

**TOWN OF CHESTERMERE
BYLAW 011-12**

BEING THE EDGEWATER CROSSING AREA STRUCTURE PLAN

WHEREAS pursuant to the provisions of the Municipal Government Act, Chapter 26, revised Statutes of Alberta 2000, and amendments thereto, enables a municipal council to pass bylaws adopting area structure plans for the purpose of providing a framework for subsequent subdivision and development of an area of land.

WHEREAS the Council of the Town of Chestermere in the Province of Alberta (hereinafter called the Council) deems it desirable to adopt an Area Structure Plan;

WHEREAS an Area Structure Plan has been prepared by Brown & Associates Planning Group;

NOW THEREFORE the Council hereby enacts as follows:

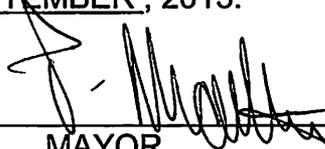
1. This Bylaw may be cited as the "Edgewater Crossing Area Structure Plan".
2. The Edgewater Crossing Area Structure Plan being Schedule "A" attached hereto and forming part of this Bylaw.
3. This Bylaw comes into full force and takes effect on the date of third and final reading.

FIRST READING PASSED THIS 4th DAY OF SEPTEMBER, 2012.

SECOND READING PASSED THIS 3rd DAY OF SEPTEMBER, 2013.

THIRD READING PASSED THIS 16th DAY OF SEPTEMBER, 2013.

Resolution No's: 291-12, 329-13, 359-13



MAYOR



CHIEF ADMINISTRATIVE OFFICER

SCHEDULE "A"

Edgewater Crossing Area Structure Plan

PROPOSED

Edgewater Crossing

Area Structure Plan



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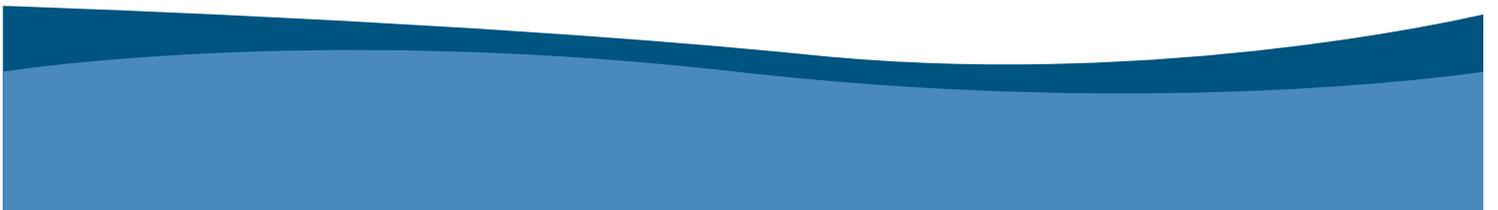
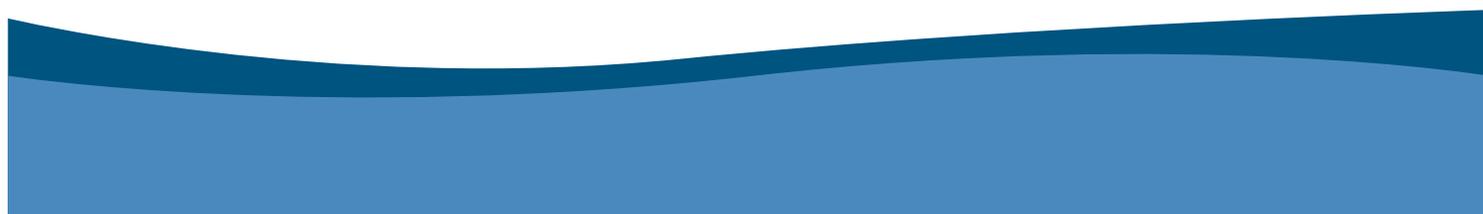


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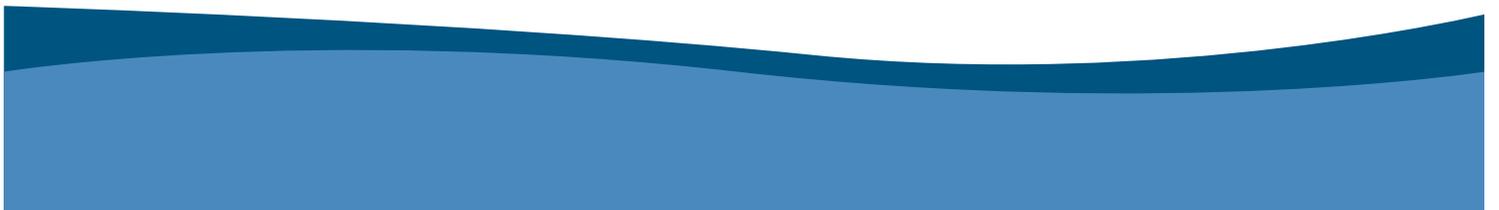


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1.0 Introduction

1.1 Purpose

The Edgewater Crossing Area Structure Plan (ASP) provides a land use and servicing framework and policies to guide development on approximately 188 hectares (466 acres) of land in south Chestermere. This long-term policy document provides direction for more detailed planning stages. The land south of the Canadian National (CN) rail line and west of Rainbow Road were annexed on January 1, 2009 into the Town of Chestermere.

In Section 633 of the Municipal Government Act municipalities are provided the right to create Area Structure Plans. The MGA states that ASPs are developed for the following reasons.

“ For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

An area structure plan

(a) must describe:

- (i) the sequence of development proposed for the area,
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
- (iv) the general location of major transportation routes and public utilities,

(b) may contain any other matters the council considers necessary.

The Edgewater Crossing ASP sets out the land use, transportation and servicing purpose, objectives and policies to regulate the detailed planning and development of this new community area.

1.2 Planning Context

Existing planning policy reports and policies provide direction for the ASP.

1.2.1 Land Use Framework

The Provincial Land Use Framework was published by the Provincial government in December of 2008. It provides direction for the preparation of seven (7) Regional Plans for Alberta and guidance regarding the outcomes for land use planning. In summary:

The desired outcomes for Alberta are;

- *healthy economy supported by our land and natural resources,*
- *healthy ecosystems and environment, and*
- *people-friendly communities with ample recreational and cultural opportunities.*

The provincial government will ensure that the above outcomes and the associated principles are reflected in land-use plans developed for each region. The Town of Chestermere is located within the region identified as South Saskatchewan in the Land Use Framework. The South Saskatchewan Regional Plan encompasses 45 per cent of Alberta's population and is about 8,377,421 hectares, covering approximately 12.6 per cent of Alberta's total land area. The South Saskatchewan Regional Plan was being developed at the time of ASP approval.

1.2.2 Calgary Metropolitan Plan

The Calgary Metropolitan Plan (CMP) was adopted by the Calgary Regional Partnership members, which includes the Town of Chestermere, in June of 2009. At the time of the ASP preparation and approval, the CMP was under review by the Province of Alberta to gain provincial



approval. The CMP provides strategic direction to the municipalities in the region. There are four (4) main themes to the CMP which include:

- Regional Landscape – protecting elements of our natural systems.
- Regional Settlement – intensifying development in existing communities and new growth in compact urban nodes.
- Regional Infrastructure – aligning settlement patterns with the provision of new infrastructure.
- Preparing a Regional Economic Strategy for the Calgary Region.

1.2.3 Town of Chestermere Municipal Development Plan

The Town of Chestermere Municipal Development Plan (MDP) expresses the aspirations of the Council and citizens of the Town of Chestermere with respect to the long-term development of their community. MDP policy sets the framework to emphasize the Town’s unique, small-town character, meet residents’ daily needs locally, promote connectivity through pathways and transit, and to provide a variety of open spaces and public amenities.

Section 3.2 regulates the requirement for and content comprising an Area Structure Plan. The MDP identifies the Edgewater Crossing lands as a New Community Planning Area, indicated as General Urban (Predominantly Residential) use with an Open Space/Recreation/Regional Trail Use in the northern plan area. The ASP policy framework pertains to the lands identified as the southernmost New Community Planning Area on Map 4 of the MDP. The MDP identifies that the Town has little available planned land supply within its boundary, this ASP adds to the planned land supply in the Town to accommodate a portion of the Town’s growth.

1.2.4 Town on Chestermere Wetland Policy

The Edgewater Crossing ASP does not preclude any provincial or municipal environmental policies. Future Outline Plans and redesignation shall comply with and support the Provincial and Town Wetland Policy.

1.3 Rocky View/City of Calgary Intermunicipal Development Plan

The subject site's southern boundary is the Town boundary and the land immediately south of the plan area is within Rocky View County. The land use is currently agricultural in nature. In the Rocky View County/City of Calgary Intermunicipal Development Plan (2012) these lands are identified as part of the Highway 560 (Glenmore Trail) Joint Industrial Corridor. Discussion with Rocky View County Administration has reinforced this direction for the adjacent lands. The proposed intermunicipal plan recognizes that the Town of Chestermere should be engaged in a joint planning process for any lands adjacent to the Town boundary.

1.4 Interpretation

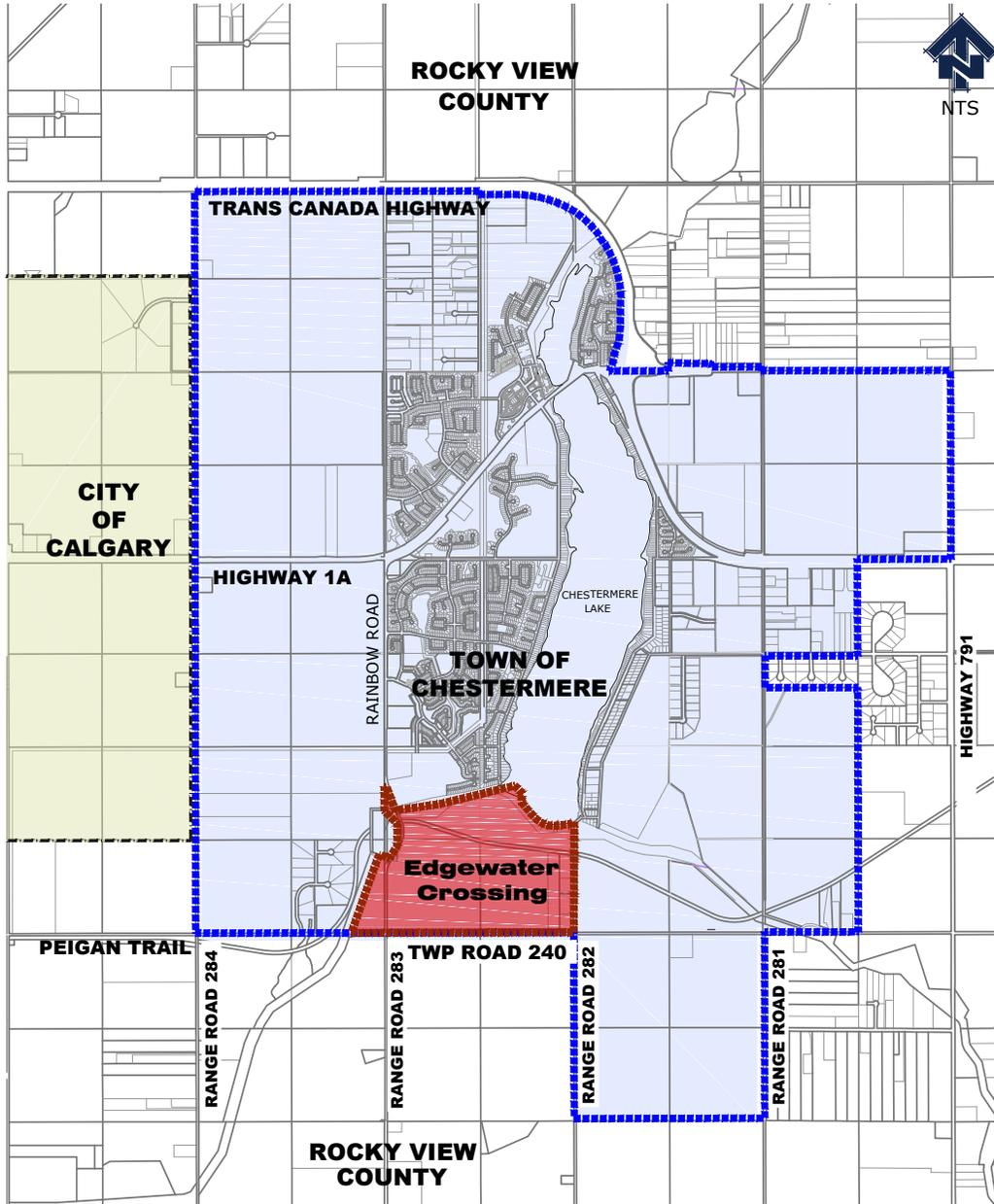
The ASP policies are written as 'shall' and 'should' statements. Policy statements utilizing 'shall' outline mandatory compliance. 'Should' policy statements outline policies to which compliance is encouraged and recommended. However in certain circumstances the 'should' statements may not be practical and therefore the policy provides flexibility to respond to such circumstances by context-specific means deemed acceptable by the approving authority.

1.5 Public Consultation

The preparation of the ASP included engagement, participation and collaboration of the thirteen landowners in the plan area. Two landowner group meetings and a number of individual landowner meetings were held to inform landowners of the planning process being undertaken, to understand the landowners' long-term intentions for their lands, to incorporate landowner feedback and to achieve agreement on the final policy document.



Figure 1: Location Map



LEGEND

- ASP BOUNDARY
- TOWN OF CHESTERMERE BOUNDARY
- CITY OF CALGARY LIMITS

The Town Administration was involved throughout the ASP preparation to ensure Town requirements and vision for the ASP were achieved. The Town's Visioning Committee was approached upon initiation of the ASP in order for the planning team and landowners to understand the goals and objectives of the Committee and to gather ideas for the policy plan.

The public consultation program undertaken in preparation of the ASP included a public open house on December 14, 2010. At the open house the plan was presented to Town residents and interested parties. Public feedback was gathered and considered in preparation of the proposed ASP.

2.0 Existing Conditions & Development Considerations

2.1 Plan Boundary

Edgewater Crossing ASP area is comprised of approximately 188 hectares (466 acres) of land located at the southern edge of Chestermere Lake. Figure 1 identifies the plan area and Figure 3 highlights the Site Context and Features. The land is bordered by Township Road 240 to the south, Range Road 282 to the east, the Alberta Environment Headworks Canal to the west, and north and Chestermere Lake to the northwest.

2.2 Ownership

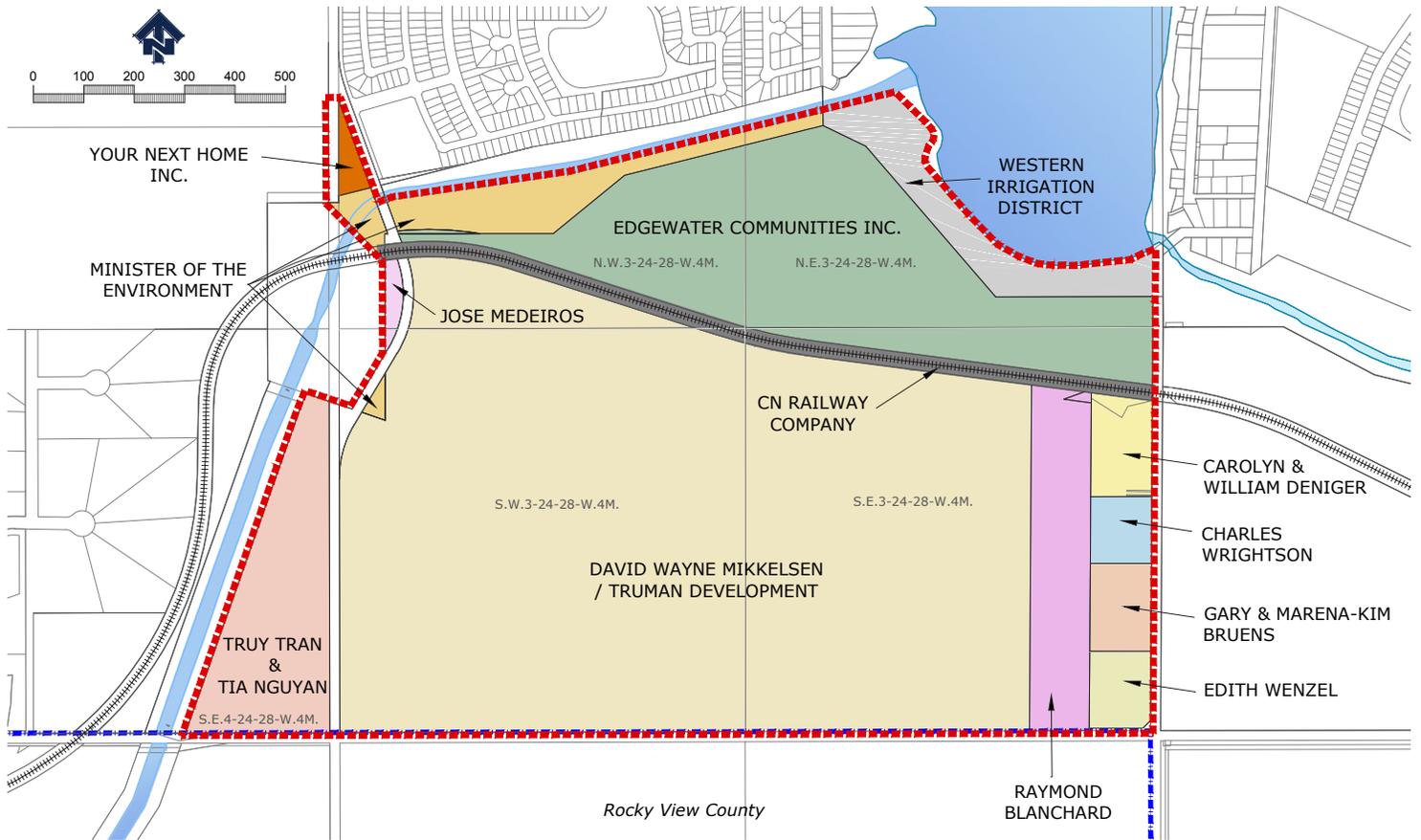
The ASP area includes 13 landowners with various sized parcels identified on Figure 2. The percentage of landownership by landowner is provided in Table 1 on page 7 of this ASP. All landowners in the ASP area were consulted throughout the ASP planning process.



Table 1: Ownership Table

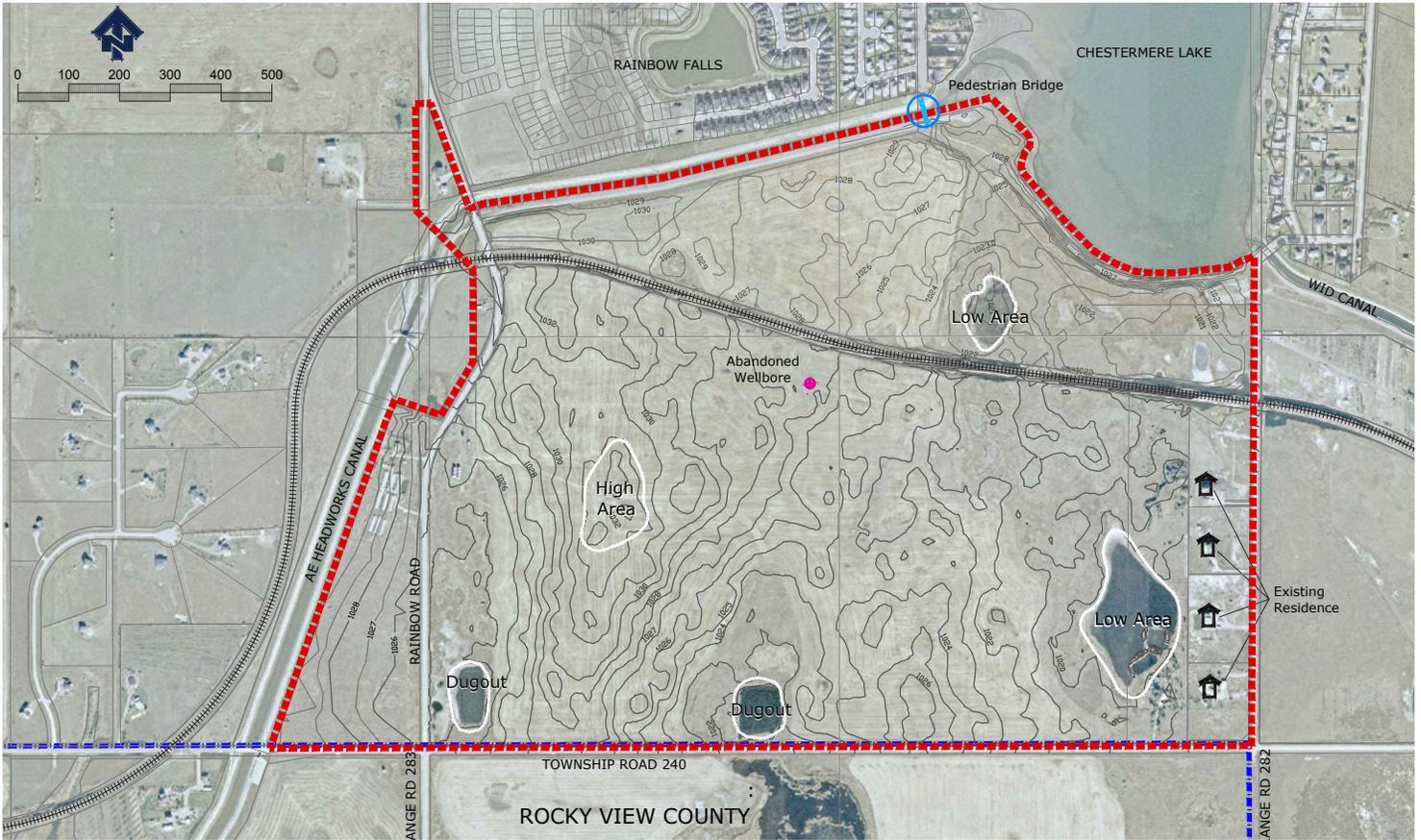
Landowner	Legal Description	Area (ac)	% of Landownership
Raymond Blanchard	Ptn SE ¼Sec. 3-24-28-W4	20	4.3%
Gary & Marena-Kim Bruens	Plan 0610757, Block 1, Lot 2	5.29	1.1%
Canadian Northern Railway Company	Plan RW67; Ptn W ¼Sec. 3-24-28-W4 Plan RW67; Ptn SE ¼Sec. 3-24-28-W4	11.58	2.5%
Carolyn & William Deniger	Plan 0414104, Block 2, Lot 1	5.96	1.3%
Edgewater Communities Inc.	Ptn NE & SE ¼Sec. 3-24-28-W4 Ptn NW ¼Sec. 3-24-28-W4	77.51	16.6%
HM the Queen / Minister of Environment	Plan 8610075, RW, 24	14.63	3.1%
Jose Medeiros	Ptn NW & SW ¼Sec. 3-24-28-W4	1.27	0.3%
David Mikkelsen / Truman Development	Ptn SE ¼Sec. 3-24-28-W4 Ptn NW & SW ¼Sec. 3-24-28-W4	268.73	57.7%
Truy Van Tran & Tia Thi Nguyen	Ptn SE ¼Sec. 4-24-28-W4	27.62	5.9%
Edith Wenzel	Plan 0610757, Block 1, Lot 1	4.57	1.0%
Western Irrigation District	IRR60; RW; 24	14.30	3.1%
Charles Wrightson	Plan 0414104, Block 2, Lot 2	4.00	0.9%
Your Next Home Inc.	Ptn NW ¼Sec. 3-24-28-W4	1.49	0.3%
Road Right of Way		8.72	1.9%
	TOTAL	465.67	100.0%

Figure 2: Ownership Map



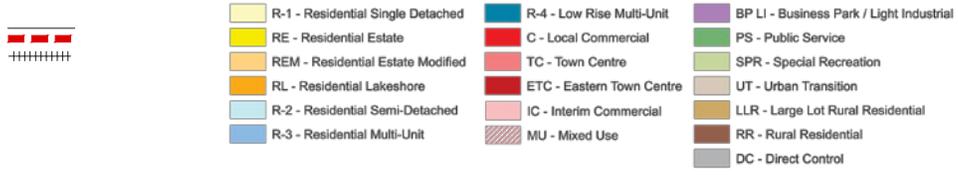
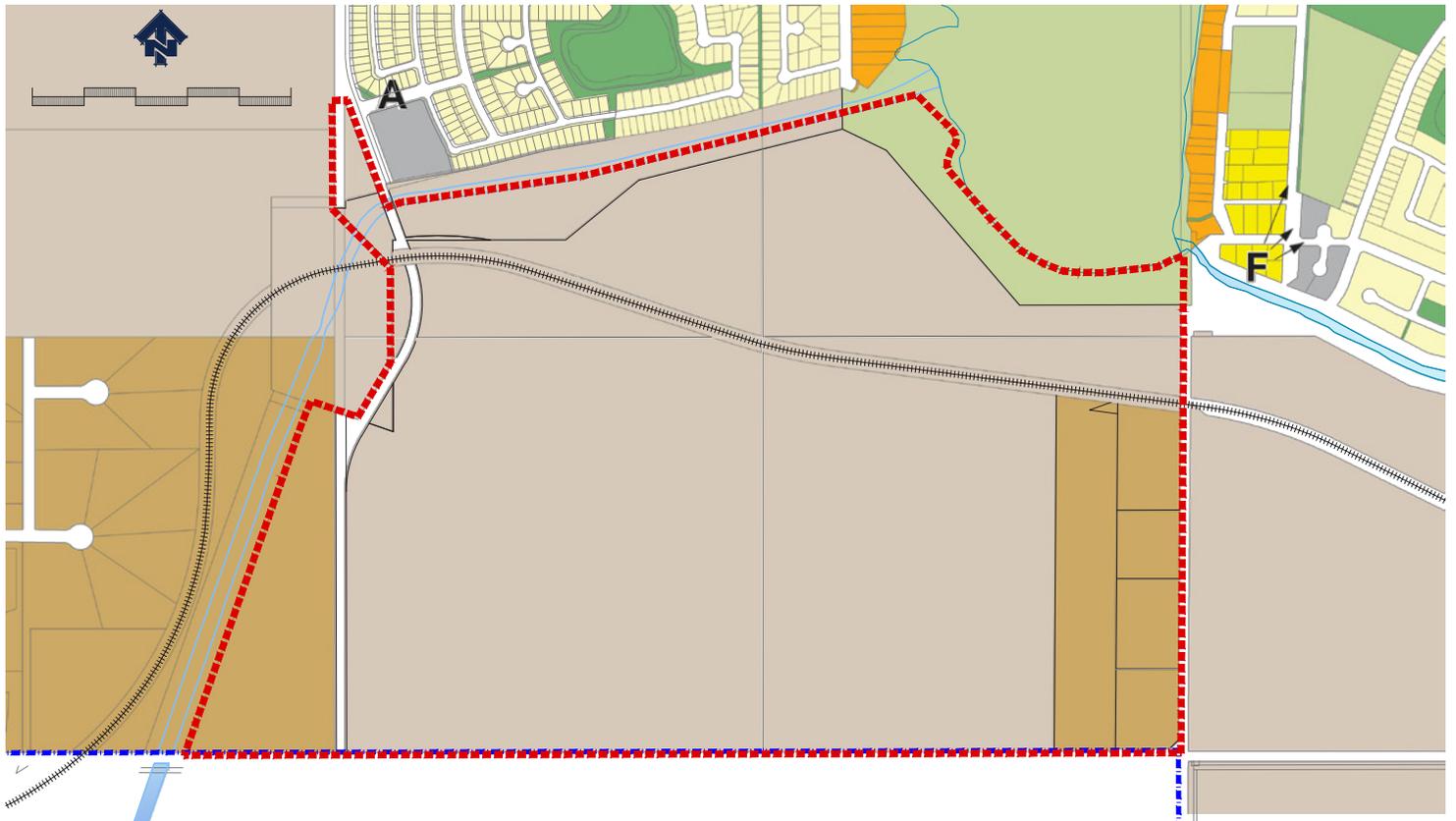
LEGEND
 - - - - - ASP BOUNDARY
 ##### CN RAILWAY

Figure 3: Site Context and Features



- LEGEND**
- ASP BOUNDARY
 - TOWN OF CHESTERMERE
 - CN RAILWAY

Figure 4: Existing Land Use



2.3 Existing Uses

At the time of preparing the ASP, the majority of the ASP lands are agricultural in nature excepting the five eastern residential acreage parcels. The CN rail line traverses the land east to west.

The land use to the north is the developing residential community of Rainbow Falls, immediately to the east is agricultural land and east of Chestermere Lake is East Chestermere Drive and the Kinniburgh community. Adjacent to the west is the Alberta Environment Headworks canal and acreage developments within the Town of Chestermere's boundary.

2.4 Chestermere Lake

Chestermere Lake is the centerpiece of the Town, the focal point of social and recreational activity for all Town residents. It is elongated north to south and development currently surrounds the lake on three sides, north, east and west. The plan area is adjacent south of the lake.

2.5 Canadian National Railway

The Canadian National (CN) rail Drumheller Line traverses the north portion of the plan area. This line runs from Calgary to Saskatoon however the company no longer runs rail service from Calgary to Saskatoon on this line. The rail line is used by the railway operator only on an as-needed basis to service between Calgary and Lyalta. The Calgary Metropolitan Plan envisions use of this corridor as part of a regional rail system.

Policy 2.5.1 Development guidelines of the railway operator shall be complied with prior to outline plan approval, where appropriate.

2.6 Abandoned Well Bore

An abandoned wellbore is located in the north portion of the SW quarter of Section 3-24-28-W4. This well was never in production and Husky Energy cut and capped the abandoned wellbore on January 20, 2011 at least 2.5 metres below grade. If required, the depth of the wellbore below grade will be adjusted by Husky Energy to accommodate grading at the time of subdivision and engineering. The Energy Resources Conservation Board maintains guidelines regarding development setbacks around and access routes to an abandoned wellbore.

Policy 2.6.1 Energy Resources Conservation Board development standards and guidelines regarding abandoned wells shall be maintained at the time of outline plan approval.

Policy 2.6.2 Development setback areas required as per Energy Resources Conservation Board guidelines shall be incorporated in the community design.

2.7 Western Headworks Canal & Western Irrigation District

The Western Headworks Canal forms the west and north boundary condition of the ASP area. The canal and some adjacent land are owned by Alberta Environment. The canal is operated by the Western Irrigation District (WID) and meets Chestermere Lake northeast of the plan area. The lake is part of the WID system which provides irrigation water to local farms, municipal water to four communities, and some storm water drainage services. The WID owns land adjacent to Chestermere Lake within the ASP area.

2.8 Topography

The land west of Rainbow Road slopes to the east. West of the high point east of Rainbow Road the land slopes west and east of the high point the land slopes to the east. The land north of the CN rail line slopes from west to east.



2.9 *Biophysical Assessment*

A majority of the land is non-native habitat. As a result of the conversion of the land to non-native vegetation and the degradation of the wetlands through cultivation and drainage, biodiversity is generally low over the property. In preparation of the Area Structure Plan Biophysical Impact Assessments were submitted by Sweetgrass Consultants Ltd. and Whidden Environmental Ltd. for the Area Structure Plan area.

Policy 2.9.1 A Biophysical Impact Assessment, including a migratory bird path study, shall be submitted as part of the Outline Plan application, and no stripping and grading shall be permitted prior to the approval of the Biophysical Impact Assessment.

Policy 2.9.2 Outline Plan and Land Use Resdesignation applications shall comply with the Provincial and Town's Wetland Policy.

2.10 *Geotechnical*

Geotechnical analysis has been completed on the majority of the land to confirm the developability of the plan area land.

Policy 2.10.1 Geotechnical Analysis shall be required as part of Outline Plan submission.

2.11 *Historical Resources*

Archeological study and assessment shall be completed as part of the Outline Plan approval.

Policy 2.11.1 Historical Resources Assessment shall be required as part of the Outline Plan application.

Policy 2.11.2 Historical Resources Act clearance shall be granted by the appropriate branch of Alberta Culture and Community Spirit prior to Outline Plan approval.

2.12 Environmental Site Assessments

Appropriate environmental studies will be completed as part of the Outline Plan approval.

Policy 2.12.1 Phase 1 Environmental Site Assessment shall be submitted as part of Outline Plan application and any further environmental studies recommended in the Phase 1 study.

2.13 Drainage Constraint Area

The “Drainage Constraint Area” is identified in the Municipal Development Plan, Map 2: Land Use. This is an area of potential flooding that would occur following a dam breach or overtopping.

Policy 2.13.1 Planning applications within the Drainage Constraint Area shall address the drainage constraints to the satisfaction of the Town and the Western Irrigation District prior to Outline Plan approval.



3.0 Community Design

3.1 *Vision*

Edgewater Crossing is a community inspired by the unique natural and man-made characteristics of its surroundings within the distinctive recreational lake community of Chestermere. The railroad history and waters of the surrounding canal and Chestermere Lake influence the architectural theming that creates distinct streetscapes and public spaces throughout the community.

Community vitality is enhanced by providing a variety of housing types. The housing options in the community have attracted a diverse group of residents that reside in the community through various lifecycle stages. The single family houses, townhouses, villas and apartments in the community offer residents housing choice. Edgewater Crossing's residents are long-term residents that have chosen to stay in Edgewater Crossing, moving within the community to satisfy their changing housing needs, in order to continue to enjoy the number of services and amenities offered locally.

The CN rail line is a significant physical and historical feature shaping the community. Therefore the railway history is memorialized in the names of the public spaces and plaques throughout the community.

Water is an important feature in the community and residents enjoy connections to and around the picturesque features of the canal, enhanced natural areas, and lake. Residents walk, jog and cycle to the community amenities. The important features of the Edgewater Crossing Community, canal and lake are emphasized through the extensive system of sidewalks, pathways and trails.

The history and water features of the community have been embellished through the design and development of Edgewater Crossing. Overall, residents enjoy an active lifestyle with well-connected and attractive recreational, residential and mobility choices in the community of Edgewater Crossing.

3.2 Design Concept

The Vision and Design Concept for Edgewater Crossing relate to and support the Town of Chestermere Community Vision and Mission set in the Town's Municipal Development Plan.



Vision Statement: A distinctive recreational lake community promoting a safe, family-oriented, sustainable environment.

Mission Statement: Through innovative planning and community consultation, we are building an exceptional place to call home.



***Town of Chestermere**
Municipal Development Plan

The community design is based on the site location and context within the recreational lake community of Chestermere. The community name itself is linked to being on the “edge” of the main water body, Chestermere Lake and the CN rail “crossing”.

Community design enhanced various focal points and the creation of vistas between these significant destination points, including:

- Chestermere Lake being the Town's recreational and social focus,
- the neighbourhood node site at strategic crossroads to enable exposure to help support the retail and commercial services become more viable
- the potential school site centrally located amongst the residential development,
- Large wetland complex component to become an educational facility for school children and general public enjoyment.



An emphasis on connectivity of these focal points is enhanced through connected linear and nodal parks with paths and points of interest to create a walkable community and therefore healthier environment in which to live. A pedestrian linkage is envisioned over the CN rail to connect the community to the lake and regional pathway system. A strong street and pedestrian linkage is emphasized to the existing canal on the west end of the community and regional pathway system to ensure integration of this parcel with the larger community area east of the Rainbow Road.

3.3 Design Principles

Housing Mix

The community of Edgewater Crossing will be a complete community that offers a housing mix to enhance long-term local vitality and sense of community. Residents will be able to remain in the community through various stages of their lifecycle as housing options within the community will include single family homes, townhouses, villas and apartment style units.

Connectivity

The street network will provide multiple access points into and out of the community to ensure integration of Edgewater Crossing with surrounding development. The comprehensive system of sidewalks, pathways and trails promotes active transportation modes within the community and to major regional connections. Strong physical connections between community facilities and amenities promote interaction amongst residents and active corridors throughout the community.

Community Places

Edgewater Crossing will enhance the Town's objective to improve the range and quality of community facilities and amenities. The public spaces in the community will be distributed to ensure convenient and accessible public space for all residents. Strong linkages between and to each amenity area will be provided. A Neighbourhood Node will develop as a mixed-use activity centre providing a range of commercial, recreational, and residential uses.

Community Theme

The contextual influences used to inspire the design of the community include its natural and historic surroundings of Chestermere Lake and the railway. The community theme will be expressed through design details of lighting, signage and street furniture throughout the community. Theming through design details enhances the quality of public and private buildings and spaces and will contribute to the creation of a sense of place in Edgewater Crossing. Architectural integrity will be maintained throughout the community via architectural guidelines.



3.4 Sustainable Design Initiatives

The Town of Chestermere Municipal Development Plan promotes sustainable development initiatives in neighbourhoods. Sustainable development initiatives are encouraged to promote environmental sustainability in Edgewater Crossing.

- Policy 3.4.1 Green building techniques shall be encouraged in new home construction.
- Policy 3.4.2 Water conservation measures and energy conservation techniques shall be encouraged in site and building design and construction.
- Policy 3.4.3 At the Outline Plan stage, walkability should be encouraged through the provision of multiple access points into and out of the Community and a comprehensive system of sidewalks, pathways and trail within the Community
- Policy 3.4.4 The Chestermere Design Guidelines and Landscape Guidelines shall be referenced in future plan and design review stages.

3.5 Recreation

As new communities are developed, the Chestermere Facilities and Amenities Strategic Plan ensures the Town's vision of being a recreation and leisure oasis is upheld for both its present and future residents. Planning for the Town's recreational needs is a priority. New communities support the active lifestyles and high quality of community life already found in Chestermere by adhering to the Town's guiding document for planning recreation facilities and amenities.

- Policy 3.5.1 The Outline Plan and/or land use redesignation application shall provide details on planned recreation facilities and outdoor amenities that reflect, and are in compliance with, the Facilities and Amenities Strategic Plan of 2013. The Plan implementation shall be supported through the contribution from all developers in the affected areas. The value, conditions and form of contributions will be determined as part of the Plan process in consultation with the development industry.

4.0 Land Use Concept

4.1 Overview

Edgewater Crossing is planned as a new residential community, with residential, local commercial and recreational opportunities. Figure 5 illustrates the Edgewater Crossing Land Use Plan. The plan links three key community activity centres; the Neighbourhood Node, circular open space and adjacent school site and Chestermere Lake. Connectivity within the plan area is a key design principle and open spaces will be distributed throughout the community to optimize accessibility to a variety of public open spaces.

Table 2: Land Use Statistics

Land Use	Area Hectares (acres)	Percentage of Total Area
Low Density Residential	63.1 (155.9)	33.4%
Medium Density Residential	10.9 (26.9)	5.8%
High Density Residential	6.4 (15.8)	3.4%
Mixed Use	0.9 (2.2)	0.5%
Neighbourhood Node	8.4 (20.8)	4.5%
Open Space	25.8 (63.7)	13.7%
Enhanced Natural Area/Stormwater Management	18.6 (46.0)	9.9%
Regional Infrastructure	2.0 (4.9)	1.0%
Railway	4.9 (12.1)	2.6%
Major Roads	5.5 (13.6)	2.9%
Residential Roads	42.0 (103.8)	22.3%
Total Area	188.4 (465.7)	100.0%



4.2 Residential Uses

The community is anticipated to have an approximate population of 8,000 people. Edgewater Crossing will include a variety of housing forms to satisfy a range of household needs and demands. The majority of the area will accommodate single-family forms of low density housing. Medium density areas will include townhouses and high density areas three-storey apartment style development, including the potential for senior's complex. The community will meet the MDP regulated residential density of 5-7 units per acre (upa).

Table 3: Residential Density

	Gross Residential Area*	Anticipated Density (units per acre)	Anticipated Units	Population per Unit	Population
Edgewater Crossing ASP	388 ac (157 ha)	7	2,716	3.0	8,148

*Gross Residential Area calculated as per Calgary Regional Partnership methodology and excludes regional infrastructure, major roads, CN Railway land, regional open space (WID and Environment Canada land), and potential Environmental Reserve (Enhanced Natural Area/ Stormwater Management).

Objectives

- To plan for efficient use of land and municipal servicing.
- To develop inclusive communities with a variety of housing types, including single-family housing, secondary suites, low-rise attached housing and low-rise apartment-style units.
- To strategically locate housing types to maximize synergies between land uses.

- Policy 4.2.1 The maximum residential density shall be 7 units per acre.
- Policy 4.2.2 Low density residential forms shall be the predominant housing type within the plan area.
- Policy 4.2.3 A variety of low, medium and high density residential unit types shall be accommodated throughout the plan area.
- Policy 4.2.4 Townhouses should be located along prominent streets or in comprehensive development cells.
- Policy 4.2.5 High-density residential buildings should be located within a 400 metre walking distance to a public open space and/or recreational facility and/or commercial development.
- Policy 4.2.6 The Chestermere Design Guidelines shall be referenced in the design review of multi-family residential development.



Examples of Low Density Residential

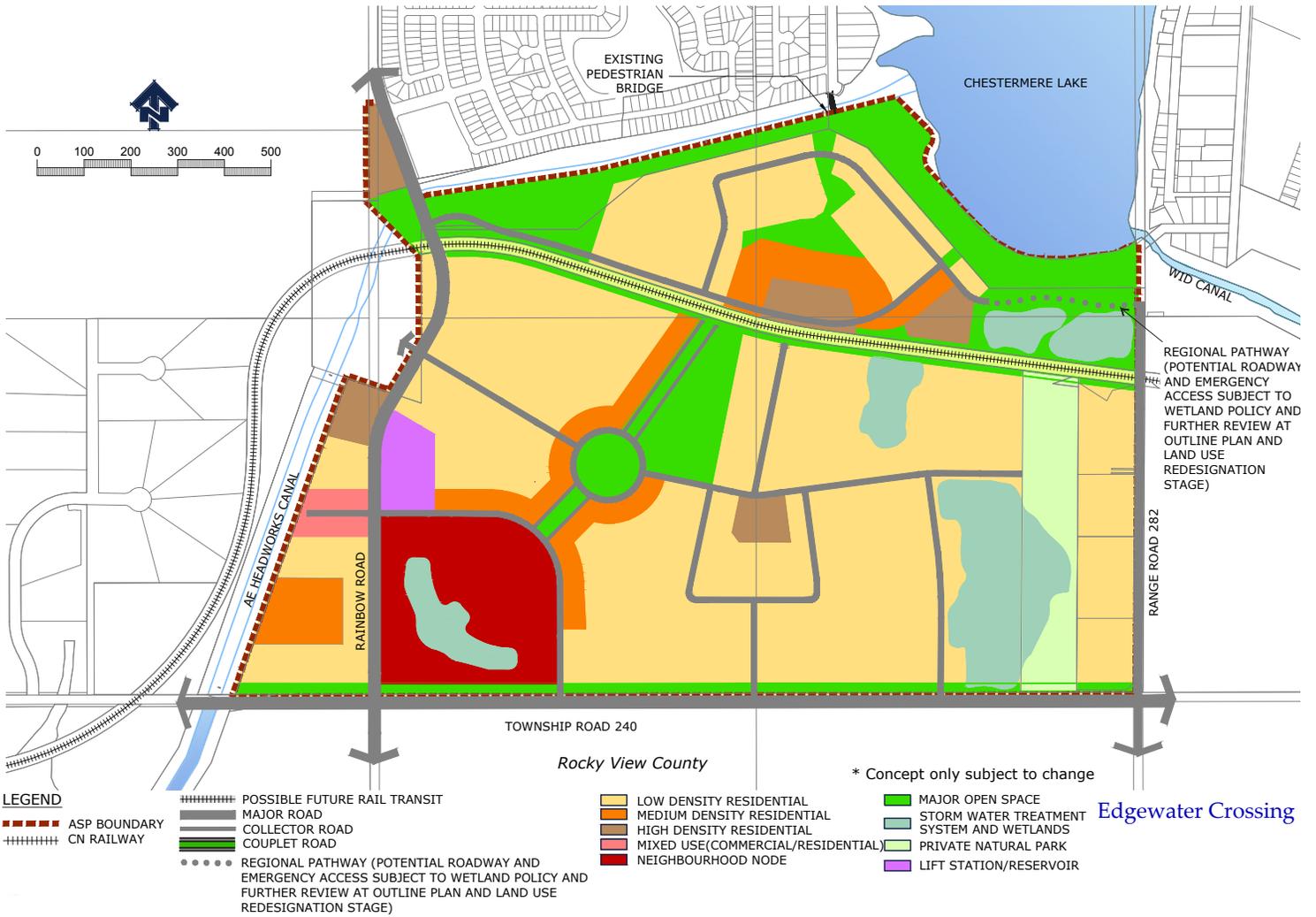


Example of Medium Density Residential



Example of High Density Residential

Figure 5: Land Use Plan



4.3 Mixed Use

The Mixed Use area west of Rainbow Road will be a prominent connection leading to the canal and existing regional pathway at the western boundary of the Plan Area. To enhance this street connection between the lands east and west of Rainbow Road, a Mixed Use district provides the potential to frame the street with a variety of street-oriented residential, commercial or a mix of residential and commercial uses. The street and its buildings will provide strong direction and a connection for people residing west of Rainbow Road to the Neighbourhood Node east of Rainbow Road and vice versa, leading people from the east to the canal and pathway system.

- Policy 4.3.1 The Mixed Use area should include residential and/or commercial uses.
- Policy 4.3.2 Medium and high density residential development should be encouraged in the Mixed Use area.
- Policy 4.3.3 Residential and commercial buildings in the Mixed Use area should be oriented towards the street.
- Policy 4.3.4 Onsite parking in the Mixed Use area should be located behind the buildings or underground.
- Policy 4.3.5 Multi-family residential buildings shall adhere to the Development Guidelines set in the Municipal Development Plan.
- Policy 4.3.6 A vertical and/or horizontal mix of uses shall be allowed in the Mixed Use area.
- Policy 4.3.7 Live-work units should be allowed in the Mixed Use area



4.4 Neighbourhood Node

The Neighbourhood Node is an area of complementary uses, potentially including residential, commercial, institutional and recreational development. The Neighbourhood Node provides local commercial services, retail and residential opportunities in a horizontal or vertical mixed use form. An open space amenity will create the focal point of the Node. Medium and high density residential development in the Node will provide a concentration of residents near the private and public amenities to create a vibrant activity centre. The Neighbourhood Node will be conveniently accessible to all Edgewater Crossing residents through multiple street and open space connections.



Neighbourhood Node type recreational & commercial uses



Example of live work units

Objectives

- To strategically locate multifamily development in high service and amenity locations.
- To optimize the feasibility of local commercial uses in the community.
- To provide for the daily commercial needs of residents locally.

- Policy 4.4.1 The Neighbourhood Node should include residential, commercial and recreational uses.
- Policy 4.4.2 A commercial or mixed-use site of at least 1.6 hectares (4 acres) in size shall be located in the Neighbourhood Node.
- Policy 4.4.3 Medium and high density residential development should be encouraged in the Neighbourhood Node.
- Policy 4.4.4 Multi-family residential buildings shall adhere to the Development Guidelines set in the Municipal Development Plan.
- Policy 4.4.5 A vertical and/or horizontal mix of uses shall be allowed in the Neighbourhood Node.
- Policy 4.4.6 Live-work units should be allowed in the Neighbourhood Node.
- Policy 4.4.7 The Chestermere Design Guidelines shall be referenced in the design review of multi-family residential and commercial development.

4.5 Canadian National Rail Line

The ASP accommodates residential development north and south of the rail line. Development guidelines specific to the rail line will be approved in conjunction with Outline Plan and Land Use Redesignation applications for the subject lands.

Connectivity of the Plan Area across the rail line is supported by a pedestrian crossing at Rainbow Road. Area developers will work with the Town and CN Rail to provide a pedestrian crossing, located within the community across the rail line.



Objectives

- To maintain the opportunity for possible future rail transit.
- To minimize interface issues between the rail line and future surrounding uses.

Policy 4.5.1 A pedestrian crossing of the CN rail line, in addition to the crossing at Rainbow Road, shall be provided by area developers in collaboration with the Town of Chestermere and CN Rail.

Policy 4.5.2 The additional pedestrian crossing shall comply with CN rail design guidelines.

Policy 4.5.3 A landscaped open space buffer shall be provided on either side of the CN rail line. The width of such buffer shall be defined prior to Outline Plan approval.

Policy 4.5.4 Noise attenuation analysis along the rail line shall be completed prior to Outline Plan approval.

Policy 4.5.5 Outline Plan and Land Use Redesignation applications shall comply with CN Rail development guidelines.

4.6 Open Space

The ASP aims to support the Town's vision as a recreational community by emphasizing the parks and open space features in the community. Significant water features, including the canal and Chestermere Lake will be emphasized in the overall design of the community and accessibility to these features maximized. The Regional Pathway follows a linear open space corridor that connects various activity centres. The linear open space corridor is anchored in the southwest by the Neighbourhood Node and in the northeast by Chestermere Lake. Figure 6 highlights the Parks, Pathways and Open Space Network in Edgewater Crossing.

Objectives

- To provide a well-connected and comprehensive local pathway, sidewalk and trail system to connect to key open space features, the regional pathway system and Chestermere Lake.
- To provide a variety of natural areas, recreational parks, and urban plazas in the community.
- To distribute open space throughout the community to ensure access and convenience to all residents.
- To accommodate potential future school site requirements.

Policy 4.6.1 A variety of open spaces, including enhanced natural areas, sports fields, tot lots, linear open spaces and urban plazas shall be distributed throughout the plan area to ensure convenience and accessibility by local residents.

Policy 4.6.2 Municipal Reserve dedication shall be 10% of developable lands within the plan area.

Policy 4.6.3 The plan area and Municipal Reserve dedication should include a potential school site of approximately 8 acres.

Policy 4.6.4 To enhance pedestrian circulation throughout the community the open space system should include a pathway system, comprised of regional and local pathways.

Policy 4.6.5 Enhanced natural areas, including natural wetlands, bioretention and stormwater facilities should be designed into the open space system to enhance the quality of stormwater while offering passive recreational and educational amenity.

Policy 4.6.6 The Town of Chestermere Landscape Design Guidelines shall be applied where appropriate.

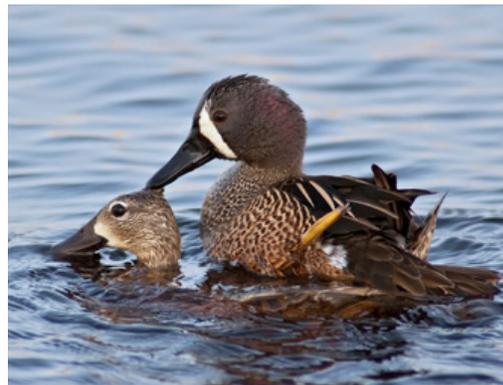
Policy 4.6.7 Future detailed plans will comply with and support the Town's Facilities and Amenities Strategic Plan.



4.7 Private Natural Park

The private landowner of the approximately 20 acre parcel located between the CN rail line and Township Road 240, in the east portion of the ASP, intends to enhance the existing landscape features of the site as a Private Natural Park. The area will be enhanced with trees and wetland features that provide natural habitat and offer the public a place to visit, observe and learn about local wildlife.

- Policy 4.7.1 The Private Natural Park may include natural and/or enhanced wetlands, pathways, trails, seating areas, signage and an interpretive centre building.
- Policy 4.7.2 Urban uses, including residential and park uses, will be located immediately adjacent to the Private Natural Park.
- Policy 4.7.3 A landscaped interface, including tree planting, fences and/or other landscape features will create a buffer between the Private Natural Park and adjacent uses.



4.8 Community Theme

It is important to create an identity and sense of place in new residential communities. Enhanced design details that reflect the water and railroad theme of Edgewater Crossing will create a consistent image and distinct sense of place for the community. The community will integrate the unique theme in architectural styles and design details.



Objectives

- To develop a sense of place through community theming, unique design details and distinct focal points.

Policy 4.8.1 Architectural controls for any future development shall be approved by Town Council prior to Outline Plan approval.

Policy 4.8.2 Streetscapes should be enhanced through themed design details of lights, signs, pavements, etc.

Figure 6: Parks, Pathway & Open Space System



5.0 Transportation Network

5.1 Road Network

Figure 7 indicates the transportation concept. The Collector Road network provides for multiple access and egress points to ensure integration with surrounding development.

Residential streets are conceptually located in the ASP and will be determined at the Outline Plan and Land Use Redesignation Stage without requirement of an amendment to the ASP. A Couplet Road is proposed as an alternative standard that facilitates one-way traffic on either side of a linear open space. The concept enhances the street as an attractive multi-modal open space and transportation corridor.

Objectives

- To enhance connectivity through and permeability of the community.
- To accommodate multi-modal transportation on streets.
- To provide multiple routes throughout the community.
- To offer multiple access and egress points to the community.

Policy 5.1.1 A minimum of three access points shall be provided onto Township Road 240 in addition to the Rainbow Road and Range Road 282 intersections.

Policy 5.1.2 A minimum of two all-turn intersections shall be provided along Rainbow Road between the WID Canal and Township Road 240.

Policy 5.1.3 Couplet roads, being two one-way streets separated by a linear open space, shall be allowed in the community design as an alternative road standard that accommodates pedestrian and bike transportation in an enhanced linear open space



- Policy 5.1.4 Roundabouts should be considered in the design of key intersections in the Plan Area.
- Policy 5.1.5 A traffic impact assessment on the road design and traffic volumes shall be required as part of the Outline Plan application.
- Policy 5.1.6 Visual screening and sound attenuation for residential development adjacent to Rainbow Road and Township Road 240 shall be addressed where appropriate, prior to subdivision approval and in consultation with the Town of Chestermere.

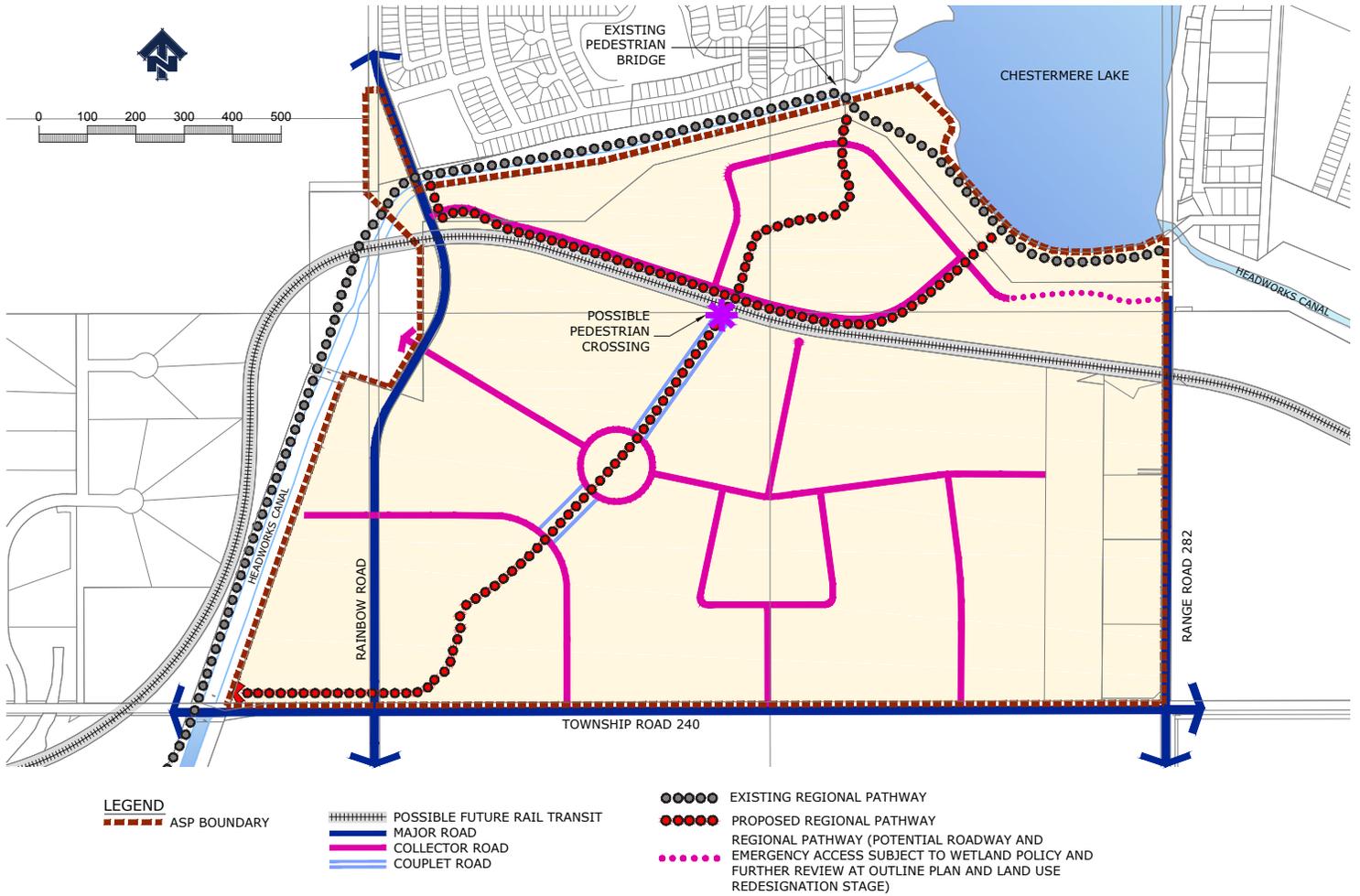
5.2 *Active Transportation Modes*

Edgewater Crossing is a walkable community that highlights connectivity and permeability for active transportation modes. This will provide environmental and social benefits to the community while providing greater mobility choice for residents. Regional pathway connections are identified on Figure 6. The proposed regional pathway will connect to the existing regional pathway and provide a direct link between the Neighbourhood Node, and Chestermere Lake.

Objectives

- To design Edgewater Crossing to be a walkable community.
- To promote active transportation modes to destinations in and outside of the community.

Figure 7: Transportation



- Policy 5.2.1 A comprehensively connected system of sidewalks, bike paths and regional and local pathways throughout the community should be designed at the Outline Plan stage to comply with the Chestermere Facilities and Amenities Strategic Plan.
- Policy 5.2.2 Connections to the existing regional pathway system shall be planned.
- Policy 5.2.3 A pedestrian crossing of the CN rail track shall be provided east of Rainbow Road, in accordance with CN standards for pedestrian crossings of the rail line.

5.3 *Public Transit*

In keeping with the Town of Chestermere Municipal Development Plan a future public bus transit system will be accommodated in the community when such a system is deemed feasible by the Town. A potential regional public transit system utilizing the CN rail is identified in the ASP.

Objectives

- To support potential future public transit service.
- To accommodate possible future regional commuter rail service and station.

- Policy 5.3.1 Public bus transit system shall be accommodated along the collector roads when deemed feasible by the Town.
- Policy 5.3.2 As per the Calgary Metropolitan Plan and the Municipal Development Plan, possible regional rail transit should be accommodated along the CN rail line.

6.0 Servicing

The ASP contains two distinct areas; the land north of the CN rail line which was within the old Town boundary prior to the 2009 annexation and the land south of the CN rail line which is part of the annexed lands. Town policies and the Utility Master Plan 2008 Update deal with these two areas differently, therefore the ASP servicing for deep utilities will reflect these differences.

6.1 *Water*

The water mains servicing the development will be divided in two categories, the first one being a major loop. This loop will be 250-450mm in diameter depending on the demand. The second category will be the distribution line. These pipes will be 200 mm, or larger, in diameter. On rare occasions (cul de sacs) the distribution pipe may be 150 mm in size if approved by the Town.

Any development of the ASP lands prior to the construction of the new water reservoir would require detailed modelling design to demonstrate adequate flows and pressures by a Town of Chestermere approved engineering firm.

6.1.1 North Area

The area within the previous town boundary has been identified in the Utility Master Plan 2008 Update and town policies as serviceable from the existing town reservoir. This would be achieved by a tie to the water main system to the north in Rainbow Falls and a tie to the existing 250 mm watermain that runs along the east side of the area. In the event that the Rainbow Falls system is not available at the time of connection, a second tie to the existing 250mm main would be required to provide the two connections which would be required for this area. The existing main connects the east side of Chestermere Lake to the west side of the lake. These connections are shown on Figure 8.



Modeling at the Outline Plan stage will determine if the pressures within this area will be adequate to meet the Town's servicing standards. If it is found that standards cannot be met, then engineering measures by the developer of this area will be undertaken at the developer's expense to meet the required standards.

6.1.2 South Area

The area south of the CN rail line will be serviced by a proposed south reservoir as indicated in the Utility Master Plan 2008 Update. The reservoir will be designed to meet all of the servicing demands of the ASP area south of the CN rail line. The proposed reservoir location is shown on Figure 8. There will be future stubs to the east and west to meet the servicing demands to areas outside of the ASP lands.

The triangular parcel north of the CN rail line and west of Rainbow Road will tie into servicing of the land to the north and east to Rainbow Falls to create a looped system.

Objectives

- To provide for a suitable water supply system designed to service the urban development requirements throughout the Plan area.

Policy 6.1.1 The water distribution system for the Plan area shall be designed adequately and efficiently to service the ultimate development of the area.

Policy 6.1.2 The design of the water distribution system shall ensure that all land has sufficient looping and connections to provide for adequate domestic and fire flows.

Policy 6.1.3 Areas that were located within the Town boundary prior to the 2009 annexation shall be permitted to connect to and be serviced by the Town's existing water system.

- Policy 6.1.4 The proposed internal system for an Outline Plan area shall be reviewed and if required, modeled by the Town or the developer's consultant, as per the Town's preference at the time, as part of an Outline Plan or land use amendment application.
- Policy 6.1.5 As of 2009, the water distribution system that serviced the Plan area is limited. The Town shall identify any offsite distribution mains and/or transmission feeder mains and/or reservoir that may be required to be installed within an Outline Plan area.
- Policy 6.1.6 A developer may be required to enter into a Financing Agreement with the Town for the design and construction of water servicing infrastructure. A Financing Agreement shall be subject to acceptable cost recovery mechanisms.

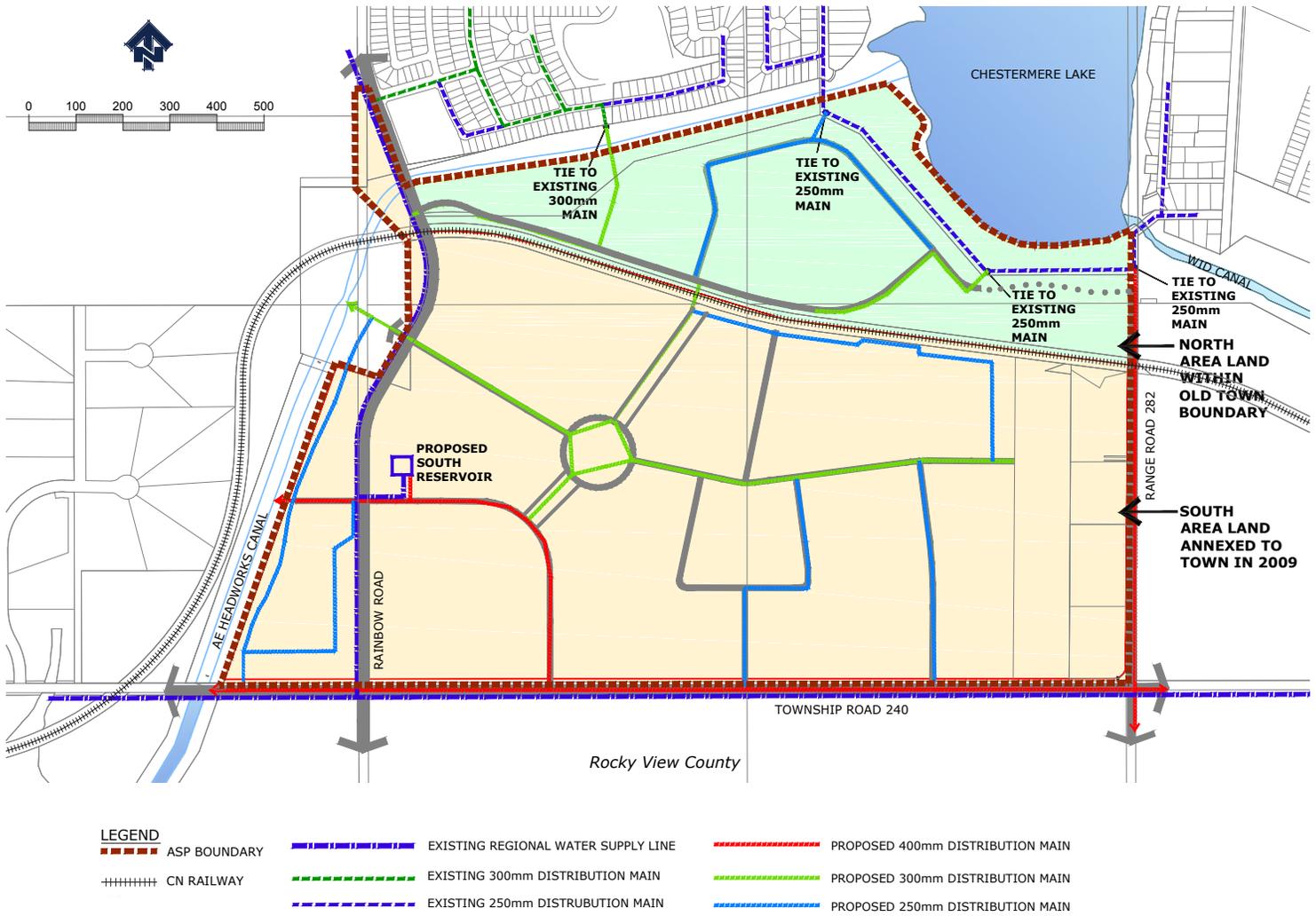
6.2 *Sanitary Sewer*

6.2.1 North Area

All areas within the previous Town boundary have been identified in the Utility Master Plan 2008 Update and Town policies as being serviceable. The ultimate destination of flows from this area will be to future Lift Station #13 by a gravity system to future Lift Station "H" and then by forcemain to Lift Station #13, as shown on Figure 9 Sanitary Servicing.



Figure 8: Water Servicing



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	ASP BOUNDARY		EXISTING REGIONAL WATER SUPPLY LINE		PROPOSED 400mm DISTRIBUTION MAIN
	CN RAILWAY		EXISTING 300mm DISTRIBUTION MAIN		PROPOSED 300mm DISTRIBUTION MAIN
			EXISTING 250mm DISTRIBUTION MAIN		PROPOSED 250mm DISTRIBUTION MAIN

6.2.2 South Area

The ASP area south of the CN rail line is divided into three areas with respect to sanitary servicing. The land west of Rainbow Road will be serviced by gravity to future Lift Station #13. The lands identified as the Mikkelsen/ Truman lands will drain from the east to the west by gravity to Lift Station #13. The balance of the land on the east side of the ASP area will drain to the south east corner of the Plan area to future Lift Station "H" and then by forcemain to Lift Station #13 as shown on Figure 9. Over size requirements will be determined based on the ultimate area serviced by Lift Station #13, including lands outside of the ASP boundary. An Endeavour To Assist Agreement may be required to service lands outside the ASP boundary.

The local collection system in all areas will be a minimum of 200mm in diameter and sizing will be based on the number of connections, slope of the line and distance from the lift stations for each area.

Lift Station #13 is being designed by the Town. The ASP lands will be serviced by future Lift Station #13 and a force main to the City of Calgary. The proposed location of the Lift Station is shown on Figure 9.

Sanitary servicing for the triangular parcel north of the CN rail line and west of Rainbow Road will need to go to LS #13 by integrating with the sanitary infrastructure contemplated for the land to the north of the parcel.

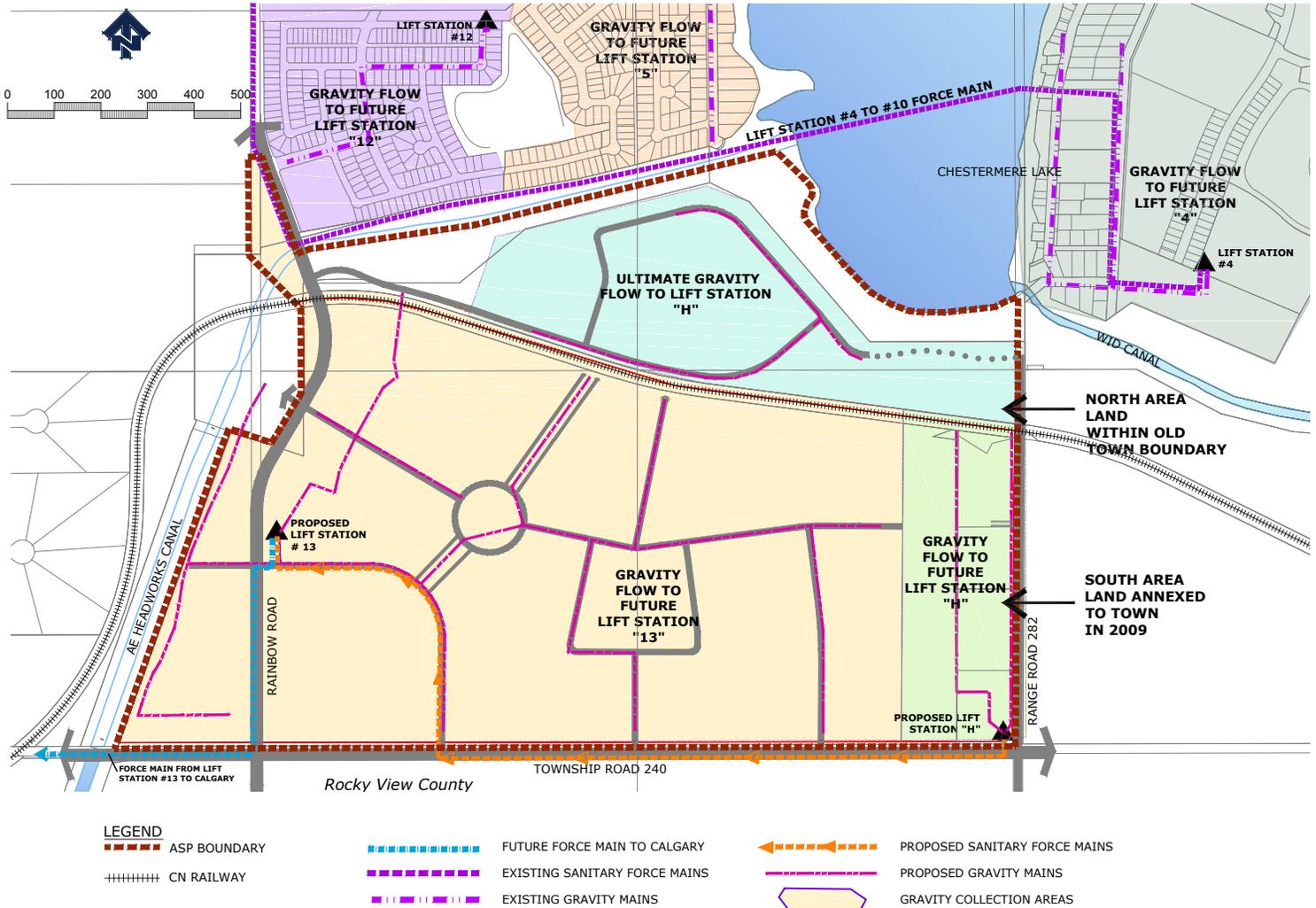


Objectives

- To provide for a suitable sanitary sewer trunk system designed to service the urban development requirements throughout the Plan area as identified on Figure 9.

- Policy 6.2.1 The sanitary sewer system for the Plan area shall be designed to adequately and efficiently serve the ultimate development of the area.
- Policy 6.2.2 The land east of Rainbow Road and south of the CN rail line shall be designed with the majority of its sanitary flows directed westward connecting to the major NW trunk running to Lift Station #13.
- (a) There may be a portion of these lands that will be directed eastward to a future local lift station constructed for those lands in the far southeast corner of the Plan area.
- Policy 6.2.3 As part of an Outline Plan/Land Use redesignation application, a developer shall submit a Sanitary Sewer Servicing Study to demonstrate that the subject lands can be serviced in accordance with the overall design of the sanitary sewer system for each of the areas within the ASP boundaries.
- Policy 6.2.4 A developer may be required to enter into a Financing Agreement with the Town for the design and construction of sanitary trunks and/or lift station(s) and/or force main(s). A Financing Agreement shall be subject to acceptable cost recovery mechanisms.
- Policy 6.2.5 List Station #10 will continue to remain operational at full build-out of the annexed lands. Proposed Lift Station #13 and Forcemain to Calgary are required for development of the annexed lands. In the event that an Outline Plan or Land Use Redesignation application proceeds prior to the lift station and forcemain being in place, a developer may be required to partner with the Town for the financing and construction of this infrastructure. Financing shall be subject to acceptable cost recovery mechanisms.

Figure 9: Sanitary Servicing



6.3 Stormwater

The stormwater management system design criteria will be based on Town of Chestermere policies, Utility Master Plan 2008 Update, the Stormwater Management Guidelines for the Province of Alberta (1999), the Alberta Environment Standards and Guidelines for Municipal Waterworks Wastewater, Storm Drainage System (2006), the Shepard Regional Drainage Plan and on the City of Calgary Stormwater Management & Design Manual (2000).

The stormwater management systems will be based on a dual drainage concept. This concept considers that a storm system has two separate components; minor (piped) and major (overland). In this proposed development all stormwater will be contained on-site and both systems will drain to a stormwater pond for treatment before releasing treated water in accordance with the current approved Edgewater Crossing Area Structure Plan Staged Master Drainage Plan.

To service the ASP lands there will be four drainage areas, each with their own stormwater storage and treatment ponds. The minor piped and major overland drainage systems will drain into these pond systems as shown on Figure 10.

Ultimately, stormwater will be released into one of several discharge options being considered by the Town of Chestermere. One option being considered is the Shepard Regional Drainage System which is reflected in the ASP.

Prior to full build-out of this system, flows will be released to the natural drainage system at pre-development volumes and a pre-determined release rate set by the Town of Chestermere. This rate will be based on a combination of impacts to downstream users, the future SRDP rate requirements, and flow through from areas outside of the ASP lands.

A variety of water re-use options are being considered to lower stormwater volumes such as setting up infrastructure to convey flows to a centralized location as a potable water source, on-site irrigation, and disposal through evaporation, absorption, transpiration, and infiltration. Prior to subdivision approval, detailed engineering studies would be required to quantify the water balance using these methods of disposal.

Stormwater from the triangular parcel west of Rainbow Road will be disposed of utilizing zero discharge techniques. A future piped connection to lands north of this area will be considered at the time of development.

Objectives

- To develop an effective stormwater management plan that improves water quality and controls water quantity in order to protect properties and the environment.

Policy 6.3.1 The stormwater management system for the Plan shall be designed to adequately and efficiently serve the ultimate development of the area.

Policy 6.3.2 The Staged Stormwater Management Plan provides detailed information of the future stormwater management system.

Policy 6.3.3 As part of an Outline Plan or Land Use Redesignation application, developers shall submit Stormwater Management Plans consistent with the Staged Stormwater Management Plan as approved by the Town and the Province to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area. The Stormwater Management Plan will also conform to any new stormwater policies that have been approved.

Policy 6.3.4 Consideration should be given to the use of engineered storm wetlands in compensation for existing wetlands as agreed to by the Town of Chestermere.



Policy 6.3.5 As a part of the preparation of the Stormwater Management Plan, “Best Management Practices” and innovative alternatives for stormwater quality and quantity enhancement should be assessed with regard to introducing:

- Stormwater facilities with a preference for source controls rather than end-of-pipe solutions;
- Naturalized methods, such as naturalized storm ponds, to mitigate the effects of stormwater run-off into watercourses rather than hard engineering measures.
- Reuse of stormwater for various uses, including irrigation of open spaces.

Policy 6.3.6 Best Management Practices shall be analyzed in detail at the design stage and may include wetlands, buffer strips, flat lot grading, infiltration trench, filter strips and oil and grit separator.

Policy 6.3.7 Where appropriate, the stormwater management system should be designed to:

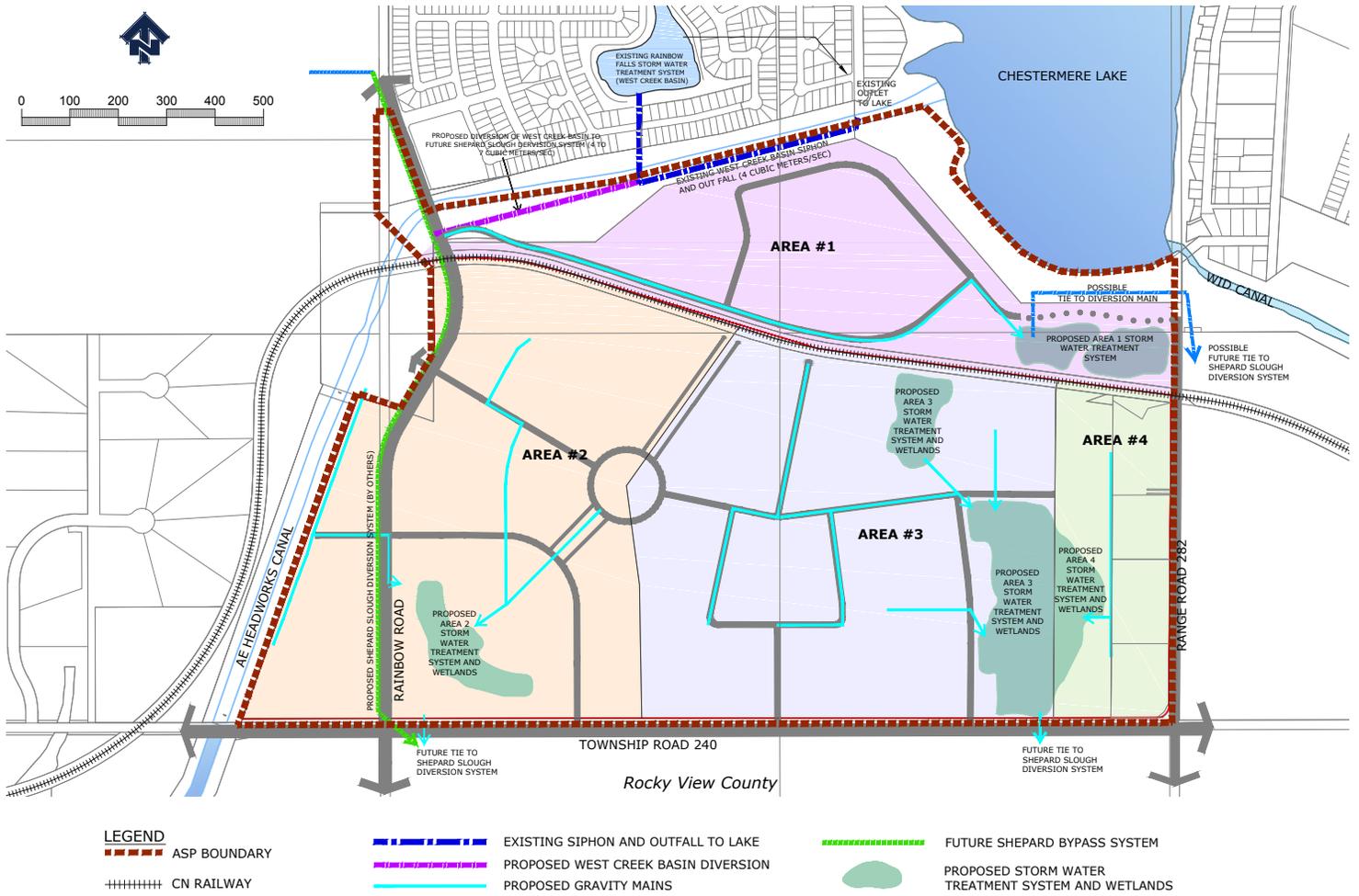
- Operate on a gravity basis and utilize the wetland in an environmentally compatible manner; and
- Introduce mitigation measures to address the potential impact of water quality on existing wetlands and waterways.

Policy 6.3.8 A developer may be required to enter into an Endeavor to Assist Agreement with the Town for the design and construction of stormwater trunks and/or canal. An Endeavor to Assist Agreement shall be subject to acceptable cost recovery mechanisms.

Policy 6.3.9 Water quality shall meet or exceed objectives set by Alberta Environment.

Policy 6.3.10 The stormwater management system will comply with and support the Town’s Wetland Policy.

Figure 10: Stormwater Management



6.4 *Shallow Utilities*

Shallow Utilities include telephone, natural gas, electrical, internet, and cable services. The developer will be responsible for the provision of these services and extension from adjacent developed/developing areas.

Policy 6.4.1 Detailed design of the shallow utilities shall occur at the subdivision stage of development



7.0 Implementation Strategy

7.1 Phasing

The anticipated outline plan areas and potential phasing are illustrated in Figure 12. Future outline plan areas are delineated according to distinct edge conditions (natural and man-made barriers) and landownership considerations.

Objectives

- To identify future Outline Plan areas as required by the MDP.

Policy 7.1.1	An Outline Plan and Land Use Redesignation shall be approved for a land area prior to subdivision and development of the land.
Policy 7.1.2	Any difference in proposed phase boundaries, size or location at Land Use Redesignation and Subdivision stage from the Phasing concept as illustrated in Figure 11 shall be addressed at the Outline Plan stage.
Policy 7.1.3	At the time of Outline Plan submission landowners shall be required to Endeavor to Assist in compensation of the total ASP preparation costs.



Figure 11: Phasing



*Phases are conceptual and subject to change

LEGEND

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 +++++ CN RAILWAY

 OUTLINE PLAN

8.0 Background Studies

The following studies were undertaken in support of the Edgewater Crossing Area Structure Plan. The complete copies of each study have been submitted to the Town of Chestermere as part of the Area Structure Plan application.

- Historical Resources Impact Assessment (November 2009)
Lifeways of Canada Ltd.
- Phase I Environmental Site Assessment (February 2010)
PHH ARC Environmental Ltd.
- Bridge Inspection Report- Range Road 283 over WID Irrigation Canal (June 2010)
Bow Valley Bridge Service Ltd.
- Staged Master Drainage Plan (July 2010)
Eclipse Geomatics & Engineering Ltd.
- Biophysical Impact Assessment (March 2011)
Sweetgrass Consultants Ltd.
- Traffic Impact Assessment (March 2011)
Bunt & Associates
- Preliminary Geotechnical Evaluation (July 2011)
McIntosh Lalani Engineering Ltd.

Studies specific to lands north of the CN Rail tracks:

- Traffic Impact Assessment (Dec. 2004 - letter of update March, 2007)
D.A. Watt Consulting
- Geotechnical Report (April 2008)
Almor Testing Services Ltd.
- Phase 1 ESA (July 2008)
Base Property Consultants Ltd.
- Biophysical Impact Assessment (September 2010)
Widden Environmental Ltd.





CHESTERMERE

Proposed

Edgewater Crossing

Area Structure Plan

