

CITY OF CHESTERMERE

PROVINCE OF ALBERTA

BYLAW #015-15

A Bylaw of the City of Chestermere, in the Province of Alberta, to provide for the adoption of a Municipal Plan Update.

WHEREAS pursuant to the provisions of the Municipal Government Act, Chapter 26, revised Statutes of Alberta 2000, and amendments thereto, a council of a municipality with a population of 3500 or more must by bylaw adopt a municipal development plan; and

WHEREAS the Council of the City of Chestermere in the Province of Alberta (hereinafter called the Council) deems it desirable to adopt an update to the Municipal Development Plan; and

WHEREAS a Municipal Development Plan update has been prepared by Staff;

NOWTHEREFORE the Council hereby enacts as follows:

1. This Bylaw may be cited as the "City of Chestermere Municipal Development Plan".
2. The City of Chestermere Municipal Development 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.

4. Severability

- (1) If any Section or parts of this Bylaw are found in any court of law to be illegal or beyond the power of Council to enact, such Section or parts shall be deemed to be severable and all other Section or parts of this Bylaw shall be deemed to be separate and independent there from and to be enacted as such.

5. **General**

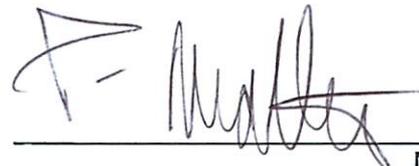
- (1) This bylaw shall take effect on the day which it is finally passed.
- (2) Bylaw #012-09 is hereby rescinded.

READ A FIRST TIME this 7th day of March, 2016.

READ A SECOND TIME this 15th day of August, 2016.

READ A THIRD TIME this 15th day of August, 2016.

Resolution Numbers –



MAYOR



CAO



SCHEDULE "A"

Updated Municipal Development Plan

An aerial photograph of a large, calm lake. In the foreground, a large, circular concrete plaza features a prominent compass rose design. The plaza is surrounded by a well-maintained lawn with several young trees and decorative black lamp posts with pink flower baskets. In the background, a residential neighborhood with houses and trees is visible along the shoreline under a blue sky with scattered white clouds.

City of Chestermere

Municipal Development Plan

Bylaw 015-15

2016

CITY OF
CHESTERMERE
**MUNICIPAL
DEVELOPMENT
PLAN 2016**

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PART 1

FRAMEWORK

1 FRAMEWORK

What is a Municipal Development Plan?

A Municipal Development Plan (MDP) is a statutory document required by the Province of Alberta as specified by the Municipal Government Act (MGA). 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.

1.1 PURPOSE + ROLE

The City of Chestermere Municipal Development Plan (MDP) expresses the aspirations of the Council and citizens of the City of Chestermere with respect to the long-term development of their community.

The MDP identifies the goals and policies for land use, infrastructure, and community services and facilities that are intended to guide the future actions and decisions of the Council and the administration of the City of Chestermere. The MDP sets forth a policy and regulatory framework for the development of public and private land within the city. The MDP also identifies important infrastructure and servicing issues for the city, as well as policies to achieve appropriate development within the community.

Specifically, the MDP has been created to:

- Describe Chestermere's preferred direction with respect to land use, infrastructure investment, provision of services, and future development patterns.
- Guide policy creation and planning tools regarding land use, transportation, and infrastructure investment decisions.
- Provide an overarching document to assist in the coordination of municipal bylaws, policies, programs, and investments.

This 2015 MDP update revisits the goals and vision of the 2009 MDP to re-establish and revision the City of Chestermere's future land use and growth. Through extensive, city-wide public engagement, the MDP's community vision, principles, and goals were re-affirmed, thereby shaping the content, and subsequent land use concept of the MDP. The MDP process included extensive community visioning during public engagement events to ensure an accurate reflection of the vision, mission, and priorities of Chestermere's residents and leaders.

1.2 ENABLING LEGISLATION

The statutory power of the MDP comes from the Municipal Government Act (MGA) Section 632(1), which stipulates that municipalities (with populations of 3,500 persons or more) must adopt a MDP (the MGA also details what must be included in a MDP in Section 633(3)).

Pursuant to Section 632 of the MGA, the MDP is required to provide policy directives for the following key items:

- Future land use within the city.
- Coordination of future growth and infrastructure needs with adjoining municipalities.
- Policies regarding provision of transportation systems and municipal servicing.
- Guidance to land-use compatibility and regulation near sour gas facilities.
- Policies regarding municipal and school reserve.
- Policies respecting the protection of agricultural operations.

A major review of the MDP should be undertaken every five (5) years to ensure that the goals, policy directions, processes and actions reflect current growth forecasts, market trends, overall community values, and the City's financial capacity.

Clear, consistent direction for the implementation of this plan is required in order for the City to achieve its vision. The responsibility for the implementation, monitoring, and review of the MDP rests with the City Council, committees of Council, administration, and (through their active involvement) the residents of Chestermere.

The MDP will be implemented through a variety of means and processes. The approval process of Area Structure Plans (ASPs), Area Redevelopment Plans (ARPs), and Outline Plans may be subject to the availability of resources. The City Council will determine the top priorities for public funding and phasing of development, in accordance with the City's annual and capital budgets.

The following policies outline the primary steps of implementation of the MDP.

1.2.1 Plan Adoption. Upon adoption by Bylaw of this plan, the policies contained within the plan will be in full force and effect.

1.2.2 Statutory Plan Conformity. All statutory plans adopted by the City shall conform to the MDP.

1.2.3 Non-Statutory Plan Conformity. All non-statutory plans adopted by the City shall conform to the MDP.

1.2.4 Municipal Planning Commission. The Chestermere Planning Commission shall be guided by the goals and policies of the MDP in making development approval decisions and in their recommendations to Council.

1.2.5 Subdivision and Development Appeal Board. The Subdivision and Development Appeal Board (SDAB) shall have regard to the policies of the MDP in making its subdivision and development appeal decisions.

1.2.6 Land Use Planning. The policies of the Land Use Concept will be further refined and implemented through the preparation, adoption, and application of MASPs, ASPs, ARPs, the Land Use Bylaw, and Outline Plans. Additionally, phasing of development shall be in accordance with efficient extension of infrastructure and the City's capital budget.

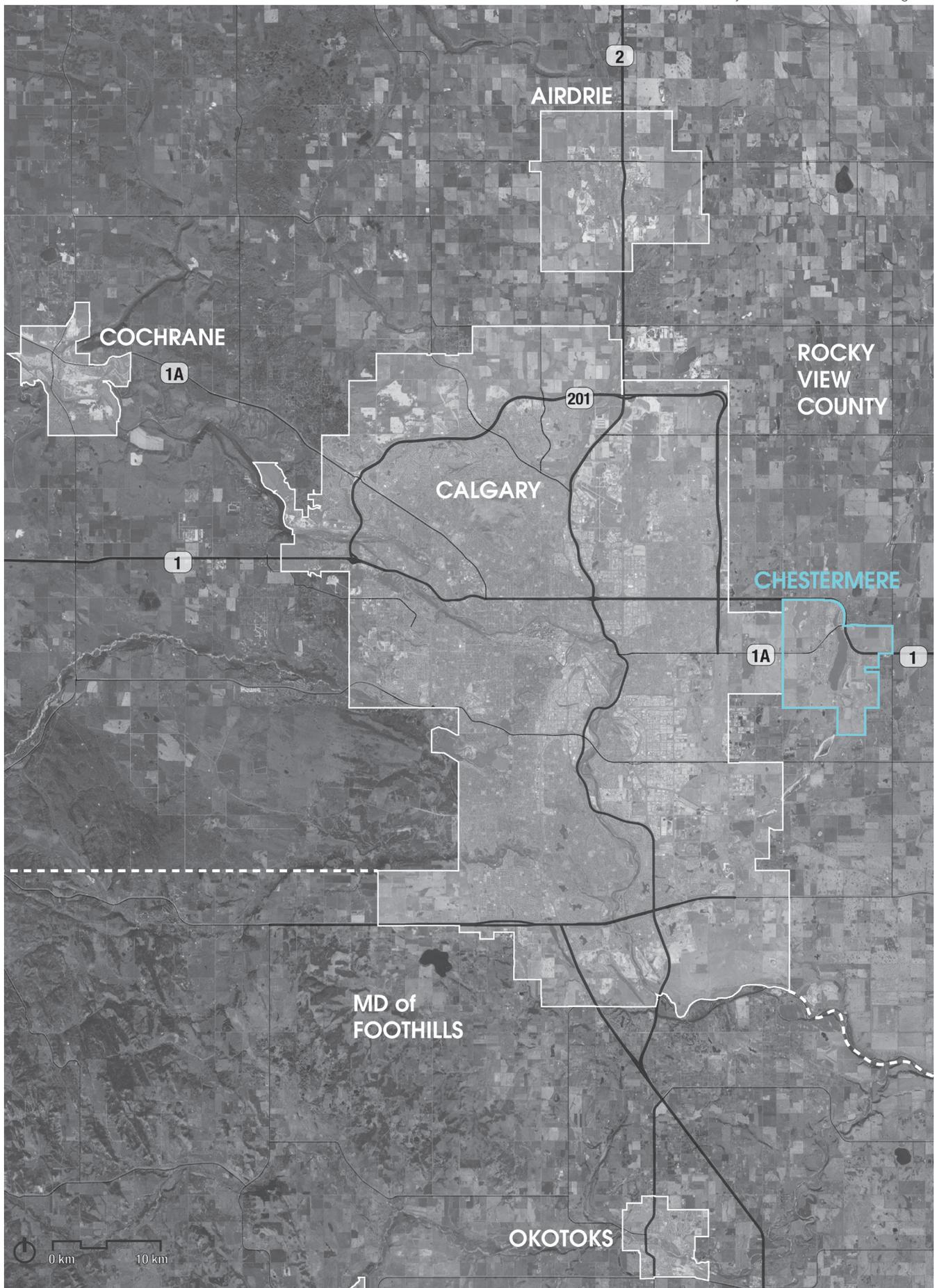
1.2.7 The Budgeting Process. This plan recommends activities and expenditures by the City to ensure successful implementation. Pursuant to the MGA, it is not the intention of this plan to commit City Council to funding decisions. A two-year budget shall be prepared to identify the actions and expenditures that may be taken to implement the policies of this plan. This budget shall be reviewed annually as part of the regular budgeting process and shall follow Council's requirements for public input through Council meetings and any other public engagement process the Council deems necessary.

1.2.8 Limitation. The MDP may be implemented through direct action arising from the preparation of future MASPs, ASPs, ARPs, Outline Plans, and/or Land Use Designation through the approval processes under the City's Land Use Bylaw, and through the authority of City Council, administrative staff, and appropriate city committees. These initiatives may be subject to the availability of resources as determined through the annual budget process.

While the MDP provides a plan and policies that work towards achieving a desired growth strategy over time, it should be noted that the Land Use Concept is intended to serve as a framework to guide future land use decisions; it is not intended to be interpreted or amended on a site-specific basis. All information on the map should be verified by consulting the text of the MDP, relevant statutory plans, and the Land Use Bylaw. Site conditions and/or constraints must be assessed on a case-by-case basis as part of subsequent development stages.

Figure 1: Regional Context Map

The City of Chestermere within the region.



1.3 REGIONAL PLANNING

The City of Chestermere recognizes the need for cooperative intermunicipal and regional planning due to the city's unique location within the Calgary Region. The city is surrounded on three sides by Rocky View County and is the only urban municipality that shares a common municipal boundary with the City of Calgary (refer to Figure 1: Regional Context Map). Good working relationships with neighbouring municipalities are important to ensure the efficient and cost effective provision of shared linear services within the region, to coordinate the planning of natural systems, to foster economic development, and to ensure compatibility between respective land use policies and transitional areas.

Coordinated intermunicipal and regional planning shall be fostered through two measures: (1) alignment with provincial legislation and regional plans, and (2) co-operative planning policy.

1.3.1 Alignment with Provincial Legislation and Regional Plans

Passed in 2009, the *Alberta Land Stewardship Act (ALSA)* directs the integration of provincial policies at the regional planning level and signifies a change in the land use planning and decision-making process in Alberta. Consequently, the *ALSA* is the supporting regulation for the implementation of the regional plans under the 2008 *Land Use Framework (LUF)*, which enabled the 2014 *South Saskatchewan Regional Plan (SSRP)*.

Enabled by the *ALSA* and *LUF*, the *SSRP* covers a distinct region that is generally defined as the area within the South Saskatchewan River basin. The purpose of the *SSRP* is to provide direction regarding land use and natural resources to achieve long-term economic, environmental, and social goals with the Plan area. As a part of the *SSRP* area, the City of Chestermere's future land use decisions must be consistent with the *SSRP*.

With a dedication to regional planning, the MDP also aligns with a second regional plan, the *Calgary Metropolitan Plan (CMP)*, approved in May 2014 by the Calgary Regional Partnership (CRP). The *CMP* is a regional plan for a sub-area of the *SSRP*. This Plan was developed to address regional issues and build, across the region, complete communities that respect the environment. As a partner in the CRP (a voluntary organization), the City has committed to aligning its growth and development strategies with the *CMP*.

A *Regional Context Statement* (See Appendix A) has been included in the MDP to identify how the City of Chestermere MDP aligns with current regional planning initiatives. The MDP's alignment with the goals and policies of the *SSRP* and the *CMP* are summarized in detail in *Appendix A. Regional Context Statement*.

Finally, decisions made by federal and provincial authorities, including the Alberta Natural Resources Conservation Board, the Energy Resources Conservation Board, and the Alberta Utilities Commission, supersede the policies contained within the MDP.

Figure 2: Regional Planning Areas

The maps below identify the CMP (top) and SSRP (bottom) regions, and Chestermere in relation to both the areas.



1.3.2 Co-operative Planning Policy

Chestermere will work with adjacent municipalities to address (but is not limited to) the following issues and opportunities related to intermunicipal co-operation:

- Adoption of planning principles and design guidelines for lands that abut a municipal boundary in order to maintain visually attractive development and coordinate engagement efforts for all adjacent landowners in the planning process.
- Identification of intermunicipal roadways, coordination of alignments, and adoption of agreed upon design standards for intermunicipal roadways, including collaboration on Conrich Road and Peigan Trail/Township Road 240 in future planning framework.
- Planning for longer term growth corridors.
- Connectivity of open space and pathway systems among the three municipalities (the City of Chestermere, Rocky View County, and the City of Calgary).
- Cooperation to expedite the preparation of a regional stormwater management plan.

The City will continue to maintain an open, working relationship with Rocky View County and the City of Calgary regarding implementation of Intermunicipal Development Plan(s) (IDP), other intermunicipal agreements, and matters of joint intermunicipal interest. The City shall subsequently adhere to the goals, policies, and procedures established within these IDPs or agreements, as well as participate with the review and updating of such plans or agreements. The City will also continue to maintain open, working relationships with First Nations and agencies (including irrigation districts, school boards, health authorities, etc.) that have a vested interest in the land use planning of Chestermere.

1.4 PLAN ALIGNMENT

The MDP will play an instrumental role in not only the coordination of overarching regional plans (e.g., the Calgary Metropolitan Plan) and local regulation (e.g., Area Structure Plans and the Land Use Bylaw), but also coordination between local documents. The MDP is influenced by the community vision and supported by integrated and complementary pillar documents which may be regulatory (statutory) or advisory (non-statutory) in nature. As outlined within the MGA, statutory plans refer to planning documents adopted through bylaw by City Council that provide land use planning direction. These documents can vary in scope but generally provide a policy perspective to local conditions. Statutory plans include IDPs, MDPs, ASPs, and ARPs. Advisory documents provide best practices and inform decision making within the City of Chestermere Council and administration. While not adopted through bylaw by City Council, these documents provide insight and additional information about various inputs that help to maintain and improve the well-being of local communities and their residents. Advisory (non-statutory) documents include Council adopted policy, such as the Recreation Plan, Social Plan, and Utilities Master Plan, among others.

In addition, the City of Chestermere applies regulatory documents, adopted through bylaw by City Council, that provide established criteria and rules regarding land use and development. These documents provide the criteria needed to evaluate individual proposals on a local site to ensure the health and safety of residents. Regulatory documents include the Land Use Bylaw, Municipal Servicing Standards and Provincial Building Codes. Figure 3: Alignment of Planning Documents depicts the hierarchical relationship between planning documents.

1.4.1 Master Area Structure Plans (MASP)

New development will be subject to a MASP (and/or an ASP) prior to development at the discretion of the City. The MASP will serve as a high level planning document and highlight significant development considerations to guide more detailed ASP and Outline Plan development. It will highlight significant development considerations, such as:

- Establish generalized mix of land uses;
- Master servicing and major transportation network;
- Master stormwater management;
- Major parks and open space concepts;
- Phasing of future ASPs; and
- Sustainable development initiatives.

1.4.2 Area Structure Plans (ASP)

The MGA provides for the preparation of the ASPs and their adoption by Bylaw. Developers and/or the City shall prepare Area Structure Plans which align with the MDP to the satisfaction of the City of Chestermere for all new developments within designated ASP boundaries (refer to Figure 4: Chestermere Area Structure Plans for existing and future planning areas). ASPs for existing acreage subdivision will be prepared by the City of Chestermere in consultation with landowners for the ASP areas. Each ASP shall address those matters identified in the MGA Section 633(2), as well as, but not limited to, the following points:

- Parks and open space, including ecologically significant areas;
- General servicing and utilities;
- Conflicts between incompatible uses;
- Impacts of additional population on public facilities and services;
- Provision of future school sites, as required;
- Interface with highway and railway rights-of-way;
- Land demand (residential and commercial);
- Phasing for future Outline Plans;
- Urban design and Design Guidelines;
- Community Vision;
- Sustainability standards; and
- Transportation network.

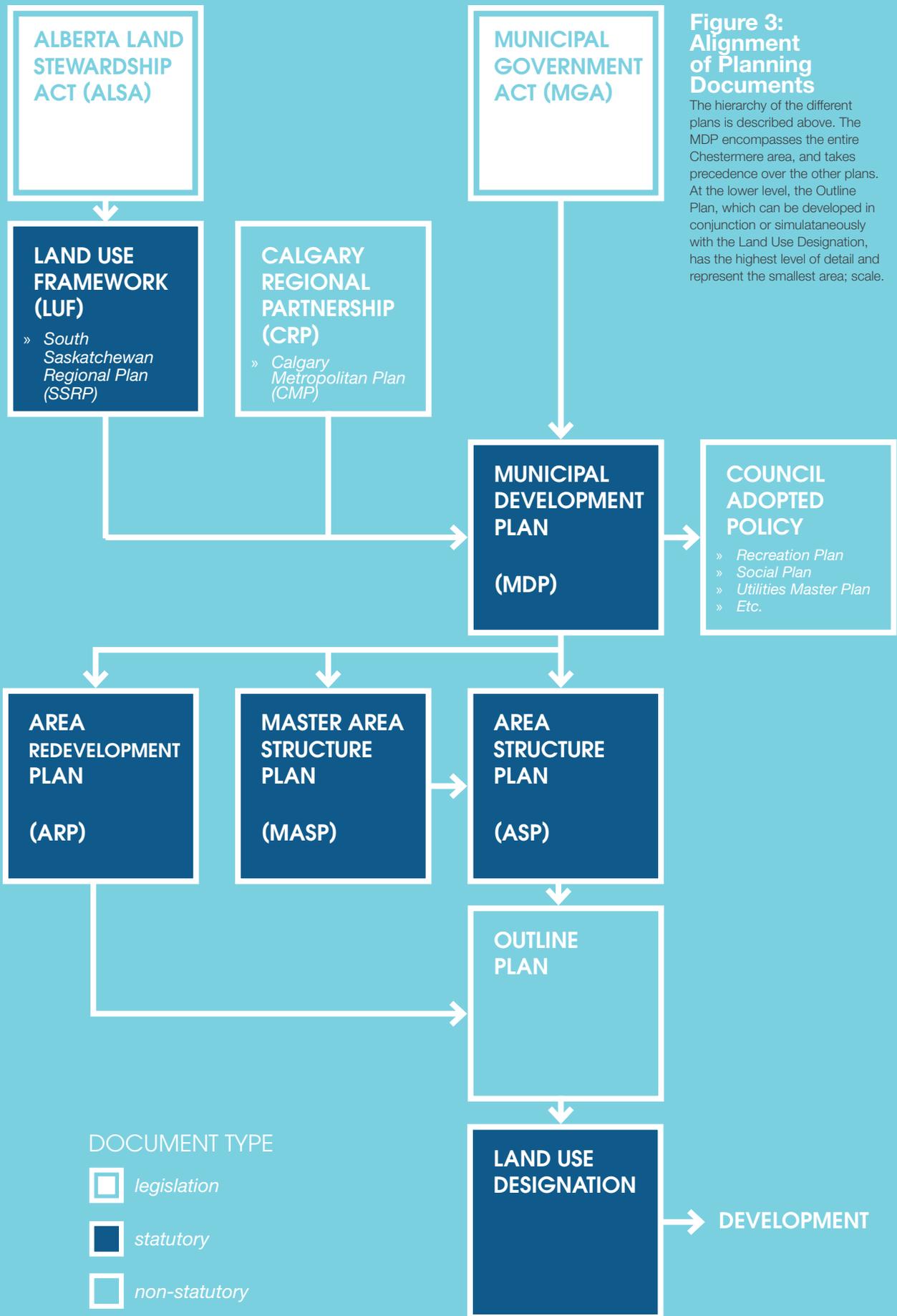


Figure 3: Alignment of Planning Documents

The hierarchy of the different plans is described above. The MDP encompasses the entire Chestermere area, and takes precedence over the other plans. At the lower level, the Outline Plan, which can be developed in conjunction or simultaneously with the Land Use Designation, has the highest level of detail and represent the smallest area; scale.

1.4.3 Area Redevelopment Plans (ARP)

At the discretion of the City Council, an ARP may be prepared for an area that is under pressure for extensive redevelopment or intensification. For example Downtown or other large areas of land that are to be redeveloped. City initiated, ARPs shall address those matters identified in the MGA Section 635, as well as, but not limited to, the following:

- Land use concepts;
- Urban design and built form, including compatibility with adjacent uses;
- Transportation and accessibility considerations;
- Community engagement;
- A fiscal impact assessment; and
- A servicing strategy that addresses any proposed replacements or improvements to municipal infrastructure.

1.4.4 Outline Plans

Outline Plans are not legislated under the MGA, but by City Council through the intent of the ASPs and the MDP. The Outline Plan process often occurs concurrently with the Land Use Designation and is typically prepared for all new subdivision and greenfield plans. An Outline Plan is the detailed plan and design for development of new, or redevelopment of existing communities. An Outline Plan area shall be informed by patterns of growth management that consider infrastructure capacity, servicing availability, environmental stewardship, and topography of land. Generally, an Outline Plan is within 320 acres (128 hectares) / two quarter sections, depending on growth management considerations, and justification for variation. More detailed than the ASP and ARP processes, Outline Plans shall address matters including, but not limited to:

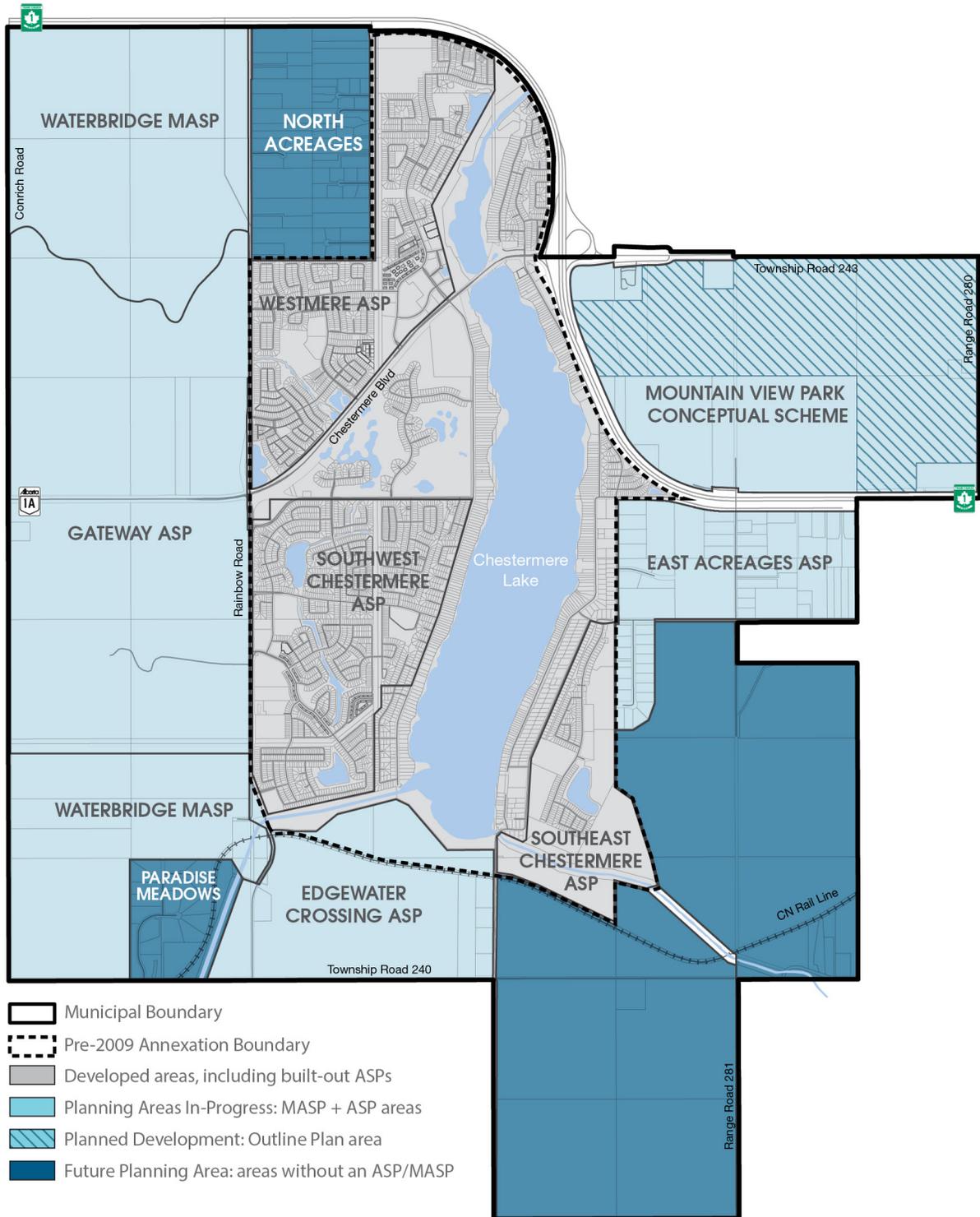
- Distribution of parks and school sites, as well as environmental and municipal reserves;
- Specific servicing and utilities;
- Major and minor transportation networks;
- Stormwater management;
- Land use plan at a minimum for the first phase (when not accompanied by a land use redesignation);
- A Concept Plan and general site layout;
- Subdivision Phasing;
- Urban design and Design Guidelines;
- Compliance with the ASP and MDP; and
- Sustainability initiatives.

1.4.5 Land Use Redesignation

Land Use Designation can occur simultaneously or distinct of the Outline Plan process. In this phase, land uses for individual parcels are designated in adherence to any applicable, overarching policy documents: the MDP, MASPs, ASPs, and ARPs. Land Use Bylaw amendment may be considered for innovative development demonstrating design excellence.

Figure 4: Chestermere Planning Areas

Master Area Structure Plans and Area Structure Plans; existing and future planning areas in the City of Chestermere, as well as the former, pre-2009 annexation city boundary.



1.5 PLAN INTERPRETATION

It is the intent of the City that this document (including the policies, tables, figures, and call-outs) constitute the MDP for the City of Chestermere. Graphics and appendices are provided for information purposes only and are not legally part of the plan unless otherwise stated. Revisions to these graphics, descriptions, and appendices may be undertaken without need for a plan amendment.

1.5.1 Where a policy is accompanied by a descriptive section, the descriptive section is provided for informational purposes, to enhance the understanding of the policy. Therefore, the policy should take precedence if an inconsistency of interpretation arises between the description section and a policy.

1.5.2 Interpretations of policies using “shall,” “should,” or “may” statements are as follows:

- Where “shall” is used in a policy, the policy is considered mandatory. Nevertheless, 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 the compliance impractical or impossible.
- Where “should” is used in a policy, the intent is that the policy is mandatory, but can be varied where unique or unforeseen circumstances provide for courses of action that would satisfy the general intent of the policy.
- Where “may” is used in a policy, there is a choice in applying the policy, through discretionary compliance or the ability to vary the requirements as presented.

1.5.3 Where a policy requires submission of studies, assessments, analysis or information, the exact requirements and timing of the studies, assessments, analysis or information shall be determined by the approving authority at the appropriate planning stage in accordance with this plan.

1.5.4 When the plan refers to “City” it means the municipal corporation of the City of Chestermere, the local government. When the plan refers to “city” in lower-case, it refers to the geographical area of Chestermere.

1.5.5 The following guidelines are provided for the interpretation of the policies of the plan:

Map Designations. The designation identified on the maps in this plan are intended to show general land use areas, the boundaries of which are subject to minor variation without amendment to this plan, except in the case of designation established by fixed boundaries such as roads, railway lines, watercourses, utility corridors, or where specifically fixed by a corresponding policy in the plan. Boundaries will be more precisely identified through ASPs and ARPs, and will be set at the Outline Plan and/or Subdivision level. In interpretation of the limits of any boundary, particularly those for environmental features, riparian areas, wetlands or mandatory setback areas (confined feeding operations and well heads), the City may specify the nature and extent of information required to define or interpret such limits. The final interpretation of the limits of any such feature or resource will be undertaken and/or approved by the City, the agency, or the Ministry responsible for identifying the resource.

Transportation and Servicing Corridors. The location of proposed roads and servicing corridors shown in maps in this plan are based on the most accurate information available at the time of plan approval. Minor changes to alignments or locations as well as intersection improvements may take place without amendment to this plan. In determining whether a MDP amendment is required, the City will have regard to the extent of the change, the impact of the change, and the intent of the existing policies.

Parks and Open Space. The location of parks and open space shown on the schedules of this plan area are considered to be approximate only. Locations and boundaries will be generally identified at the ASP and ARP level, and specified through the Outline Plan and Subdivision processes. Changes to locations may take place without amendment to this plan, unless specifically stated otherwise.

Delegation of Authority. Where the policies of this plan refer to City Council or the City, such policies are deemed to also refer to any committee, board, appointed officer or Municipal Planning Commission which has been delegated decision making and/or approving authority in accordance with the requirements of the MGA.

Numerical Figures. All numerical figures, including quantities, targets, and projections contained within this plan are based on the most accurate information available at the time of plan approval. It is intended that numerical figures contained within this plan be considered as approximate except where a corresponding policy in this plan specifically indicates the numerical figures are intended to be absolute. Amendments to this plan will not be required to permit any update or any reasonable deviation from any of the numerical figures provided the general intent of the plan is maintained.

Map Symbols. Symbols are not intended to represent the geographic extent of the corresponding designation, feature, or facility. Symbols appear on plan figures to illustrate the approximate location of features such as mixed use areas, employment nodes, transit hubs, regional parks, and regional infrastructure facilities. Amendments to the Land Use Concept will not be required to change the general location of such symbols provided the general intent of the Land Use Concept is maintained.

1.6 PLAN ORGANIZATION

The Municipal Development Plan is organized into three major components:

- **Parts 1 and 2** contain the purpose, legal basis for the Plan, regional context, historical overview, the vision, mission and principles.
- **Parts 3 - 5** contain the goals, objectives and policies adopted by Council to direct the future physical, social and economic development of Chestermere.
- **Part 6** describes the mechanisms and instruments available to evaluate, amend, and implement the policies contained in the MDP.

PART 2

VISION

2 VISION

2.1 COMMUNITY VISION

The vision, mission, and principles outlined in this section were used to develop the policies found in the MDP. In combination with a set of land use goals, the vision, mission, and principles help interpret the intent of the MDP policies and make decisions on issues and developments that may not be specifically addressed in the policies. The vision and principles for the MDP were re-affirmed and updated after a review of the 2009 MDP and input gathered through recent public engagement on community values and aspirations (refer to Figure 5: MDP Engagement for a complete overview of public engagement events).

2.1.1 Vision Statement

As a lakeside, recreational community, the City of Chestermere promotes a safe, family-oriented, and sustainable environment.

2.1.2 Mission Statement

Through innovative planning and community consultation, Chestermere is building an exceptional place to call home for people of all ages, employers, and local area businesses.

Figure 5: MDP Engagement.

Three primary stakeholder groups were identified for the engagement process: the City Council and Staff, the Working Group, and the Public.



2.1.3 Principles

Principles are statements, developed in conjunction with the City Council and the public to provide high level instruction for achieving the MDP vision and mission statement. The following principles guided the development of MDP policies and act as the foundational priorities and values for Chestermere to shape future growth and guide development.

1. Community with a sense of place.

Chestermere's tranquil setting, connection to the outdoors, and recreation-focused lifestyle is unique within the Calgary region. Welcoming, friendly neighbourhoods and a sustainable local economy are the foundations of our enduring community. Creative design, amenities, and infrastructure celebrate strong communities, building from valued gathering places like front porches, pathways, and the lake that connect residents to each other.

2. Daily needs are met in Chestermere.

Shopping, work, cultural, institutional, community health and social services, and post secondary educational opportunities are local destinations. These destinations are connected to residential areas through the careful planning of higher-density regional and small-scale local mixed-use commercial areas. Walking, cycling, driving, and transit options enable residents to easily move around the city and the region.

3. Live and work in Chestermere.

A diversity of housing, housing affordability, and employment opportunities will create fiscal sustainability through a balanced tax base and local jobs for residents. Primary employment areas are located in strategically dispersed business parks that are connected to neighbourhoods by pathways and transit.

4. Wise stewardship of shared spaces.

Recreation 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 will contribute to the outstanding quality of life for residents and visitors alike. To ensure that environmental systems flourish, new development is guided by principles of sustainability and smart growth that promote an ethic of wise resource use and stewardship.

2.2 COMMUNITY CONTEXT

The City of Chestermere began as a small summer village along the shores of Chestermere Lake. On January 1, 2015, the community, with a population of 17,203 residents (2014 census), officially became the City of Chestermere. Residential development is the predominant land use within the city, although the existing downtown area has been growing quickly in recent years with local population growth. Chestermere's close proximity to the City of Calgary has marked Chestermere as a popular alternative, residential location for those who work or shop in Calgary. As a result of a recent annexation, the west boundary of Chestermere is now contiguous with the eastern boundary of the City of Calgary.

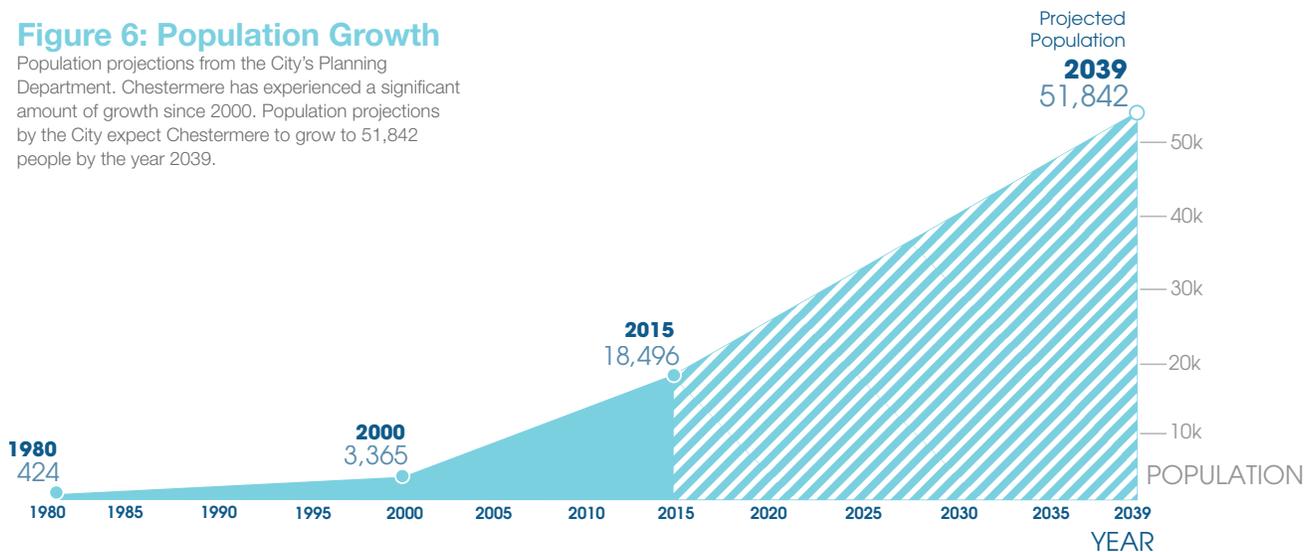
Chestermere is close to eastern Calgary regional employment areas and regional freeways, such as the Highway 1 and the new Stoney Trail Ring Road. The city is surrounded to the north, east, and south by lands in Rocky View County. Given its key location in a strong regional growth corridor, Chestermere is expected to continue its high rate of growth and development over the next 25 years.

Chestermere has a history of cooperation with adjacent municipalities. The City of Chestermere coordinates water and sanitary sewer services with the City of Calgary. The City of Chestermere also provides a number of services (e.g., fire, social and health services) for Rocky View County.

The City Council and citizens of Chestermere are committed to developing a community in which residents can pursue a well-rounded lifestyle with a thriving local economy and community-oriented neighbourhoods. The role and responsibility of the City in achieving community goals is to provide the physical and social infrastructure that will sustain healthy growth and development for existing and future residents. The MDP expresses the commitment of the City of Chestermere to consult with residents and to establish policies that will realize these community goals.

Figure 6: Population Growth

Population projections from the City's Planning Department. Chestermere has experienced a significant amount of growth since 2000. Population projections by the City expect Chestermere to grow to 51,842 people by the year 2039.



2.3 GROWTH TRENDS

The City of Chestermere has undergone a high rate of growth as it evolved from a summer village to a city. Strong growth throughout the Calgary region has created significant interest in land development, and both the City of Calgary and Rocky View County are planning development close to Chestermere. Providing for the continuing success of Chestermere will require a consistent approach to manage growth.

- According to the 2014 municipal census, the city has a population of 17,203 residents. This represents a 13% average growth rate per year from the 1996 Chestermere population of 1,911, and a 9% increase from the 2013 municipal census population of 15,762.
- The population of the city is projected to increase considerably in the future. Population projections by the City have indicated that the city may grow to over 51,000 residents by 2039 (refer to Figure 6: Population Growth). While actual outcomes may differ, future planning must look to accommodate a significant increase in the number of city residents.
- An increase in non-residential development (including retail, business park, and industrial uses) in the city will be required in the future. In 2013, the non-residential portion of the municipal tax base was 4%, indicating that only a small amount of employment uses can be found in the city and most tax revenues are drawn from residential lands. As the city expands in the long term, the lack of a non-residential tax base will put pressure on municipal budgets, potentially impacting services and residential property taxes.
- Annexations have expanded the area available for development over time. In 1995, the City of Chestermere annexed 1,373 acres of land to accommodate 30 years of growth to a population of 9,000 by 2025. This significantly underestimated the rapid growth in the area, with the population reaching 9,564 by 2006 and all lands within Chestermere absorbed by new development by 2010. A second annexation in 2009 expanded Chestermere by an additional 6,316 gross acres of land for additional development, which is projected to be sufficient to meet growth needs over the next 30 years.
- Portions of the areas annexed by Chestermere in 2009 represent existing country residential neighbourhoods that were previously part of Rocky View County. Given the challenges of integrating lower density residential areas into an urban community, a series of Area Structure Plans are under development to encourage long-term infill and intensification in these neighbourhoods.
- The Waterbridge Master Area Structure Plan outlines the development concept for about 2,400 acres of undeveloped lands in the western part of Chestermere, a portion of the 2009 annexation, refer to Figure 4: Chestermere Planning Areas. This represents a significant expansion of the city, with future development in this area envisioned to be primarily residential, with supporting commercial, business park/employment areas, and institutional uses.

2.4 SUSTAINABILITY APPROACH

Canadian cities and towns are striving to maintain and improve the quality of life for present and future generations. Sustainability provides an important foundation for the MDP. The concept of sustainability seeks to ensure that urban development will produce lasting social, economic, and environmental benefits for existing and future residents of Chestermere and the region.

The City Council recognizes that a move to more sustainable growth patterns will necessitate changes. The future community will benefit greatly from implementation of sustainable development initiatives. The challenge will be to achieve more sustainable land use and development patterns, while retaining the key elements of the existing neighbourhood and recreational land use character that is highly valued by City Council and existing residents.

A sustainable community is one that sustains its quality of life and accommodates growth and change by balancing long-term economic, environmental, and social needs. The key elements of a “Made in Chestermere” approach for sustainability are derived from an extensive community survey, input from a MDP Planning Advisory Committee (with broad representation from all sectors of the community), and input received through the MDP public consultation process. Key elements of Chestermere’s approach to sustainability include initiatives related to environmental, social and cultural, economic, and governance themes. Specifically, the MDP aims to reduce Chestermere’s environmental footprint by:

Incorporating green building and design standards into all new communities, buildings, and municipal practices.

- Minimize the impact of building footprints, parking lots, and other impermeable surfaces through stormwater management and low impact design (LID), such as bioswales, grass swales, stormwater collection and reuse, and alternative paving methods.
- Balance the provision of vehicular infrastructure with other forms of mobility.
- Emphasize alternative forms of mobility, such as regional and local transit, and pedestrian/bicycle pathways.
- Encourage a multi-disciplinary approach from design to implementation for information sharing and to push for innovation in green building and design standards. An education component for City Staff, developers, builders and home owners is essential for success.

Fostering a socially and culturally cohesive and inclusive municipality, with a more diverse range of educational and cultural opportunities.

- Build a distinctive “sense of place” by providing guidelines and encouraging private initiatives that promote inclusion and enhance the community character and identity.
- Build a family-oriented community where residents can live, work, and play by accommodating more commercial, cultural, and recreational opportunities.

- Create high quality buildings, public facilities, and complementary public spaces in centralized, higher-density, mixed-use activity nodes.
- Identify and recruit key educational and cultural activities.

Increasing the range of local economic opportunities.

- Designate and maintain an inventory of lands intended for employment areas.
- Identify and recruit appropriate businesses in order to increase the non-residential tax base. Success in this initiative will support the provision of high quality public and recreational amenities, while maintaining lower residential tax rates.
- Provide for a range of clean, low impact business types in order to provide diverse employment opportunities within a stable, resilient local economy.
- Increase the social infrastructure required to maintain and grow the quality of life of residents and the overall community.

Providing effective governance.

- Participate in regional and intermunicipal initiatives.
- Monitor, evaluate, and update City policies and procedures to reflect changing conditions.
- The City of Chestermere will take a lead role in delivering these elements of a sustainable community. Success in these endeavors will be measured by the satisfaction of future residents who will live, work, shop, and play in Chestermere.

PART 3

LAND USE

3

LAND USE

Figure 7: Four Land Use Areas

1. Residential Neighbourhoods
2. Mixed Use Commercial
 - Downtown
 - Centre
 - Neighbourhood
 - Corridor
3. Employment Lands
4. Parks and Open Space

3.1 LAND USE CONCEPT

The land use concept (refer to Figure 8: Land Use Concept) illustrates a generalized land use framework for the City of Chestermere that accounts for regional context, natural and future man-made constraints, historical development patterns and the most efficient and economic extension of roadways and infrastructure. Four overarching land uses: *Residential Neighbourhood*, *Mixed-Use Commercial*, *Employment Lands*, and *Parks and Open Space*, together, form the vision for Chestermere’s future development and growth. Adhering to the MDP principles, the goals and policies outlined in subsequent sections will guide the development of Chestermere to meet its vision for the future.

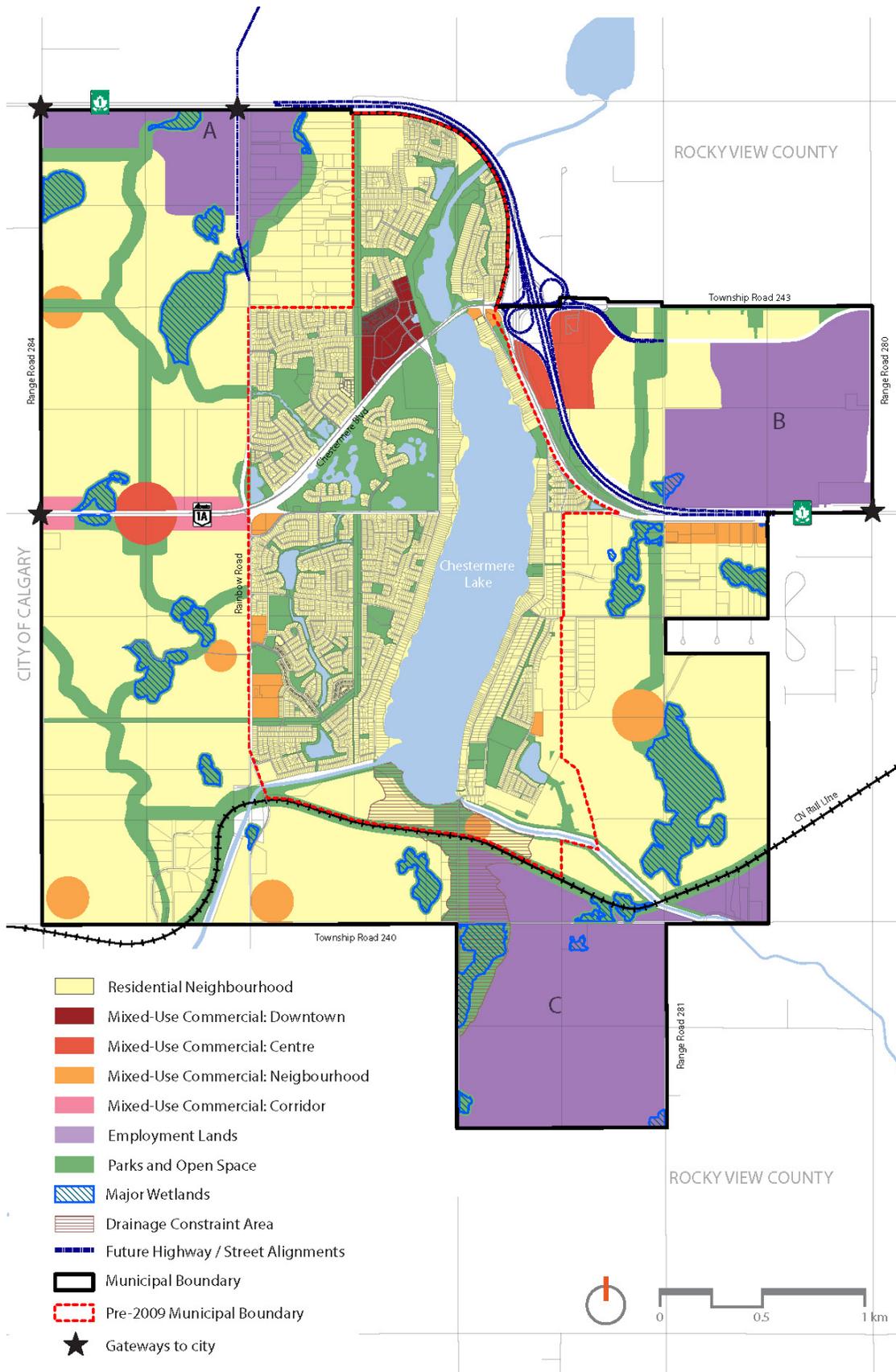
Residential Neighbourhoods are designed to reflect distinct areas and provide a range of housing forms including low density (single-detached, semi-attached, and duplex), medium density (multi-attached and stacked townhouses and mixed use less than 3 storeys), and high density (stacked town houses and mixed-use over 3 storeys, and apartment buildings). Residential Neighbourhoods should include “neighbourhood nodes”, which are defined as the dense mixed-use heart of a community where differing land uses such as residential, parks and open spaces, mixed-use, commercial, and institutional are integrated. Collectively, this range of land uses contributes towards creating a complete community. Neighbourhood nodes should accommodate denser forms of residential development and the potential inclusion of Mixed-Use Commercial: Neighbourhood.

Mixed-Use Commercial is comprised of four sub-categories – *Downtown*, *Centre*, *Neighbourhood*, and *Corridor* – that address different commercial scales and intensity. *Mixed-Use Commercial: Downtown* is the community center and focal point for civic and commercial activity. It also provides a regional destination that is transit and pedestrian-

Figure 8: Land Use Concept

Figure 8 may be subject to change.

The boundaries of general land use areas are subject to minor variation (without amendment to this plan) and will be more precisely identified at the ASP / ARP level and set at the Outline Plan and/or Subdivision stages. Refer to 1.5 Plan Interpretation for further detail regarding plan and map interpretation.



Regional Retail caters to the regional needs and “lifestyle” pursuits of consumers in its trading area. It has an open-air configuration and typically includes at least 50,000 square feet of retail space. Other elements differentiate the lifestyle centre role as a multi-purpose leisure-time destination, including restaurants, specialty food stores, entertainment, and design ambience and amenities, such as fountains and street furniture that are conducive to casual browsing. It may be anchored by a large-format speciality store, a smaller version of a “big box” store and/or entertainment venues, such as cinemas.

Source: International Council of Shopping Centres (ICSC) Canadian Retail Real Estate Standards - “Lifestyle Centre” definition, December 2010.

oriented. The Mixed-Use Commercial: Centre land use provides regional and city-wide retail and services acting as key community nodes. The *Mixed-Use Commercial: Centre* land use is aimed at cultivating key community nodes to act as anchors on either side of the downtown. The *Mixed-Use Commercial: Neighbourhood* comprises pedestrian-oriented development that is small-scale mixed-use, meeting neighbourhood retail and professional services needs. Finally, *Mixed-Use Commercial: Corridor* considers corridors as gateways into communities that also act as major transit and pedestrian thoroughfares.

Employment Lands emphasize single uses, such as corporate or multi-use office, industrial, and power centres. There are three areas identified as *Employment Lands*, Area A to the northwest, Area B to the northeast, and Area C to the south. Each area leverages adjacent amenities, including highways, a railway, and existing commercial corridors, to identify the best and most appropriate development for the context.

Parks and Open Space is intended to permeate communities to create an integrated system that fosters “recreational capital.” Design of green spaces will focus on drainage function, but also serve school sites and other public service uses, such as public recreation spaces and a city-wide trail network.

A **Drainage Constraint Area** has been identified at the south end of Chestermere Lake. The area was defined by UMA Engineering in a March 3, 2004, letter to the Western Irrigation District on the basis of two dam inundation studies that mapped the potential flooding that would occur following a dam breach or overtopping. The WID is currently in the process of updating the dam safety report. Any development proposals in this area shall require additional review to address dam safety and the drainage constraints to the satisfaction of the City and Western Irrigation District.

3.2 LAND USE GOALS

General

1. Create, update, and implement design guidelines to assist developers in building new development that is sensitive to context and consistent with the policies of the MDP, while allowing for quality, creativity, and innovation.
2. Ensure that during the duration of the MDP, communities are developed with respect to density and intensification targets outlined in the Calgary Metropolitan Plan.
3. Implement a range of green technology initiatives, such as energy-efficient building design, water conservation practices, low impact development, and stormwater management techniques.

Residential Neighbourhood

4. Enhance the social, environmental, and fiscal sustainability of Chestermere by creating healthy, livable, and complete communities.
5. Enable community design that promotes mobility for all age groups through a

range of travel modes.

6. Protect the city's existing community character during gradual infill and intensification.
7. Promote efficient urban form as a means of optimizing existing infrastructure, encouraging efficient use of land and resources, and protecting open space and environmental areas.
8. Achieve high quality housing and community design that offer a range of housing options to meet a broad range of community needs.

Mixed-Use Commercial

9. Accommodate commercial development in a manner that meets the needs of residents and improves residents' ability to take transit, walk, and cycle to mixed-use commercial nodes.
10. Mitigate the environmental and community impacts of larger-scale, commercial development through a vibrant public realm and comprehensive open space network.
11. Create a system of hierarchical, mixed-use commercial areas that also serve as public gathering spaces for residents.

Employment Lands

12. Ensure fiscal sustainability, over the long-term, by maintaining a supply of flexible employment lands that can attract a variety of businesses and industries, and balance the tax base to meet the goal of the City's *Economic Development Strategy*, to grow the non-residential assessment ratio.
13. Increase opportunities for new businesses and local employment in serviced and integrated employment lands adjacent to key transportation corridors.

Parks + Open Space

14. Act as stewards of the environment, by protecting and integrating natural areas in new development and making land use decisions that maintain environmental quality for future generations.
15. Provide a high-quality park and open-space system to meet the diverse needs of Chestermere residents, with opportunities for people of all abilities, age, and income groups to actively participate in recreation and cultural programs and activities.
16. Plan for and acquire lands for an interconnected, comprehensive park and open space system that links *Residential Neighbourhood*, *Mixed-Use Commercial*, *Employment Lands*, and Chestermere Lake, and provides a balanced distribution of active and passive recreation opportunities throughout Chestermere.
17. Enhance the access and experience of Chestermere Lake for all residents and visitors.
18. Create a vibrant, pedestrian friendly public realm with high quality public spaces.

3.3 GENERAL LAND USE POLICY

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.

3.3.1 Planning Process

3.3.1.1 With the exception of interim uses in *Employment Lands*, new development shall be subject to the following policies. For further description of the statutory authority of this MDP and the planning process, see *Section 1.2 Enabling Legislation*.

3.3.2 Growth Management

3.3.2.1 The City shall monitor demographic trends within Chestermere and the surrounding region, and take appropriate land use planning action to respond to changing conditions.

3.3.2.2 The City should ensure an appropriate supply of land and infrastructure to accommodate future growth within city boundaries.

3.3.2.3 Development shall be guided through comprehensive planning under the planning City's planning hierarchy. The required transportation, servicing infrastructure and community services shall be in place to support the development to the satisfaction of the City.

Complete Communities are planned and designed with a mix of uses, within close proximity, to support everyday needs for a variety of lifestyles to live, work, shop, learn, and play. This includes a range of housing options that can accommodate a diversity of incomes and household types for all stages of life, as well as jobs, local services, schools, recreation, and open spaces.

3.3.3 Design

3.3.3.1 Urban Design

3.3.3.1.1 The City should create design guidelines and policies to promote the integration of new and existing development that respects the City's form and character while encouraging complete communities. These design guidelines and policies shall be established during the ASP or ARP process to achieve design excellence and guide more detail design at Outline Plan and Subdivision.

3.3.3.1.2 The City should encourage urban design that acknowledges that Chestermere is a winter city, allowing residents to enjoy the city in all seasons.

3.3.3.1.3 The City should ensure that the design of buildings, open space, pathways, and parking areas address safety and crime prevention through urban form, design, and landscape architecture.

3.3.3.1.4 The City should improve entranceways and gateways to the city, city centres, and neighbourhoods through the establishment of urban design guidelines that include spatial features such as lighting, enhanced landscaping, public art, and signage that enhance Chestermere as a whole.

3.3.3.1.5 Appropriate landscape design and Streetscaping such as decorative fencing and/or other buffering features shall be provided at the interface of differing land uses.

3.3.3.1.6 The design of new development shall have direct regard to neighbouring uses and be designed to minimize impacts on adjacent lands.

Crime Prevention through Environmental Design (CPTED) involves the design and use of the built environment to reduce fear and incidence of crime, and generally improve public safety and the community's quality of life.

Figure 9: Elements of Urban Design

Elements of urban design can be used to achieve Chestermere's vision to create distinctive neighbourhoods that respect existing city character.

Elements of urban design to be taken into account to achieve design excellence:

Connectivity + walkability

Animation + activity

Sustainability + liveability

Historical + geographic elements

Arrangement of built form

Wayfinding + gateways

Landscaping

Innovation

Diversity

Transitions + buffers

Architectural elements + materials that support both functional and aesthetics

3.3.3.1.7 Buildings that achieve heights of four (4) storeys or more should meet the following conditions:

- Active and permeable at-grade uses / building frontage;
- Sited at key locations, such as near local shops and amenities, community recreation facilities and amenities, and regional transit location; and
- Provision of underground and/or structure parking, when possible and feasible.

3.3.3.2 Sustainable Design

3.3.3.2.1 Development should incorporate sustainable development initiatives, when possible and feasible, including (as appropriate) green building and design standards, stormwater management best practices, and water and energy saving initiatives. These initiatives will be incorporated through sustainable development policies and design guidelines established in the ASP / ARP process. Any new development and subdivision proposals will be evaluated with regard to these guidelines.

3.3.3.2.2 The City should, as part of a future Land Use Bylaw review process, update landscaping standards for public and private lands to make them more environmentally sustainable and reduce maintenance costs.

3.3.3.2.3 Since transportation and land use planning are key components to establishing a more sustainable urban form, the City should encourage growth patterns that can utilize existing or planned infrastructure capacity and reduce overall travel demand.

3.3.3.3 Universal and Barrier-Free Design

3.3.3.3.1 Development should incorporate universal and barrier-free design features within the entire built environment – buildings and the public realm – that enhance accessibility for low mobility and disabled residents whenever possible.

3.3.3.3.2 The City should, through the ASP / ARP process, promote the development of roadways and pathways that are designed and operated to enable safe access for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Additional details are provided at Outline Plan stage.

3.3.4 Historical Preservation

3.3.4.1 The City may maintain an updated inventory of heritage properties and sites, including significant archaeological sites, buildings, and cultural resources.

3.3.4.2 The City should ensure that development on sites adjacent to heritage properties is carried out in a manner that is compatible in terms of height, mass, setbacks, and overall architectural treatment.

3.3.5 Municipal Government Act Mandated Policies

3.3.5.1 Sour Gas

Under Section 632(3)d of the MGA, the MDP is required to contain policies compatible

with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities.

3.3.5.1.1 The City shall monitor proposals for new facilities related to the production, collection, and distribution of oil and gas in the city and its proposed growth areas.

3.3.5.1.2 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 appropriate safety setbacks and emergency response shall be considered prior to any changes in existing city boundaries, with regard to location and timing.

3.3.5.1.3 The siting of any new urban development shall adhere to the Alberta Energy Regulator (AER) setback standards.

3.3.5.1.4 At its discretion, the City shall reserve the right to apply more stringent setback requirements than the AER, for the siting of urban development within the vicinity of sour gas facilities and infrastructure.

3.3.5.2 Agricultural Operations

Under Section 632(3)f of the MGA, the MDP is required to contain policies respecting the protection of agricultural operations.

3.3.5.2.1 The City should contribute to the protection of any existing agricultural operations by maintaining appropriate definitions and land use designations in the Land Use Bylaw.

3.3.5.2.2 The City should promote orderly and efficient urban expansion to prevent premature subdivision and fragmentation of agricultural land during development and future growth planning.

3.3.5.2.3 The City should encourage local food production by maintaining and expanding farmers markets, facilitating the development of community gardens and Community Supported Agriculture (CSA), and enabling urban agriculture at the micro-farm scale, as methods of improving food security for the city and its residents.

3.3.5.3 Municipal Reserves

Under Section 632(3)e of the MGA, the MDP is required to contain policies respecting the provision of municipal, school, and municipal and school reserves, including, but not limited to, the need, amount of land allocation of those reserves, and the identification of school requirements in consultation with affected school boards.

3.3.5.3.1 As per Section 671(2) of the MGA, 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. Triggered by an application of subdivision, the municipality shall require the dedication of no more than 10% of the land or after subtracting any land taken as environmental reserve (See Section 666). Within residential areas the dedication of land is preferred. However, additional land may be sought, where population densities warrant it (See Section 668(2)).

3.3.5.3.2 The general location and distribution of municipal reserve land shall be determined at the ASP stage, with emphasis placed on the provision of useable open space.

3.3.5.3.3 Due to the regional nature and community-wide benefit of certain regional institutions and recreation infrastructure, a cash-in-lieu contribution, MR land transfer or a percentage of the required MR land dedication will be considered at the time of Outline Plan/Land Use Re-designation from new developments which are located within the defined catchment area.

3.3.5.3.4 In situations where the full MR land dedication is not required by the City for non-residential commercial and industrial developments, a cash-in-lieu contribution, or equivalent, from new developments will be considered at the time of Outline Plan/Land Use Re-designation; and this contribution will be allocated for future recreation infrastructure development.

3.3.5.3.5 The lands surrounding storm ponds between the 1:100-year flood line level and the 1:25-year flood line level will be considered as PUL; however, MR dedication may be considered provided that:

- The proposed municipal reserve area is required to be a useable and functional space.
- The developer agrees to provide trail surfacing, landscaping, and other structures or amenities to the City.
- There is an identified need in the community for this type of recreational space.
- Neighbourhood amenities and park service and space requirements elsewhere in the neighbourhood are not compromised.

3.3.5.3.6 Non-contributing space will not be included in the calculation of municipal reserve.

3.3.5.3.7 During the MASP and ASP processes, the City shall work with the school authorities to determine, based on growth and life-cycle enrollment projections, the need for additional school sites and the proportion of municipal reserve to set aside as school reserve, retaining ownership of the site until such time as the site is required for construction of a school.

3.3.5.3.8 The City shall collaborate with school authorities on locating joint school and municipal facilities, and developing joint use agreements for these facilities. Sites and facilities should be designed and located in a manner that optimizes municipal reserve land and facilities.

3.3.5.3.9 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.

3.3.5.3.10 School sites will be identified at the ASP stage with additional details at Outline Plan stage showing site and lot configuration, as well as demonstrate 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.

3.3.5.3.11 The City will support initiatives to improve local access to post-secondary educational opportunities.

Non-contributing space

includes utility strips, grassed intersections, left-over green space, awkward locations and spaces too small for meaningful public use; and those areas that are left over parcels of land after the development and construction process that have no real connection to the community or another type of open space.

3.4 RESIDENTIAL NEIGHBOURHOOD

Residential Neighbourhood (refer to Figure 8: Land Use Concept) is intended to create complete communities with distinct characteristics, boundaries, and elements that form livable, vibrant neighbourhoods and identity. Key components to designing successful communities are: housing choice, compact urban form, public realm, parks and the integration of natural spaces, cost-effective infrastructure, local commercial development, walkability, transit access, and the protection of environmentally and culturally significant areas. Together, these elements create safe, accessible communities for all ages with an active public realm that facilitate community cohesion.

At the community scale, the integration of *Mixed-Use Commercial: Neighbourhood* – through appropriate siting of complementary uses and intensity transitions – is critical to maintaining the economic viability of local businesses and community services, and fostering long-term community sustainability. Small-scale local commercial uses (such as corner stores or day cares) within *Residential Neighbourhood* are strategically placed to meet residents' needs, support community walkability, and foster community vitality. The following policies shape a vision for future residential development in Chestermere that is family friendly, community-oriented, and sustainable.



CASE EXAMPLE - Residential Neighbourhood
Rainier Vista | Seattle, WA | USA

Source: SVR Design | Above the Rest Aerial Photography | www.svrdesign.com

Walkability Catchment is the mapped walkable network - typically, a 400 metre, 5-minute walk - from a destination. Depending on the streetscape and destination, most people are comfortable walking 400 metres regularly. For more information, reference the Calgary Regional Partnership's **Greenfield Tool Box: Walkability Catchment**.

A **Secondary Suite** is 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.

Attainable Housing is housing provided slightly below market value based on partnering of resources between public and private agencies.

Affordable Housing is typically subsidized or non-market housing for low-to-moderate income households.

3.4.1 General Residential Neighbourhood Policy

3.4.1.1 Residential Neighbourhood shall generally be located as illustrated in Figure 8: Land Use Concept.

3.4.1.2 Mixed-use Commercial: Neighbourhood should be planned in conjunction with *Residential Neighbourhood*, to provide opportunities for local conveniences and community services (such as day care facilities, libraries, places of worship, etc.) at a community scale and maximize walkability catchment. These uses should be local serving, located on street corners to maximize walkability and vehicle accessibility. Additionally, when possible, they should be adjacent to higher density residential and/or parks and open space, and designed to promote a sense of place. The size, location, and type of use will be approved at the discretion of the City.

3.4.1.3 Efforts to maximize community walkability and permeability shall be demonstrated at the Outline Plan level through a Walkability Catchment that illustrates residents' accessibility to local commercial services, mixed-use commercial nodes, and/or community amenities (i.e. schools, libraries, parks, and open spaces).

3.4.2 Housing Diversity

3.4.2.1 Residential Neighbourhoods should provide for a mix of housing types with low, medium and high density forms. They should include single detached, attached (duplexes, townhomes, and secondary suites), multi-residential development, live-work, mixed-use, as well as a range of unit sizes to support a diversity of choice and affordability to meet the needs of all demographic, age, and income groups.

3.4.2.2 The City should develop a Housing Strategy to consider housing demand and future supply in relation to demographic trends. This analysis will inform housing mix within Residential Neighbourhoods and land use planning.

3.4.2.3 The City shall regularly monitor changing local housing needs and its progress in addressing them. Housing choices should be encouraged through:

- Infill development;
- Policies that allow secondary suites; and
- Promotion of innovation in alternative planning and engineering standards.

3.4.2.4 In collaboration with the private sector, non-profits, and other government agencies, the City may facilitate opportunity for residential development that offers alternative building form and tenure such as attainable housing and/or affordable housing.

Intensification is 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.

3.4.3 Re-Investment in Existing Communities

3.4.3.1 The City shall support *Residential Neighbourhood* by encouraging intensification efforts of existing development. Intensification should:

- Emphasize the existing community character;
- Encourage neighbourhood re-investment; and
- Maximize the use and viability of existing services and facilities.

3.4.3.2 Infill, redevelopment, and intensification will be encouraged throughout existing communities in *Residential Neighbourhood*, if the development:

- Is contextually integrated and complementary with the existing character;
- Appropriately transitioned between low-density residential areas and more intensive, multi-residential or commercial areas; and
- Is supported with services and infrastructure.

3.4.3.3 The City shall encourage infill development to meet the Calgary Metropolitan Plan's intensification target – at least 25% of new population growth should be accommodated within existing, developed areas.

3.4.3.4 Infill development shall retain and reinforce the character and features of *Residential Neighbourhood*, as well as enable the integration of neighbourhood-level employment opportunities, such as home-based businesses and live-work uses, in cases where those land uses are complementary with existing structures and land uses.

3.4.3.5 To facilitate small business opportunities, the City may permit the conversion of residences for small-scale offices, business services, personal services, and cottage industry within existing communities. These conversions shall be subject to servicing availability and designed in a manner which maintains the scale, appearance, character, and compatibility with the surrounding area.

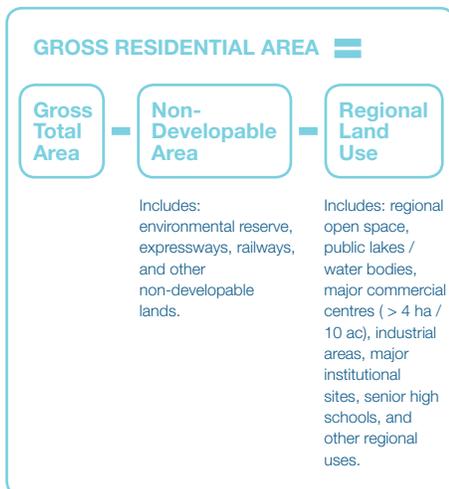
The **Calgary Metropolitan Plan (CMP)** recommends that new development “achieve a minimum density of eight to 10 units per gross residential acre, and encourage higher densities where achievable.”

3.4.4 Planning New Communities

3.4.4.1 The average residential density, established at the ASP level shall be eight (8) units per gross residential acre, subject to meeting the community design and development policies of this plan. Increasing 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 and ensuring that regional density goals are achieved.

Figure 10: Density Calculation

To ensure consistent calculation, residential density measures are based on the Calgary Metropolitan Plan's definitions supported by the Calgary Regional Partnership.



3.4.4.2 Density shall be measured in units per gross residential acre, and calculated as demonstrated in Figure 10: Density Calculation.

3.4.4.3 Residential density should be strategically designed, with higher density residential sited adjacent to commercial, mixed-use development and/or park and open spaces. Placement of structures and buildings should establish a visually coherent pattern of building heights, placing particular emphasis on achieving incremental building height transitions between areas of contrasting character or use, such as from commercial uses to higher, and then lower density residential.

3.4.4.4 To provide a range of housing choices and meet various housing needs, the City shall support “Planned Lot” development offering smaller lot, single-detached housing within *Residential Neighbourhood*. Planned Lots shall adhere to the following conditions:

- Shall not comprise more than 35% of the single-family housing within an Outline Plan.
- Should be dispersed throughout an Outline Plan, where appropriate, to avoid concentrations of such housing in any one area, and promote integration of these developments throughout the community.
- Design Guidelines for Planned Lots shall be established at the Outline Plan stage.

3.4.4.5 Planned Lot development provides opportunity for innovation and intensification, while maintaining a high quality of life and urban design for residents. To ensure the intent of Planned Lot development is met, a residential land use district in the *Land Use Bylaw* and *Design Guidelines* shall be established for Planned Lots. The Design Guidelines shall be referenced in the Land Use Bylaw, and followed in ASP, Outline Plan, and Subdivision. Special consideration will be made to (but not be limited to) the following:

- Architectural massing and variation in building form.
- Maximum lot coverage.
- Minimum open space.
- Building height and roof shape.
- Parking and access.
- Front and side yard setbacks.
- Privacy and transition.
- Finish materials and details.
- Landscaping.

3.4.4.6 To facilitate greater independence, the City should promote locating housing geared to seniors within easy walking distance to shops, services, and amenities.

Active Transportation Modes

is an umbrella term for walking and cycling, as well as other forms of human powered transportation, including: rollerblading, skateboarding, jogging, among others.

The **Connectivity Index** measures the "density of connections in path or road network and the directness of links" in order to quantify how well vehicular and pedestrian networks are connected. For further information, refer to the Calgary Regional Partnership's **Greenfield Tool Box: Connectivity Index**.

3.4.5 Connectivity

3.4.5.1 *Residential Neighbourhood* should be walkable and transit-ready to maximize opportunities for active transportation modes and integrate with the parks and open space network, as well as *Mixed-Use Commercial*. As the city grows, transit may become a significant component of a sustainable transportation system and an important component in the planning of new communities and the retro-fitting of existing communities.

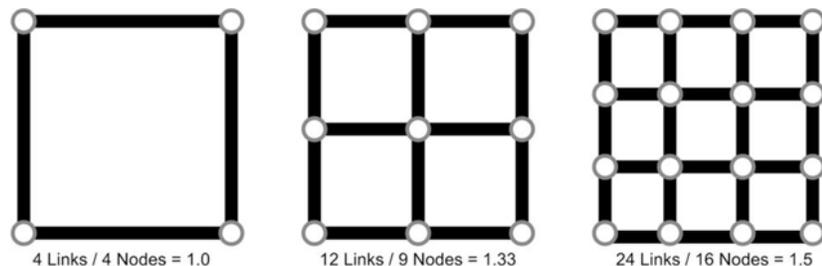
3.4.5.2 A walkable community is measured by the level of connectivity through the Connectivity Index. The level of connectivity of proposed communities shall be determined by calculating the ratio of links to nodes; the ratio of street and/or pedestrian route segments to intersections, or the number of roadway and/or pathway links to the number of roadway and/or pathway nodes. Refer to Figure 11: Connectivity Index. At the Outline Plan stage, proposed *Residential Neighbourhood* communities should achieve a walkability standard of at least a 1.4 ratio of links to nodes, averaged across the entire Outline Plan. While, existing *Residential Neighbourhood* development is not subject to this target, the City should also encourage the adaptation of existing *Residential Neighbourhood* developments to meet the same walkability standard, when possible.

3.4.5.3 High connectivity encourages walking and cycling, as well as disperses traffic by providing multiple routes with increased accessibility to major roadways. In proposed *Residential Neighbourhood* communities, the use of cul-de-sacs shall be minimized. If necessary, cul-de-sacs should be linked to each other and/or other roads, with pedestrian pathways and access routes, as necessary to complete a grid. To improve connectivity in existing *Residential Neighbourhood* developments that contain cul-de-sacs, the City should encourage the addition of pathways and access routes to complete the community's grid.

Figure 11: Connectivity Index

Using the ratio of links to nodes, a simple box is scored a 1.0. A four-square grid scores a 1.33, while a nine-square scores a 1.5. A score of 1.4 is the minimum needed for a walkable community.

Source. Victoria Transportation Policy Institute. <http://www.vtpi.org/tdm/tdm116.htm>





CASE EXAMPLE - Residential Neighbourhood
Rainier Vista | Seattle, WA | USA

Source: Oran Viriyincy | www.flickr.com/photos/viriyincy/4082676318/



CASE EXAMPLE - Residential Neighbourhood
Chaska, MN | USA

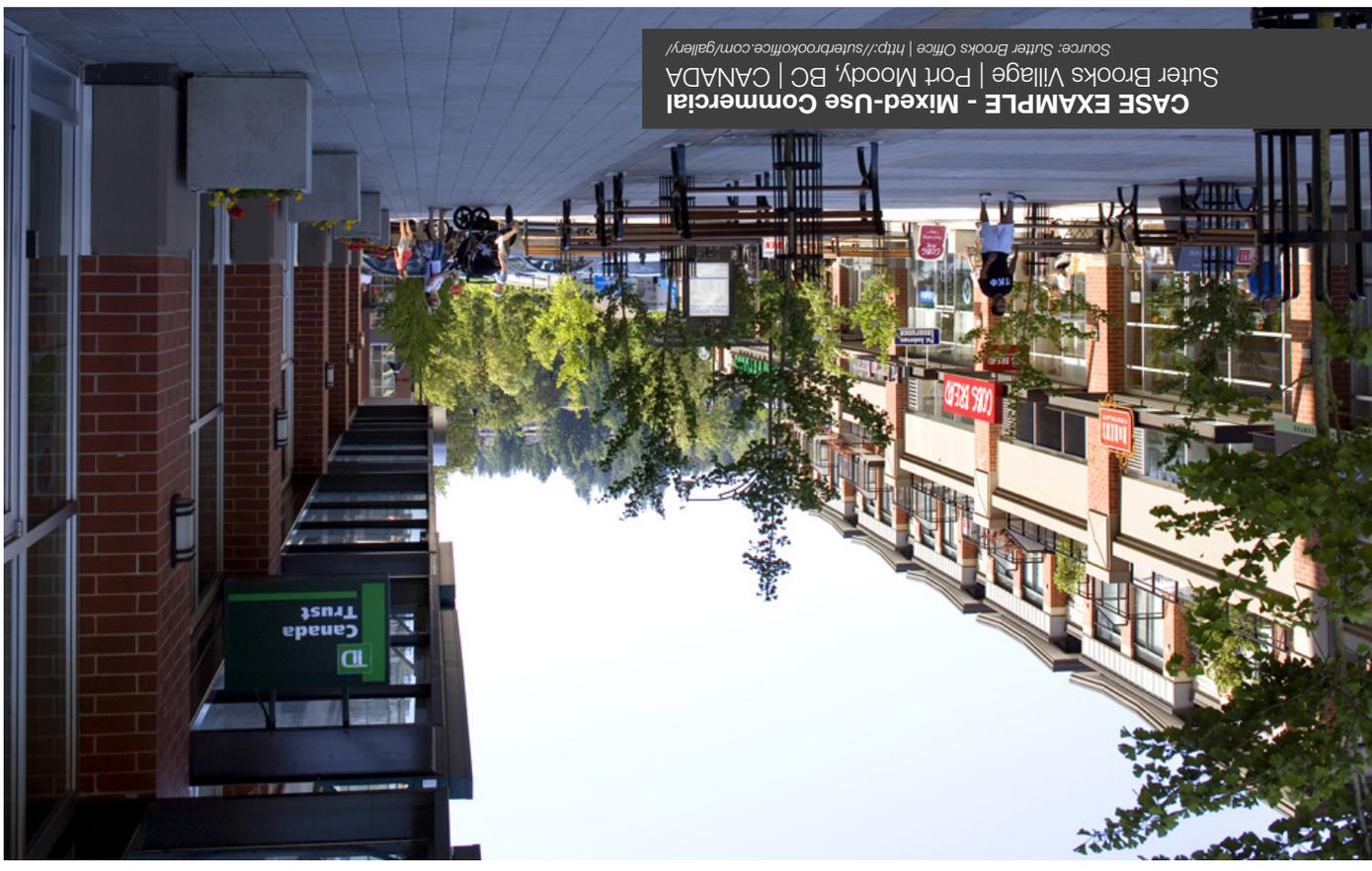
Source: Michael Hicks • www.flickr.com/photos/mulad/5449517735/

3.5 MIXED-USE COMMERCIAL

Together, the mixed-use commercial areas within Chestermere will provide a diversity of well-located and compatible retail, employment, residential, and commercial opportunities at multiple scales in order to serve both local residents and the regional market. These include:

- The existing **Downtown** area;
- Two commercial **Centres**;
- Smaller-scale **Neighbourhood** commercial areas; and
- A commercial **Corridor** surrounding Chestermere Boulevard.

Within Chestermere, the different scales of *Mixed-Use Commercial* are intended to act as transitions between uses, densities, and infrastructure. These four types of *Mixed-Use Commercial* represent varying scales of destinations and experience, each with their own identity that ranges from: local neighbourhood stores (*Neighbourhood*) to a commercial main street (*Corridor*) to regional shopping centres (*Centre*) to the commercial and civic heart of Chestermere (*Downtown*). Pedestrian and bicycle connections to these destinations ensure that residents of all ages have easy access to their daily needs and can enjoy pleasant, active shopping experiences at various scales.



CASE EXAMPLE - Mixed-Use Commercial
 Suter Brooks Village | Port Moody, BC | CANADA
 Source: Suter Brooks Office | <http://suterbrookoffice.com/gallery/>

3.5.1 General Mixed-Use Commercial Policy

3.5.1.1 *Mixed-Use Commercial* shall be located as shown in Figure 8: Land Use Concept.

3.5.1.2 The City, in conjunction with private landowners, should actively promote and attract businesses through place-making and city branding. This should be in line with the policies and implementation of the *Economic Development Strategy*.

3.5.1.3 *Mixed-Use Commercial* provides the best opportunities to meet the CMP intensification target. These areas should be comprehensively designed to accommodate a mix of land uses, such as higher density residential, retail goods and services, public markets, and public recreational and institutional facilities, accommodated by appropriate transitions in scale and density between *Mixed-Use Commercial* and *Residential Neighbourhood*.

3.5.1.4 A market analysis should be completed during the ASP/ARP process to determine the need and fiscally sustainable composition of commercial uses. The analysis shall demonstrate appropriate demand, size (gross floor area), type, and location of commercial uses for the area. Where an ASP/ARP is already adopted, all proposed regional retail development should be supported by a market study at the time of Outline Plan or Land Use Amendment submission.

3.5.1.5 To ensure that the intensity and scale of commercial development is balanced with the importance of a vibrant public realm and walkable community, *Mixed-Use Commercial* development shall adhere to the *Chestermere Design Guidelines*. Design vision and principles for commercial and mixed-use development shall be established during the ASP process. Criteria upon which architectural controls are created for commercial and mixed-use development should be established during the Outline Plan, with detailed architectural controls set at subdivision.

3.5.1.6 While the Land Use Bylaw shall regulate the scale, size, and intensity of the built form, *Mixed-Use Commercial* development must adhere to the *Chestermere Design Guidelines* and establish a design vision, principles, and architectural controls during the ASP process. Public spaces within *Mixed-Use Commercial* should provide urban focal points and public gathering spaces comprised of a variety of sizes and types, depending on their role within the community. Design of these public spaces should consider (but is not limited to) the following:

- Buildings that interface and interact directly with publicly accessible open space.
- Institutional and higher density residential land uses.
- Multimodal transportation connections to pedestrian and cycling routes, and future regional and local transit.
- Consideration for a winter climate.
- Structured parking – above or underground – in higher intensity commercial areas.

3.5.1.7 Shared parking should be strongly encouraged when appropriate, and underground or structure parking should be encouraged when significant parking is required. Additionally, parking should be designed and landscaped to minimize its aesthetic and environmental impacts.

3.5.2 Mixed-Use Commercial: Downtown

Mixed-Use Commercial: Downtown is intended to provide a focal point for future community activity within the current centre of the city. As the city grows, the *Mixed-Use Commercial: Downtown* will need to be redeveloped to increase housing options and intensities of use, and promote its role as a pedestrian-friendly urban hub. *Mixed-Use Commercial: Downtown* may also serve as a destination for regional and local transit, and provide retail and service offerings for the entire community.

3.5.2.1 An ARP shall be developed and implemented for the *Mixed-Use Commercial: Downtown* area over the lifespan of the MDP, to promote long-term redevelopment opportunities, encourage intensification, and provide consistent design guidelines for the neighbourhood; create a strong economic node for the City of Chestermere.

3.5.2.2 *Mixed-Use Commercial: Downtown* shall exceed the Calgary Metropolitan Plan's minimum intensity threshold of 100 people and jobs per gross developable hectare. Additionally, *Mixed-Use Commercial: Downtown* will be a major focus for fulfilling the intensification requirements of the Calgary Metropolitan Plan through infill development and redevelopment.

3.5.2.3 *Mixed-Use Commercial: Downtown* shall be established as the city's primary walkable, urban mixed-use neighbourhood that provides the broadest range of residential, retail, service, institutional, and recreational opportunities in a higher density format.

3.5.2.4 *Mixed-Use Commercial: Downtown* shall be promoted as the centre for commerce and civic life in Chestermere. Site design and public realm investments should be encouraged to recognize the role of *Mixed-Use Commercial: Downtown* as the main focal point in the city, and major institutional uses shall be promoted in this area.

3.5.3 Mixed-Use Commercial: Centre

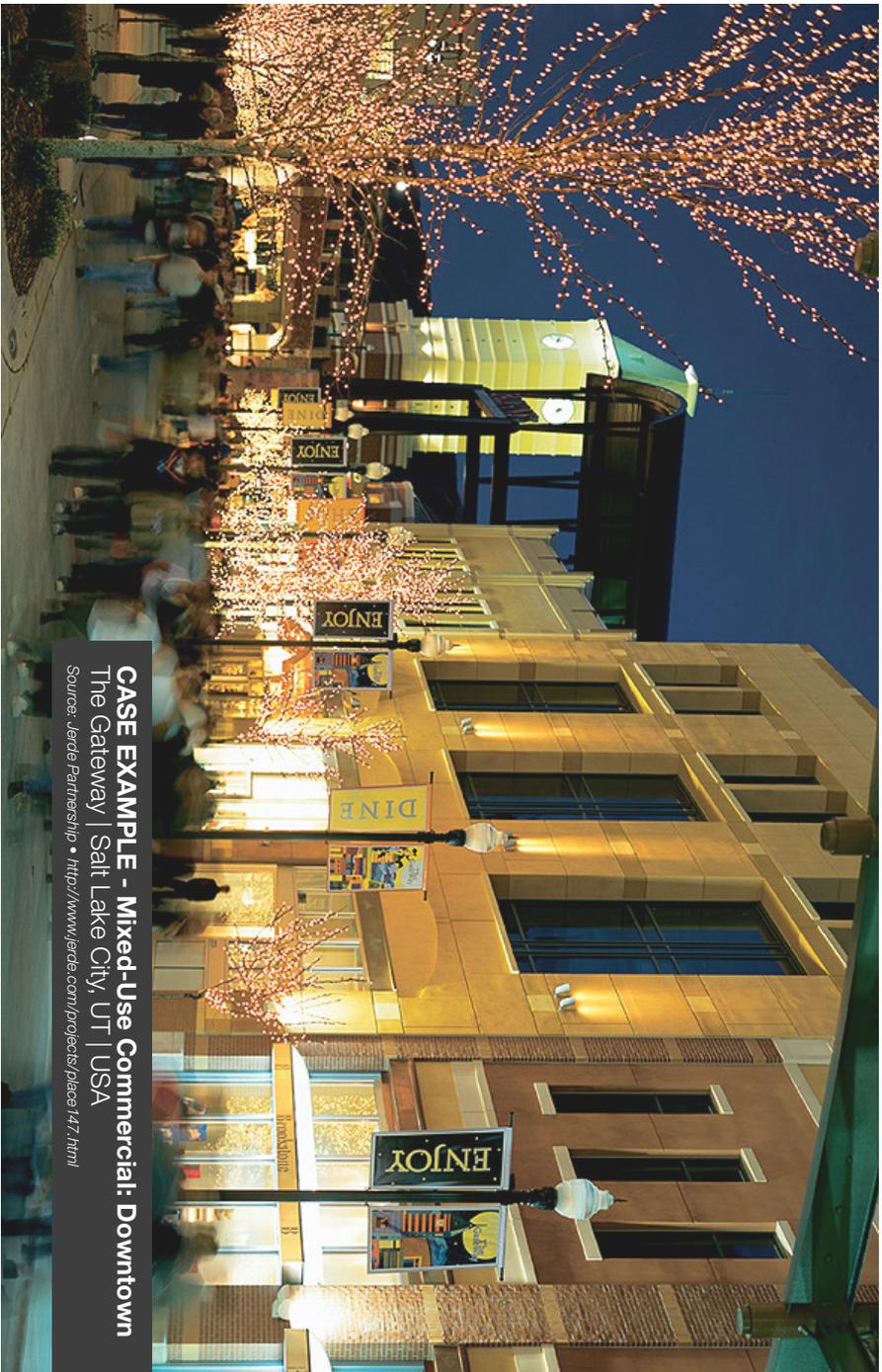
The intent for *Mixed-Use Commercial: Centre* is to complement the existing *Mixed-Use Commercial: Downtown* by providing regional and city-wide retail and service offerings. Planning for these areas shall recognize the potential for key nodal development along major transportation corridors that are well-positioned in the regional market.

3.5.3.1 *Mixed-Use Commercial: Centre* shall be established as mixed-use nodes that provide a broad range of residential, retail, service, and institutional opportunities.

3.5.3.2 *Mixed-Use Commercial: Centre* should meet the Calgary Metropolitan Plan's minimum intensity threshold of 100 people and jobs per gross developable hectare.

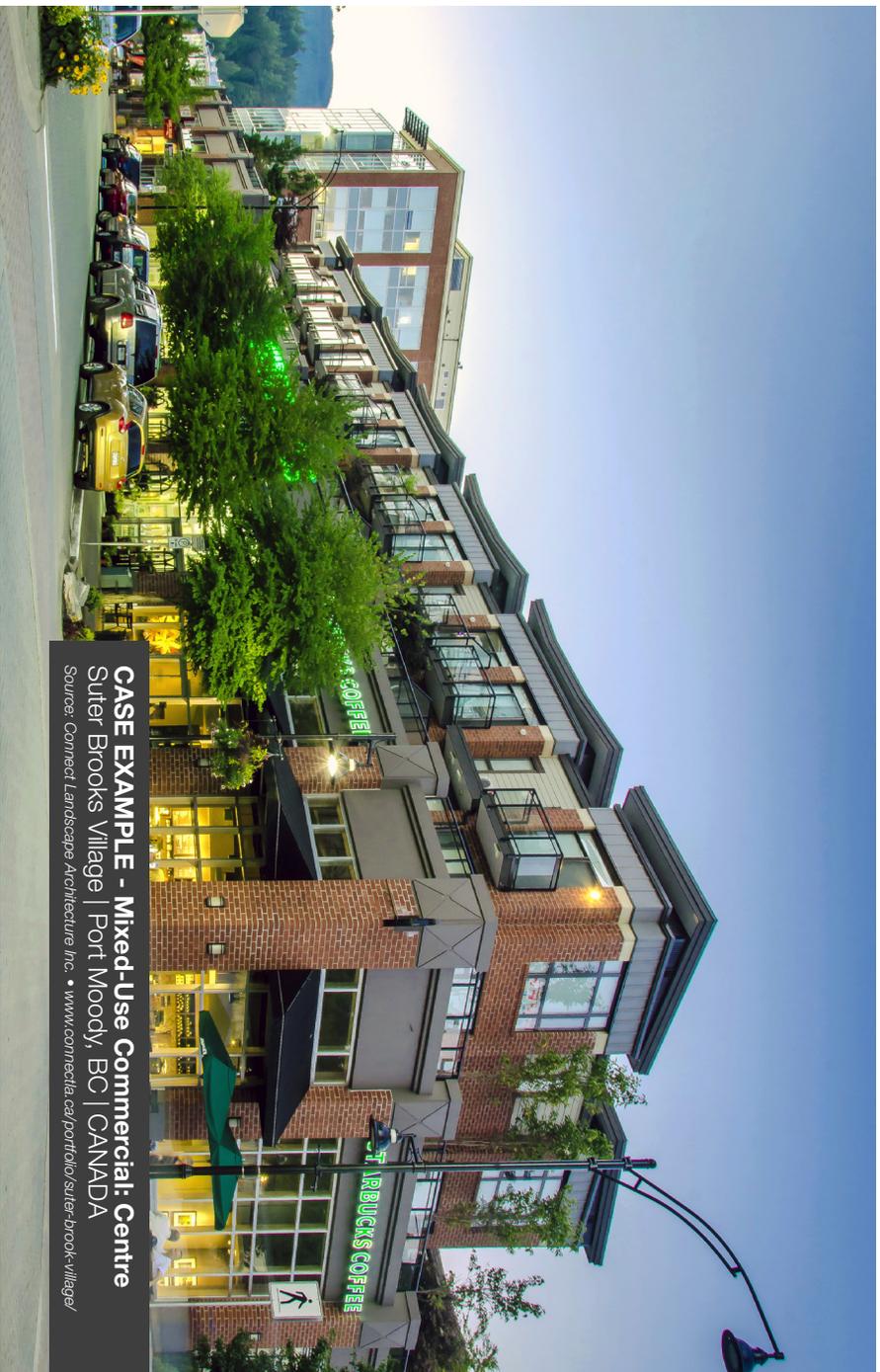
3.5.3.3 Development in the *Mixed-Use Commercial: Centre* to the east of Highway 1 shall consider the planned highway realignment in site design. In areas expected to be required for the realignment, only temporary uses shall be allowed.

3.5.3.4 Where accessibility by vehicle is considered paramount for the retail experience, *Mixed-Use Commercial: Centre* shall be designed to accommodate large volumes of automobile traffic, while adhering to the appropriate design and development standards located in the Land Use Bylaw and Design Guidelines.



CASE EXAMPLE - Mixed-Use Commercial: Downtown
The Gateway | Salt Lake City, UT | USA

Source: *Verde Partnership* • <http://www.verde.com/projects/place147.html>



CASE EXAMPLE - Mixed-Use Commercial: Centre
Suter Brooks Village | Port Moody, BC | CANADA

Source: *Connect Landscape Architecture Inc.* • www.connectla.ca/portfolio/suter-brook-village/

3.5.4 Mixed-Use Commercial: Neighbourhood

Mixed-Use Commercial: Neighbourhood is intended to support local retail and office uses that provide services to surrounding neighbourhoods in the city and provide a local focus for community activity through institutional uses and public spaces. These areas also support medium-density residential and mixed-use development.

3.5.4.1 *Mixed-Use Commercial: Neighbourhood* should be located in neighbourhood nodes, incorporating pedestrian-oriented streets, adjacent to parks and public spaces, and within walking distance of neighbourhood residents.

3.5.4.2 *Mixed-Use Commercial: Neighbourhood* should be established as local commercial and mixed-use nodes that provide retail and service offerings for surrounding residential neighbourhoods. Care should be taken to choose sites that will minimize land use conflicts with nearby residential properties, and also provide convenient access to neighbourhood patrons.

3.5.4.3 *Mixed-Use Commercial: Neighbourhood* shall act as community focal points, with site design and investment that creates gathering spaces for the community and promotes an active public realm. These areas should serve not only recreational and social functions, but also small-scale institutional purposes, through the siting of schools, libraries, community centres, and neighbourhood or community parks within these areas.

3.5.5 Mixed-Use Commercial: Corridor

The intent for *Mixed-Use Commercial: Corridor* is to recognize the potential for more intensive residential, commercial, and institutional uses along arterial corridors, and encourage the development of multimodal corridors through core areas of the city. These uses should not compromise the viability of the *Mixed-Use Commercial: Downtown* and *Mixed-Use Commercial: Centre*, but instead support the linkages between these existing and future mixed-use nodes. To date, the City has identified one corridor – Chestermere Boulevard – but future corridor designations may occur at the City’s discretion and they shall meet the following policy requirements, unless the City determines otherwise.

3.5.5.1 *Mixed-Use Commercial: Corridor* shall accommodate higher density residential uses, as well as commercial, institutional, and recreational uses that complement residential development.

3.5.5.2 Residential uses in *Mixed-Use Commercial: Corridor* should be primarily multi-residential units that are integrated with surrounding neighbourhoods.

3.5.5.3 Site and building design shall support the role of corridors as a “complete street” and a major urban transportation arterial that includes the establishment of a pedestrian and bicycle corridor.



CASE EXAMPLE - Mixed-Use Commercial: Neighbourhood
 McKenzie Towne | Calgary, AB | CANADA
 Source: O2 Planning + Design



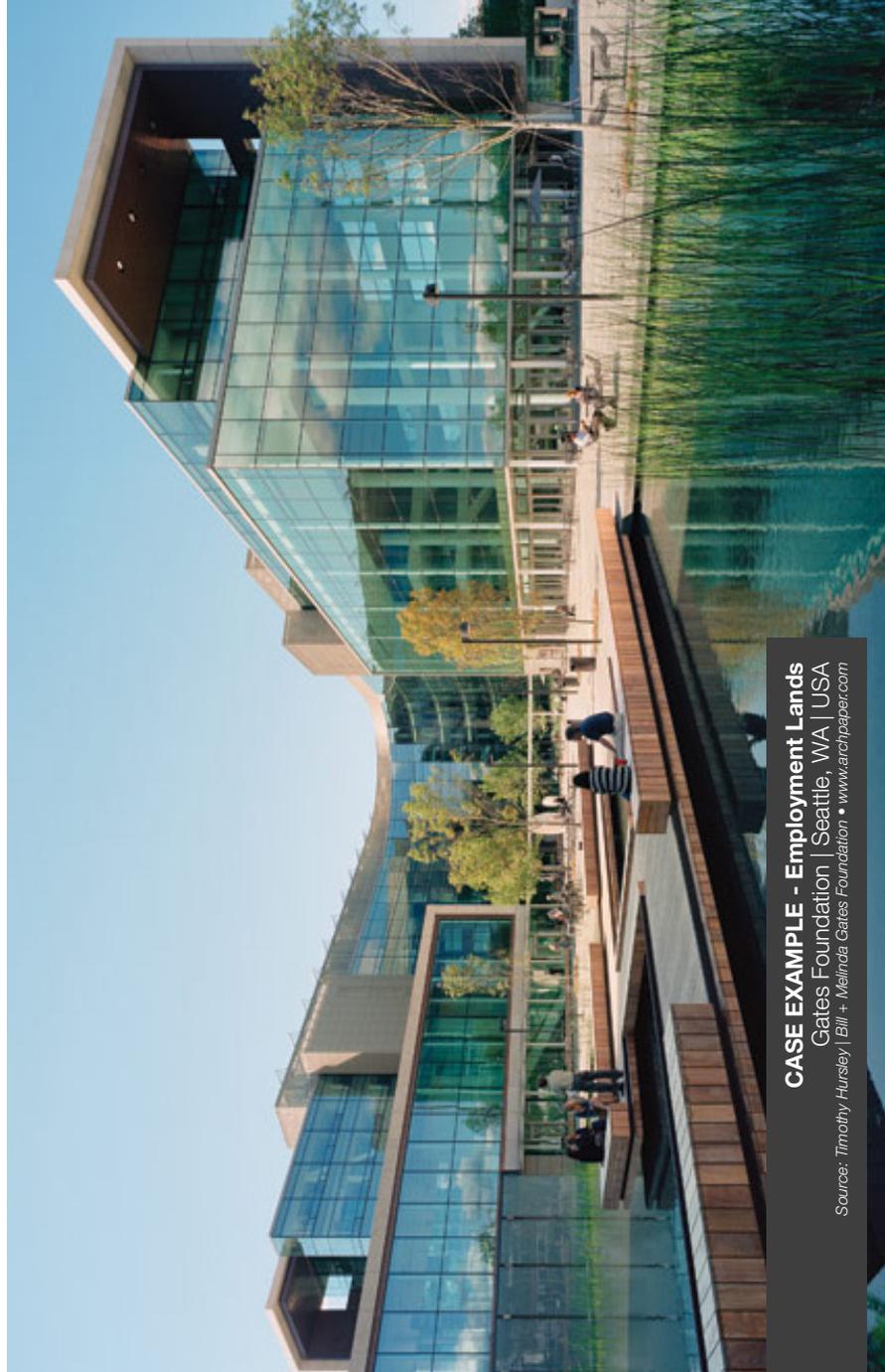
CASE EXAMPLE - Mixed-Use Commercial: Corridor
 Washington Avenue | Golden, CO | USA
 Source: Project for Public Spaces • <http://www.pps.org/blog/walkability-quality-public-spaces-can-be-created-in-communities-of-any-size/>

3.6 EMPLOYMENT LANDS

Chestermere will seek to increase the opportunities for new businesses and local employment to improve the economic health of the community. By providing for a supply of *Employment Lands*, the City will seek to create a balanced tax base that, over time, can ensure fiscal sustainability for the City. This will enable Chestermere to become a more economically sustainable community within the Calgary region, as well as maintain a skilled and reliable labour force, and high quality of life.

Employment Lands will facilitate a stronger, more diversified tax and assessment base, which will alleviate the residential tax burden. The additional revenue from non-residential sources will support a higher quality public environment and a broader range of recreational, protective, and social services for residents. The City will reserve land for both short and long-term development of employment uses within the city.

Employment Lands are distributed to provide employment within easy access to residential communities (directly accessible to/from major roads) and minimize peak hour traffic movements in one direction. Future employment areas need to be well-located with regard to roadways that support traffic and trucking volumes, and should also have the potential for accessibility to a future transit system and trail networks. Their locations are strategically chosen, based on their adjacency to existing commercial uses and transportation networks. As a result, three distinct areas have been identified: Area A, Area B, and Area C; each area has a nuanced development vision, based on its assets.



CASE EXAMPLE - Employment Lands
Gates Foundation | Seattle, WA | USA
Source: Timothy Hursley | Bill + Melinda Gates Foundation • www.archpaper.com

3.6.1 General Employment Lands Policy

3.6.1.1 Future light industrial, highway commercial, and business park development shall be directed to the areas (Areas A, B, and C) identified in Figure 8: Land Use Concept.

3.6.1.2 The City shall aim to meet the *Economic Development Strategy* goal to grow the non-residential assessment ratio in order to ensure fiscal sustainability and support future growth. To do so, at the discretion of City Council and Economic Development Services, the City should protect an adequate and flexible inventory of unserviced and undeveloped, as well as serviced and immediately serviceable employment lands to attract, over the long-term, a variety of businesses and industries. This inventory should be reassessed and updated annually to account for market needs and Chestermere absorption rate trends of serviced *Employment Lands*.

3.6.1.3 The City recognizes that land alone does not facilitate development. Therefore, the City shall coordinate efforts across departments and with Chestermere Utilities Incorporated (CUI) to ensure that the necessary utility servicing, transportation networks, as well as land, are available for development to occur.

3.6.1.4 The City through its economic development activities, and in conjunction with private landowners, should market and promote the development of the *Employment Lands* to prospective employers and investors. These activities would include strategies, such as a new community profile or branding that can attract new businesses and help support local businesses through capacity building. An annual economic development report outlining the promotional and marketing activities relating to targeted industry sectors and the results of that marketing activity should accompany the annual assessment of the *Employment Lands* inventory.

3.6.1.5 The City shall require, through provisions in the Land Use Bylaw, other municipal bylaws, and design guidelines, quality development to be maintained through the siting and design of buildings, standards and regulations for landscaping, screening of storage and parking areas, prevention of paving to the edge of parcels and appropriate signage, while recognizing the industrial nature of these areas. These provisions shall encourage development such that:

- *Employment Lands* are encouraged to provide local services and amenities for employees to create balanced employment centres and improve overall health and well-being.
- *Employment Lands* shall be appropriately serviced and comprehensively designed to provide sidewalks and access points that ease access and reduce traffic congestions. Access points that provide connections with residential areas for improved commuting purposes should be considered where appropriate.

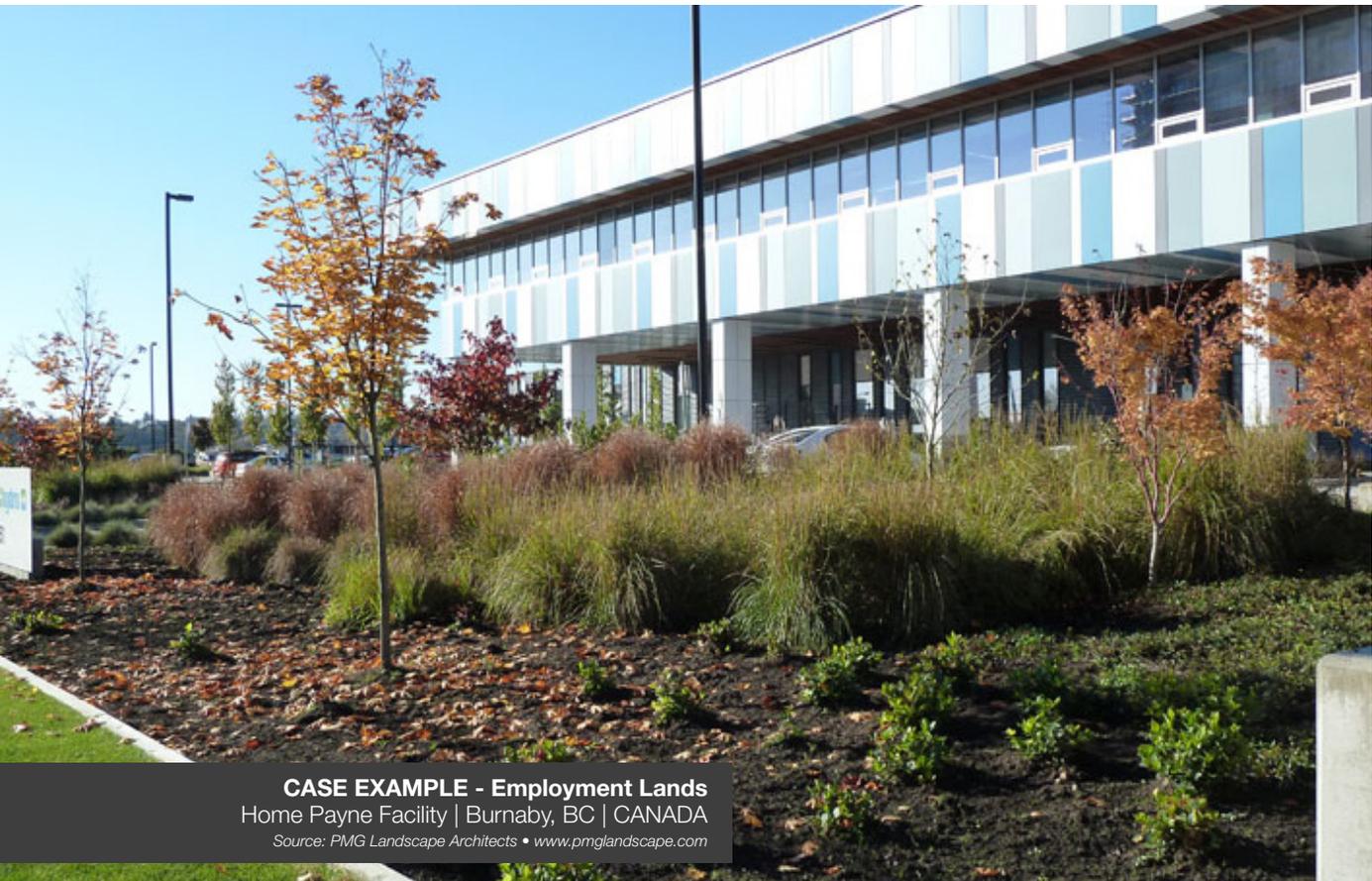
3.6.1.6 The City shall ensure, through provisions in the Land Use Bylaw that adequate separation distances and transitions between industrial and non-industrial uses are maintained during the siting of potentially noxious industry that may create significant land use conflicts with regard to noise, dust, vibration, smoke, odour, and potential environmental contamination, or pose safety and risk management issues. Separation distances and buffering requirements may be determined through, but are not limited to, noise attenuation and industrial risk assessment studies.

3.6.2 Employment Lands Area Policy

3.6.2.1 *Employment Lands Area A* should include commercial highway and business park uses. Development in this area should integrate with the highway commercial, employment corridor along Highway 1.

3.6.2.2 *Employment Lands Area B* should accommodate business park and light industrial uses. To take advantage of the proximity to the Highway 1 and Chestermere Boulevard interchange, business parks and transportation-oriented uses should be given preference. Integration with the adjacent highway commercial and neighbouring jurisdictions should also be considered in the planning of development in Area B.

3.6.2.3 *Employment Lands Area C* should accommodate light industrial uses, focusing on warehousing and related industries (including railway-oriented uses). The nearby Janet Area Structure Plan to the southwest, within Rocky View County, should be considered in the planning and development of Area C.



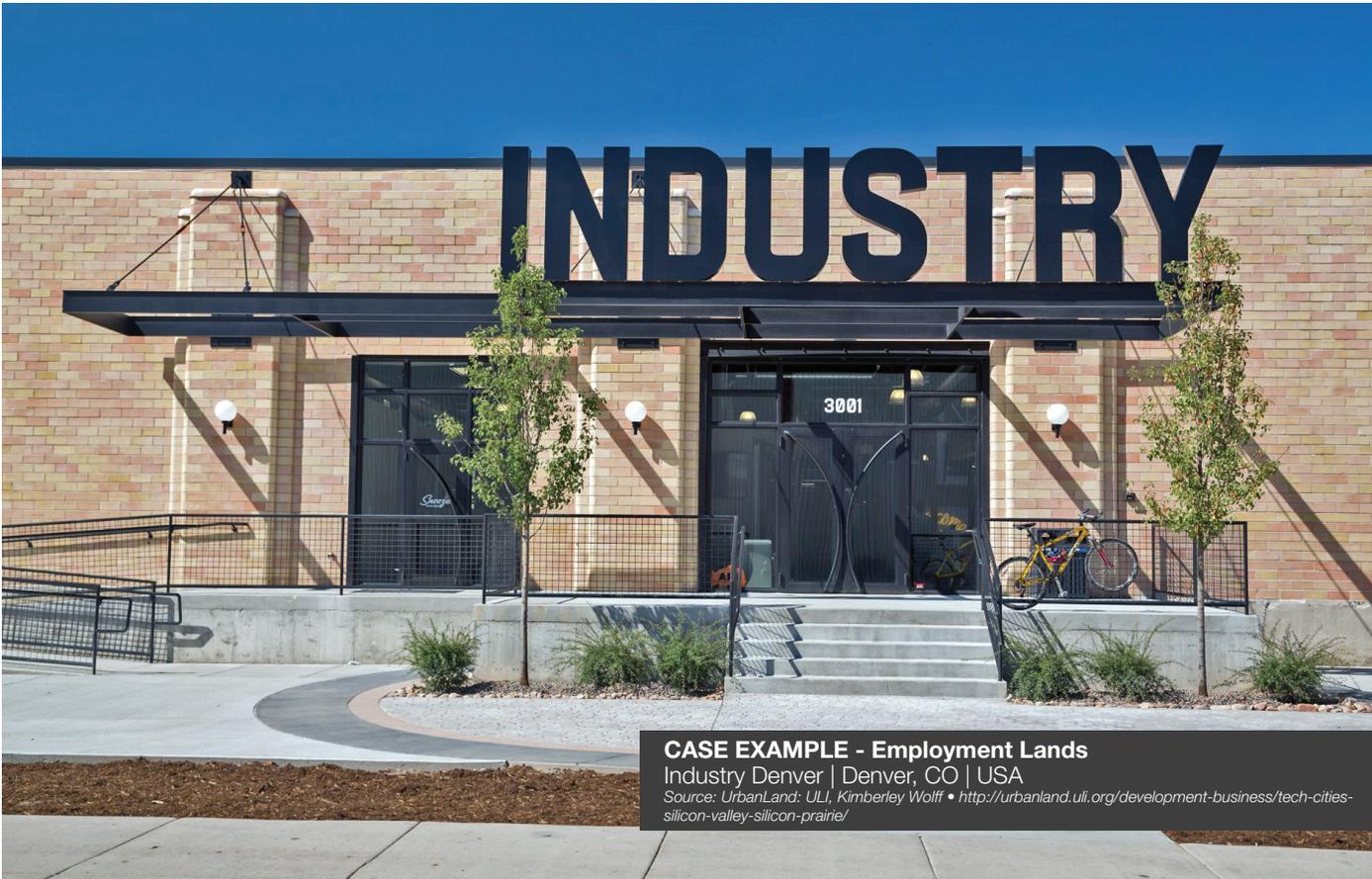
CASE EXAMPLE - Employment Lands
Home Payne Facility | Burnaby, BC | CANADA
Source: PMG Landscape Architects • www.pmglandscape.com



CASE EXAMPLE - Employment Lands

North Pointe Business Park | American Fork, UT | USA

Source: LoopNet • <http://www.loopnet.com/Listing/17543565/1261-South-820-East-American-Fork-UT/>



CASE EXAMPLE - Employment Lands

Industry Denver | Denver, CO | USA

Source: UrbanLand: ULI, Kimberley Wolff • <http://urbanland.uli.org/development-business/tech-cities-silicon-valley-silicon-prairie/>

3.7 PARKS + OPEN SPACE

Parks and open space enrich Chestermere, striving to create a unifying framework of special places to relax, gather, and play, connecting neighbours and communities. Together, Chestermere's parks and open spaces, anchored by Chestermere Lake, form a "blue-green" network, integrated throughout the city to create significant recreation capital and foster a sense of place. To honour and preserve the area's natural landscape the city is designed around integrating nature into the built environment. Through an emphasis on a contiguous green network that incorporates a system of multi-use, city-wide trails and naturalized landscaping, the City establishes high connectivity between public spaces, as well as ensures that natural systems act as a foundation for the built environment. The City is committed to expanding and enhancing the city's inventory of parks and open space for the ecological, health, recreation, and education benefits they provide. Attention to park catchment area and distribution will help ensure equitable public access to a wide range of park types and enjoyment of their benefits by all.



3.7.1 General Parks and Open Space Policy

3.7.1.1 Parks and open space are as identified in Figure 8: Land Use Concept.

3.7.1.2 As the city's population continues to increase, the City shall ensure that the provision of parks and open space is responsive to demographic, cultural, and leisure trends, and set goals to increase its parks to people ratio appropriately.

3.7.1.3 Parks and open space should be developed and integrated with environmentally significant areas. To that end, the City should implement a systematic approach to parks planning through a Parks, Open Space, Recreation, and Trails Plan.

3.7.1.4 The Parks, Open Space, and Trails Master Plan shall inform the development process at every stage (ASP, ARP, Outline Plan, and Subdivision), as to how future parks and open space should connect communities, commercial nodes, and job centres by a continuous, looped network of trails.

3.7.1.5 In *Employment Lands*, where cash-in-lieu may be accepted for Municipal Reserve dedication, and where Environmental Reserve dedication, environmental reserve and conservation easements are not applicable, the City should collaborate with the landowner to facilitate recreation amenity areas that are at least partially accessible to the public.

3.7.1.6 Parks and open space should accommodate a range of active and passive uses through a variety of facilities that are both flexible and adaptable to the future needs of the city's growing population, such as field houses, community buildings, multi-purpose courts, playgrounds, gathering spaces, open play space, and trails.

3.7.1.7 The experience and quality of Chestermere Lake will be enhanced for current and future residents through active, safe programming of water and waterfront activities and events, as well as continued cooperation efforts with the Western Irrigation District to maintain a clean, attractive, and ecologically healthy Chestermere Lake.

3.7.1.8 The City shall ensure that development in flood risk areas complies with the Canada-Alberta Agreement Respecting Flood Damage Reduction and Flood Risk Mapping.

Environmentally Significant Areas (ESA)

are areas that contains environmental features which are important to the long-term maintenance of biological diversity, physical landscape features and other natural processes locally as well as 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.

3.7.2 Inclusive + Accessible

3.7.2.1 The City shall strive, as part of the MASP and ASP processes, to dedicate Municipal Reserves in central locations to maximize catchment areas, such that all Chestermere residents live and work within a 5-minute (400 metre) walk to a park and/or open space.

3.7.2.2 The City should use the Crime Prevention through Environmental Design's (CPTED) three basic strategies – natural access control, natural surveillance, and territorial reinforcement – to address the security, safety, and well-being of the users, as well as the maximum capacity of developed park, open space, and pathways/trail facilities.

3.7.2.3 Public access to Chestermere Lake, and other permanent water bodies and natural drainage features shall be incorporated into Subdivision Plans, as long as such access does not negatively impact sensitive natural areas recognized by the City, Provincial, or Federal governments. The City shall require Subdivision Plans to include a means of delineating a clear boundary between the water bodies' high water mark or top of the bank, and the adjacent lands.

3.7.3 Ecological Value

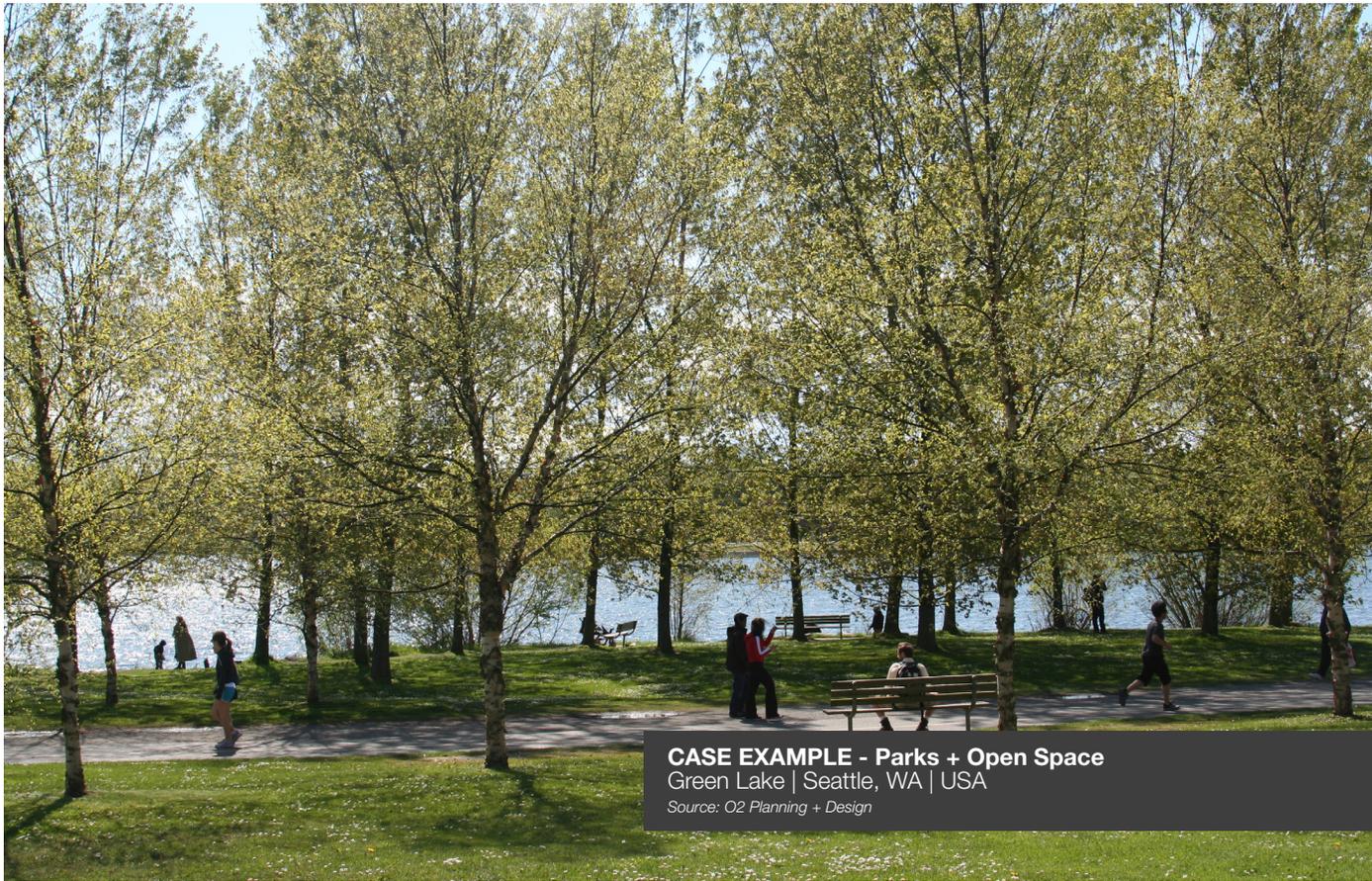
3.7.3.1 The City shall support the protection and conservation of environmentally significant areas within private developments and/or within the public open space system (where such areas are characterized by significant biophysical functions or features) by requiring applications for development on those lands to include environmental studies for the subject lands and/or adjacent lands. The level of review required is dependant on the type of project and nature of existing environment.

3.7.3.2 The design of parks and open spaces should consider drainage features, water conservation, and wetlands policy (see Section 4.6 Wetlands) to guide future protection and enhancement of the city's wetlands in coordination with stormwater management.

3.7.3.3 The City shall maintain as much natural vegetation and site features as possible through responsible site planning and design throughout the open space system.

3.7.3.4 Under Section 671(1) of the MGA, an Environmental Reserve is to remain in its natural state or be used as a public park. Acquired either through an easement registered against the title of the land or through a dedication of land, 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.

3.7.3.5 The City will establish a long-term strategy to assess, monitor and manage the environmental impact of lake activities on the overall health of Chestermere Lake. In collaboration with WID, significant sources of contaminants, degradation or introduction of invasive species will be proactively managed by the City; recognizing the importance of a coordinated watershed management strategy with upstream and downstream governing bodies.



CASE EXAMPLE - Parks + Open Space
Green Lake | Seattle, WA | USA
Source: O2 Planning + Design



CASE EXAMPLE - Parks + Open Space
Stapleton | Denver, CO | USA
Source: Denver Urbanism • <http://denverurbanism.com>

PART 4

INFRASTRUCTURE

4

INFRASTRUCTURE

Infrastructure is a key component to the continued growth of Chestermere and its vision as a city. The continued extension, update, and maintenance of transportation, water, sanitary sewer, stormwater management, and wetland infrastructure within the city are important to supporting development and maintain a high quality of life in Chestermere. The following policies are intended to ensure infrastructure is provided in an efficient and cost-effective manner that supports the MDP vision, goals, and land use policies.

4.1 GOALS

- To create a multi-modal transportation system that includes multi-use pathways and public transportation, enabling the safe and efficient movement of people and goods.
- To provide utility infrastructure networks that can be extended in an effective and efficient manner to meet growth requirements in a fiscally and environmentally responsible approach.
- To establish stormwater management systems that are designed to adequately and efficiently serve development areas.
- To protect, enhance, and integrate wetlands and riparian corridors into development areas.
- To promote quality and accessible telecommunications throughout the city.

4.2 GENERAL INFRASTRUCTURE POLICY

4.2.1 The City shall consistently monitor future urban development and update utility service plans.

4.2.2 The City shall encourage new development adjacent to existing development to capitalize on, and efficiently use, existing utility infrastructure.

4.2.3 The City shall consistently monitor future urban development to identify development priorities or issues, and provide valuable information for public accountability, budget allocation, and delivery of services. In doing so, the City shall ensure that utility services are extended in a logical and economically practical manner that is coordinated across infrastructure services and development projects.

4.2.4 The City shall make land use decisions within servicing capacities, and in coordination with upgrade investments; construction of new developments shall proceed only when a utility servicing strategy is in place.

4.2.5 Unless otherwise specified in a City of Chestermere development agreement, developers shall be responsible for construction and initial maintenance prior to receiving the Final Acceptance Certificate (FAC), of transportation, water, sanitary sewer, stormwater management, and other utility infrastructure, as well as oversizing.

4.2.6 The City should endeavour to assist, whenever possible, the developers in recovering, or coordinating construction costs of infrastructure from the developers and landowners that will benefit from the infrastructure investment.

4.2.7 The City should encourage the joint use and coordination of above and below ground infrastructure. Plans and construction (including maintenance and upgrades) of utility and pipeline corridors, transportation corridors, transmission lines, and other utility right-of-ways and structures of a compatible nature should be coordinated to minimize construction cost and redundancies, as well as minimize adverse visual, environmental or safety impacts, and the overall fragmentation of properties.

4.2.8 Construction of new infrastructure shall minimize impact to environmentally sensitive areas and the general, surrounding environment, through optimizing space utilization and complementing the open space system, particularly in the case of transportation and stormwater management infrastructure.

4.3 TRANSPORTATION

A balanced, multi-modal transportation network minimizes environmental and community impacts, and improves mobility. These policies should address regional collaboration; vehicular, bicycle, and pedestrian mobility; parking; public transit; goods movement; and other components of the transportation system. A complete, functional, and interconnected vehicular and pedestrian/cycle pathway network is important to providing a variety of transportation options in a safe, effective, affordable, and efficient manner. As Chestermere grows, public transit may become a significant component of a sustainable transportation system. The City is committed to exploring options and opportunities for public transit both within Chestermere and into Calgary.

The following policies provide a strategy to relieve congestion and increase transportation choices in ways that strengthen the *Mixed-Use Commercial: Downtown* and *Mixed-Use Commercial: Centre*, as well as the *Employment Lands*. Additionally, the multi-modal transportation opportunities in a well-connected network will support the City's desire for recreational tourism. As part of creating integrated and community-focused development, the City of Chestermere encourages new developments to treat streets and roads as quality public spaces that are pedestrian and bicycle oriented. Beyond the following policies, further detail regarding transportation planning and design in Chestermere can be found in the most current *Transportation Master Plan (TMP)*.

4.3.1 General Transportation Policy

4.3.1.1 Future transportation networks should be provided as illustrated in Figure 12: Street Network.

4.3.1.2 The City of Chestermere's *Transportation Master Plan*, and any updates or amendments to it, shall be used to guide future improvements and additions to the city's transportation system.

4.3.1.3 Chestermere Boulevard should be upgraded to major urban roadway design standards with regional pathways, pedestrian corridors, landscaping, and appropriate access points. Also, as an intermunicipal roadway, the City of Calgary should be consulted and coordinated with to produce mutually beneficial design standards.

4.3.1.4 Design of new development within *Residential Neighbourhood* shall provide a high degree of road connectivity to allow for shorter travel distances between destinations and a dispersal and flow of traffic on suitable roads.

4.3.1.5 Developments shall support Transportation Demand Management strategies including, but not limited to, supporting alternative modes of transportation, allowing for home occupations and businesses, and managing roadway congestion without having to upgrade roadways.

4.3.1.6 Traffic calming measures shall be used to slow vehicular speeds, and minimize collisions, particularly at major pedestrian and bicycle intersections, and to increase the safety and enhance the livability of communities.

4.3.1.7 The City should promote the inclusion of Complete Street features (such as bicycle lanes or tracks, bump-outs, curb-cuts, patterned paving) during new, re-development, or repair projects in order to improve public safety, encourage alternative transit, accommodate a range of users, and enhance overall livability.

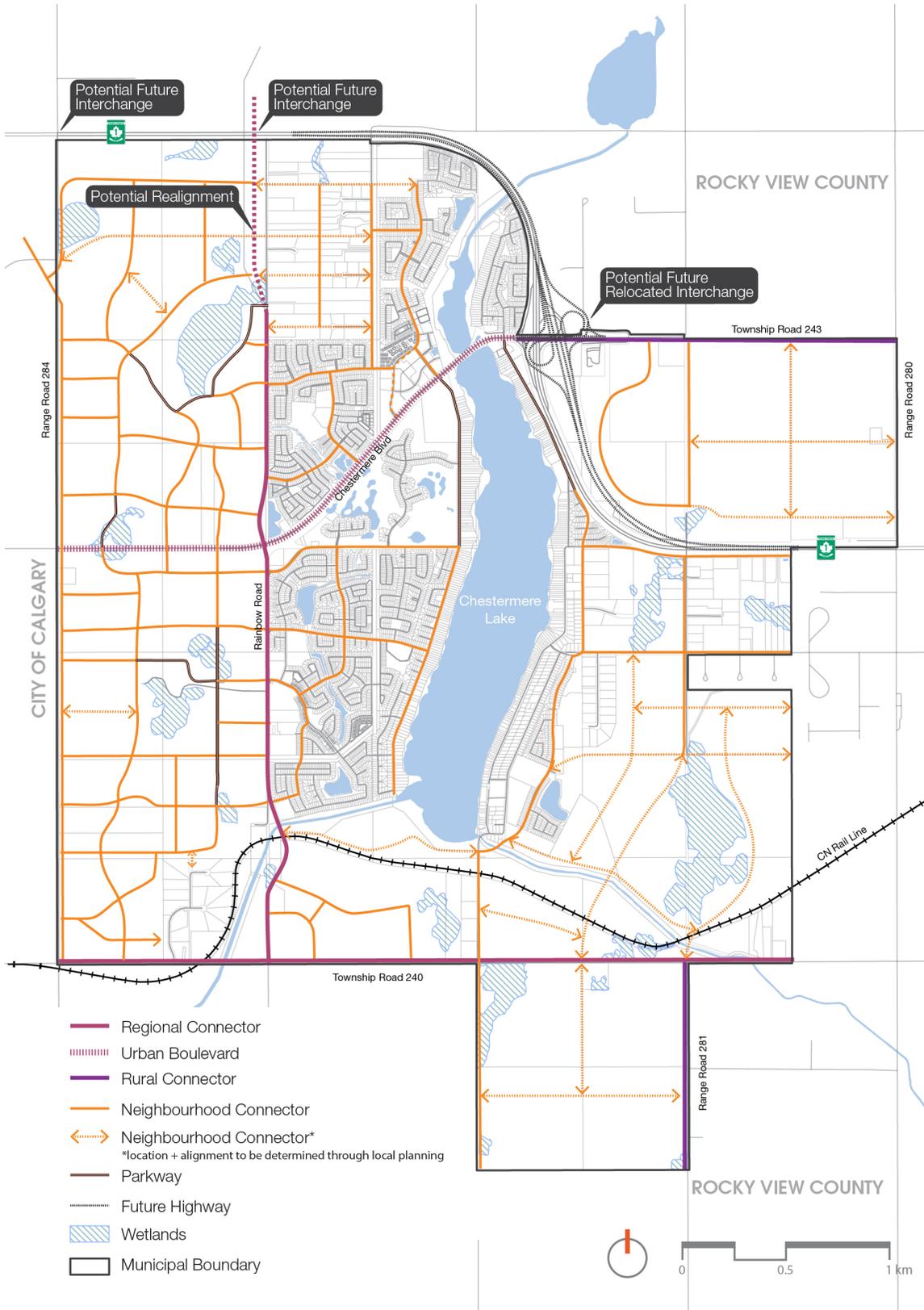
Transportation Demand Management (TDM) is the use of policies, programs, services, and products to influence whether, why, when, where, and how people travel. TDM measures can motivate people to shift transportation modes, make fewer trips, and drive more efficiently.

Complete Streets are designed to enable safe access for all users: pedestrians, bicyclists, motorists, and transit riders, of all ages and abilities.

Figure 12: Street Network Concept

The street network is subject to minor variation (without amendment to this plan) with street location and alignment more precisely identified at the ASP/ARP level and set at the Outline Plan and/or Subdivision stages. Refer to 1.5 Plan Interpretation for further detail regarding plan and map interpretation.

The street network outlines the major future Connectors (Regional Connectors, Urban Boulevards, and Rural Connectors) and Livable Streets (Neighbourhood Connectors and Parkways). While existing local streets are included in the network, future local streets are not as they will be determined through local planning.



Low Impact Development

(LID) is 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. Using LID can reduce the burden on conventional infrastructure, maintain ecological functionality, and establish a cleaner and more secure water supply.

4.3.1.8 A complete review of parking design standards shall be included in future reviews of the Land Use Bylaw to consider:

- Incorporating **Low Impact Development** (LID) techniques to minimize any stormwater impacts, and provide visual buffers.
- **Shared parking rates**, through which adjacent land uses located in a mixed-use development with different peak hours of parking demand can share their parking spaces, thereby reducing the total number of parking spaces for that development.
- A **parking management** analysis for parking in *Mixed-Use Commercial: Downtown* to better service existing business and meet the demand for potential public parking facilities.

4.3.2 Public Transit

4.3.2.1 The City shall support the provision of a regional public transit system in cooperation with the Calgary Regional Partnership.

4.3.2.2 The City should investigate the feasibility of implementing a transit system within Chestermere.

4.3.2.3 The City shall encourage transit-ready development, including the appropriate phasing and siting of high density and walkable development, promote the establishment of a transit system between neighbourhoods and major destinations and connections with a regional transit system.

4.3.2.4 Appropriate locations for parking requirements associated with a regional transit system, should be taken into account in future development planning.

4.3.2.5 A transportation program should be established for low-mobility residents (such as seniors and those who are disabled) to ensure all residents have access to community amenities and services.

4.3.3 Bicycle + Pedestrian Systems

4.3.3.1 The City shall promote connectivity and mobility in new communities through the employment of the Connectivity Index as described in *Section 3.4.5 Connectivity*.

4.3.3.2 Where appropriate, the City should integrate pedestrian walkway and bicycle trail systems into road right-of-ways, multi-purpose trails, and utility corridors, rather than use narrow municipal reserve parks for trail connections.

4.3.3.3 The City should promote the inclusion of bicycle facilities and infrastructure in developments, and may require the provision of adequate bike parking facilities for mixed-use commercial and civic/institutional uses, as a condition of development approval.

4.3.3.4 The City should support the bicycle and pedestrian network as a key component in the promotion and development of recreational tourism within Chestermere.

4.3.4 Rail Transportation

4.4.4.1 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 by strategically developing railway adjacent lands for uses that can capitalize on rail access and are compatible with railway operations.



CASE EXAMPLE - Complete Streets
Rosemead Boulevard | Temple City, CA | USA
Source: Joe Linton | Streetsblog LA • www.la.streetsblog.org

4.4 WATER SUPPLY + SANITARY SEWER

Water and sanitary sewer treatment is provided by the City of Calgary, and this will continue for the foreseeable future. The City of Chestermere executed a franchises agreement with the Chestermere Utilities Incorporated (CUI), whereby CUI owns and operates the following services:

- Water distribution
- Sanitary Collection
- Stormwater Conveyance
- Solid Waste Collection

A new Master Servicing Agreement has been negotiated between the CUI, the City of Chestermere, and the City of Calgary for water and sanitary service. The City of Calgary commits to potable water and sanitary collection services for Chestermere for the next 20 years.

The City of Calgary provides water supply to Chestermere by a water main that runs along Chestermere Boulevard. A second main provides water to Chestermere from the East Calgary Regional Water Line (ECRW), which is owned and operated by the Town of Strathmore. The ECRW runs along Township Road 240, and enters Chestermere at Rainbow Road. A third water main will be required to meet the demands of the City's future growth, but currently the routing is unknown. Future water reservoir will be required as development proceeds, with plans for an additional one to be located in the North-West (Waterbridge MASP Area). Refer to Figure 13: Potable Water System. The additional reservoir storage is required to meet fire flow requirements, and a new pressure zone will need to be established as well to service the higher elevated developments.

Chestermere's effluent is transported to the City of Calgary by way of a 450mm forcemain (FM1). The agreement between the Cities of Calgary and Chestermere allows the use of a second, 250mm forcemain, only for emergency use. A future forcemain (FM2) is scheduled to be built and will transport effluent from the Edgewater Lift Station (Lift Station #13) to the City of Calgary. Refer to Figure 14: Sanitary Sewer System. At ultimate build-out, the City of Chestermere will require a third forcemain (FM3). FM1 will be taken out of service when FM2 becomes available, and once capacity of FM2 is reached, FM1 will be put back in service. FM3 will only be required once both forcemains approach capacity.

Development of water and 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*.

It must be noted that at the time of this MDP update, CUI had just begun updating the *Utility Master Plan* (UMP). The 2010 UMP provides background information on existing water and sanitary systems. However for alignment with the most up-to-date information on future capacities and planned projects, adjustments in the MDP (including updates to the water and sanitary sewer maps) may be required when the new UMP is complete.

4.4.1 The *Utilities Master Plan* shall be reviewed every five years to identify new servicing strategies for future development areas within the City.

4.4.2 The City, in coordination with CUI, shall update the computer models of the water and sanitary networks as the networks are expanded and changes are implemented.

4.4.3 The City shall use the most recent 2008 *Utilities Master Plan* (UMP), and any subsequent updates or amendments to the UMP, as the basis for future planning and improvements to the City's sanitary sewer collection system. Incremental upgrades are necessary to ensure that the system can handle the needs of future development and to accommodate future demand, based on the population growth trends included in this MDP.

4.4.4 The City and CUI shall maintain and implement a comprehensive, long-term plan for its utility infrastructure and establish budget priorities based on the premise that investment in infrastructure maintenance is a necessary, annual investment, rather than a discretionary cost.

4.4.5 The City of Chestermere and CUI shall continue to work with the City of Calgary to ensure that the *Master Service Agreement* (MSA) is a living document pertaining to water and sanitary sewer servicing. The MSA is the conduit to provide safe, reliable, cost-effective, and environmentally sound water and sanitary servicing.

4.4.6 The City should encourage builders and property owners to take on water conservation initiatives (such as, low-flow fixtures, and more efficient hot water heaters, furnaces and water faucets) that can ease the burden on the city utility systems.

4.4.7 The City shall strive to secure lands necessary to upgrade and expand its utilities systems.

4.4.8 The City should adopt and implement an infrastructure maintenance and rehabilitation plan that will continually upgrade and replace the municipality's utility systems to maintain or exceed current standards.

Figure 13: Potable Water System

Current and future water systems overview, including projects currently proposed and under construction.

Figure 13 may be subject to change.

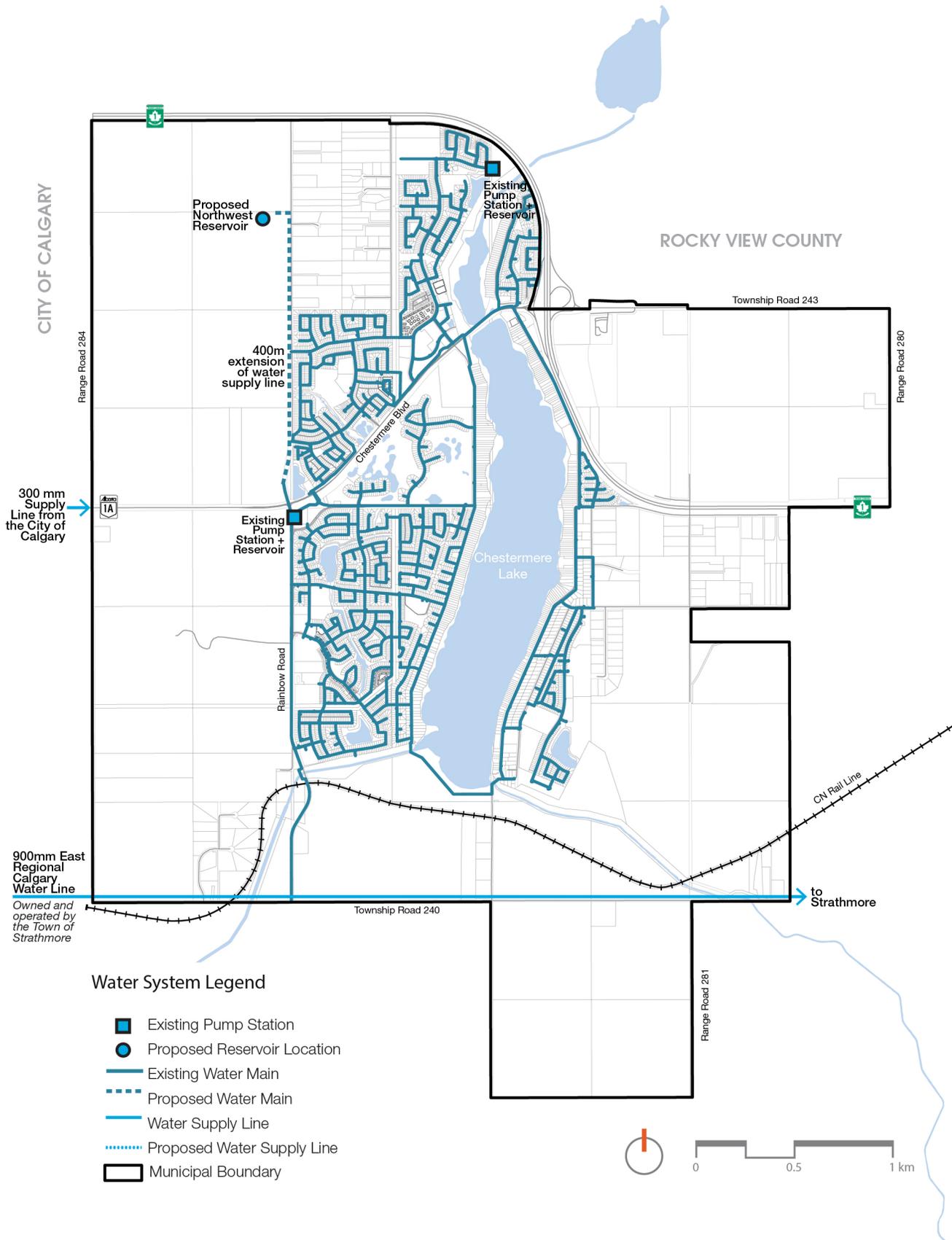
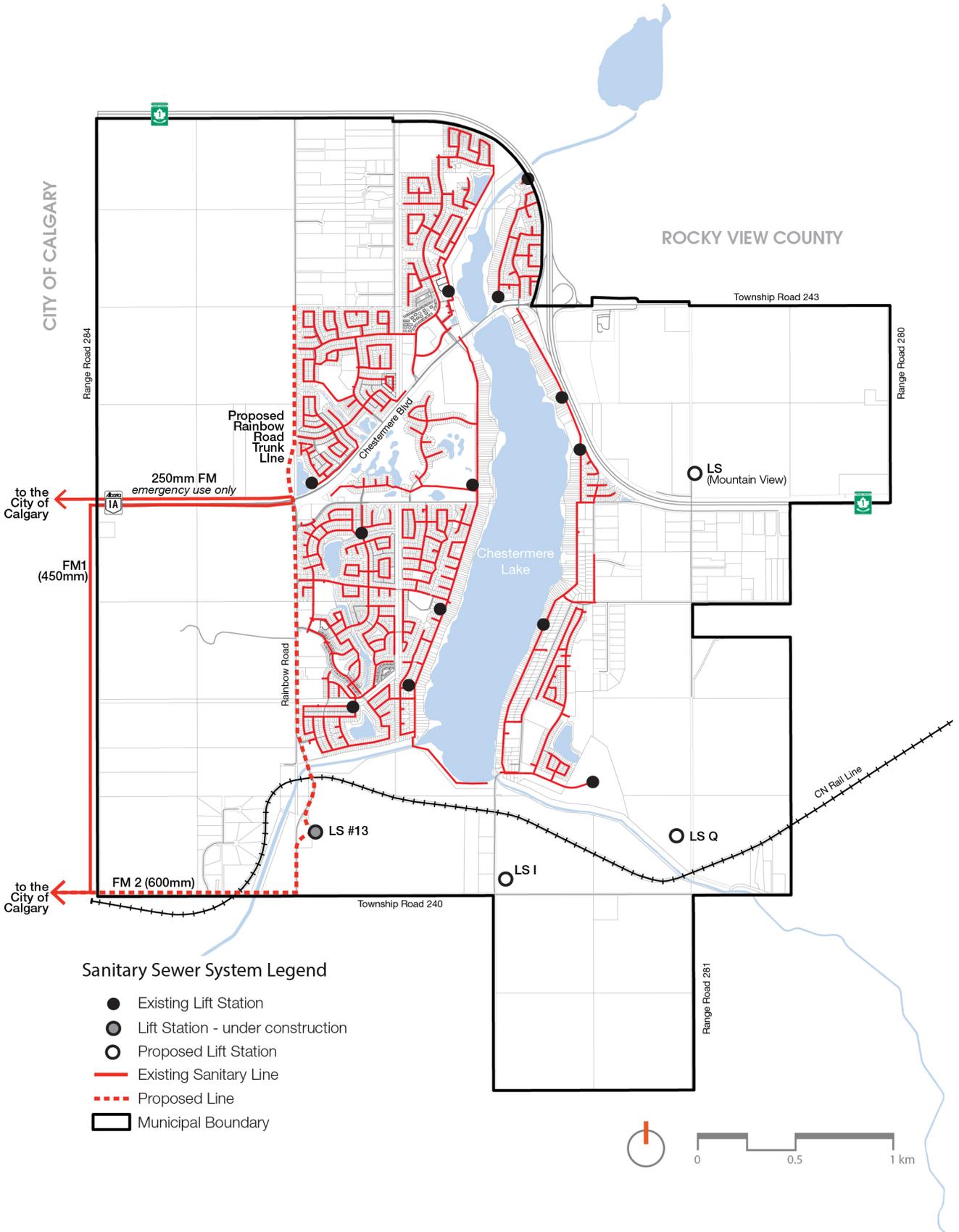


Figure 14: Sanitary Sewer System

Figure 14 may be subject to change.

Existing and future sanitary system overview, including projects currently proposed and under construction.



Sanitary Sewer System Legend

- Existing Lift Station
- Lift Station - under construction
- Proposed Lift Station
- Existing Sanitary Line
- - - Proposed Line
- ▭ Municipal Boundary



4.5 STORMWATER MANAGEMENT

Planning of stormwater servicing is crucial for supporting continued growth within the city. Major stormwater facilities are expensive and require long-range planning to ensure that the environment is protected and that agreements with adjacent municipalities are completed.

Historically, the city's runoff was discharged to Chestermere Lake and the Western Headworks (WH) canal. However, runoff is no longer allowed into Western Headworks Canal and there is a finite amount of runoff that Chestermere Lake will accept without experiencing adverse impacts. In 2005, the City of Chestermere and Western Irrigation District (WID) signed the *Use of Works Agreement*. This document effectively prohibits stormwater runoff in volumes above the pre-development conditions and in water quality that exceeds the minimum standards of water quality agreed upon with WID from the 2009 annexed areas of the city into Chestermere Lake or other Works owned by the WID. Refer to Figure 15: Stormwater System.

Currently the city is at a cross roads in stormwater servicing. In order for the city to develop new areas, an alternative regional solution for stormwater has to be found. Two alternative solutions have been explored, but both require adoption from a number of adjoining municipalities. In 2010, the City of Calgary proposed the Shepherd Regional Drainage Plan (SRDP) which would by-pass runoff from the irrigation canals and divert it to the Bow River. This alternative would require many kilometers of canals and wetland improvements along the route. This plan is expensive and requires funding up front by municipalities, with recoveries from development levies. Proposed in 2013, the alternate is known as the Co-operative Stormwater Management Initiative (CSMI). The CSMI would divert stormwater runoff to a second drainage course, alongside, but outside the existing irrigation system. The advantage of this option is that construction could be staged more effectively with development. The inherent risk to both of these alternatives is that multi-municipal agreements can be difficult to achieve and the construction of necessary facilities may be years away.

The interim solution is to rely on stormwater management onsite. Zero release developments require a large footprint for stormwater ponds, which will restrict net developmental area and could limit the feasibility of some developments. Finding a long term solution is imperative to allow growth in the area to occur.

In the meantime, the City of Chestermere is developing interim development guidelines for stormwater management. This report – *Integrated Stormwater Master Plan* – focuses on allowing development to proceed on the basis of zero stormwater release with a heavy reliance on stormwater irrigation (water re-use).

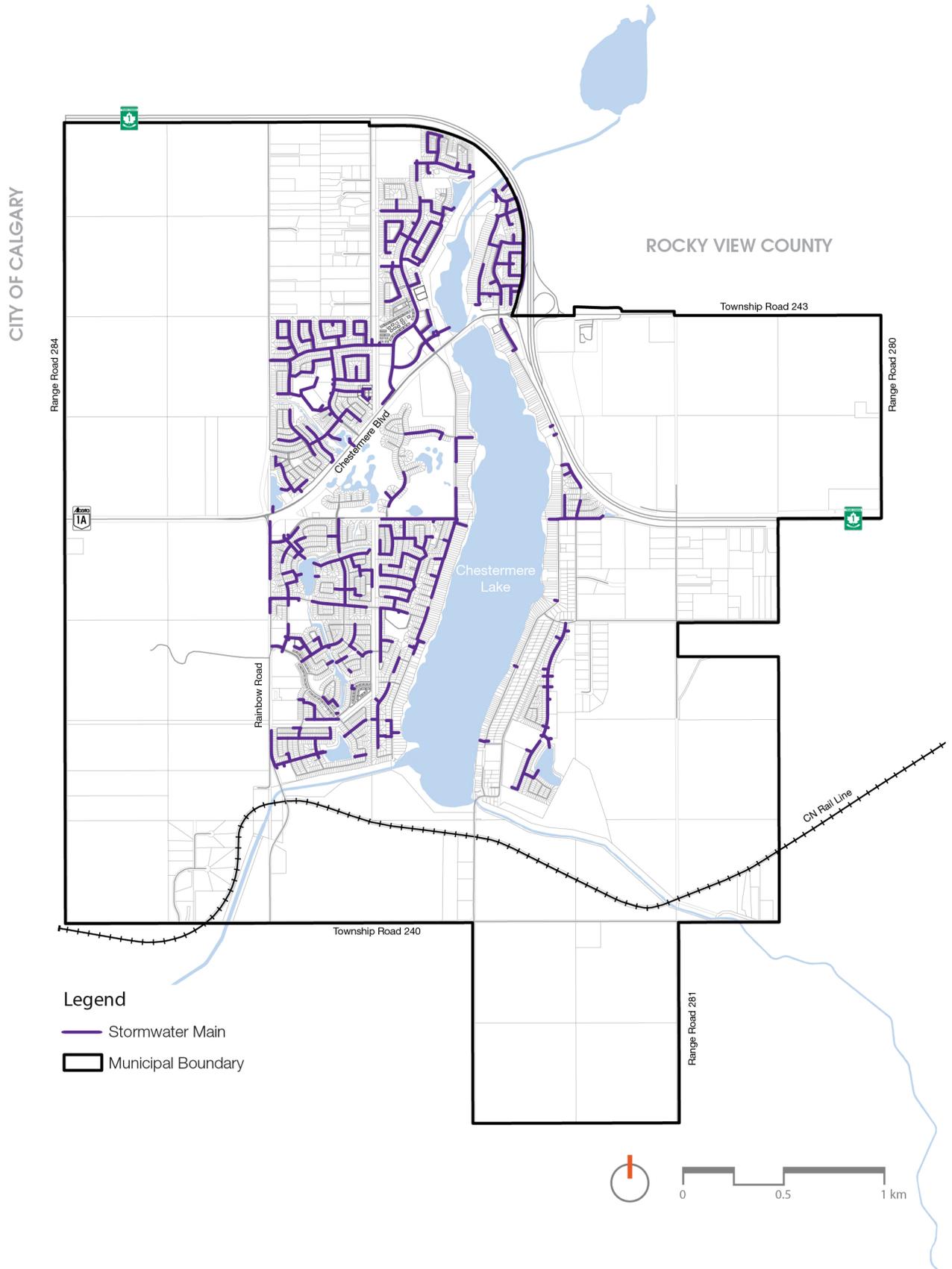
A number of natural drainage courses occur within the city and should be protected when possible. These natural courses form an effective part of the hydrological system, both feeding and draining important wetlands. West Creek in particular has become an important feature in the community. Development should protect the integrity of these drainage courses and be incorporated in Master Drainage Plans.

Development of stormwater facilities must adhere to the current edition of Alberta Environment and Sustainable Resource Development (ERSD) Stormwater Management Guidelines, the City of Chestermere's *Engineering Design and Construction Standards*, the *Integrated Stormwater Master Plan*, and once updated the *Utilities Master Plan*.

Figure 15: Stormwater System

Overview of existing stormwater mains within Chestermere.

Figure 15 may be subject to change.



4.5.1 The City shall use the most recent Stormwater Master Plan and any amendments, as the basis for future planning and improvements to the city's storm drainage management system.

4.5.2 The City should proactively work with adjacent municipalities to develop a regional stormwater management strategy, as discharge to Chestermere Lake is limited.

4.5.3 The City shall require new developments to submit a Master Drainage Plan at the ASP stage and a Staged Master Drainage Plan at the Outline Plan stage.

4.5.4 The 2014 *Integrated Stormwater Master Plan* requires strict adherence to post-development release rates, source control Low Impact Development (LID) practices and volume controls. The Plan identifies the following practices that the City should promote:

- Stormwater reuse through the use of irrigation of green spaces within the community;
- Extensive use of absorbent landscaping in public areas;
- Limited use of impervious surfaces that restrict water infiltration; and
- Decreased lot coverage, where appropriate, to provide increased absorbent landscaping in residential development.

4.5.5 Since LID performance is a key component to the 2014 *Integrated Stormwater Master Plan*, the City should support development industry initiatives to research and implement LID practices, so to create a better understanding of LID performance and the impacts of how engineering and design affect the function of stormwater management facilities and wetlands.

4.5.6 The City shall support and encourage the use of best management practices in stormwater management including (but not limited to): water conservation, bioswales, green roofs, roof leader disconnection, rainwater harvesting, cisterns, and pervious pavements.

4.5.7 The City shall require all commercial and industrial developments to install oil and grit separators to prevent deleterious materials from leaving the site and entering the city storm system.

4.5.8 The City shall ensure that an adequate annual maintenance budget is allocated to ensure optimal performance of LID.

4.5.9 The City should explore new water conservation technologies in the design of public streets, plazas, parks, and other public, open space to utilize stormwater source controls and manage stormwater in an ecologically sensitive manner.

4.5.10 The City should recognize stormwater management and wetlands as two components within a larger, integrated system.

4.6 WETLANDS

Wetlands and their associated riparian areas provide important habitats for a variety of aquatic and terrestrial organisms. Hydrologically, wetlands are important components of the local and regional watersheds. They stabilize water supplies in floods and droughts, as well as provide water filtration, groundwater recharge, nutrient cycling, erosion control, and pollination. In addition to environmental benefits, there are social and economic benefits in maintaining wetlands.

The responsibility for managing wetlands and riparian lands in Alberta is shared amongst multiple jurisdictions. The Province of Alberta has an interest to manage all water in the province and all activities that have the potential to impact a water body, including wetlands. The objective of the Alberta Wetland Policy is to sustain the social, economic and environmental benefits that functioning wetlands provide, now and into the future, by directing that wetlands with the highest ecological value be protected as part of the development process through avoidance, mitigation or replacement measures.

The City of Chestermere adopted a Wetland Policy in 2013, that promotes the conservation of the most highly-valued wetlands and associated riparian areas such that present and future generations may benefit from their ecological function. This policy prioritizes wetland avoidance over impact minimization and compensation for habitat loss. The Wetland Bylaw was approved in 2015 describing specific implementation mechanisms intended to ensure the highest valued wetlands are preserved and disturbances to wetlands with lesser ecological value are appropriately mitigated as part of the development process.

Figure 16: Chestermere Wetlands Map illustrates the approximate location of existing wetlands as identified in Chestermere Wetland Policy (Figure A-2). Wetland classification and locations are subject to change upon detailed assessment in accordance with the Wetland Bylaw (Bylaw 002-15). The Wetland Bylaw provides additional details on specific wetlands prioritized to be retained to the extent practicable.

4.6.1 The City shall require a Biophysical Impact Assessments (BIA) prepared by a qualified professional, to be submitted at ASP stage. The report should assess the specific location, type, function and ecological value of wetlands on a site. It should identify avoidance policies and indicate which wetlands should be avoided, mitigated, or removed and compensated in accordance with the requirements of the Municipal Government Act, the Alberta Wetland Policy, the Chestermere Wetland Policy and the Chestermere Wetland Bylaw.

4.6.2 An Avoidance Analysis Report shall be submitted at Outline Plan stage with additional details, as required by the Wetland Bylaw (Bylaw 002-15), for determining avoidance, mitigation or compensation assessment. These reports help guide appropriate municipal land use decisions under the MGA and encourage land stewardship to protect and enhance the environment.

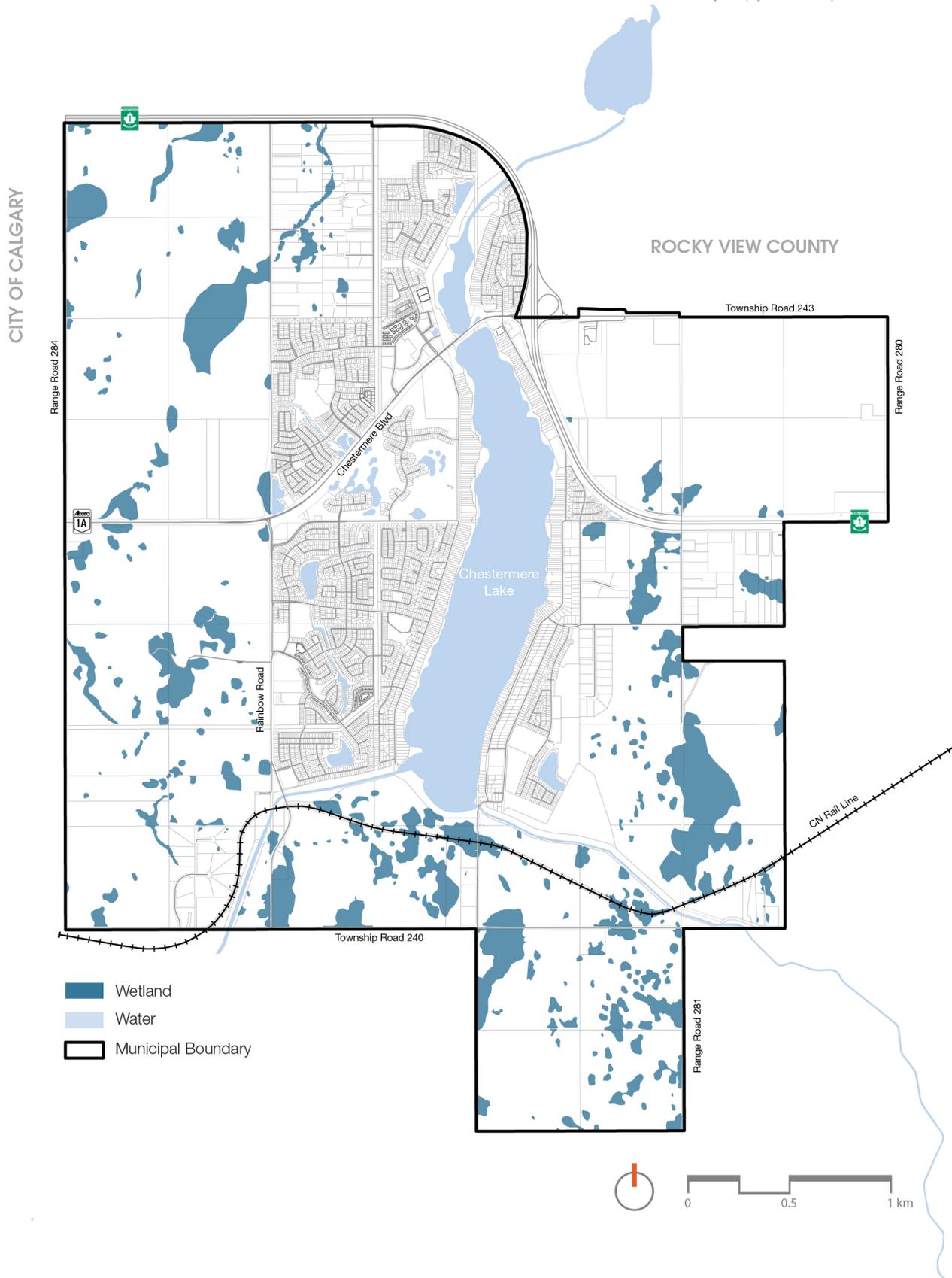
4.6.3 The City shall require appropriate development setbacks around wetlands with high ecological value through mechanisms such as environmental reserve dedication and/or registration of environmental reserve easements.

4.6.4 The City should develop a Wetland and Riparian Management Plan, and should consider the establishment of a conservation fund, capitalized through public and private sources for the acquisition of significant natural areas that cannot be preserved through other means.

Figure 16: Wetlands Map

Figure 16 may be subject to change.

Wetland areas as identified in *Chestermere Wetland Policy (Figure A-2)*. Wetland classification and locations are subject to change upon detailed assessment in accordance with the *Wetland Bylaw (Bylaw 002-15)*.



4.6.5 The City should re-evaluate the Wetland Policy and Wetland Bylaw at five-year intervals to ensure the results of their respective implementation is achieving the overall intention.

4.7 TELECOMMUNICATIONS

The City of Chestermere is committed to promoting access to up-to-date technology, including quality and accessible telecommunications (cell reception, internet service, radio and television, and telephone service) for all residents. As approvals of telecommunication antenna structures fall under the Federal jurisdiction, the City is obligated to adhere to the requirements outlined in the Radiocommunication Act and shall consult with carriers for development of telecommunication antenna structures.

4.7.1 The City shall facilitate the development of cellular towers, utility lines, and other telecommunications infrastructure to meet the needs and demands of both residents and visitors. In doing so, the City may encourage consultation with carriers at the ASP and Outline Plan phase to identify possible telecommunication antenna sites to address land use considerations and meet community needs.

4.7.2 The City shall encourage system design and construction practices that minimize the disruption of customer service and are located and constructed in a manner that protects environmentally sensitive areas.

4.7.3 The City should ensure that utility infrastructure (lines, poles, towers, etc) owned by private companies is compatible with adjacent land uses and views by: requiring that all new lines are underground, encouraging the burying of existing lines along key corridors (or as streets are reconstructed) when possible, avoiding overhead lines in parks and open spaces, and adhering to the City's *Telecommunications Antenna Structure Policy*.

4.7.4 The City shall coordinate utility construction with other public facility improvements, including (when feasible) securing sidewalk and trail easements over utility corridors.

PART 5
**MUNICIPAL
SERVICES +
FACILITIES**

5

MUNICIPAL SERVICES + FACILITIES

The City provides and supports a broad range of community services and facilities, including – recreation, culture, family and community support, emergency and protective services, and waste management – intended to improve the safety and well-being of Chestermere’s citizens.

Chestermere aspires to maintain and improve the range and quality of community and institutional facilities and services. Satisfying these objectives will involve the assessment of community needs, partnerships with community stakeholders and service providers, recruitment of regional institutions, public consultation, and allocation of land and resources.

Parks, open space, and environmental reserves enrich Chestermere, creating a unifying framework of special places to relax, gather, and play in neighbourhoods and communities. The City is committed to expanding and enhancing the city’s inventory of parks and open space for the ecological, health, recreation, and education benefits they provide.

The City contracts with Chestermere Utilities Inc. to provide waste management services for the community. As the city continues to grow, these services will need to expand and diversify, to address additional demand and ensure that Chestermere continues to be a safe place, where all residents have the opportunity to enjoy a high quality of life.

5.1 STATUTORY REQUIREMENTS

Two City-provided services – community and emergency services – have statutory requirements that must be met:

1. The provision of preventive family and community support services falls under the mandate of the Family and Community Support Services (FCSS) Act (2000).
2. The Emergency Management Act (2000) sets forth the requirements for preparation and approval of emergency plans and programs, setting up an emergency management agency and the declaration and management of a community emergency.

5.2 GOALS

- Provide cultural, social, and protective services, and waste management in an efficient and economic manner relative to land use development and planning, and to a uniform standard in order to provide equitable access across Chestermere.
- Provide a variety of community services, where provision of these services is mandated, or where it has been determined that the City is the most appropriate provider of these services.
- Increase and diversify the social infrastructure needed to maintain and grow the exceptional quality of life in Chestermere by facilitating inter-organizational community planning to address gaps and support local organizations in building their capacity to address community and cultural needs.
- Respond to specific demographic and psychographic trends, such as a growing number of seniors and immigrant residents anticipated in the community, and ensure equitable participation for all.
- Facilitate a variety of local and regional facilities that are multi-purpose, share resources and facilities when appropriate, and are flexible and adaptable in design to accommodate a wide range of uses and changing future needs.
- Ensure that the development and management of parks, beaches, green spaces, pathways, and recreation amenities are environmentally responsible, balancing the needs of natural ecosystems with those of users and providing sustainable facilities and services that minimize negative effects on the social and natural environments.
- Ensure further study of Chestermere Lake to determine the appropriate water usage, safety, best public access practices, and the impact of future population growth on lake use.
- Ensure that effective and convenient waste management services and facilities are available for residents, while supporting waste reduction initiatives.

5.3 COMMUNITY SERVICES

For Chestermere to be a healthy, sustainable community that continues to attract people who expect a high quality of life, the responsibility for creating and maintaining a vibrant social infrastructure needs to be shared across organizations in the community. In establishing, administering, and operating an FCSS program, the City is statutorily required to promote and facilitate the development of a stronger community, and to cooperate and coordinate with allied service agencies operating within the municipality. The City is committed to facilitate and promote social infrastructure for community cohesion and inclusion.

Social infrastructure can be seen as the activities, organizations, facilities, services, and amenities that result in residents:

- Developing and maintaining a sense of community identity and community belonging, and
- Maintaining and increasing their quality of life.

Aspects of the city's social infrastructure include:

- Volunteer-led recreation, leisure organizations, and clubs
- Recreation, leisure, and cultural facilities
- Non-profit organizations (including, youth development and leadership groups)
- Service groups and community volunteers
- Places of worship
- Schools and post-secondary education/training facilities
- Library
- Health services and facilities
- Emergency and protective services
- An integrated system of outdoor spaces, where citizens can connect to nature and recreate
-

Also, critical to this social infrastructure is the active collaboration between individuals, agencies, and the municipality to further the community's quality of life and build capacity.

5.3.1 The City shall continue to pursue the strategies outlined in the City's *Social Plan 2012-2014* and *Facilities and Amenities Strategic Plan: Master Recreation Plan 2014*, as well as review, amend, and update the plans as appropriate.

5.3.2 Public consultation should be undertaken to assess community needs and the allocation of land and resources for community services and recreation in partnership with community stakeholders and service providers.

5.3.3 Municipal budget processes shall ensure that adequate capital, operating, and maintenance resources are provided to sustain a broad range of community parks and recreation facilities.

5.3.4 The City should continue to pursue community partnerships with other organizations and agencies that can provide funding and support to the community.

5.3.5 The City should support initiatives to provide improved health care services and facilities locally within Chestermere.

5.3.6 The City should continue to support the provision of library services and other cultural resources and services.

5.3.7 Major community and recreation facilities should be encouraged to integrate into the public open space system and/or *Mixed-Use Commercial: Downtown* and *Mixed-Use Commercial: Centre* whenever possible.

5.4 EMERGENCY + PROTECTIVE SERVICES

The City currently provides protective services, including police and fire service. These elements, along with community provision for social needs, form the “social fabric” of Chestermere. As residents rely on these essential elements, care must be taken to ensure levels of emergency and protective services correspond with population growth.

5.4.1 The City shall continue to provide emergency and protective services to all areas of Chestermere as it grows in population, and shall continue to provide safe and effective regional services as well.

5.4.2 The City shall assess the proximity and accessibility of emergency and protective service facilities to serve proposed developments through the MASP and ASP processes.

5.4.3 A local emergency care facility shall be considered as part of future Emergency Medical Services for residents.

5.4.4 As the Chestermere population continues to grow, the City shall continue to assess the needs for additional services, such as a court and a hospital.

5.5 WASTE MANAGEMENT

Solid waste is managed by Chestermere Utilities Incorporated (CUI) under contract with the City. Currently the curb-side collection transports waste to the City of Calgary landfill for disposal. The City of Chestermere's recycling depot is located on the east side of the city and is accepting more materials as the depot expands. In 2015, the City of Chestermere will initiate a new recycling and composting program geared to reducing hauled waste to the City of Calgary landfill. Landfill charges are set to increase substantially for paper products starting in 2015 and then for organics in 2017. A full ban on paper products and organics sent in waste to the landfill will be in place by 2019. This program will require residents to separate out organics and recyclable material from waste prior to the curb.

The City of Chestermere is committed to reducing the amount of waste destined for disposal in municipal landfills. Chestermere aims to become more sustainable, practice good environmental stewardship, and reduce costs associated with disposal and landfill development.

5.5.1 The City shall provide efficient, economical, and environmentally sound waste collection, disposal facilities, and programs.

5.5.2 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. The service shall remain user-pay, and as such, they will benefit directly from waste reduction programs.

5.5.3 Developers shall ensure that new multi-residential and commercial buildings are designed to provide adequately sized and convenient facilities for recycling and storage.

5.5.4 The City shall protect the operational needs of landfill and recycling facilities by reducing land use conflicts. Development setbacks shall be maintained and incompatible uses (i.e. Residential) shall be buffered by commercial, industrial, or recreational uses.

5.5.5 The City shall promote the principles of reduce, reuse, and recycle materials within its own operations of treatment, storage optimization, transportation, and recycling.



CASE EXAMPLE - Community Services
Elevation Place | Canmore, AB | CANADA
Source: Jacob Johnson | Bike Canmore • www.bikecanmore.ca



CASE EXAMPLE - Community Services
Wheat Ridge Carnation Festival | Wheat Ridge, CO | USA
Source: Wheat Ridge Carnation Festival • <http://www.movoto.com/guide/denver-co/best-denver-suburbs-for-young-professionals/>

PART 6

IMPLEMENTATION



IMPLEMENTATION

In order to ensure that development is being effectively guided by the MDP policies, the MDP will be monitored and reviewed regularly through an evaluation based on a series of indicators. The MDP may be amended or updated to reflect changing circumstances and to ensure it remains an effective tool for achieving the goals and objectives of Council and aspirations of the community. The following implementation measures ensure that the MDP's policies are effectively enacted and updated, as necessary.

6.1 REVIEWING + EVALUATING THE MDP

6.1.1 The MDP shall be monitored and reviewed on an annual basis through an **Annual Report** prepared by the City Administration, for Council review. The Annual Report shall evaluate the MDP's policies, and their effectiveness based on a series of **Performance Indicators**, as shown in Figure 17: Performance Indicators. The Annual Report must also provide recommendations for changes to policy or the implementation process, as necessary.

6.1.2 The City shall develop a framework for the implementation of the **Performance Indicators**, which should be comprised of baseline measures, appropriate targets (and target year), and a methodology of measurement for the indicators. These indicators, and their associated targets and measurements, may be re-examined and redefined (as needed) on an annual basis.

6.1.3 A major MDP review should be undertaken every 5 years. If there are recommendations in an annual report that extensive changes are necessary, then a more thorough review may be undertaken before five years have passed.

ECONOMY

DENSITY

- » *Jobs per hectare*
- » *People per hectare*

EMPLOYMENT

- » *Population/Jobs Ratio*
- » *Unemployment Rate*
- » *Percent of residents in the labour force*

LAND USE MIX

- » *Land Use Diversity Index*
- » *Square feet of available mixed-use commercial space*
- » *Building vacancy rates by use*

FISCAL SUSTAINABILITY

- » *Non-residential tax base (i.e. industrial, commercial)*

LOCAL SERVICES

- » *Percent of population within 600 metres of Mixed-Use Commercial: Neighbourhood and Centres*

SOCIAL

RESIDENTIAL DIVERSITY MIX

- » *Residential Diversity Index*

COMMUNITY VITALITY

- » *Number of residents attending city festivals and events*
- » *Percentage of eligible voters that voted*

COMMUNITY SAFETY

- » *Number of crimes per 1,000 residents by type of crime*

SENSE OF COMMUNITY

- » *Percent of residents that participate in recreation and community programs by age*

QUALITY OF LIFE

- » *Residents' rating of overall community quality of life*

ENVIRONMENT

CONSERVATION

- » *Hectares of natural areas, environmental reserves*
- » *Overall ecological and hydrologic condition of existing wetlands*

WATERSHED HEALTH

- » *Percent of impervious surface*
- » *Percent of subdivision and development permits that employ LID*

MULTI-MODAL TRANSIT

- » *All purpose trips, 24 hours, city-wide*
 - *Auto / Transit / Active Mode Split*
- » *Total length in metres of pathways*
 - *paved + non-paved*

RECREATION AMENITIES

- » *Hectares of parks per resident and number of lake access points*
- » *Percent of residents within a 10 min walk of a park*
- » *Number of residents using parks and trails*

WASTE REDUCTION

- » *Split (trash, recycling, compost) of material per resident*

Figure 17: Performance Indicators

Economic, social, and environmental indicators to measure the success and effectiveness of the MDP in the Annual Report.

6.2 AMENDING THE MDP

6.2.1 Changes to the intent of the MDP shall be carried out through an amendment process in accordance with the MGA.

6.2.2 Opportunities for broader public and stakeholder engagement may be necessary, depending upon the nature of the proposed MDP amendment, potential impacts, and/or anticipated level of public interest generated by the change. The administration will assess and determine the appropriate engagement processes for each future MDP amendment.

6.2.3 The City or a landowner may initiate an amendment to the MDP. Within the application to amend the MDP, the following shall be addressed:

- The rationale for the proposed amendment;
- The impact of the proposed change on the achievement of the goals and policies of the MDP;
- The effect of the proposed amendment on adjacent land uses;
- The effect of the proposed amendment on city infrastructure and services; and
- A proposal for public and stakeholder consultation, if necessary.
-

6.2.4 In cases where the amendment may result in significant impacts, the City may require the submission of additional information to assess the suitability of the proposed change, such as the assessment: of fiscal impacts, environmental impacts, servicing and infrastructure impacts, and/or impacts on the local economy. The scope of the required information shall be determined through consultation with City staff and the applicant.

6.3 IMPLEMENTATION PLAN

Several key steps are necessary for the statutory implementation of this MDP and to guarantee its success in both the short- and long-term. It is important to note that in addition to the statutory implementation, the achievement of the goals and objectives of the MDP rely on capital, operating, and maintenance resources, which are subject to budgetary considerations by Council on an annual basis.

6.3.1 The City shall pursue the steps and timelines for the statutory implementation of the MDP illustrated in Figure 18: Implementation Timeline.

Figure 18: Implementation Items

A comprehensive list of MDP action items that are necessary to move forward and implement the policies and vision of the MDP.

- ANNUAL REVIEW**
 - » Review and measure the success of the MDP based on the Performance Indicators, and update the Implementation Items and any policies, as necessary.
- CITY GATEWAYS**
 - » Identify and complete gateway plan and designs.
- COMMUNITY SURVEY**
 - » Develop a community survey for review of community services and amenities, ensuring alignment with the MDP's Performance Indicators.
- high priority** **DENSITY TRACKING SYSTEM**
 - » Establish a density tracking system that will allow City Staff to track ASP density averages over time for each Outline and Subdivision Plan, as developed, and ensure that the average density target is met.
- REVIEW CHESTERMERE DESIGN GUIDELINES**
 - » Alignment with MDP and LUB to include design guidelines for areas such as, Planned Lot, Residential, and Mixed-Use Commercial: Centres and Corridors.
- high priority** **DEVELOPMENT APPROVAL**
 - » Review internal process and checklist for development approval in MASP, ASP, Outline Plan, Land Use Designation, and Subdivision processes.
 - » Establish a 'Sustainability Matrix' as a tool for use in assessment and evaluation of development applications. This Matrix shall include studies and mapping such as Connectivity work completed by the Mistakis Institute.
- high priority** **COMPREHENSIVE LAND USE BYLAW REVIEW**
 - » Redefine density and density targets.
 - » Establish Planned Lot land use district.
 - » Identify lot coverage standards.
 - » Update commercial building size maximum and identify conditions.
 - » Update allowable number of storeys and identify conditions.
 - » Determine standards for transition between land uses.
 - » Allow for detached secondary suites and identify conditions.
- high priority** **PERFORMANCE INDICATORS**
 - » Identify indicator baselines.
 - » Set targets and appropriate target years.
 - » Identify approach and methodology to establish consistency every year.
- NON-RESIDENTIAL DEVELOPMENT**
 - » Develop a process, forms, and criteria for non-residential development, pre-ASP.
- PARKS, OPEN SPACE, AND TRAILS MASTER PLAN**
 - » Develop and approve a Parks, Open Space, and Trails Master Plan.
- RESILIENCY STANDARDS**
 - » Establish standards based on best practices of LID techniques to support implementation of ISMP and the development of resilient city infrastructure design.
- TRANSPORTATION MASTER PLAN (TMP)**
 - » Complete and implement the TMP.
- WETLAND AGENCY**
 - » Work with Alberta Environment to become a Wetland Agency.
- URBAN AGRICULTURE**
 - » Develop a food security plan and appropriate land use bylaw amendments.
- REGIONAL TRANSIT SYSTEM**
 - » Collaborate to connect to regional transit system.

APPENDIX A
**REGIONAL
CONTEXT
STATEMENT**



REGIONAL CONTEXT STATEMENT

Overview

This *Regional Context Statement* is intended to identify how the MDP aligns with current regional planning initiatives. For the City of Chestermere, there are two relevant regional frameworks for planning that must be considered:

1. The **South Saskatchewan Regional Plan (SSRP)** is an initiative by the Province of Alberta, enabled by the provincial Land-use Framework (LUF), which is intended to manage land and natural resources to achieve long-term economic, environmental, and social goals.
2. The **Calgary Metropolitan Plan (CMP)** is a regional plan developed by the Calgary Regional Partnership (CRP), a voluntary organization to which the City of Chestermere is a member. The CMP has been developed to address large-scale regional issues and build, across the region, complete communities that respect the environment.

The South Saskatchewan Regional Plan

The South Saskatchewan Region is an area that includes the South Saskatchewan River Basin, the Milk River Basin, and the Alberta portion of the Cypress Hills. It covers 83,764 square kilometers and includes roughly 1.8 million people; 44% of the population of Alberta. The Region includes several major urban centres, including the cities of Calgary, Airdrie, Lethbridge, Medicine Hat, and Brooks.

Alberta's Land-use Framework (released in 2008) sets out a new regional approach for land and resource management. The intent of the South Saskatchewan Regional Plan (SSRP) is to implement the LUF and provide the policy integration, vision, and clarity needed to support long-term economic, environmental, and social goals over the next 50 years in the South Saskatchewan Region. This represents a shift towards managing the cumulative effects of development on air, water, land, and biodiversity.

Under the SSRP, eight desired outcomes have been identified:

- The region's economy is growing and diversified.
- Air quality is managed to support healthy ecosystems and human needs through shared stewardship.
- Biodiversity and ecosystem function are sustained through shared stewardship.
- Watersheds are managed to support healthy ecosystems and human needs through shared stewardship.
- Land is used efficiently to reduce the amount of area that is taken up by permanent or long-term development associated with the built environment.
- The quality of life of residents is enhanced through increased opportunities for outdoor recreation and the presentation and promotion of the region's unique cultural and natural heritage.
- Aboriginal peoples are included in land-use planning.
- Community development needs are anticipated and accommodated.

Although the SSRP is a regional plan that focuses on provincial policy, there are several elements that involve collaborative action between the provincial and municipal governments. The relevant elements include the following:

1. ECONOMY

1.13 *Work with municipalities, landowners and industry to explore multi-use corridors for co-location of linear infrastructure that supports critical economic linkages to markets for expanded access.*

1.20 *Work with municipalities, private investors and landowners to identify areas of high value for recreation and tourism and to encourage tourism investment and infrastructure development opportunities on identified lands.*

1.21 *Work with municipal governments and other partners to identify, establish and promote scenic byways in and around areas with high-quality attractions, and recreation and tourism features. This would include routes, trails and waterways to create distinctive travel experiences and showcase the region's unique scenic resources and cultural landscapes.*

- Transportation (4.3) and water supply and sanitary sewer (4.4) infrastructure sections indicate how major corridors such as Highway 1 will be incorporated into linear infrastructure planning.
- Two sections, the Co-operative Planning Policy (1.3.2) and General Infrastructure Policy (4.2) illustrate the City's commitment to exploring multi-use corridors and co-location of services across departments and municipalities.
- Policies regarding parks and open space are outlined in section 3.7. This reinforces the importance of Chestermere Lake as a high value amenity for recreation and regional tourism (3.7.1.7).
- The open space system described in section 3.7 includes multi-use trail networks that will complement the role of Chestermere Lake as a regional recreation attraction and scenic resource (3.7.1.3, 3.7.1.4, 3.7.1.7, and 3.7.2.3).

2. AIR

2.3 *Encourage municipalities, industry and the public to be proactive in addressing air quality issues through voluntary programs and initiatives to address emissions sources such as transportation.*

- Residential neighbourhoods permit small-scale mixed-use commercial to maximize walkability and reduce vehicle trips (3.4.1.2).
- New residential neighbourhoods are required to be designed to be walkable and maximize connections with transit opportunities, open space, and mixed-use nodes (3.4.4 and 3.4.5).
- Street / block layouts that promote walking and cycling are encouraged (3.4.1.2, 3.4.1.3, 3.4.4.1, and 3.4.5).
- Mixed-use commercial developments are required to be designed to promote access by pedestrians, cyclists, and regional/local transit users (3.4.1.2, 3.4.1.3, and 3.5.1.6).
- Access to employment lands are required to include sidewalks and access points to facilitate access by commuters (3.6.1.5).
- Transportation policies promote alternative transit, accessibility, and overall livability (4.3).

4. WATER

4.4 *Continue to increase knowledge and improve management of wetland areas within the region.*

4.5 *Continue to increase knowledge and improve management of riparian lands within the region.*

4.6 *Encourage the use of best management practices for land disturbances to minimize sedimentation of water bodies and encourage municipalities to work with land developers to develop and implement best management practices appropriate for the site and establish policies and guidelines for erosion and sediment control in locations with high development pressures.*

4.9 *Encourage decision-makers and land managers to use the available planning information, including: riparian and wetland mapping and inventories, environmentally significant areas mapping and groundwater vulnerability mapping.*

4.12 *Continue to develop approaches to address the climate variability found in the region.*

- Section 4.6 outlines the current municipal policies regarding wetlands, which align with the Alberta Wetland Policy and regional wetland management objectives.
- Additionally, stormwater management policy highlights the coordination between the City's stormwater system with wetlands (4.5.10).
- Section 4.6 outlines how riparian lands within the City are managed, which align with the Riparian Land Conservation and Management Report and Recommendations.
- Under the wetlands policy (4.6), disturbances by land developers that would impact wetlands through sedimentation and erosion must be managed.
- The City wetlands policy, outlined in Section 4.6, requires that decision-makers and land managers/developers consider riparian and wetlands areas and other natural resources in development.
- Section 4.5 details the management of drainage and flood risks within the City.

SSRP POLICY CHESTERMERE MDP POLICY

5. EFFICIENT USE OF LAND

- 5.1** *All land-use planners and decision-makers responsible for land-use decisions are encouraged to consider the efficient use of land principles in land-use planning and decision-making.*
- A consistent set of principles to guide land use decisions is provided in the Community Vision (2.1).
 - The Land Use Concept (3.1) outlines an efficient use of the land within the City to meet long-term growth needs.
 - The MDP provides for a target of 8 units per gross residential acre for new residential neighbourhoods (3.4.4.1 and 3.4.4.2), and a target intensity of 100 people and jobs per gross developable hectare in major mixed-use commercial areas (3.5.2.2 and 3.5.3.2).

6. OUTDOOR RECREATION + HISTORIC RESOURCES

- 6.4** *Support current and future projects to identify, maintain and enhance sustainable long-term public access to recreational water bodies.*
- Chestermere Lake is identified as a high value amenity for recreation, with activities and events that promote the use of the lake by current and future residents (3.7.1.7).
- 6.10** *Identify and designate important historic resources in the region with municipal partners.*
- The sustainability approach outlined by the City (2.4) places importance on developing a distinctive sense of place and recruiting key cultural activities.

8. COMMUNITY DEVELOPMENT

- 8.1** *Work together to achieve the shared environmental, economic and social outcomes in the South Saskatchewan Regional Plan and minimize negative environmental cumulative effects.*
- Cooperative planning with neighbouring communities—the City of Calgary and Rocky View County—as well as other regional partners is identified as being critical to achieving broader environmental, economic, and social outcomes (1.3).
- 8.2** *Address common planning issues, especially where valued natural features and historic resources are of interests to more than one stakeholder and where the possible effect of development transcends jurisdictional boundaries.*
- Planning in partnership with the City of Calgary, Rocky View County, and other regional partners through cooperative initiatives is critical to mitigating the impacts of development on valued natural features (1.2 and 1.3).
- 8.3** *Coordinate and work with each other in their respective planning activities (such as in the development of plans and policies) and development approval processes to address issues of mutual interest.*
- Intermunicipal planning with the City of Calgary and Rocky View County through Intermunicipal Development Plans (IDPs) and corresponding referrals of permits will help to coordinate issues of mutual interest in development in the area (1.3).
- 8.4** *Work together to anticipate, plan and set aside adequate land with the physical infrastructure and services required to accommodate future population growth and accompanying community development needs.*
- The City has coordinated planning to identify and secure lands required to support 30 years of growth, and corresponding infrastructure and services have been planned to accommodate this growth (2.3).
- 8.5** *Build awareness regarding the application of land-use planning tools that reduce the impact of residential, commercial and industrial developments on the land, including approaches and best practices for promoting the efficient use of private and public lands.*
- The MDP provides for a target of 8 units per gross residential acre for new residential neighbourhoods (3.4.4.1 and 3.4.4.2), and a target intensity of 100 people and jobs per gross developable hectare in major mixed-use commercial areas (3.5.2.2 and 3.5.3.2).
 - The City supports the protection and conservation of natural areas, drainage features, wetlands, and natural vegetation that may be impacted by urban development (3.7.3.1, 3.7.3.4, and 4.6). Environmental Reserves will be employed for these lands to retain them in their natural state or to use them as passive parks and open space (3.7.3.4).
- 8.6** *Pursue joint use agreements, regional service commissions and any other joint cooperative arrangements that contribute specifically to intermunicipal land-use planning.*
- The City of Chestermere currently has service agreements with the City of Calgary for the provision of water and wastewater services (4.4).
 - Intermunicipal planning with the City of Calgary and Rocky View County through joint planning initiatives will help to coordinate issues of mutual interest in development in the area (1.3).

- 8.7** Consider the value of intermunicipal development planning to address land use on fringe areas, airport vicinity protection plans or other areas of mutual interest.
- Intermunicipal planning with the City of Calgary and Rocky View County through Intermunicipal Development Plans (IDPs) and corresponding referrals of permits will help to coordinate issues of mutual interest in development in the area (1.3).
- 8.8** Coordinate land-use planning activities with First Nations, irrigation districts, school boards, health authorities and other agencies on areas of mutual interest.
- The Co-operative Planning Policy (1.3.2) highlights the City's commitment to coordination between other municipalities, agencies, and parties with a mutual interest in land-use planning.
- 8.11** Provide an appropriate mix of agricultural, residential, commercial, industrial, institutional, public and recreational land uses; developed in an orderly, efficient, compatible, safe and economical manner.
- The City Land Use Concept (3.1) provides a general allocation of lands to accommodate different needs for land over time. Implementation of the planning process in the City (1.4) provides for orderly and efficient development from this overall concept to lower-level plans.
- 8.12** Contribute to a healthy environment, a healthy economy and a high quality of life.
- Provision of sufficient lands for parks, open space, local retail and services, public gathering places, and other uses will support a high quality of life, healthy environment, and healthy economy in the City (3.1).
- 8.13** Provide a wide range of economic development opportunities, stimulate local employment growth and promote a healthy and stable economy. Municipalities are also expected to complement regional and provincial economic development initiatives.
- Sustainable economic development is a primary goal in the City's sustainability approach (2.4). This includes maintaining land for employment uses (3.6.1.1), recruiting businesses (3.6.1.2 and 3.6.1.4), and providing for a range of business types that are suited for local conditions and provide economic opportunity for the City and region (3.6.1.2 and 3.6.1.3).
 - Mixed-use commercial areas (3.5) include provisions for maintaining retail/commercial and service uses to support the local economy.
 - Employment lands (3.6) are intended to support local employment goals.
 - The City has established a goal to grow the non-residential tax assessment ratio (3.6.1.2).
- 8.14** Feature innovative housing designs, range of densities and housing types such as mixed-use, cluster developments, secondary suites, seniors' centres and affordable housing. Provide the opportunity for a variety of residential environments which feature innovative designs and densities and which make efficient use of existing facilities, infrastructure and public transportation.
- Residential neighbourhoods are encouraged to provide a mix of housing types, including formats suitable for more affordable housing (3.4.2).
 - Secondary suites, live-work units, and housing above shops will be encouraged in suitable locations in both new and existing neighbourhoods (3.4.2.1).
 - Opportunities for affordable housing will be facilitated in cooperation with other organizations in areas close to transit and supporting resources (3.4.2.4).
 - Small-scale mixed-use development will be encouraged in residential neighbourhoods to provide access to local convenience retail and services (3.4.1.2).
 - Mixed-use commercial areas (3.5) include provisions for higher density multi-residential housing, integrated with future transit opportunities.
- 8.15** Minimize potential conflict of land uses adjacent to natural resource extraction, manufacturing and other industrial developments.
- Industrial developments located in the employment lands in the Land Use Concept are designed to include buffers with residential uses, and are sited to be separated from incompatible uses (3.1, 3.6).
- 8.16** Minimize potential conflict of land uses within and adjacent to areas prone to flooding, erosion, subsidence, or wildfire.
- Areas that are sensitive to disturbance, including areas of potential flooding, are allocated to parks and open space to prevent risks to other land uses (3.1, 3.7).
- 8.17** Complement their municipal financial management strategies, whereby land use decisions contribute to the financial sustainability of the municipality.
- The City has established a goal to grow the non-residential tax assessment ratio through the *Economic Development Strategy*, which will be implemented through the development of employment lands (3.6.1.2).

The Calgary Regional Plan

The Calgary Metropolitan Plan (CMP) represents a cooperative effort among the member municipalities of the Calgary Regional Partnership (CRP) to provide sustainable development within an area that is experiencing rapid growth. As part of the CMP, municipalities focus on preserving the natural environment and regional water resources, while promoting economic prosperity to ensure that growth in the area is sustainable over the long-term.

The original CMP, developed in 2009, was amended in 2012 to reflect the input and direction of members and feedback from the province related to sustainable and manageable growth. Under the CRP, five major principles have been identified:

- Protecting the natural environment and watershed.
- Fostering the region's economic vitality.
- Accommodating growth in more compact settlement patterns.
- Integrating efficient regional infrastructure systems.
- Supported through a regional governance approach.

Within these principles, strategies have been identified for all member municipalities to pursue to meet the overall goals of the CMP. These include the following:

CMP POLICY CHESTERMERE MDP POLICY

1. PROTECTING THE NATURAL ENVIRONMENT AND WATERSHED.

1.A *Protecting our watershed.*

- The City will provide support for the protection and conservation of natural areas of significant biophysical functions or features, including wetlands, natural vegetation, and the protection of Environmental Reserves (3.7.3).

1.B *Enhance ecological infrastructure.*

- The City will consider drainage features, water conservation, and wetland policy (4.6) in the design of green spaces to maintain as much natural vegetation and existing site features as possible, enhancing ecological infrastructure (3.7.3.2, 3.7.3.3).

1.C *Address climate change.*

- The incorporation of sustainable development initiatives in development and design guidelines will be established in the ASP or ARP process (3.3.3.2).
- Residential neighbourhood permits small-scale mixed-use commercial to maximize walkability and reduce vehicle trips (3.4.1.2 and 3.4.1.3).
- New residential communities are required to be designed to be walkable and maximize connections with transit opportunities, open space, and mixed-use nodes (3.4.4 and 3.4.5).
- Street / block layouts that promote walking and cycling are encouraged (3.4.4 and 3.4.5).
- Mixed-use commercial developments are required to be designed to promote access by pedestrians, cyclists, and regional/local transit users (3.5.1.6).
- Access to employment lands are required to include sidewalks and access points to facilitate access by commuters (3.6.1.5).

1.D *Working together for change.*

- The City will work with the CRP and neighbouring municipalities to develop and implement environmental initiatives and actions (1.3).

2. FOSTERING OUR ECONOMIC VITALITY.

2.A *Plan for resilient economies.*

- Ensure fiscal sustainability through growing the non-residential tax assessment ratio, and providing adequate and flexible inventory of employment lands (3.6.1.2).
- The City and developers will market and promote land for development through strategies such as community identity and branding that align with existing economies to attract new business and support existing, local business through capacity building (3.6.1.4).

2.B *Support sustainable rural economies.*

- The City will work with Rocky View County on intermunicipal issues to promote sustainable planning of urban and rural development that benefits both communities (1.3).

CMP POLICY CHESTERMERE MDP POLICY

3. ACCOMMODATING GROWTH IN MORE COMPACT SETTLEMENT PATTERNS.

3.A *Develop compact settlements.*

- The City will strive to meet the CMP intensification targets in existing neighbourhoods (3.4.3.3).
- New residential neighbourhoods shall provide for 8 units per gross residential acre (3.4.4.1 and 3.4.4.2).
- Higher density transit-oriented nodes of mixed-use development at 100 jobs and residents per gross developable hectare are included in the Land Use Concept. (3.5.2.2, 3.5.3.2).

3.B *Create sustainable and resilient communities.*

- Development and design guidelines will promote the integration of new development with existing city form and character, as well as promote walkable, sustainable, and livable design during the ASP and ARP processes, through integration with the park and open space, transit, and mixed-use commercial networks (3.3.3.1 and 3.3.3.2).

3.C *Support for sustainable rural development.*

- The City will work with Rocky View County on intermunicipal issues to promote sustainable planning of urban and rural development that benefits both communities (1.3).
- Provision of a wide range of housing types (3.4.2) and infill development (3.4.3) at urban densities can reduce the amount of land required for development and associated development pressures on rural areas to meet these needs.

4. INTEGRATING EFFICIENT REGIONAL INFRASTRUCTURE SYSTEMS.

4.A *Integrate and invest in regional infrastructure.*

- Future development in the City will correspond to the MDP Land Use Concept (3.1), which aligns with the priority growth areas identified in the CMP.
- The MDP Land Use Concept considers the preservation of lands for the future realignment of Highway 1 (3.1).
- Two sections, the Co-operative Planning Policy (1.3.2) and General Infrastructure Policy (4.2) illustrate the City's commitment to exploring multi-use corridors and co-location of services across departments and municipalities.
- The City of Chestermere currently has service agreements with the City of Calgary for the provision of water and wastewater services (4.4).

4.B *Plan for regional transportation and complete mobility.*

- The City has identified key locations for denser mixed-use development—Mixed-Use Commercial: Downtown (3.5.2) and Centre (3.5.3)—that are intended to be supported by regional transit.

4.C *Develop and implement strategic regional water, wastewater and storm water systems.*

- The City of Chestermere currently has service agreements with the City of Calgary for the provision of water and wastewater services (4.4).
- In addition to the City of Chestermere's Integrated Stormwater Master Plan, the policies outlined in Section 4.5 illustrate the City's commitment to sustainable and efficient stormwater management.

4.D *Investigate a regional waste management system.*

- The City is committed to efficient, economical, and environmentally sound waste collection, management, and disposal, which could be accommodated within a regional system (5.5).
- The City seeks to reduce the creation of waste through reuse, recycling, and other sustainable practices (5.5.2 and 5.5.5).

5. SUPPORTED THROUGH A REGIONAL GOVERNANCE APPROACH.

5.A *Collaborate for a sustainable region.*

- This Context Statement provides a description of the alignment between the Chestermere MDP and the South Saskatchewan Regional Plan.
- The Community Vision Statement and Principles (2.1) include considerations of social, cultural, economic, and environmental sustainability.
- The City's sustainability approach (2.4) provides a "Made in Chestermere" approach for economic, social, and environmental sustainability.

5.B *Implement a regional decision-making model.*

- The City is committed to aligning its growth and development strategies with the CMP, and following the goals and policies contained within this document (1.3). This includes following processes for regional decision-making and dispute resolution.

5.C *Coordinate implementation.*

- This Context Statement describes the alignment between the policies of the CMP and the Chestermere MDP.
- Future annexation will be coordinated with the priority growth areas identified by the CMP as required. This may involve amendments to the MDP (6.2).

APPENDIX B

GLOSSARY OF TERMS

B

GLOSSARY OF TERMS

Active Transportation Modes: Walking and cycling, as well as other forms of human powered transportation, including: rollerblading, longboarding, skateboarding, jogging, among others.

Affordable Housing: Housing that is typically subsidized or non-market housing for low-to-moderate income households.

Attainable Housing: Housing that is provided slightly below market value based on partnering of resources between public and private agencies.

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.

Bioswales: A component of low impact design, bioswales are gently sloped channels lined with grasses or low maintenance plants that are designed to catch, store, and filter stormwater. Bioswales are also known as infiltration swales, biofilters, or grassed swales.

Community Supported Agriculture (CSA): An agricultural network that directly links consumers with one or more local farmers or growers. CSAs spread the risks of a small-scale farming enterprise over a larger group of supportive people.

Complete Communities: Communities that are planned and designed with a mix of uses, within close proximity, to support everyday needs for a variety of lifestyles to live, work, shop, learn, and play. This includes a range of housing options that can accommodate a diversity of incomes and household types for all stages of life, as well as jobs, local services, schools, recreation, and open spaces.

Complete Streets: Streets which are designed to enable safe access for all users: pedestrians, bicyclists, motorists, and transit riders, of all ages and abilities.

Connectivity Index: The measurement of the “density of connections in path or road network and the directness of links” in order to quantify how well vehicular and pedestrian networks are connected.

Crime Prevention through Environmental Design (CPED): A crime prevention approach that uses the design and use of the built environment to a reduce fear and incidence of crime, and generally improve public safety and a community’s quality of life.

Drainage Constraint Area: An area that has been identified as being at risk of flooding during a dam breach or dam overtopping.

Employment Lands: A land use category that emphasizes single uses relating to jobs and employment, such as corporate or multi-use offices, industrial, and shopping power centres.

Environmentally Sensitive Area (ESA): An area that contains environmental features which are important to the long-term maintenance of biological diversity, physical landscape features and other natural processes locally as well as 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.

Final Acceptance Certificate: A form that transfers full responsibility for public infrastructure from a consulting engineer, on behalf of a developer, to the City. This form is requested at the end of a maintenance period, after an inspection of roadways, utilities and other improvements is completed.

Greenway: A pathway located on streets, along shoreline areas, and in natural corridors that link parks, employment lands, residential neighbourhoods, mixed-use commercial areas, and other destinations that give priority to walking and cycling and feature a heightened level of landscaping.

Impervious Surfaces: Artificial structures such as buildings, roads, sidewalks and other infrastructure that are covered in materials such as asphalt, concrete, or shingles that cannot be penetrated by water. Often compacted soil is also considered an impervious surface.

Infill Development: Development or redevelopment occurring on a site or lot that is located within an established and otherwise fully-built area.

Intensification: 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.

Interim Use: 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.

Low Impact Design (LID): 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.

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).

Municipal Development Plan (MDP): A statutory document required by the Province of Alberta as specified by the Municipal Government Act (MGA). 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.

Non-contributing Space: Spaces that include utility strips, grassed intersections, left-over green space, awkward locations and spaces too small for meaningful public use; and those areas that are left over parcels of land after the development and construction process that have no real connection to the community or another type of open space.

Open Space Network: A city-wide network of public land and parks that provides outdoor space for recreation, leisure activities, cultural events, and ecological habitat.

Pervious Pavement: Paving materials that are designed to allow the infiltration of stormwater through the surface into the soil below where it is naturally filtered into the groundwater network. Porous asphalt, interlocking concrete pavement, and permeable clay brick are examples of pervious pavements.

Regional Retail: Retail that caters to the regional needs and “lifestyle” pursuits of consumers in its trading area. It has an open-air configuration and typically includes at least 50,000 square feet of retail space. Other elements differentiate the lifestyle centre role as a multi-purpose leisure-time destination, including restaurants, specialty food stores, entertainment, and design ambience and amenities, such as fountains and street furniture that are conducive to casual browsing. It may be anchored by a large-format specialty store, a smaller version of a “big box” store and/or entertainment venues, such as cinemas.

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.

Secondary Suite: 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.

Stormwater Management: 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.

Sustainability: 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.”

Sustainable Community: A community that sustains its quality of life and accommodates growth while balancing long-term economic, environmental, and social needs.

Sustainable Design: The conscious effort to plan and design services and physical infrastructure such as buildings and neighbourhoods which adhere to the principles of socio-cultural, economic, and environmental sustainability. Green roofs, rainwater harvesting, solar powered lighting, and energy efficient mechanical systems are sustainable design examples.

Transportation Demand Management: The use of policies, programs, services, and products to influence whether, why, when, where, and how people travel. TDM measures can motivate people to shift transportation modes, make fewer trips, and drive more efficiently.

Walkability Catchment: The mapped walkable network - typically, a 400 metre, 5-minute walk - from a destination. Depending on the streetscape and destination, most people are comfortable walking 400 metres regularly.



CHESTERMERE