generally illustrated in **Map 2 - Land Use**.
- 4.6.1.6 Land uses in Flex Policy Area 2 **shall** be limited to commercial and light-industrial.

4.6.2 COMPREHENSIVE PLANNING AREA

The Comprehensive Planning Area is located in the city's southeast and contains numerous wetlands and constraints. There is no approved **Area Structure Plan**, and past city planning identified this area as residential. However, the city's strong need for **non-residential development**, combined with the undeveloped state of this land, lends itself to potential commercial, mixed-use, or light industrial uses. The City of Chestermere wishes to allow developers to propose development within this area that helps achieve its broader goals and fiscal sustainability.



OBJECTIVE

To encourage the growth of non-residential uses in this area while providing flexibility for commercial, light industrial, or residential land uses and ensuring development is done in an environmentally sensitive way.

COMPREHENSIVE PLANNING AREA POLICIES

4.6.2.1 The Comprehensive Planning Area **shall** be located as generally illustrated in **Map 2 – Land Use**.

4.6.2.2 The Comprehensive Planning Area **may** accommodate a mix of land uses, including, commercial, light-industrial, or residential, as outlined in an approved **Area Structure Plan** with priority for non-residential land uses.

4.6.2.3 Before the development of the Comprehensive Planning Area, an **Area Structure Plan shall** be adopted that, in addition to requirements of the **Municipal Government Act** and City Policy, includes:

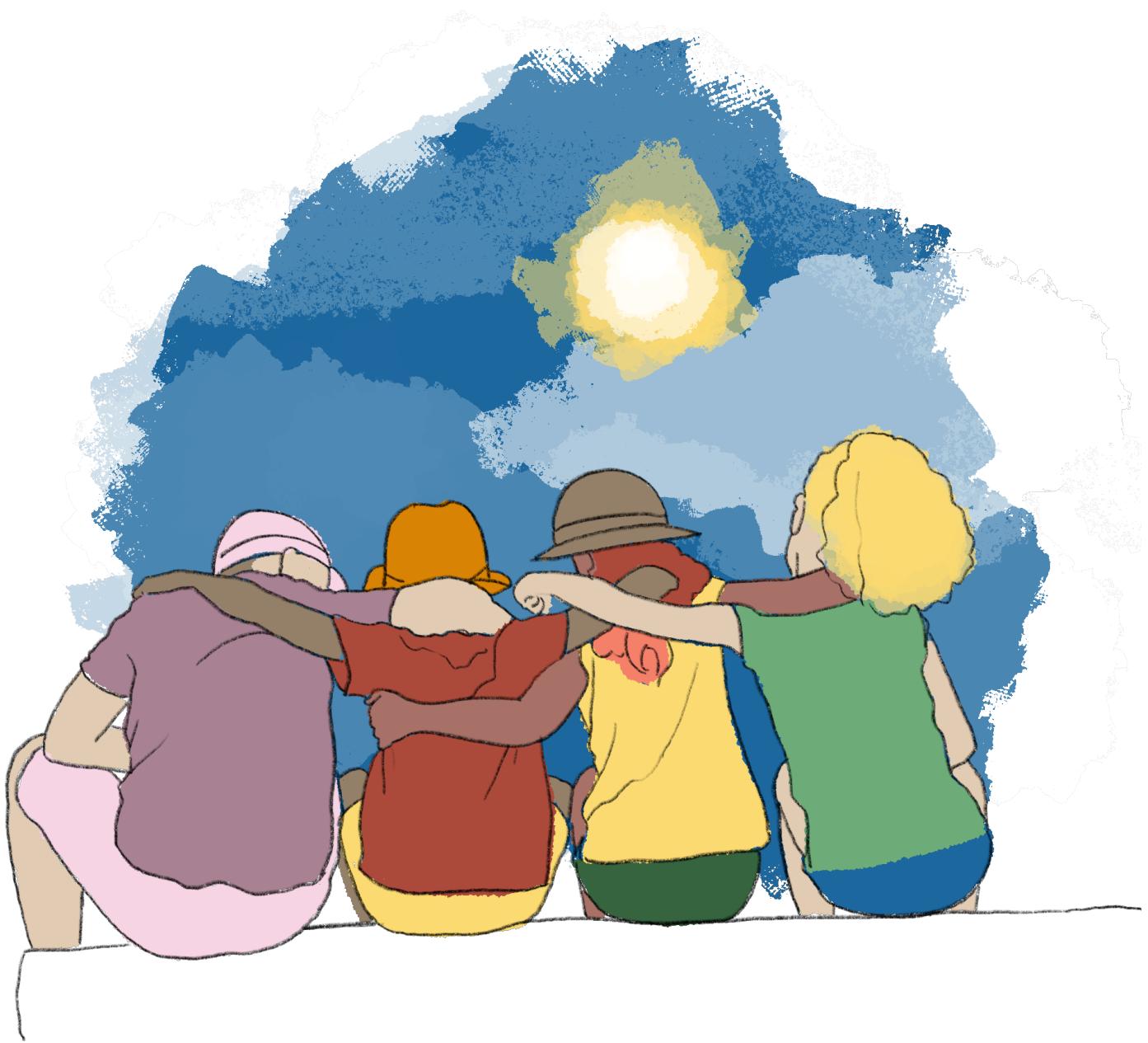
- a. A **land use concept** of non-residential (commercial and/or light industrial) and a mix of residential, **parks**, trails, open space, land uses;
- b. A Market Report justifying the proposed land use mix;
- c. A Financial Report outlining the long-term (e.g. 20 years) financial impact to the City of the proposed development, taking into consideration all costs (e.g. infrastructure maintenance and replacement) and benefits (e.g. taxes, jobs);
- d. Servicing and transportation connections to adjacent development areas;
- e. Sensitive design around wetlands and natural features;
- f. Mitigations and design considerations for the siting of sensitive uses (residential or institutional) when adjacent to the **Light Industrial area** (e.g. buffering, landscaping, setbacks, building siting and orientation); and
- g. Additional items as required by Council and/or the Development Authority.

4.6.2.4 Residential development **must** achieve a **minimum average residential density** of 20 dwelling units/hectare (8 dwelling units/acre).

Refer to **Appendix A – Chestermere Density Methodology**.

The background of the slide features a series of concentric, light blue-grey circles that radiate from the bottom center, creating a sense of depth and movement. The circles are thin and slightly irregular in spacing, with more lines on the outer edges.

What Connects Us



5.1 Social & Cultural Facilities and Programming

The City of Chestermere is committed to enhancing the social and cultural fabric of the community and supporting non-profit and for-profit social and cultural activities. However, the city's rapid growth has made it challenging for cultural and social agencies, organizations, and groups to meet the growing needs of residents. One of the primary gaps is the lack of available and affordable space for organizations and agencies to operate.

Collaborating with private sector and government agencies allows greater opportunity to fund spaces and programs that contribute to Chestermere's identity, promoting and celebrating cultural diversity through libraries, arts, and other initiatives.



OBJECTIVE

To pursue opportunities to expand cultural and social opportunities throughout the community to create a vibrant, inclusive, and supportive environment for all residents.

5.1.1 SOCIAL & CULTURAL FACILITIES AND PROGRAMMING POLICIES

- 5.1.1.1 The City **shall** engage with the public, community stakeholders, and service providers when updating the Social Plan and at the development of an Area Structure Plan before allocating land and resources for community facilities so that decisions take into consideration community needs and aspirations.
- 5.1.1.2 The City **shall** review and update the Social Plan 2012–2014 every five years to support Council decision-making and budgeting for social and cultural facilities and programming.
- 5.1.1.3 Through the municipal budget processes, the City **shall** provide capital and operating grants to sustain a range of social and cultural programs, services, and facilities.
- 5.1.1.4 The City **should** investigate ways to fund a new or expanded library in collaboration with developers and community partners.
- 5.1.1.5 The City **should** pursue partnerships with other community-oriented organizations and agencies to leverage funding and support for social and cultural programs and amenities.
- 5.1.1.6 Where possible, community and recreation facilities **should** be developed with school sites and additional spaces for community groups, cultural organizations, and social agencies.
- 5.1.1.7 Community and recreation facilities **should** be designed to integrate the *public realm* with the open space system and educational or institutional facilities in the *public realm* whenever possible, particularly in identified commercial nodes.
- 5.1.1.8 The City **shall** support public art installation in the community on public and private lands to encourage neighbourhood and community identity to support the delivery of public art within new private developments, public art **may** be considered, in part, to fulfil the landscaping requirements.
- 5.1.1.9 The City **should** collaborate with the farming community to assist with establishing a farmer's market within the city.

DID YOU KNOW?

Recreational facilities need to keep up with growth.

5.2 Public Recreation

Recreation in Chestermere is available through indoor and outdoor recreation areas and facilities, including water sports on Chestermere Lake. Various recreation opportunities exist, with organized sports for youth and adults and unstructured opportunities like water and beach activities, play fields, biking at the pump track, and pathways. Recreation in Chestermere is strongly supported by the City's many local organizations that offer opportunities for residents to get involved and active. These partnerships, along with those with Rocky View County, Chestermere Regional Recreation Centre, City of Calgary and the school divisions (Rocky View Schools and Calgary Catholic School Division), make Chestermere a great place to move and play.

Despite the many recreation opportunities available, the city's recreation facilities have not kept pace with its rapid growth. The city does not own any of its own sports fields and lacks the breadth of similar-sized municipalities' recreation facilities, such as a recreation centre with a pool or fieldhouse. With recent changes to the City's off-site levies for recreation and the purchase of land for a recreation facility within the **Chestermere Boulevard Corridor**, the City of Chestermere is moving towards ramping up its City-owned recreation facilities. Over time, the City will become a leader in the Calgary region in recreation opportunities and gain more independence over its facilities and assets.





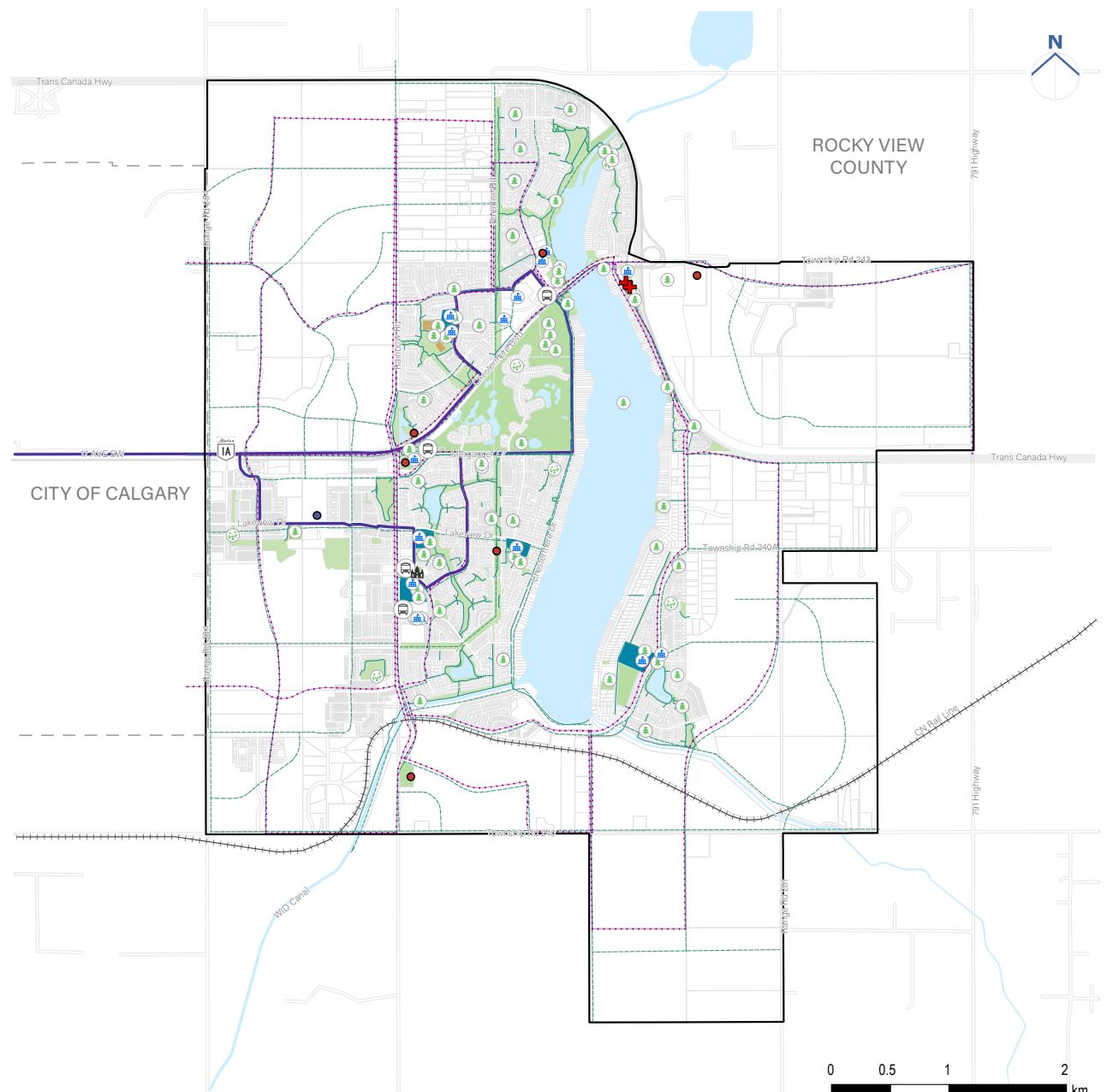
5.2.1 RECREATION FACILITIES

Access to indoor and outdoor recreation areas has significant cultural value for residents by providing spaces for health, wellness, and social cohesion. In addition to these benefits, the public recreation system advances equity and inclusion and contributes to preventative cost-savings to public services such as health, justice, education and more. These amenities also have economic value, attracting residents and promoting tourism mainly when linked to parks, open spaces, and **active transportation networks**. Future planning for the delivery of recreation services should involve identifying opportunities to fund City-owned recreation facilities and programming.

Recreation, including parks and open spaces, is generally illustrated in **Map 3 – Community Services**.



MAP 3 – COMMUNITY SERVICES



MUNICIPAL DEVELOPMENT PLAN DEVELOPMENT CONSTRAINTS

- CITY OF CHESTERMERE BOUNDARY
- WATER BODY
- PARKS
- SPORTS FIELD
- RAILWAY

- CITY OF CHESTERMERE
- EMERGENCY SERVICES
- TRANSPORTATION
- CHURCHES & CEMETERIES
- EDUCATION
- RECREATION & TOURISM
- PLAYGROUNDS

- FUTURE RECREATION CENTRE
- PATHWAY
- FUTURE CYCLING NETWORK
- TMP TRANSIT ROUTES
- PURPLE MAX BUS ROUTE

OBJECTIVE

To expand the City's recreation facilities and programs while continuing regional partnerships and meeting the current and future needs for recreational and cultural facilities through strategic planning, and funding identification.

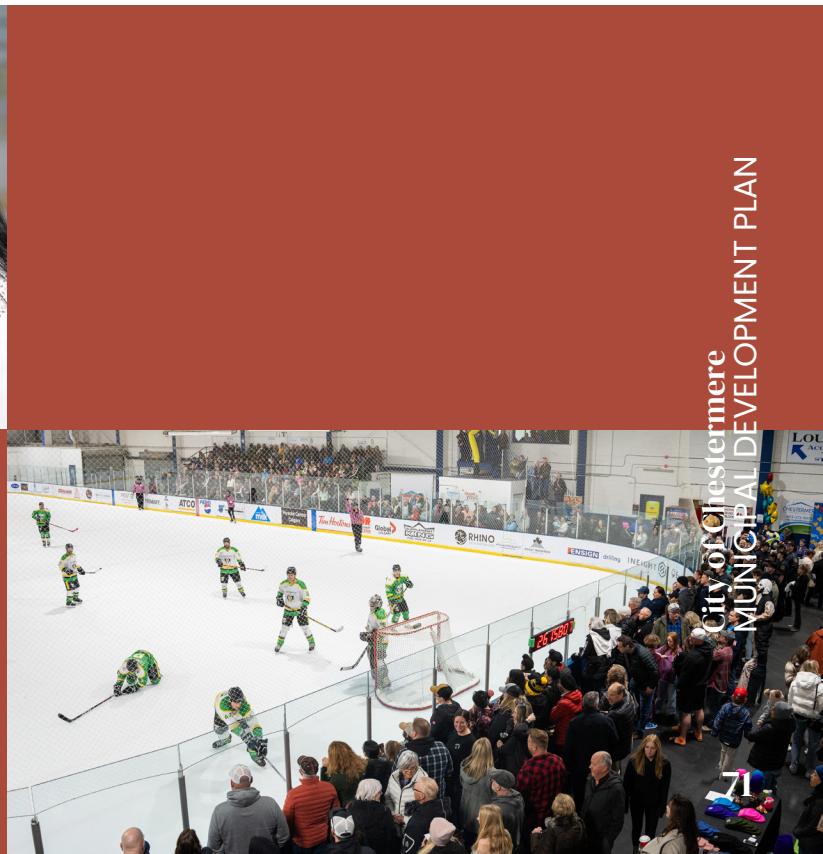
RECREATION FACILITIES POLICIES

5.2.1.1 The City **should** pursue greater recreation independence through:

- a. Creation of City-owned and operated outdoor sports fields;
- b. Develop a City-owned recreation facility;
- c. The provision of financial support for the existing recreation centre and pursuing efforts to enable its long-term *sustainability*; and
- d. The identification and acquisition of land for future priority recreation projects.

5.2.1.2 The City **should** continue to nurture recreation partnerships with school divisions (Rocky View Schools and Calgary Catholic).

5.2.1.3 The City **should** pursue municipal partnerships with Rocky View County and the City of Calgary to provide regional recreation opportunities within the east Calgary Region (e.g., a pool).





5.2.1.4 The City **shall** review and update its Master Recreation Plan every five years to support decision-making and budgeting allocation for recreational and cultural facilities and programming that reflect current needs.

5.2.1.5 The Master Recreation Plan **should** be accompanied by a *Recreation Needs Assessment Report* that **shall**:

- Assess the current state of **parks** and recreational facilities and project future needs based on population growth and community preferences;
- Involve community stakeholders in the planning process to create a plan that reflects residents' needs and desires; and
- Promote sustainable practices and prioritize the accessibility of **parks** and recreational facilities to all residents.

5.2.1.6 The City **shall** review the Off-Site Levies Bylaw yearly, specifically the recreation portion, to ensure recreation facilities are adequately funded through development.

5.2.1.7 The creation of a recreation facility **may** include:

- Public outdoor plaza for special events and activities;
- Public indoor gathering spaces;
- Public transit stops (or hub);
- Bicycle parking;
- Recreational amenities; and
- Pedestrian pathways connecting to the site.

5.2.1.8 The City **may** pursue partnerships with private corporations (e.g., land developers) to sponsor or share the funding of recreation facilities.

5.2.1.9 Where the City accepts cash-in-lieu for **Municipal Reserve**, the use of the **Municipal Reserve** **should** support the purchase of key parcels of land for recreation and/ or the development of public recreation facilities, such as field houses, community buildings, multi-purpose courts, playgrounds, and other cultural gathering spaces.



5.2.2 OUTDOOR PARKS, RECREATION, AND OPEN SPACES

The City of Chestermere recognizes the importance of nature and access to parks, outdoor recreation, and open spaces for quality of life. Access includes both physical access through **active transportation** connections and access in terms of proximity. The City has tools to manage the provision of these spaces and access to them, including establishing minimum distances from residential development, allocating reserve lands for recreational purposes, and dedicating lands for public utility and **environmental reserve** for incorporation into the parks and open space network through the development process.

OBJECTIVE

To provide an interconnected park and open space system across the city that links key recreation areas and amenities and is accessible through the **active transportation** network.

OUTDOOR PARKS, RECREATION, AND OPEN SPACES POLICIES

- 5.2.2.1 The Master Recreation Plan **shall** inform the submission of **Area Structure Plans / Area Redevelopment Plans, Outline Plan**, and Subdivision applications to demonstrate the location of future **parks** and open spaces in relation to nearby neighbourhoods, recreation facilities and public amenities.
- 5.2.2.2 New development, including **Area Structure Plans / Area Redevelopment Plans** and **Outline Plans**, **shall** demonstrate how **parks** and open spaces are integrated into the **active transportation** network, in alignment with the most recent Transportation Master Plan (TMP) **active transportation** network.
- 5.2.2.3 The City **shall** encourage the siting of **parks** and playgrounds adjacent to cycling/walking pathways and environmentally significant areas, where appropriate, to maximize the use of these landscapes for recreation purposes.

5.2.2.4 The City **shall** encourage the integration of pocket **parks** in developed or redeveloped urban areas where land is limited to provide small, accessible green spaces, as important contributions to the open space and parks network.

5.2.2.5 The City **shall** encourage the coordinated delivery of Public Utility Land (such as stormwater facilities), **Environmental Reserve** dedication, and **Municipal Reserve** dedication) to develop larger open spaces, **parks**, and recreation areas.

5.2.2.6 The design of **parks** and open spaces **should** consider drainage features, water conservation, and the City's Wetlands Policy and Bylaw.

5.2.2.7 **Parks** and features built by developers **shall** not result in excessive maintenance costs that would place an unrealistic burden on the City.

5.2.2.8 A written assessment of the operating costs prepared by a **qualified professional** of any identified amenity by the City **should** be provided by the developer at the **Outline Plan** stage for review and to the satisfaction of the City.

5.2.2.9 Natural **parks** **should** be developed primarily for unstructured recreation opportunities rather than for intensive recreation opportunities.

5.2.2.10 Site specific resource management plans **should** be established for significant natural **parks** to enable appropriate use and protection across different areas of the **park**, and to prevent habitat deterioration.

5.2.2.11 The cost of achieving a managed sustainable level of maintenance costs for **parks** **shall** be considered by the City when approving natural **parks**.



5.2.3 WATERFRONT

The City of Chestermere recognizes the importance of nature and access to parks, outdoor recreation, and open spaces for quality of life. Access includes both physical access through **active transportation** connections and access in terms of proximity. The City has tools to manage the provision of these spaces and access to them, including establishing minimum distances from residential development, allocating reserve lands for recreational purposes, and dedicating lands for public utility and **environmental reserve** for incorporation into the parks and open space network through the development process.



OBJECTIVE

To provide an interconnected **park** and open space system across the city that links key recreation areas and amenities and is accessible through the **active transportation** network.

WATERFRONT POLICIES

- 5.2.3.1 The City **shall** continue its collaborative partnership with the Western Irrigation District to maintain a clean, attractive, and ecologically healthy Chestermere Lake.
- 5.2.3.2 The City **should** update the Recreation Lake Management Plan every 5 years and **should** address:
 - a. Waterfront beach access and recreation as the city grows and eventually reaches a population of 75,000;
 - b. Expanded programming of open space and waterfront access;
 - c. Modes of transportation access to the waterfront;
 - d. Lake use safety guidelines **should** also be listed to address watercraft safety practices and monitoring; and
 - e. Parking strategy.



The City **should** establish a Lake and Watershed Management Plan to address:

- a. Environmental protection and water quality management in partnership with Western Irrigation District;
- b. Climate change and its potential impacts; and
- c. Establishing a regulation protocol for water quality and invasive species monitoring.

The City **shall** seek to enhance resident and visitor experience on the waterfront through the continued safe programming of water and waterfront activities and events.

5.3 Economic Development

To maintain a sustainable tax base the City of Chestermere will pursue initiatives to be business-ready and competitive in the regional and global economy. Strategic planning and dedication are needed to create an economically attractive environment that encourages the locating of new businesses in the city over other areas in the region that supports business retention.



OBJECTIVE

To enable economic growth by maintaining an updated **Economic Development Study**, being investment-ready, promoting a diverse range of businesses, leveraging technology, and collaborating with neighbouring municipalities for mutually beneficial development opportunities.

ECONOMIC DEVELOPMENT POLICIES

- 5.3.3.1 The City **shall** maintain its **Economic Development Study**, and update it as required to stay relevant during changing economic conditions in the city, region, and internationally.
- 5.3.3.2 The City **shall** undertake initiatives to be investment-ready to attract a variety of businesses and industries to grow the non-residential assessment. This includes:
 - a. Maintaining a minimum 15-year supply of non-residential land (commercial and light industrial) designated in the **Municipal Development Plan**;
 - b. Maintaining a three (3) year supply of serviceable commercial and light industrial lands designated within the Land Use Bylaw;
 - c. Utilizing data and technology to identify assets that are attractive to prospective businesses and market these assets (e.g., labour force, support services, incentives, infrastructure, etc.);
 - d. Establishing a strong municipal brand and to advertise economic development opportunities; and
 - e. Identifying strategic partnerships to attract key target sectors.
- 5.3.3.3 The City **shall** encourage a wide range of businesses throughout the city ranging from small neighbourhood home-based businesses to large-scale light industrial businesses.
- 5.3.3.4 The City **shall** endeavour to jointly pursue economic development opportunities that are mutually beneficial to the City and neighbouring municipalities.
- 5.3.3.5 The City **shall** support home-based businesses and other incubator business opportunities to grow the city's entrepreneurial base.
- 5.3.3.6 The City should begin preparing annexation studies when the non-residential land supply is less than 10 years of availability.

DID YOU KNOW?

Our environment is critical to creating a healthy environment in which we live.

5.4 Environmental

The City supports development practices that enhance the natural environment by conserving environmentally significant areas, promoting renewable energy, and complying with environmental regulations. The city has a relatively large inventory of wetlands. These areas and their associated riparian margins provide essential habitats for various aquatic and terrestrial organisms in the city and offer a hydrological function in the local and regional watershed.

The province is ultimately responsible for managing wetlands in Alberta; however, in 2013, the City adopted a Wetland Policy that promotes the conservation of the most highly valued wetlands, prioritizing wetland avoidance over efforts to impact minimization or compensation for habitat loss. The City's Wetland Bylaw was approved in 2015, which describes specific implementation mechanisms to preserve high-value wetlands and minimize the impacts of disturbances to lower-value wetlands during the development process.

Environmental areas and wetlands are identified in **Map 4 – Development Constraints**.

OBJECTIVE

To engage in sustainable development practices that protect environmentally significant areas, including wetlands.

ENVIRONMENT POLICIES

- 5.4.3.1 The City **shall** support protecting and conserving environmentally significant areas within private developments and/or the public open space system.
- 5.4.3.2 The City **should** review and update its wetland policy and bylaw and associated *riparian areas* to ensure data is up to date and to proactively plan for wetland conservation.



5.4.3.3 The City **shall** require that new subdivisions and developments **must** meet or exceed regional, provincial, and federal Acts, regulations, and guidelines concerning air quality, water quality, and floodplain management.

5.4.3.4 The City **shall** require a ***Biophysical Impact Assessment (BIA)*** prepared by a ***qualified professional*** that is to be submitted to the City. The BIA **shall** be submitted with any major planning application (***Area Structure Plan, Area Redevelopment Plan, Outline Plan***), Subdivision, or Redesignation application as determined by City administration in accordance with City policy. The BIA **shall** assess the specific location, type, function, and ecological value of environmental areas and wetlands on a site.

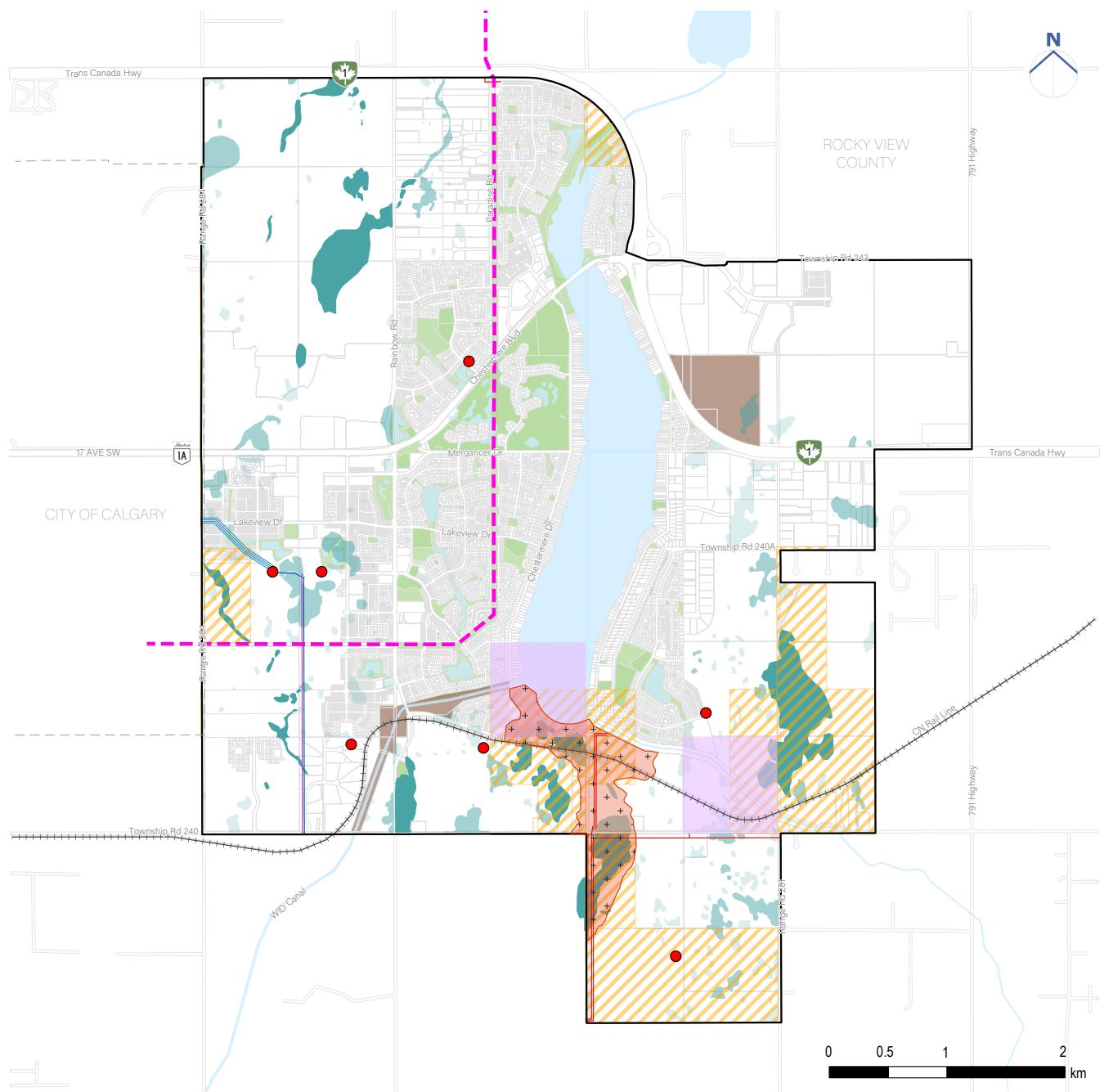
5.4.3.5 An ***Avoidance Analysis Report shall*** be submitted at the ***Outline Plan*** stage as required by the Wetland Bylaw (Bylaw #002-15), with additional details for avoiding, mitigating or providing compensation for wetlands.

5.4.3.6 ***Development setbacks*** around wetlands with high ecological value **shall** be established through environmental reserve dedication and/or registration of environmental reserve easements.

5.4.3.7 The City **may** develop a ***Wetland and Riparian Management Plan*** to clearly outline the expectations of the city's setback calculation from watercourses and wetlands and how they are managed along with which wetlands cannot be removed through the provincial legislation. The outcomes would influence an update to the city's land use bylaw.

5.4.3.8 Any development that may occur within the lands identified as Approximate Dam Breach Impact Zone on ***Map 4 - Development Constraints*** **shall** require an analysis to be completed on assessing the impacts, should the lake dam breach, to determine where buildings and storage may or may not be developed in collaboration with the Western Irrigation District (WID).

MAP 4 – DEVELOPMENT CONSTRAINTS



MUNICIPAL DEVELOPMENT PLAN DEVELOPMENT CONSTRAINTS

- CHESTERMERE CITY BOUNDARY
- WATERBODIES
- RAILWAY
- TRANSMISSION LINE
- ABANDONED WELLS

- Approximate Dam Breach Impact Zone
- Crown Land
- Parks
- High Potential To Contain A Historic Resource (HRV 5)
- Environmentally Sensitive Areas (2014)

- WETLANDS**
 - Exceptional Significance
 - High Significance
 - Moderate Significance
- PIPELINES**
 - Abandoned
 - Discontinued
 - Operating
 - Removed



DID YOU KNOW?

Agriculture is critical to sustaining access to healthy sources of food.

5.5 Agriculture

The City recognizes agriculture's important role in the community and region, both in terms of economic contribution and the provision of local food sources. As urban areas expand, balancing growth with preserving agricultural lands is necessary. Promoting innovative *urban agriculture* practices to create local and regional food security is also important to sustain growing communities in the future.

OBJECTIVE

To support existing agricultural operations and provide opportunities for *urban agriculture* initiatives.

AGRICULTURE POLICIES

- 5.5.3.1 The City **shall** support the operation of existing agricultural activities prior to urban development by maintaining appropriate definitions and land use designations to support them in the Land Use Bylaw.
- 5.5.3.2 The City **shall** promote orderly and efficient urban expansion to prevent premature subdivision and fragmentation of agricultural land during development and future growth planning.
- 5.5.3.3 The City **should** encourage *local food production* by supporting farmers' markets to improve food security for residents.
- 5.5.3.4 The City **shall** review its Land Use Bylaw policies to allow for *urban agriculture* and activities, such as more private and community garden opportunities, farmer's market, and vertical agriculture.
- 5.5.3.5 The City **shall** review its Land Use Bylaw for ways to diversify the agriculture industry, such as allow for agri-business, value-added agriculture and related industries.

5.6 Infrastructure

DID YOU KNOW?

Most of the city's budget is dedicated to infrastructure.

Infrastructure and services are the lifeblood of a community. Water and sanitary services provided everyday are necessities for living. Properly managing infrastructure and services is closely tied to a municipality's financial *sustainability*. Across Canada, many municipalities struggle to repair and maintain their existing infrastructure. As a relatively young city, Chestermere has an opportunity to address this before it becomes problematic.

The City of Chestermere provides and maintains roads, pathways, water, sanitary, stormwater, and solid waste collection throughout the city. The North Acreages, East Acreages, and Paradise Meadows remain unserviced with water and sanitary, as well as some other undeveloped areas within the city. The City of Calgary continues to provide Chestermere with potable water and sanitary sewer treatment and disposal through a **Master Service Agreement**. The City's Utilities Master Plan guides decision-making and future planning for the City's infrastructure and services.

OBJECTIVE

To maintain the city's infrastructure in a fiscally responsible manner.

5.6.1 GENERAL – SERVICING & INFRASTRUCTURE POLICIES

- 5.6.1.1 The City of Chestermere **shall** continue to work with the City of Calgary to ensure that the **Master Service Agreement (MSA)** is regularly updated to guarantee water and sanitary sewer servicing for the City of Chestermere.





- 5.6.1.2 The City **shall** review its Utility Master Plan every five (5) years and update it at least every ten (10) years at a minimum.
- 5.6.1.3 The priority for extension and expansion of services and infrastructure **shall** be related to **non-residential development**.
- 5.6.1.4 The City **shall** encourage and support **intensification** and **contiguous development** patterns that optimize existing infrastructure and minimize impacts on the natural environment.
- 5.6.1.5 The City **shall** employ a comprehensive **Asset Management Plan** of its infrastructure to monitor and budget for when infrastructure requires ongoing maintenance and replacement.
- 5.6.1.6 The City **shall** periodically evaluate infrastructure, and servicing needs to determine where regional collaboration is required versus when internal management is most efficient.
- 5.6.1.7 As part of the approval process, new **Area Structure Plans** and **Outline Plans** **shall** undertake a long-term cost analysis (e.g., 20 years) for maintaining and replacing infrastructure.
- 5.6.1.8 New **Area Structure Plans** in Growing Neighbourhood areas **must** be planned to independently sustain infrastructure lifecycle costs without creating a tax burden on existing neighbourhoods.
- 5.6.1.9 The City **shall** encourage all new development to implement **low-impact development** techniques and environmentally conscious building practices to help reduce demand on City owned infrastructure.
- 5.6.1.10 The City **shall not** authorize any new potable water wells and on-site septic fields with-in the City limits, except where already granted/authorized.

DID YOU KNOW?

Low-Impact Development is an approach to land development that aims to reduce runoff and manage the impacts of stormwater through naturalized systems.

5.6.2 SANITARY NETWORK

The City of Chestermere manages wastewater through over 90 kilometers of underground pipes that collect sewage from homes and businesses. This wastewater is directed to fourteen City operated lift stations, which pump it to higher elevations via 30 kilometers of forcemain pipe, eventually transporting it to the City of Calgary for treatment at their wastewater treatment plant.

The City has an agreement with the City of Calgary for sanitary collection, treatment, and disposal. The quantity of wastewater accepted from the City to the City of Calgary is governed by the Master Servicing Agreement between the two municipalities. Incremental system upgrades are necessary so that the system can handle future development needs and accommodate future demand based on predicted population growth trends.

The City of Chestermere currently has access to two discharge points within the City of Calgary that has sufficient capacity and infrastructure to manage the growth for the next 25 years. A third discharge point will be required to fully services the City of Chestermere within the City of Calgary. Maximizing the existing and future discharge locations and infrastructure are layout in the Utility Master Plan.

The sanitary network is generally illustrated in **Map 5 – Sanitary Network**.

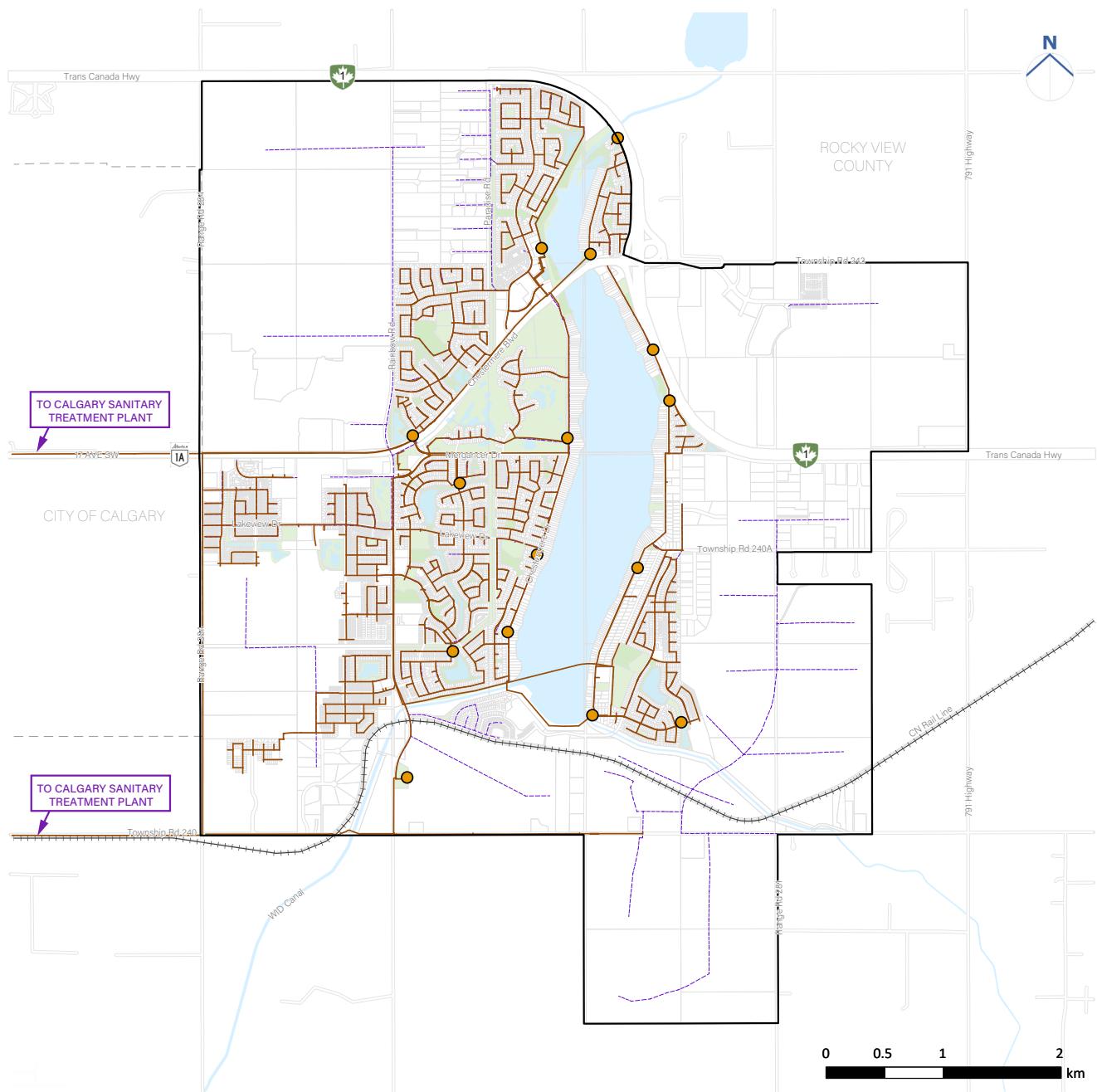
OBJECTIVE

To maintain and expand wastewater facilities and infrastructure as needed to support population growth in the community and future development while adhering to regulatory standards.

SANITARY NETWORK POLICIES

- 5.6.2.1 The development of sanitary facilities **must** adhere to the current edition of Alberta Environment and Parks guidelines and the City of Chestermere's *Engineering Design and Construction Standards*.
- 5.6.2.2 The City **shall** collaborate with the City of Calgary to identify sanitary sewer system efficiencies.
- 5.6.2.3 The City **shall** limit the number of new Fix Sanitary Assets (Sanitary Lift Stations) minimizing the long-term operating and land cost of any new assets, while balancing the capital expense verse the lifecycle operational costs to the City.
- 5.6.2.4 Allocation of existing wastewater capacity **should** be primarily used for *infill and redevelopment* of existing built areas, with new growth areas allowed to utilize the spare capacity on an *interim* basis.

MAP 5 – SANITARY NETWORK



MUNICIPAL DEVELOPMENT PLAN UTILITY NETWORK - WASTE WATER

- CITY OF CHESTERMERE BOUNDARY
- PARCELS
- WATER BODY
- PARKS AND OPEN SPACE

- WASTE WATER INFRASTRUCTURE
- WASTE WATER LINES
- WASTEWATER FACILITIES (LIFT STATIONS)
- UMP BUILDOUT CONDUITS



5.6.3 WATER

The City of Calgary withdraws raw water from the Bow River and Elbow River under Calgary's water licenses and then treats the water prior to supplying potable water to the City of Chestermere through Calgary / Chestermere **Master Service Agreement**. The water is then transported to City of Chestermere from the Calgary water transmission system through two water supply lines from Calgary. The two supply lines include a water line along 17th Avenue entering the city from the west and second supply from East Calgary Regional Water Line at Rainbow Road. The water supplied by both lines is stored in an underground reservoir at the southeast corner of Chestermere Blvd and Rainbow Road. Water is distributed throughout the city via a network of 113 kilometres of piped infrastructure. The City of Chestermere conducts regular maintenance, including unidirectional flushing of water lines, to maintain water quality and system efficiency so that residents have reliable access to safe drinking water while promoting sustainable water management practices.

The current agreement with the City of Calgary for water extends to 2034, with provisions to be extended. The current understanding is this agreement can be extended to provide water supply up to the full buildout of the current city boundaries. As the city grows, the water system distribution pumping and storage will need to be expanded with new facilities along with a third water supply line from the City of Calgary as outlined in the Utility Master Plan.

The water network is generally illustrated in **Map 6 – Water Network**.



OBJECTIVE

To safeguard water resources and maintain infrastructure for current and future generations while promoting responsible development and efficient water use.

WATER POLICIES

- 5.6.3.1 The development of new water facilities **must** adhere to the current edition of Alberta Environment and Parks guidelines and the City of Chestermere's *Engineering Design and Construction Standards*.
- 5.6.3.2 The City **should** develop a Water Conservation Strategy to reduce municipal water consumption and identify upgrades to municipal infrastructure to reduce water loss and improve efficiency. Initiatives that **may** arise from the strategy include:
 - a. Efficient Water Use;
 - b. Rainwater Harvesting;
 - c. Water-Saving Devices;
 - d. Public Education; and
 - e. Improving Water Management Practices.
- 5.6.3.3 The City **should** create an incentives program for water conservation initiatives as part of a Water Conservation Strategy (such as low-flow fixtures and more efficient water heaters, furnaces, and faucets) targeted at builders and property owners.

DID YOU KNOW?

Water is a limited resource that needs to be used wisely for the health and safety of our community.

5.6.3.4 The City **should** develop an education campaign to educate the community about water conservation practices.

5.6.3.5 The City **should** advocate through engaging with provincial government specifically on water related issue in a structured process to enhance collaboration of water stewardship.

5.6.3.6 The City **should** promote by playing an active, public-facing role in promoting awareness on water-related issues and promoting water conservation and efficiency (focused on quantity & quality) to improve the efficiency with which we use our limited water supply.

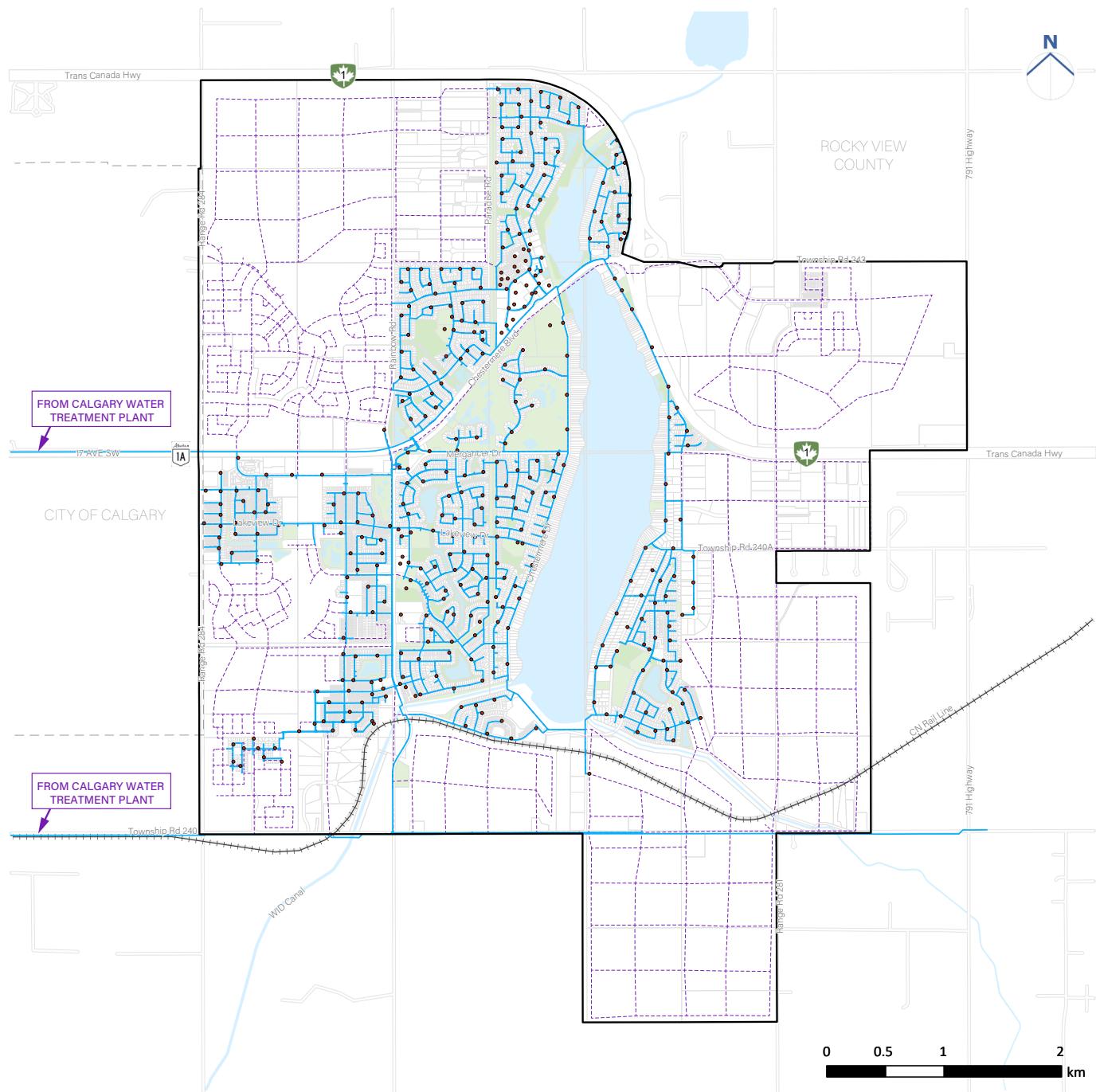
5.6.3.7 The City **should** elevate *regional planning* further by fully integrating land use and water management planning and practices.

5.6.3.8 The City **should** investigate feasibility of implementing regional, long-term water resource planning framework and process for water security and resilience purposes to enhance resilience to changes to the natural water system, due to Climate Change and human development.

5.6.3.9 The City **may** explore the creation of a community Sustainability Grants program to support local initiatives that promote environmental *sustainability*, reduce carbon footprints, and climate action.



MAP 6 – WATER NETWORK



MUNICIPAL DEVELOPMENT PLAN UTILITY NETWORK - WATER

- CITY OF CHESTERMERE BOUNDARY
- PARCELS
- WATER BODY
- PARKS AND OPEN SPACE

WATER INFRASTRUCTURE

- HYDRANTS
- WATER MAINS
- UMP BUILDOUT PIPES

5.6.4 STORMWATER

Planning of stormwater servicing is crucial for supporting continued growth within the city. The development of stormwater facilities must adhere to the current edition of the Alberta Environment and Sustainable Resource Development (ERSD) Stormwater Management Guidelines, the City of Chestermere's *Engineering Design and Construction Standards*, and *Stormwater Master Plan*.

The City of Chestermere manages stormwater through a comprehensive system that includes storm drains, pipes, and ponds. When it rains or snow melts, water flows over surfaces like rooftops, driveways, and streets, collecting pollutants along the way. This water is directed into storm drains and carried through pipes to storm facilities. These ponds temporarily hold the water, allowing sediments and pollutants to settle at the bottom, which helps return cleaner water to rivers and streams.

Additionally, the City has a Stormwater Master Plan outlining strategies for future stormwater infrastructure, including integrating new storm ponds, trunks, and pump stations to enhance the system's efficiency and capacity. This plan ensures that Chestermere can effectively manage stormwater, reduce flooding risks, and protect water quality.

The stormwater network is generally illustrated in **Map 7 – Stormwater Network**.





OBJECTIVE

To promote sustainable **stormwater management** practices that maximize on-site retention and filtration, reduce runoff, and integrate natural features to enhance environmental quality and increase public access to natural areas.

STORMWATER POLICIES

- 5.6.4.1 The City **shall** encourage the use of proven **low-impact development (LID)** techniques for stormwater and maximize stormwater retention and filtering in all developments, including public facilities and open spaces.
- 5.6.4.2 Where stormwater facilities exist or are developed, the City **shall** require that those lands be designated as Public Utility and **should** be safely designed to be made publicly accessible where practical. New stormwater facilities **shall** not be located on school or community planned lands.
- 5.6.4.3 The perimeter of all storm ponds up to the 1:100 year high water level **should** be designed, developed and maintained in a naturalized state in order to facilitate filtering of storm water and the reduction of contaminants.
- 5.6.4.4 The City **shall** develop a stormwater outfall solution for the whole city. Stormwater facilities are to enhance the city's resilience to changes due to Climate Change and human development.
- 5.6.4.5 In collaboration with the Western Irrigation District (WID) the City **shall** improve the quality of stormwater discharge to Chestermere Lake over time to enhance the aesthetic and recreational opportunities of the Lake.



CHESTERMERE

MUNICIPAL DEVELOPMENT PLAN
UTILITY NETWORK - STORMWATER

- CITY OF CHESTERMERE BOUNDARY
- PARCELS
- WATER BODY
- PARKS AND OPEN SPACE
- EXISTING DITCH

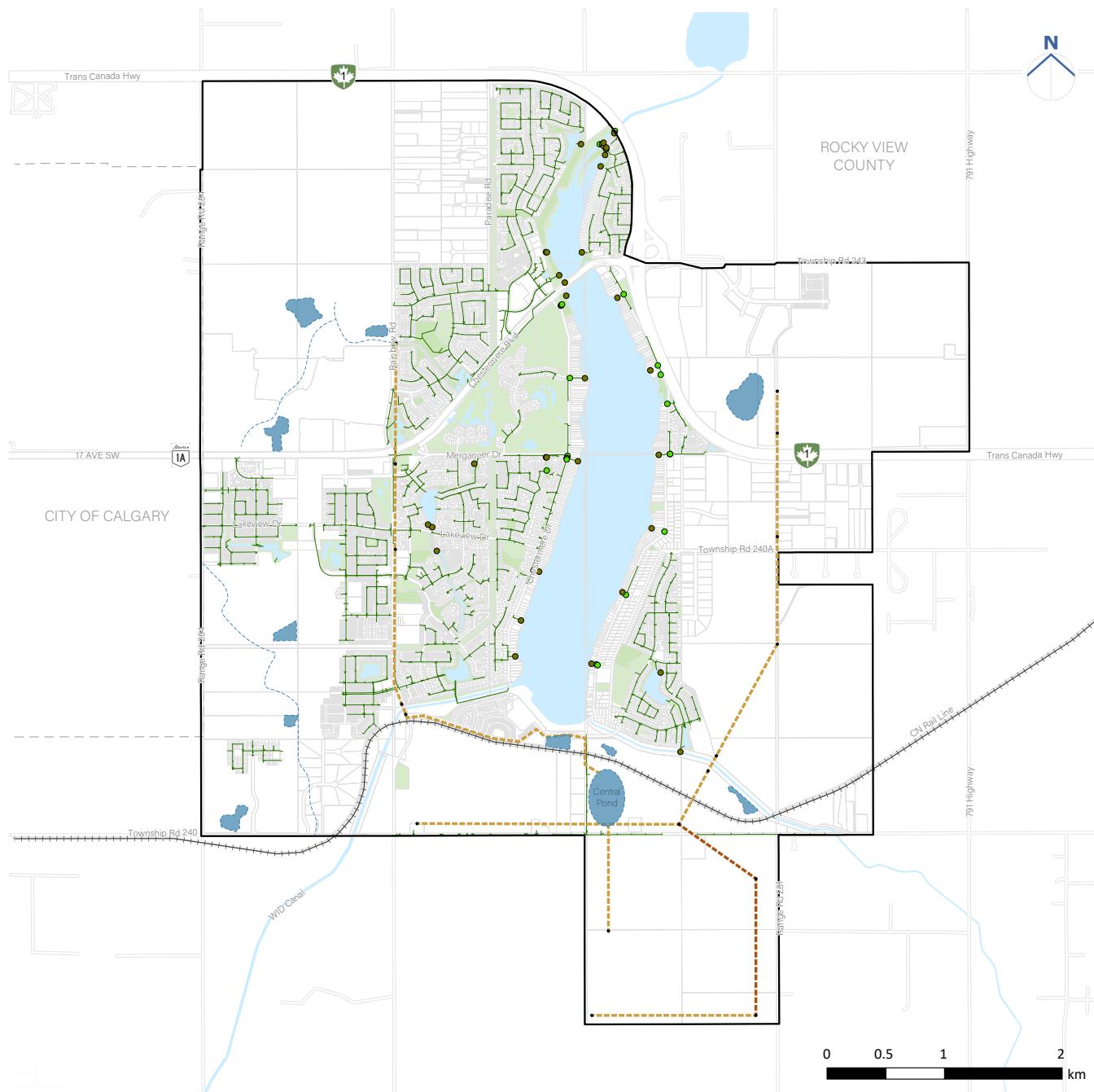
STORMWATER INFRASTRUCTURE

- STORM LINES
- STORM SCEPTERS
- STORM OUTFALLS

FUTURE STORMWATER INFRASTRUCTURE

- FUTURE TRUNK
- FUTURE FORCemain
- FUTURE POND LOCATIONS

(Comprehensive Stormwater Master Plan, October 2020)





5.6.5 TELECOMMUNICATIONS

The City of Chestermere will continue to support reliable telecommunications services for all residents. As approvals of telecommunication antenna structures fall under Federal jurisdiction, the City is obligated to adhere to the requirements outlined in the Radiocommunication Act and shall consult with carriers to develop telecommunication antenna structures.

The City manages telecommunications infrastructure primarily through its 2014 Telecommunication Antenna Structure Policy, which outlines the requirements for installing and modifying these structures to meet safety and aesthetic standards.



OBJECTIVE

To support the development and maintenance of telecommunications infrastructure in a manner that minimizes service disruption, protects ***Environmentally Sensitive Areas***, and is integrated to be compatible with the public and private realms.

TELECOMMUNICATIONS POLICIES

- 5.6.5.1 The City **shall** encourage system design and construction practices that minimize customer service disruption and are located and constructed to protect ***Environmentally Sensitive Areas***.
- 5.6.5.2 The City **shall** support the development of cellular towers, utility lines, and other telecommunications infrastructure in the appropriate location and designed to the urban setting that meets the demand.
- 5.6.5.3 The City **shall** take into account the impacts on the community when considered during the review of telecommunication proposals when finalizing a letter of concurrence to Innovation, Science and Economic Development Canada.
- 5.6.5.4 The City **shall** coordinate utility construction or upgrades with other public facilities or sidewalk/roadway improvements wherever possible.
- 5.6.5.5 The City **should** encourage consultation with utility carriers at the ***Area Structure Plans*** and ***Outline Plan*** phase to identify possible telecommunication antenna sites and energy transmission towers to address land use considerations and meet community needs.
- 5.6.5.6 The City **shall** work with private companies providing utility infrastructure (lines, poles, towers, etc.) to review compatibility with adjacent land uses by:
 - a. Requiring that all new lines be underground;
 - b. Encouraging the burying of existing lines along key corridors (or as streets are reconstructed) when possible;
 - c. Avoiding overhead lines in *parks* and open spaces; and
 - d. Adhering to the City's Telecommunications Antenna Structure Policy.

DID YOU KNOW?

As we grow there is greater demand for energy. Enabling alternative energy sources limits the impact on the provincial energy grid network.



5.6.6 ENERGY/ELECTRICITY

The City manages energy and electricity through partnerships with various utility providers rather than directly supplying these services. It collects franchise fees from these utility distributors for using municipal land for their infrastructure. These fees are then allocated for the replacement or major repairs of municipal infrastructure so that facilities and services remain up-to-date and functional. This system allows the city to maintain a reliable energy supply while focusing on infrastructure improvements and *sustainability* initiatives.

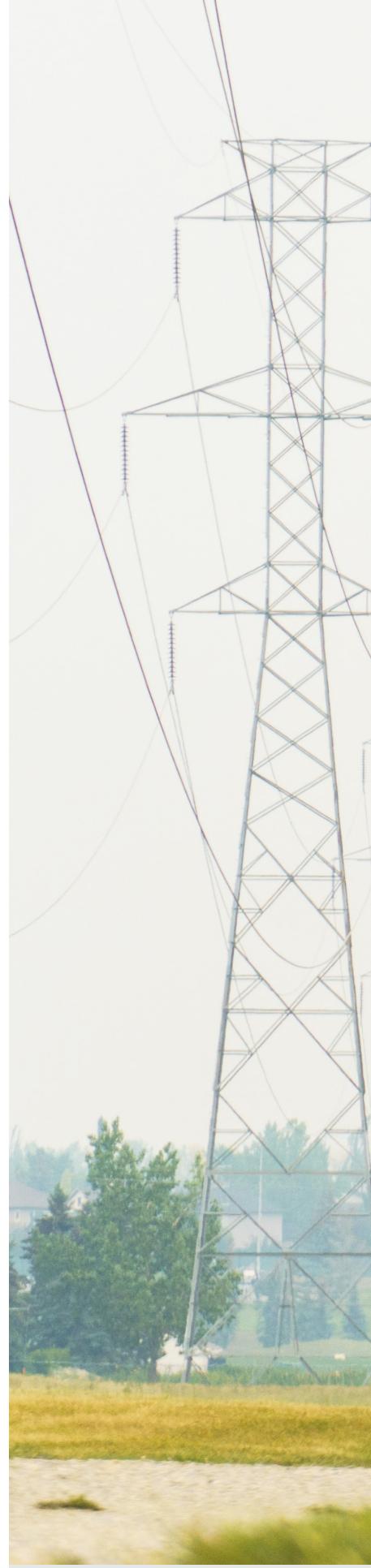
Power and energy infrastructure are fundamental to supporting residents in daily life and play a role in the city's resilience. When planning for energy in the future, the City of Chestermere will consider ways to integrate renewable energy sources in public and private development projects to meet the growing demands of the population. This could be done in collaboration with other government agencies providing financial incentives or financial low interest payment returns led by the City. These efforts can contribute to reducing the city's carbon footprint, lower energy costs, and provide reliable access to electricity and heating, which are vital for homes, businesses, schools, and healthcare facilities.

OBJECTIVE

To support the maintenance of electrical and energy infrastructure to ensure reliable access to electricity and heating, while considering opportunities to integrate renewable sources and innovative technologies to reduce the city's carbon footprint.

ENERGY/ELECTRICITY POLICIES

- 5.6.6.1 The City **should** support the development and integration of new technologies to enhance the reliability and efficiency of the electrical grid through collaboration with the private sector and other government agencies. Examples include the private sector providing the infrastructure and working with the City to collect payment through the taxation process at a lower interest rate than normal borrowing would enable.
- 5.6.6.2 The City **should** promote the use of renewable energy sources, such as solar and geothermal, in new developments and retrofits of existing buildings.
- 5.6.6.3 The City **should** engage in energy resilience planning to best support critical infrastructure and minimize the impact of energy disruptions.
- 5.6.6.4 The City **should** build into capital plans methods to transition public buildings with energy-efficient technologies and renewable energy systems.
- 5.6.6.5 The City **should** adopt an incentive program for developers and property owners to adopt green building practices.
- 5.6.6.6 The City **should** conduct public awareness campaigns to educate residents and businesses about energy conservation and renewable energy options.





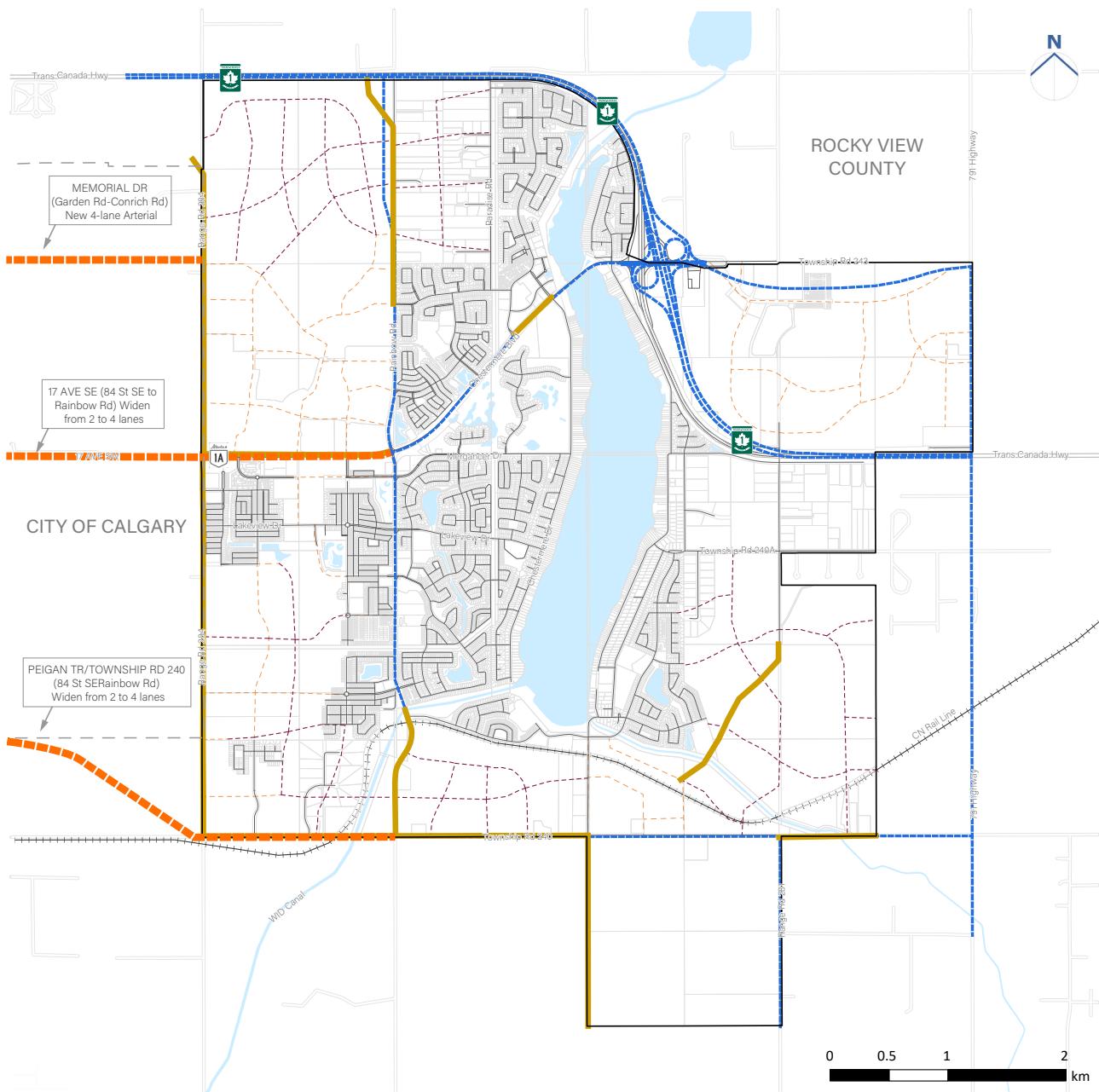
5.7 Transportation and Mobility

The City recognizes the importance of planning a comprehensive and integrated transportation system that manages congestion and provides mobility choices for everyone through well-connected networks of streets, **active transportation** facilities for walking and bicycling, and public transit. An integrated transportation system considers how people can transfer between modes by considering important elements like vehicle parking, transit hubs, and connections with recreational pathways.

Map 8 – Transportation Network generally illustrates the street network, which aligns with the City's current Transportation Master Plan.



MAP 8 – TRANSPORTATION NETWORK



MUNICIPAL DEVELOPMENT PLAN TRANSPORTATION

- CITY OF CHESTERMERE BOUNDARY
- WATER BODY
- EXISTING ROADS

TMP FUTURE STREETS (2023)

- ARTERIAL STREETS
- LIVABLE STREETS
- LONG TERM STREETS
- FUTURE 4-LANE ARTERIAL ROAD
- FUTURE GOODS MOVEMENT



5.7.1 ACTIVE TRANSPORTATION

The city has a robust **active transportation** network provided through sidewalks and off-street pathways. New developments have used more grid networks or modified grid networks to enhance connectivity and improve **active transportation** opportunities. The City will continue to improve its **active transportation** network through complete streets with full sidewalks, off-street pathways, and retrofitting older neighbourhoods. Over time, the city will become an excellent place to walk, ride or roll.

OBJECTIVE

To enhance and expand the **active transportation** network by aligning with the current Transportation Master Plan, requiring bicycle and pedestrian infrastructure in new developments, supporting recreational tourism, and integrating trail systems into existing urban frameworks.

ACTIVE TRANSPORTATION POLICIES

- 5.7.1.1 The City **shall** review all applications for future development and redevelopment against the City's **Transportation Master Plan** for opportunities to build additional **active transportation** connections throughout the city.
- 5.7.1.2 The City **shall** promote connectivity and mobility in new communities
- 5.7.1.3 The City **shall** provide bicycle parking facilities at all City-owned buildings.
- 5.7.1.4 The City **shall** require bicycle parking facilities in residential, mixed-use, and commercial developments.
- 5.7.1.5 Where appropriate, the City **shall** integrate pedestrian walkways and bicycle trail systems into road rights-of-way, multi-purpose trails, and utility corridors rather than use narrow **municipal reserve** parks for trail connections.

DID YOU KNOW?

Active transportation refers to modes of travel that involve physical activity, such as walking, biking, or roller skating. It offers many benefits, including improved health, reduced emissions, economic growth, better quality of life, and safer roads.

5.7.2 PUBLIC TRANSIT

Public transit is the only form of transportation that can be used by everyone, regardless of physical ability, car ownership, and a range of other factors. Public transit provides choice for those who can't drive or prefer not to drive. Currently, the City of Chestermere does not have a public transit system that serves its full population. The City initiated a pilot service in 2021 in partnership with the City of Calgary that is a peak-hour extension of Calgary Transit's MAX Purple route to provide inter-city commuter transit service between Chestermere and downtown Calgary. As recommended in the 2017 version of the Transportation Master Plan, this type of commuter service should be considered an initial step in the establishment of a more robust transit service provide local and broader regional access. As the city continues to grow, the need for public transportation services will increase as people seek alternatives to private automobiles and as the non-driving population also grows.





OBJECTIVE

To plan for the continued implementation of public transit systems within the city as a viable transportation option.

PUBLIC TRANSIT POLICIES

- 5.7.2.1 The City **shall** continue to pursue fiscally responsible regional partnerships (e.g. Calgary Transit) to provide public transportation to its citizens.
- 5.7.2.2 The City **shall** require developers to provide bus stops or a regional bus hub as part of their development and identify these at the *Area Structure Plan* or *Outline Plan* stage.
- 5.7.2.3 All bus stops **should** be supported by a fully lighted sidewalk and/or pathway system within a 300-metre radius of the bus stop.
- 5.7.2.4 The City **shall** review all applications for future development and redevelopment against the City's current *Transportation Master Plan* for the accommodation of transit infrastructure within the identified *transit area catchment areas*.
- 5.7.2.5 The City **shall** investigate the feasibility of implementing a local transit system within Chestermere.

5.7.3 STREETS

As the city continues to grow rapidly, high reliance of personal vehicles will continue to stretch the ability of the city's streets to function smoothly and efficiently. Street networks and design improvements identified in the City's current *Transportation Master Plan* will be considered for future development and redevelopment applications.

OBJECTIVE

To develop and maintain a safe, dense, and highly connected street network that provides connectivity and redundancy by providing multiple and short routes between origins and destinations in alignment with the City of Chestermere's current *Transportation Master Plan*.

STREETS POLICIES

- 5.7.3.1 Chestermere's *Transportation Master Plan*, as amended, **shall** guide future improvements and additions to the city's transportation system.
- 5.7.3.2 Street network design and construction **shall** consider natural development constraints, such as topography, and be designed by a **qualified professional** engineer.
- 5.7.3.3 During new construction, redevelopment, or repair projects, the City **shall** identify opportunities to improve safety on public roads and sidewalks, such as the inclusion of Complete Street features (e.g., bicycle lanes or tracks, bump-outs, curb-cuts, and patterned paving) to encourage multimodal transit. For arterial roadways and collector roadways, complete street features need to be considered with the safety requirements of emergency response.



5.7.4 GOODS MOVEMENT

The city is adjacent to important provincial highway, including Highway 1 to the north, and Canadian National Railway (CN), which runs through the southern portion of the city. Highways and rail play an important role in the regional movement of goods, and business access to both the highway system and railway has the potential to facilitate unique economic development opportunities. The City of Chestermere does not have jurisdiction over highway or railway infrastructure and operations. However, current and future development impacts should be considered with the siting, orientation, and design of buildings.

DID YOU KNOW?

Having access to key rail and road infrastructure supports non-residential development.

OBJECTIVE

To provide access to markets via the provincial highway system and rail network, and to capitalize on the opportunities associated with the exiting CN railway in the city. To ensure the compatibility of development on lands adjacent to railway operations, addressing the impacts of vibration, noise, and safety while capitalizing on the benefits of rail access and maintaining the viability of rail services.

PUBLIC TRANSIT POLICIES

- 5.7.4.1 The City **shall** collaborate with Alberta Transportation and Economic Corridors to promote the establishment of identified interchanges to support economic development.
- 5.7.4.2 The City **shall** collaborate with the Canadian National Railway (CNR) relating to opportunities of building spurs and rail storage facilities to accommodate industrial development on lands adjoining the existing railway lines.
- 5.7.4.3 The City **should** work with the Canadian National Railway (CNR) to mitigate safety concerns and nuisance impacts caused by rail traffic while continuing to protect the viability of rail service.
- 5.7.4.4 Developments in proximity to railway rights-of-way **should** design the development with consideration of the latest Guidelines for New Development in Proximity to Railway Operations.

5.8 Emergency, Health and Protective Services

DID YOU KNOW?
Safety and security of our community and assets is fundamental in creating a liveable community.

The City of Chestermere provides fire protection and rescue services and contracts police service to the RCMP, which has a strong local detachment. These services contribute to the safety and well-being of the community. As the city grows, pressure on these services must be addressed. Maintaining service levels can only be achieved through creating plans which address the City's growth.

OBJECTIVE

To maintain service levels for emergency and protective services that keep pace with the city's growth and prioritize safety and well being.

5.8.1 EMERGENCY, HEALTH AND PROTECTIVE SERVICES POLICIES

- 5.8.1.1 The City **shall** continue to work with its local fire and rescue service to adequately meet the needs of the City now and into the future.
- 5.8.1.2 The City **shall** continue to assess the needs of Emergency Services infrastructure such as fire halls, emergency coordination centres, and training facilities. Fire hall location has a direct impact on the construction requirements which developers are required to implement into new communities.
- 5.8.1.3 Developers, in coordination with the City, **must** demonstrate the proximity and accessibility of emergency and protective service facilities to their proposed developments through the **Area Structure Plan and Outline Plan** processes to identify if future services are required. This **shall** be determined based on the emergency services response times.
- 5.8.1.4 The City **shall** continue to collaborate with regional municipalities to coordinate the effective delivery of regional emergency and protective services. A regional Emergency Management partnership **shall** continue to be implemented.
- 5.8.1.5 The City **shall** work with Alberta Health Services and the RCMP to determine the need for additional health and protective services and facilities to serve the city's rapidly growing population.

5.8.2 SOLID WASTE

The City of Chestermere manages solid waste through a comprehensive curbside collection program, including garbage, recycling, and organics. It also operates an Eco Centre to reduce the amount of waste sent to landfills, promote recycling, and support environmental **sustainability**.

The City is committed to continuing to provide efficient and environmentally sound waste collection and disposal services while actively promoting waste reduction and recycling initiatives. Currently, curbside collection transports waste, recycling and organics for disposal.

OBJECTIVE

To provide efficient, economical, and environmentally sound waste management services, promote waste reduction and recycling, and ensure that new developments are designed to support these goals.

SOLID WASTE POLICIES

- 5.8.2.1 The City **should** actively promote waste reduction through public education, reuse, recycling, and diversion programs, as well as the recycling of construction materials and green building practices.
- 5.8.2.2 Developers **shall** ensure that new multi-residential and commercial buildings are designed to provide adequately sized and convenient facilities for recycling and storage.
- 5.8.2.3 The City **shall** protect the operational needs of waste management facilities by reducing land use conflicts. **Development setbacks** **shall** be maintained, and incompatible uses (e.g., Residential) **shall** be buffered by commercial, industrial, or recreational uses.
- 5.8.2.4 The City **shall** promote the principles of reducing, reusing, and recycling materials within its treatment, storage optimization, transportation, and recycling operations.
- 5.8.2.5 The City **shall** develop a solid waste solution for the acreage community.



5.9 Mandatory Municipal Government Act Policies

The approach to reserve allocation and thoughtful and strategic management of **municipal reserve (MR)**, **school reserve**, and **environmental reserve (ER)** land, whether through land dedication or cash-in-lieu, is designed to enhance community well-being, support educational infrastructure and protect natural areas.

5.9.1 MUNICIPAL RESERVE

Municipal reserves in the City of Chestermere are designated areas of public land set aside for the enjoyment of citizens, and can include parks, playgrounds, pathways, recreation centres, sports fields, and other public amenities. When an area of land is developed, the municipality can require that up to 10% of the land be set aside for municipal and **school reserves** or money in place of land or a combination of both. When land is acquired for **municipal reserve** purposes, how the land is used is important because it is a public good and should benefit and serve the needs of the people. The **Municipal Government Act** specifies how **municipal reserve** land can be used to ensure it provides its intended benefits to all citizens.

OBJECTIVE

To acquire lands for functional and safe recreational use for residents of the community.

MUNICIPAL RESERVE POLICIES

- 5.9.1.1 The location and distribution of **municipal reserve** land **shall** be determined at the **Area Structure Plan** stage and must be provided in a digital geospatial format (e.g. shapefile), emphasizing the provision of useable open space. **Non-contributing space shall not** be included in the calculation of **Municipal Reserve (MR)**.
- 5.9.1.2 All **Municipal Reserves shall** be identified at the **Area Structure Plan / Area Redevelopment Plan** level and be located outside of the 1:100-year flood elevation.
- 5.9.1.3 At the **Outline Plan / Land Use Re-designation** stage the City **shall** require developers to provide a detailed (ESRI compatible) digital drawing showing all **Municipal Reserve** dedicated areas.
- 5.9.1.4 Due to the regional nature and community-wide benefit of certain regional institutions and recreation infrastructure, a cash-in-lieu contribution, or MR land transfer **shall** be considered at the time of **Outline Plan / Land Use Re-designation** from new developments which are located within the defined catchment area.
- 5.9.1.5 Pathways around storm ponds **should** be located above the 1:100-year high water level. Where boardwalks or special water features are incorporated into storm pond pathways, exceptions **may** be considered.
- 5.9.1.6 As per the **Municipal Government Act**, land taken as a **municipal reserve** **may** be used for a public **park**, community services, a public recreation area, a school, or a combination of these.



5.9.1.7 Triggered by an application of subdivision, the municipality **shall** require the dedication of of at least 10% of the land or, after subtracting any land taken as an **environmental reserve**. Within residential areas, the dedication of land is preferred. However, additional land **may** be sought/accepted where population densities warrant it and the City is fiscally able to provide the level of maintenance required of acquiring additional reserve lands.

5.9.1.8 The City **should** review **Municipal Reserve** processes for opportunities to prioritize land acquisition over cash-in-lieu for development to meet recreational needs. Cash-in-lieu is typically required when developing industrial lands or no reserve lands are identified as being needed as part of a development.

5.9.1.9 The lands surrounding storm ponds between the 1:100-year flood line level and the 1:25-year flood line level **shall** be considered as PUL; however, up to 50% of the land situated above the 1:100-year flood line level may be considered for MR dedication provided that:

- The proposed **municipal reserve** area is required to be a useable and functional space that is linked to the city's pedestrian network;
- The developer agrees to provide the City with trail surfacing, landscaping, and other structures or amenities;
- The community has an identified need for this type of recreational space; and
- Neighbourhood amenities and park service and space requirements elsewhere in the community are not provided for in the neighbourhood.

5.9.1.10 The City **should** consider allocating MR to areas for larger recreational spaces to increase the number of public recreation areas in place of linear greenways.

5.9.2.11 Lands being proposed as contributing towards Municipal Reserve contribution shall have a minimum of 15m public road freeways and not exceed a 3-1 slope. Exceptions to these provisions include:

- (a) Trails that contribute to MR lands
- (b) MR lands that are an extension of ER lands

5.9.2 SCHOOL RESERVE

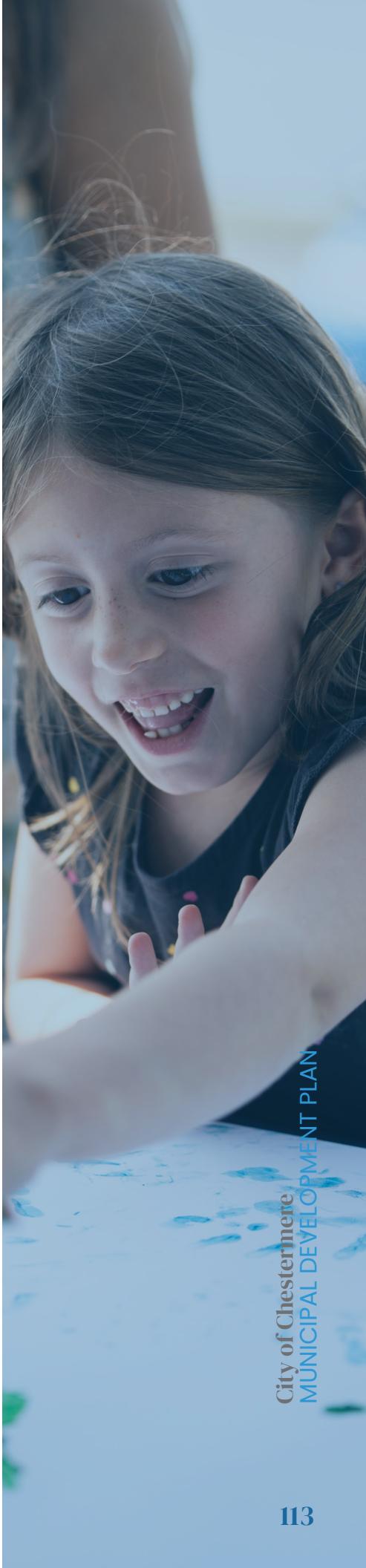
The **Municipal Government Act** allows municipalities to take up to 10% of developed land for municipal and **school reserve**. Municipalities work with developers and local school divisions to allocate suitable land for future school sites. The provincial government then funds the construction of new schools in collaboration with school divisions. The role of municipalities is to ensure that proper land use planning takes place to locate school sites within neighbourhoods during the planning process. Typically, school sites are set aside during the **Area Structure Plan** process.

OBJECTIVE

To plan for the future locations of new schools within the city.

SCHOOL RESERVE POLICIES

- 5.9.2.1 Developers **should** contribute to the recreation amenities of the community, including payment of levies relating to the cost of building recreation amenities and sports fields.
- 5.9.2.2 Sports fields on school sites **shall** be irrigated and **shall** be jointly planned by the City, the respective School Division and the Developer.
- 5.9.2.3 School sites **shall** be identified at the **Area Structure Plan** stage with additional details at the **Outline Plan** stage showing the site and lot configuration, as well as demonstrate any adequate pedestrian connections (particularly between adjacent **park** or civic facilities) that minimize vehicular traffic hazards for students and are integrated with the city's pedestrian network.



5.9.2.4 The City **shall** collaborate with school authorities to locate joint school and municipal facilities and develop joint use agreements. Sites and facilities **should** be designed and located to optimize municipal reserve land and facilities.

5.9.2.5 Loam/stockpiling on school sites **shall not** be allowed in Phase 1. School sites in future phases **may** be able to have loam/stockpiling stored on them to the satisfaction of administration. Subdivision applications which contain school sites beyond Phase 1 will not be tentatively approved and/or endorsed until the loam is removed.

5.9.2.6 Until the school's construction is required, the City **shall** explore opportunities to utilize vacant school lands for **temporary** recreation purposes until funding and scheduling is approved for construction of a school, such as creating outdoor sports fields on the playfield portion of the school site.

5.9.2.7 Where a municipal reserve parcel has been transferred to a school authority, and subsequently, these lands are deemed unnecessary for school needs, that parcel **shall** be transferred in title back to the City of Chestermere.

5.9.2.8 The City **shall** support initiatives to improve local access to post-secondary educational opportunities, such as a satellite campus.

5.9.2.9 A minimum of one (1) school needs to be included as part of the first phase of any **Area Structure Plan / Outline Plan**.

5.9.2.10 Developers are responsible for school site readiness as per the Joint Use and Planning Agreement (JUPA).



5.9.3 ENVIRONMENTAL RESERVE

OBJECTIVE

To protect watercourses and high valued wetlands through the creation of ***Environmental Reserves*** or environmental easements.

ENVIRONMENTAL RESERVE POLICIES

- 5.9.3.1 ***Environmental Reserve shall*** be acquired in accordance with the ***Municipal Government Act***, either through an easement registered against the land's title or through a dedication of land.
- 5.9.3.2 In accordance with the ***Municipal Government Act***, the ***Environmental Reserve shall*** remain in its natural state or be used as a public park. ***Environmental Reserves*** are intended to protect swamps, gullies, ravines, coulees, natural drainage courses, lands that are unstable or subject to flooding, and land adjacent to the bed and shore of any water body.
- 5.9.3.3 The development of ***Environmental Reserves shall*** be based on the slopes, waterbodies and ***riparian areas*** undertaken by a professional biologist, with the methodology being validated by the City, that confirms the development proposed ***shall not*** impair the stability of the slope or integrity of the open space system or riparian margins.



5.10 Sour Gas

The City of Chestermere is committed to the safety and well-being of its residents and supports the ongoing operation of existing oil and gas infrastructure. Given the potential risks associated with sour gas facilities, all new development must comply with all provincial regulations, and the proximity of sour gas facilities will be considered during planning of urban growth.

OBJECTIVE

To ensure that development in proximity to sour gas facilities complies with provincial legislation and considers the development's long-term impact on and operational lifespan of these facilities.

5.10.1 SOUR GAS POLICIES

- 5.10.1.1 Land use compatibility and setback areas for development in proximity to sour gas facilities **shall** comply with Provincial legislation, regulations and guidelines.
- 5.10.1.2 The location of active and future sour gas operations and facilities, the projected life span of those operations, and the impact of the facilities, as well as appropriate safety setbacks and emergency response, **shall** be considered before any changes in existing city boundaries, with regard to location and timing.
- 5.10.1.3 Setbacks from sour gas facilities **shall** be identified in ***Area Structure Plans / Area Redevelopment Plans*** and established through the subdivision approval process.
- 5.10.1.4 The siting of any new development **shall** adhere to the Alberta Energy Regulator (AER) setback standards.
- 5.10.1.5 At its discretion, the City **shall** reserve the right to apply more stringent setback requirements than the AER for the siting of urban development near sour gas facilities and infrastructure. Future annexations **should** consider the locations of Sour Gas facilities.
- 5.10.1.6 Prior to construction, the developer **shall** confirm that any abandoned wells or pipelines are removed from the site.



5.11 Area Structure Plans, Area Redevelopment Plans and Outline Plans

The City of Chestermere uses **Master Area Structure Plans**, **Area Structure Plans** and **Outline Plans** to guide the development of new neighbourhoods. **Map 9 – Area Structure Plan Boundaries** shows existing adopted **Master Area Structure Plans** and **Area Structure Plans**. There is one **Master Area Structure Plan**, the Waterbridge **Master Area Structure Plan**, and seven **Area Structure Plans**.

5.11.1 AREA STRUCTURE PLANS, AREA REDEVELOPMENT PLANS AND OUTLINE PLANS POLICIES

5.11.1.1 An **Area Structure Plan**, **Master Area Structure Plan**, or **Area Redevelopment Plan** shall:

- Meet the requirements of the **Municipal Government Act**;
- Be consistent with any **Intermunicipal Development Plan**;
- Identify whether servicing capacity exists to support projected growth;
- Identify impacts of growth on existing transportation networks;
- Identify impacts of growth on public amenities, including public amenities and emergency response services;
- Provide a Financial Report outlining the long-term (25 year) financial impact to the City of the proposed development taking into consideration all costs and benefits, including any replacement costs for infrastructure;
- Demonstrate a staged development approach for development in **greenfield** areas that prioritizes the preservation of high-quality agricultural land until such time development is warranted;
- Demonstrate land management practices that mitigate potential issues from the development on agricultural operations on adjacent lands; and
- Any additional items required at the discretion of the City.

5.11.1.2 The City **may** refuse an **Area Structure Plan** for primarily residential development on undeveloped lands where sufficient planned residential land exists within the city to meet its future needs.

5.11.1.3 For purposes of the above, sufficient planned residential land **may** be calculated from City approved Population and Employment Forecasts and interpreted as the total land that has an adopted **Area Structure Plan** that amounts to the 25 year forecasted residential need of the City.

5.11.1.4 Where an **Area Structure Plan** has been adopted more than 10 years prior to the adoption of this Plan and no development has proceeded on the subject parcel, the Developer **shall** bring the **Area Structure Plan** into compliance with the **Municipal Development Plan** prior to redesignation or subdivision.

5.11.1.5 **Area Structure Plans** and **Area Redevelopment Plans** **shall** include policies that address density transitions.

- Area Structure Plan** policies **shall** prohibit higher density residential developments (i.e. 4 storeys or greater) be located directly adjacent to low density development (i.e. 2 storeys or less).
- Area Structure Plan** policies **shall** address density transitions through a variety of design techniques, such as:
 - Sensitive building height transitions;
 - Horizontal separations; and
 - Building stepbacks.



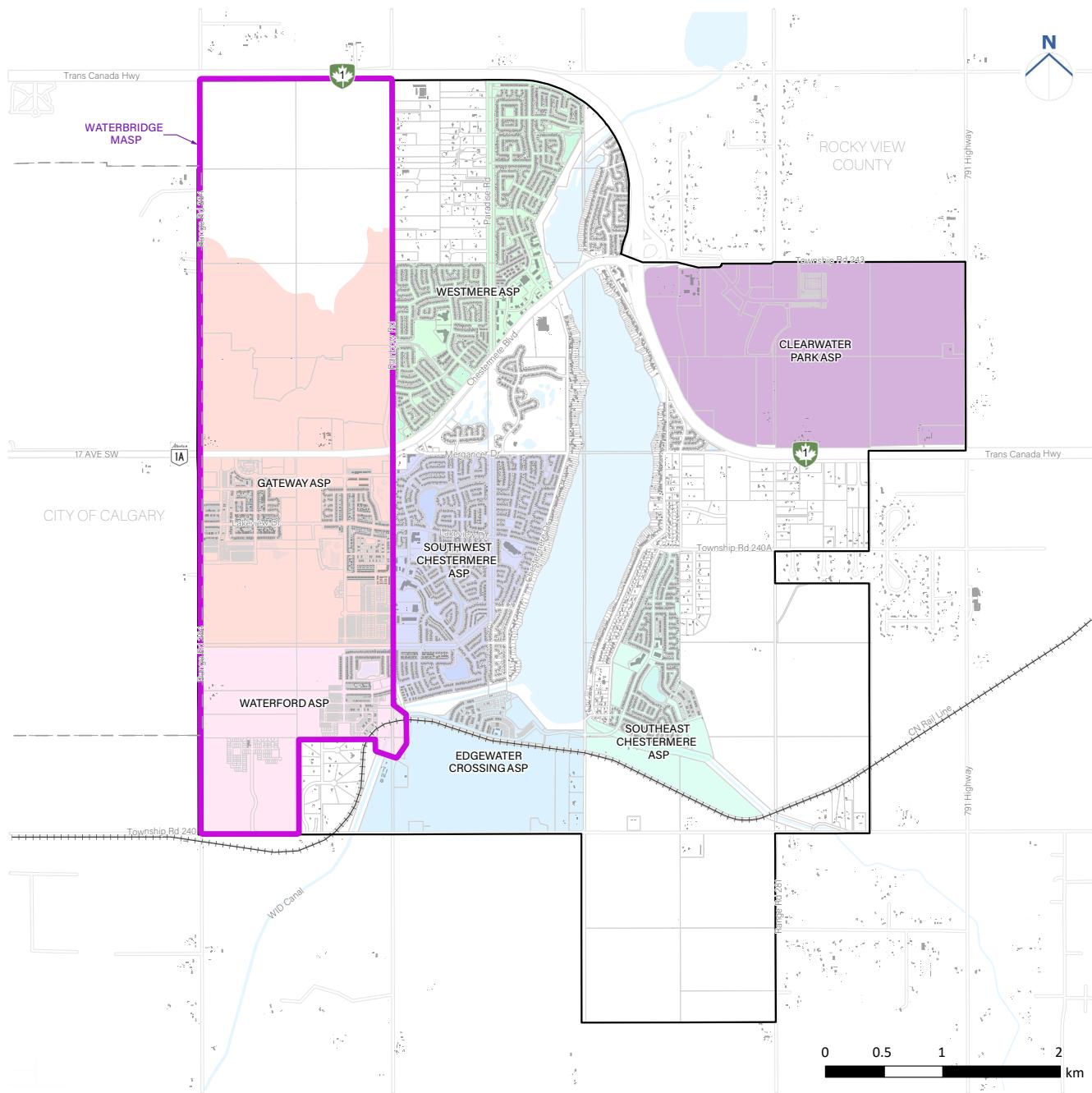
5.11.1.6 The City **may** require an **Area Redevelopment Plan** at its discretion in accordance with the Municipal Government Act and **shall** be guided by the following considerations:

- a. The subject land area is greater than 10 hectares (24 acres)
- b. The subject land has some existing development with potential for infill and redevelopment;
- c. The proposed development requires municipal water, sewer, and stormwater servicing;
- d. The proposed development **shall** result in re-subdivision of land; and
- e. The proposed development **shall** occur over more than five years.

5.11.1.7 **Area Redevelopment Plans** and **Outline Plans** **shall** demonstrate:

- a. Design that is sensitive to adjacent land uses through the use of setbacks, landscaping; berms, step-backs in building height, and/or other design features;
- b. Preservation and enhancement of green spaces and natural landscapes;
- c. Servicing plans, including solutions for any **interim** servicing solutions that **may** be required before full municipal servicing;
- d. '**Shadow planning**' for how subject lands and adjacent properties **may** be developed or redeveloped in the future, showing servicing and transportation connections to adjacent development areas to align roads and services can be connected efficiently and logically;
- e. Mitigations and design considerations for the siting of sensitive uses (residential or institutional) when adjacent to the **Light Industrial area** (e.g. buffering, landscaping, setbacks, building siting and orientation);
- f. Inclusion of identified schools that are needed as part of the **Area Structure Plan** or **Outline Plan** **shall** be included in Phase I and have all services designed to accommodate servicing the school; and
- g. Subdivision applications which contain school sites located beyond Phase 1 will not be tentatively approved and/or endorsed until the loam is removed.

MAP 9 – AREA STRUCTURE PLANS



MUNICIPAL DEVELOPMENT PLAN **AREA STRUCTURE PLAN BOUNDARIES**

Legend:

- CITY OF CHESTERMERE BOUNDARY
- PARCELS
- BUILDING FOOTPRINT (2021)
- WATER BODY
- WATERBRIDGE MASP
- CLEARWATER PARK ASP
- EDGEWATER CROSSING ASP
- GATEWAY ASP
- SOUTHWEST CHESTERMERE ASP
- WATERFORD ASP
- WESTMERE ASP
- SOUTHEAST CHESTERMERE ASP

5.11.2 AREA STRUCTURE PLANS IN GROWING NEIGHBOURHOODS

5.11.2.1 The development of land in Growing Neighbourhoods **shall** require the creation of an **Area Structure Plan** and **Outline Plan** in accordance with City policy.

5.11.2.2 A new **Area Structure Plan** or an amendment to a previously adopted **Area Structure Plan** **must** achieve a **minimum average residential density** of 20 dwelling units/hectare (8 dwelling units/acre).

Refer to **Appendix A – Chestermere Density Methodology**

5.11.2.3 **School reserve** lands **shall** be identified at the **Area Structure Plan** stage.

5.11.2.4 Where a school site is identified through an **Area Structure Plan**, a minimum of one school site **shall** be provided at the first subdivision stage of development of a new neighbourhood. The school site **shall** be:

- Subdivided in the first subdivision phase;
- Serviced by the developer as part of the first subdivision phase; and
- Not used as soil storage for the development.

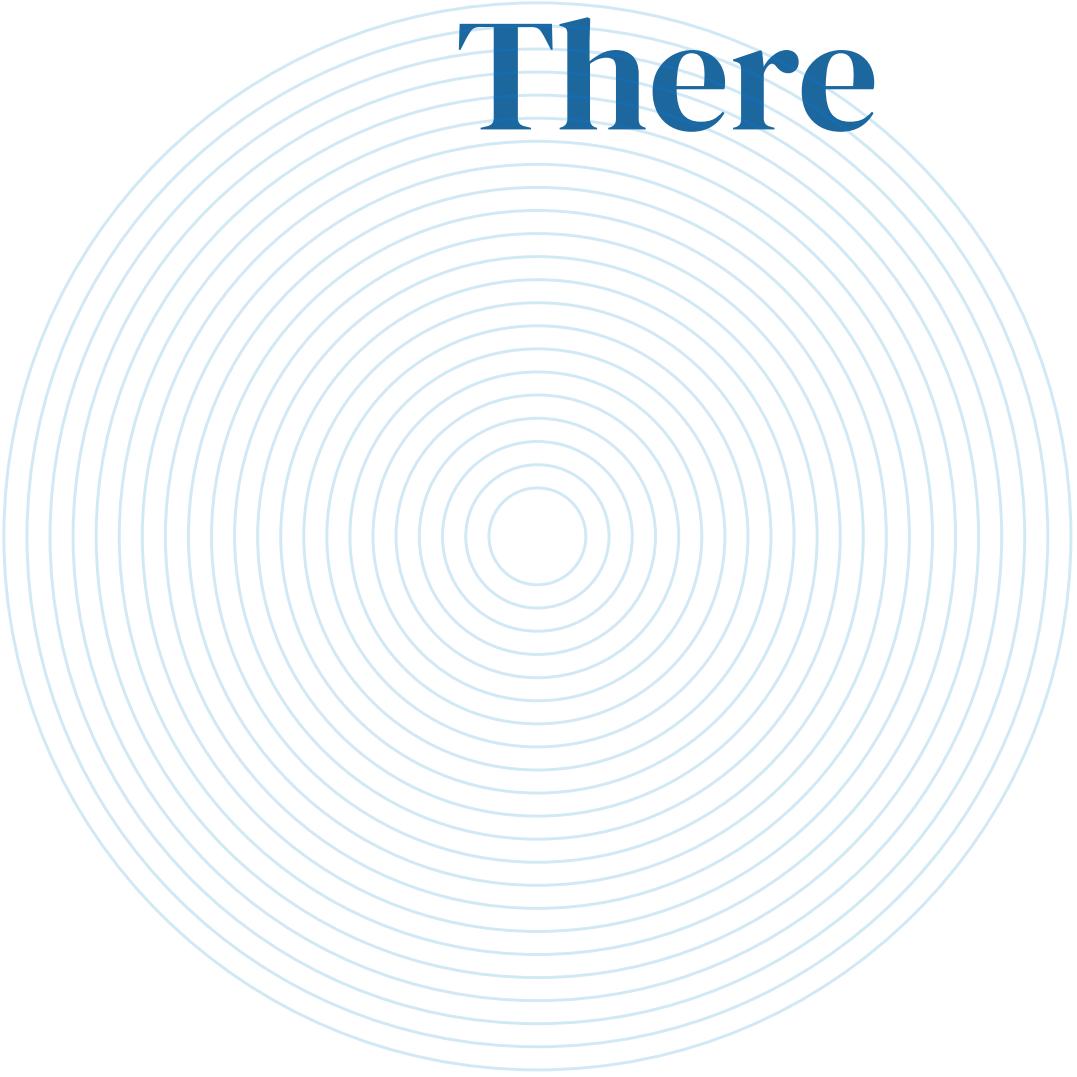
5.11.2.5 In addition to the requirements within the **Municipal Government Act**, and Policy 5.11.1.2, **Area Structure Plans** in Growing Neighbourhoods **shall** identify locations for Neighbourhood Commercial Node.

5.11.2.6 **Outline Plans** **shall** require the creation of Architectural and Urban Design Standards in Growing Neighbourhoods that **shall** be prepared and enforced by the Developer.

5.11.2.7 Architectural and Urban Design Standards **shall** include the following:

- a. Architectural massing and variation in building form;
- b. Minimum open space;
- c. Roof shape and pitch;
- d. Parking and access;
- e. Privacy and transition;
- f. Finish materials and details;
- g. Landscaping, including minimum shrub and tree planting requirements; and
- h. Built form interface with the **public realm** (streets/**parks**/open spaces).





How to Get There



6.1 Monitoring and Implementation

A **Municipal Development Plan** is most effective when its goals and policies are monitored and implemented over time through the daily actions and decisions of the Council and administration. Regular reporting of the Plan's successes and failures is also necessary to create a meaningful plan that constantly refines its vision and principles. Only through regular monitoring, tracking, and reporting will this **Municipal Development Plan** create the change necessary to improve the city and the lives of its citizens.





6.1.1 MONITORING

OBJECTIVE

To monitor and measure the success of this Plan.

MONITORING POLICIES

6.1.1.1 The City **shall** establish a *Municipal Development Plan* monitoring program that tracks the implementation and success of the *Municipal Development Plan*, including tracking:

- Completion of any policies that direct the completion or update of a plan or report (e.g. *Economic Development Study*);
- Residential density of new developments to enable compliance with this Plan; and
- Progress towards measurable goals or key *Municipal Development Plan* performance indicators (KPIs).

6.1.1.2 As part of tracking residential density of new developments, developers **shall** be required to provide the City with density calculations as per this *Municipal Development Plan* for the following:

- Area Structure Plans* and *Master Area Structure Plans*;
- Area Redevelopment Plans*; and
- Outline Plans*.

6.1.1.3 The density calculations **shall**:

- a. Be calculated using the approved methodology within this **Municipal Development Plan**;
- b. Be provided in spreadsheet and GIS format (e.g. Shapefile or Geodatabase);
- c. Specify the densities for the proposed development;
- d. Specify any discrepancies between the calculated densities at this phase (e.g. **Outline Plan**) and densities that were proposed during an earlier phase of development (e.g. **Area Structure Plan**); and
- e. Clearly outline any areas where density minimums specified in this **Municipal Development Plan** and/or **Intermunicipal Development Plan** are not being achieved and propose the solution to reach the density targets.

For (a), refer to **Appendix A – Chestermere Density Methodology**.

6.1.1.4 The City administration **shall** review the **Municipal Development Plan** regularly and track its progress, including:

- a. An annual report to Council on the progress of implementation, including:
 - I. Identifying successes and challenges;
 - II. Documenting statistics and maps on development and density targets; and
 - III. Potential amendments.
- b. A five-year review and comprehensive report to Council that follows Council election that, in addition to the annual report requirements:
 - I. Determines whether the **Municipal Development Plan** is working as expected or whether a comprehensive or minor update is required at this time;

- II. Review of the latest *Intermunicipal Development Plan* and determination of whether any updates to the *Municipal Development Plan* are required; and
- III. A mandatory 10-year review that includes update to the City's Population and Employment Forecasts and a comprehensive *Municipal Development Plan* update with extensive community, administration and Council engagement throughout the process.

6.1.1.5 The City **shall** ensure the Land Use Bylaw is reviewed regularly as defined below and is effective in helping to achieve the vision of the *Municipal Development Plan*, by:

- a. Providing an annual report to Council on:
 - I. The effectiveness of the Land Use Bylaw in terms of clarity for applicants, success in achieving the purpose and intent of the districts; and any required amendments;
 - II. Require an immediate update to the Land Use Bylaw following any comprehensive update of the *Municipal Development Plan*, including after the adoption of this Plan; and
 - III. Undertake a five-year review following a Council election that includes a comprehensive report to Council.
- b. Requiring a mandatory comprehensive update every 10 years that includes public consultation, stakeholder engagement, and an assessment of current and projected land use trends.

6.1.1.6 The City **shall** update its Land Use Bylaw to address residential density transitions, including:

- a. Enabling sensitivity between low density and high-density developments through sensitive building height transitions;
- b. Horizontal separations; and
- c. Building stepbacks.

6.1.2 ACTION ITEMS

The following is a list of action items taken from policies within the Plan. The City **shall** identify which City departments are responsible for these action items and set forth a budget and timeframe for completion.

TABLE 4 – ACTION ITEMS

MDP SECTION	ACTION ITEM
GENERAL	<ol style="list-style-type: none"> 1. Update Chestermere Design Guidelines, Policy 301 to reflect current best practices.
GROWING NEIGHBOURHOOD	<ol style="list-style-type: none"> 1. Conduct a comprehensive <i>Housing Needs Assessment</i>. 2. Develop a <i>Housing Strategy</i> 3. Review the Land Use Bylaw for housing type flexibility 4. Collaborate with private sector partners, non-profits, and government agencies to identify and pursue opportunities for developing attainable and affordable housing projects.
ESTABLISHED NEIGHBOURHOOD	<ol style="list-style-type: none"> 1. Review the Land Use Bylaw for flexibility to enable a variety of housing types in Established Neighbourhoods. 2. Review the Land Use Bylaw for the ability to incorporate <i>secondary suites</i> in Established Neighbourhoods 3. Review the development approval process for streamlined approvals of <i>secondary suites</i>. 4. Develop a Short-Term Rental Policy.
ACREAGE INFILL	<ol style="list-style-type: none"> 1. Review the Land Use Bylaw for the ability to incorporate <i>secondary suites</i> in Infill Acreage areas
NEIGHBOURHOOD COMMERCIAL NODES	<ol style="list-style-type: none"> 1. Review the Land Use Bylaw for the ability to accommodate neighbourhood commercial nodes in established areas.
CITY CENTRE	<ol style="list-style-type: none"> 1. Review and adjust the Land Use Bylaw to support the required residential density and use mix. 2. Review the Land Use Bylaw to implement zoning regulations that require ground-floor commercial uses in key pedestrian areas.
CHESTERMERE BOULEVARD CORRIDOR	<ol style="list-style-type: none"> 1. Review and adjust the Land Use Bylaw to support the required residential density and use mix. 2. Review the Land Use Bylaw to implement zoning regulations that require ground-floor commercial uses in key pedestrian areas. 3. Plan and designate areas for future public transportation stops.
COMMERCIAL/ INDUSTRIAL	<ol style="list-style-type: none"> 1. Conduct an updated <i>Economic Development Study</i> 2. Review the Land Use Bylaw for inclusion of target sector uses in commercial and industrial zones.



MDP SECTION	ACTION ITEM
<i>ECONOMIC DEVELOPMENT</i>	<ol style="list-style-type: none">1. Review the City's Economic Development Plan Annually2. Provide an annual qualitative update on the delivery of the Economic Development Plan3. Conduct a Development Approval Process Review4. Monitor and track development of non-residential assessment in order to achieve the goal of 15% non-residential tax assessment.
<i>ENVIRONMENTAL</i>	<ol style="list-style-type: none">1. Develop zoning regulations and incentives to support the integration of vertical farms within commercial and residential buildings.2. Establish partnerships with local organizations that support <i>urban agriculture</i> initiatives.3. Consider identifying buffers in the Land Use Bylaw to reduce conflicts and support the coexistence of agricultural and urban uses.4. Review the Land Use Bylaw policies to allow for <i>urban agriculture</i> and activities, such as limitations on private and community gardens.5. Review the Land Use Bylaw to include guidance on equipping new commercial, institutional, and residential developments with renewable energy sources.6. Review the development permit approval processes to facilitate the approval of renewable energy installations in existing and new buildings.
<i>INFRASTRUCTURE</i>	<ol style="list-style-type: none">1. Maintain review of new Utility Master Plan.2. Educate community on the costs related to infrastructure.
<i>WASTE MANAGEMENT</i>	<ol style="list-style-type: none">1. Develop a waste reduction education program2. Review the Land Use Bylaw to require adequate waste management storage for new multi-residential and commercial buildings.3. Review the Land Use Bylaw to minimize the potential of land use conflicts from waste facilities.

The following is a summary of reports requiring updates, rewrite or further studies along with the proposed schedule for implementation.

The following has been put in order of priority based on the following:

1 = IMMEDIATE TERM – acted upon from within 1 year of adoption of MDP

2 = SHORT TERM – acted upon between 2 – 3 years of adoption of MDP

3 = MEDIUM TERM – acted upon from 3 – 6 years of adoption of MDP

TABLE 5 – PRIORITY TABLE

PRIORITY	ACTIONS	NEW OR UPDATE (REVIEW)
1	Intermunicipal Development Plan (Calgary)	Review
1	Intermunicipal Framework (Calgary)	New
1	Intermunicipal Development Plan (RVC)	New
1	Intermunicipal Framework (RVC)	New
1	Commercial and Industrial Parking Study	New
1	Land Use Bylaw and Chestermere Design Guidelines	Update
1	Off-Site Bylaw	Review
1	Economic Development Study	New
1	GIS Information	Update (ongoing)
2	Water Conservation Strategy	New
2	2014 Telecommunication Antenna Structure policy	Update
2	Housing Needs Assessment	New
2	Asset Management Plans	New
2	Economic Incentives	New
3	Master Recreation Plan and Recreational Needs Assessment	Update
3	Wetland Riparian Management Plan	New
3	Energy Efficient Program	New
3	Population and Employment Forecast	Update
3	Watershed Management Plan	New
3	Recreation Lake Management Plan	Update
3	Municipal Development Plan	Update
3	Transportation Master Plan	Update
3	Utilities Master Plan	Update





6.1.3 KEY PERFORMANCE INDICATORS (KPIs)

Key Performance Indicators (KPIs) are identified to assist the City with achieving its vision and principles. The KPIs have been created based on the **Municipal Development Plan** principles and policies within the Plan. The City should create a robust tracking and monitoring system to ensure progress on these KPIs.

TABLE 6 – KPIs

PRINCIPLE	STATISTICS / TARGET	CURRENT STATE (2024)	FIVE YEARS – 2029	MDP POLICY #
DESIRABLE COMMUNITY	<ul style="list-style-type: none"> Housing Diversity (% of single-detached vs. multi) multi included R-3, DC(R-3), R-4 and DC (R-4). # of new residents (per year) <ul style="list-style-type: none"> – 2024 census = 28,129. 2025 Engineering pop. Growth projection = 30,726. Overall average housing density <ul style="list-style-type: none"> – Remove PUL/ER for the whole city. See below for values used to calculate #. Housing Affordability – not sure who would have this info at the city. # of people from different cultures and backgrounds/languages (average home price) Languages per neighbourhood from the census. Housing Density (meeting minimum established in the MDP). See below for values used to calculate. 	<p>26.2% Multi-Family, 73.8% Single Detached Dwelling</p> <p>2597</p> <p>1.51 UPA</p> <p>13,860 individuals identified as speaking a second language in 2024</p> <p>Census</p> <p>1.80 UPA</p>		

PRINCIPLE	STATISTICS / TARGET	CURRENT STATE (2024)	FIVE YEARS – 2029	MDP POLICY #
<i>UNIQUE NEIGHBOURHOODS</i>	<ul style="list-style-type: none"> # of homes within 500 metres of a school – address points used. # of homes within 300 metres of a park – address points used – all MR included. Citizen feedback (rating) on the safety of their community – May be able to get this from RCMP/ Bylaw. 	4232 11695		
<i>GROWING ECONOMY & THRIVING BUSINESSES</i>	<ul style="list-style-type: none"> # of local jobs / # of people living AND working in Chestermere – not tracked as far as GIS knows. Amount and % of non-residential assessment (15%/20% goals) # of businesses in the city (this # is as of April 9, 2025). # of home-based businesses (this # is as of April 9, 2025) 	100 111 Minor Home Biz and 54 Major		
<i>FLOURISHING EDUCATION AND RECREATIONAL OPPORTUNITIES</i>	<ul style="list-style-type: none"> # of schools # of sports fields (6 soccer fields, 3 baseball diamonds, 1 basketball half court, 1 pickleball court). # of sports organizations – not tracked as far as GIS knows. # of locals using the beach yearly – not tracked as far as GIS knows. Length of pathways 	6 11 42.5 km		



Definitions





The definitions are colour coded on their source as indicated below

TABLE 7 – DEFINITIONS

TERM	DEFINITION
ACTIVE TRANSPORTATION MODES	Walking and cycling, as well as other forms of human-powered transportation, including rollerblading, longboarding, skateboarding, and jogging.
AFFORDABLE HOUSING	Housing that is typically subsidized or non-market housing for low-to-moderate income households.
AREA STRUCTURE PLAN	A statutory plan adopted by a municipality by bylaw in accordance with the <i>Municipal Government Act</i> to provide a framework for the subsequent subdivision and development of a defined area of land.
AREA REDEVELOPMENT PLAN	A statutory plan adopted by a municipality in accordance with the <i>Municipal Government Act</i> , designating an area of land for the purpose of improving land or buildings, roads, public utilities or other services in the area.
ASSET MANAGEMENT PLAN	A document that outlines how an organization manages its assets to deliver a specific standard of service. It includes details on asset performance, planned actions for maintenance or improvement, and financial evaluations. An AMP helps optimize resource use, minimize costs and risks, and assist in long-term operational goals are met.
ATTAINABLE HOUSING	Housing that is provided slightly below market value based on resource partnering between public and private agencies.
AVOIDANCE ANALYSIS REPORT	A report required at the Outline Plan stage to detail strategies for avoiding, mitigating, or compensating for impacts on wetlands, as mandated by the Wetland Bylaw.
BARRIER-FREE DESIGN	The design of buildings and public spaces that remove or mitigate physical accessibility barriers for persons with vision, hearing, communication, mobility, or cognition challenges.
BIOPHYSICAL (AND WETLAND) IMPACT ASSESSMENT	A document that assesses all existing environmental features, assess potential environmental impacts, identify mitigations, and evaluate significance.
CHESTERMERE BOULEVARD CORRIDOR	A designated area for commercial development, and mixed-use that serves as an entry point to the city.
CITY CENTRE	The main downtown commercial area of Chestermere, envisioned to evolve into a vibrant community hub with mixed-use buildings and public transit.
CONTIGUOUS DEVELOPMENT	Development that is planned in the context of adjacent to existing urban areas, promoting efficient use of infrastructure and minimizing environmental impact.
DESIGN GUIDELINES	Standards for the development of multi-unit residential, commercial, business park, light industrial, and unique design areas.
DEVELOPMENT SETBACKS	Designated buffer areas around wetlands with high ecological value to protect them from development impacts.

TERM	DEFINITION
<i>ECONOMIC DEVELOPMENT STUDY</i>	A document that outlines strategies for economic growth and is updated to reflect changing economic conditions.
<i>EMPLOYMENT AREA</i>	Employment development is characterized by various industrial and commercial land uses that may include office complexes, research parks, warehousing, and manufacturing. The area may also include supporting uses for workers, such as food and business retail but does not include regional commercial centres. Where possible, they should be used as workplace destinations easily accessible by surrounding residential development and transit.
<i>ENVIRONMENTAL RESERVE (ER)</i>	Land dedicated to protect environmentally significant areas, such as swamps, gullies, and natural drainage courses, and to remain in its natural state or be used as a public park.
<i>ENVIRONMENTALLY SENSITIVE AREA (ESA)</i>	An area that contains environmental features that are important to the long-term maintenance of biological diversity, physical landscape features, and other natural processes locally and within a larger spatial context. ESAs can be identified by the City's assessment, through provincial resources such as the Environmentally Significant Areas in Alberta: 2014 Update, and/or through the development process site assessment requirements.
<i>FISCAL RESILIENCE</i>	The ability of the city to maintain financial stability and support services and infrastructure over the long term.
<i>GREENFIELD DEVELOPMENT</i>	An area for future growth located outside of the built-up urban area or previously approved planned areas.
<i>HOUSING NEEDS ASSESSMENT</i>	A study to determine the housing requirements of the community, including affordability and supply.
<i>HOUSING STRATEGY</i>	A plan to address current and future housing needs, including affordable and attainable housing.
<i>INFILL AND REDEVELOPMENT</i>	Development which takes place on parcels of land that are vacant and within existing built-up areas, or that are occupied by structures or uses that are planned for replacement by more intense development. Such development may vary in Density and use according to the character of the surrounding community. They may be commercial, mixed, or primarily residential as the context requires.
<i>INFILL DEVELOPMENT</i>	Development or redevelopment occurring on a site or lot that is located within an established and otherwise fully built area.
<i>INTENSIFICATION</i>	The development of a property, site, or area at a higher density than currently exists. This can occur through development, redevelopment, infill, and expansion or conversion of existing buildings.



TERM	DEFINITION
<i>INTERIM USE</i>	In land use planning, interim uses are intended to be temporary uses that are eventually developed (i.e. replaced) through the Outline Plan process. Interim uses include limited commercial but shall not include residential subdivisions.
<i>INTERMUNICIPAL COLLABORATION FRAMEWORK (ICF)</i>	An agreement entered into between two or more municipalities to provide for integrated and strategic planning, delivery, and funding of intermunicipal services.
<i>INTERMUNICIPAL DEVELOPMENT PLAN (IDP)</i>	A statutory plan that must be adopted by two or more adjacent municipalities. It outlines how these municipalities will coordinate their planning for future land use, development, transportation systems, intermunicipal programs, and environmental matters in the shared area.
<i>KEY PERFORMANCE INDICATOR (KPI)</i>	A measurable value that helps the City track their progress towards specific objectives and policies of the MDP.
<i>LAND USE CONCEPT</i>	A plan showing the proposed distribution and organization of different land uses within the city boundaries.
<i>LIGHT INDUSTRIAL AREA</i>	Areas for light manufacturing, warehousing, and other industrial uses that have minimal impact on surrounding areas.
<i>LIVE-WORK BUSINESS</i>	Means a single detached, semi-detached or townhouse unit that contains dedicated floor space for the purpose of conducting work by the resident of the dwelling unit and non-resident employees.
<i>LOCAL FOOD PRODUCTION</i>	The cultivation and distribution of food within the local community to improve food security.
<i>LOW IMPACT DESIGN (LID)</i>	A land development and stormwater management approach that focuses on maintaining and restoring the natural hydrology (movement of water) by managing stormwater close to its source. LID can reduce the burden on conventional infrastructure, maintain ecological functionality, and establish a cleaner and more secure water supply. LID practices include bioswales, stormwater collection and reuse, and alternative paving methods.
<i>MASTER AREA STRUCTURE PLANS (MASP)</i>	A high-level planning document and highlight significant development considerations to guide more detailed ASP and Outline Plan development.



TERM	DEFINITION
MASTER PLAN	A comprehensive, long-term planning document that guides the physical development and growth of a community or area. It typically covers a time frame of 10 to 15 years and includes various elements to support orderly development.
MASTER SERVICE AGREEMENT (MSA)	An agreement between the City of Chestermere and the City of Calgary to provide potable water and sanitary sewer treatment.
MASTERPLAN COMMUNITY PLACETYPE	A development characterized by its comprehensive Calgary Metropolitan Region Growth Plan and integrated approach to land use. It will typically include a mix of housing types and land uses, including retail, commercial, civic, and recreational amenities located within walking distance of residences. This Placetype includes community or neighbourhood commercial centres. It requires safe and direct pedestrian and bike access between uses. Medium density employment is encouraged along with community or neighbourhood commercial centres in this pedestrian friendly area. These communities should be designed to evolve over time to higher densities and a greater mixture of uses. They can be inclusive of <i>Mixed-use/Transit Oriented Development Placetype</i> .
MINIMUM AVERAGE RESIDENTIAL DENSITY	The required number of dwelling units per hectare or acre for residential development, as specified in the Municipal Development Plan.
MIXED USE	Different uses that are in close proximity to each other. This can be in the same building (e.g. residences above retail) or on the same site (e.g. offices adjacent to restaurants or other commercial activities).
MIXED-USE CENTRE/ TRANSIT ORIENTED DEVELOPMENT PLACETYPE	A Greenfield Development or infill development characterized by mixed use development with many day-to-day services within walking distance of residential. These areas have a variety of housing types, employment types, and commercial / retail land uses mixed within them. When supported by existing or planned transit, this Placetype is called <i>Transit Oriented Development</i> . It will provide frequent safe and direct pedestrian and bike access between uses. Higher density office development is encouraged along with regional, community or neighbourhood commercial centres in this pedestrian friendly area. This Placetype may be located within an <i>Infill and Redevelopment Placetype</i> .
MULTI-MODAL ACTIVE TRANSPORTATION	Refers to the integration of various forms of active transportation, such as walking, cycling, and public transit, to create a seamless and efficient travel experience.
MUNICIPAL DEVELOPMENT PLAN (MDP)	A statutory document required by the Province of Alberta as specified by the <i>Municipal Government Act (MGA)</i> . The MDP is intended to guide the growth and development of the City of Chestermere over a 25-year planning time frame from 2015 to 2040.
MUNICIPAL RESERVE (MR)	Land dedicated for public use, such as parks, community services, recreation areas, and schools, as required by the <i>Municipal Government Act (MGA)</i> .
NEIGHBOURHOOD COMMERCIAL NODES	Commercial areas within neighbourhoods that provide daily necessities within walking distance.

TERM	DEFINITION
NON-CONTRIBUTING SPACE	Typically refers to areas that do not significantly enhance the community's open space network. These spaces are often isolated and lack connectivity to other open spaces, making them less valuable for public use or ecological functions. Examples include utility strips, grassed intersections, and leftover green areas that do not serve a meaningful recreational or environmental purpose.
NON-RESIDENTIAL DEVELOPMENT	Development that includes commercial, industrial, and other non-housing uses.
OUTLINE PLAN	A detailed planning document that outlines the proposed development and land use for a specific area within the city. It serves as an intermediary step in the planning process, providing a framework for the development of land by detailing the layout, infrastructure, and services required.
PARK	means development of public land specifically designed or reserved for the general public for active or passive recreational use and includes all natural and man-made landscaping, facilities, playing fields, buildings, and other structures that are consistent with the general purpose of public parkland, whether or not such recreational facilities are publicly operated or operated by other organizations pursuant to arrangements with the municipality owning the park. Typical uses include tot lots, picnic areas, pedestrian trails and paths, landscaped buffers, playgrounds and water features.
PLACETYPES	A generalized development typology that describes at a regional scale the land uses, development Density, destinations and connectivity within an area. Placetypes are central to the polices as they define in a general way the six types of development typical in the Region.
PUBLIC REALM	Public spaces that are accessible and usable by the community, including parks, plazas, and streetscapes.
QUALIFIED PROFESSIONAL	A person with experience and training in the applicable field. A qualified professional must have obtained a B.S or B.A or equivalent degree in biology, engineering, environmental studies, fisheries, geology or related field, and have a minimum of 2 years work related experience.
RECREATION NEEDS ASSESSMENT REPORT	A document that evaluates the current state of recreational facilities and projects future needs based on population growth and community preferences.
REGIONAL PLANNING	A component of urban planning that is concerned with the built environment, natural environment, and the socio-cultural and economic activities occurring in large areas that may include cities and towns.
RIPARIAN AREAS/ CORRIDORS	Lands that are adjacent to streams, rivers, wetlands, lakes, or other water bodies, where the vegetation and soils show evidence of being influenced by the presence of water. Riparian areas are the transitional zone between surface water and drier uplands and play a vital role in the healthy functioning of both.

TERM	DEFINITION
<i>SCHOOL RESERVE</i>	Land designated for school sites.
<i>SECONDARY SUITE</i>	A dwelling unit that is an accessory to a single-detached dwelling and is intended for use as a separate and independent residence. The intent of this type of development is to provide flexibility and variety in housing types, as well as increase the density without changing the overall character of the residential neighbourhood.
<i>SHADOW PLANNING</i>	Refers to the process of anticipating and conceptualizing future development patterns and growth in a given area. It involves analyzing long-term trends, population projections, and potential land use changes to guide future decision-making. This forward-looking approach helps enable growth that is managed in a way that aligns with the community's vision, infrastructure capacities, and sustainability goals, allowing for flexibility and adaptability to emerging needs and opportunities over time. Shadow Planning serves as a strategic tool to prepare for and shape the future development of the area in a cohesive and proactive manner.
<i>SINGLE DETACHED DWELLING</i>	A residential building containing one dwelling unit but does not include a manufactured home.
<i>STORMWATER MANAGEMENT</i>	The practice of minimizing the strain that stormwater places on municipal infrastructure and private property; lessening overland flooding during significant weather events; and reducing the impact of polluted water flowing into waterbodies.
<i>SUSTAINABILITY</i>	The World Commission on the Environment and Development (1987) defines sustainability as "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."
<i>TRANSIT AREA</i>	Areas within a specified radius of transit infrastructure where development must accommodate public transportation needs.
<i>CATCHMENT AREAS</i>	
<i>URBAN AGRICULTURE</i>	Agricultural practices within urban areas, such as community gardens and vertical farming, aimed at enhancing local food security.
<i>VACANT OR UNDERUTILIZED LAND</i>	Land that is not currently in use or is not being used to its full potential.
<i>VALUE-ADDED AGRICULTURE</i>	Agricultural practices that increase the economic value of products through processing, packaging, or other enhancements.
<i>WALKING DISTANCE</i>	The mapped walkable network – typically, a 400 metre (measured by walking distance), or 5-minute walk – from a destination. Depending on the streetscape and destination, most people are comfortable walking 400 metres regularly.
<i>WETLAND AND RIPARIAN MANAGEMENT PLAN</i>	A strategic plan for the conservation and management of wetlands and riparian areas.



Appendix





8.1 Appendix A

CHESTERMERE DENSITY METHODOLOGY

Calculating Density in the City of Chestermere

Step 1: Calculate the gross developable area

1 **Gross Total Area**
(all lands) — **Non-Developable Areas**
(environmental reserves,
expressways, railways,
other non-developable lands)



Step 2: Calculate the gross residential area

2 **GROSS DEVELOPABLE AREA** — **Regional Land Uses**
(regional open spaces,
major commercial
centres (>4ha/10ac),
major institutional sites,
senior high schools,
industrial areas, public
lakes and water bodies,
other regional uses)



Step 3: Calculate the gross residential density

3 **Total number of residential units** \div **GROSS RESIDENTIAL AREA**



What do you 'keep'/what's included in the gross residential area?

- Single unit residential
- Multi unit residential
- Local commercial
- Local parks & open space (municipal reserve)
- Elementary & junior high schools
- Local roads including majors & lanes
- Church sites
- Daycare centres
- Community centres
- Small indoor recreation centres
- Small site fire and police stations
- Private lakes, wet/dry ponds
- Public utility lots (PULs)
- Other local uses

8.2 Appendix B

FOOTNOTES

¹*Chestermere Population and Employment Growth Forecast, 2024*

²*Census Profile, 2021*

³*Chestermere - Median Family Income*

