

**TOWN OF DIDSBURY
BYLAW 2017-12**

A Bylaw of the Town of Didsbury in the Province of Alberta, pursuant to the provisions of the Municipal Government Act, being Chapter M-26-1, of the revised Statutes of Alberta and amendments thereto, to amend Bylaw 2011-04 "Copperview Landing Area Structure Plan".

WHEREAS, the Council of the Town of Didsbury deems it necessary to amend Bylaw 2011-04: Copperview Landing Area Structure Plan;

AND WHEREAS, the Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26 as amended,

NOW THEREFORE, the Council of the Town of Didsbury, in the Province of Alberta, duly assembled enacts the following:

1. This Bylaw may be cited as the "Revised Copperview Landing Area Structure Plan"
2. The Revised Copperview Landing Area Structure Plan attached to and forming part of Bylaw 2011-04, as amended, is hereby further amended as follows:
 - a) Delete Figure 6 entitled "Road Classifications" and replace with the revised Figure 6 entitled "Road Classifications" attached hereto as Schedule A.
 - b) Delete Figure 10 entitled "Concept Plan" and replace with the revised Figure 10 entitled "Concept Plan" attached hereto as Schedule B.
 - c) Delete Figure 12 entitled "Sanitary Servicing" and replace with the revised Figure 12 entitled "Sanitary Servicing" and Figure 12a entitled "Regional Sanitary Linkage" attached hereto as Schedule C.
 - d) Delete Figure 13 entitled "Water Servicing" and replace with the revised Figure 13 entitled "Water Servicing" and Figure 13a entitled "Regional Water Looping" attached hereto as Schedule D.
 - e) Delete Figure 14 entitled "Stormwater Management" and replace with the revised Figure 14 entitled "Stormwater Management" attached hereto as Schedule E.
3. The following policies will apply to the lands identified in Schedule "B" (Figure 10: Concept Plan)
 - a) **Land Use:** A Mixed Use/Commercial component shall be included within the "flex" area.
 - b) **Transportation:** Prior to approval of a Plan of Subdivision adjacent to Township Road 314 and/or Range Road 15, agreement shall be reached with the Town and Mountain View County regarding acquisition or disposal of lands required to accommodate the required road standard.

This Bylaw shall take effect upon the final passing.

Read a first time on the 11th day of July, 2017

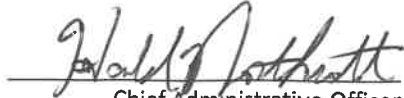
Public Hearing held August 3rd, 2017

Read a second time on the 3rd day of August, 2017

Read a third time on the 3rd day of August, 2017

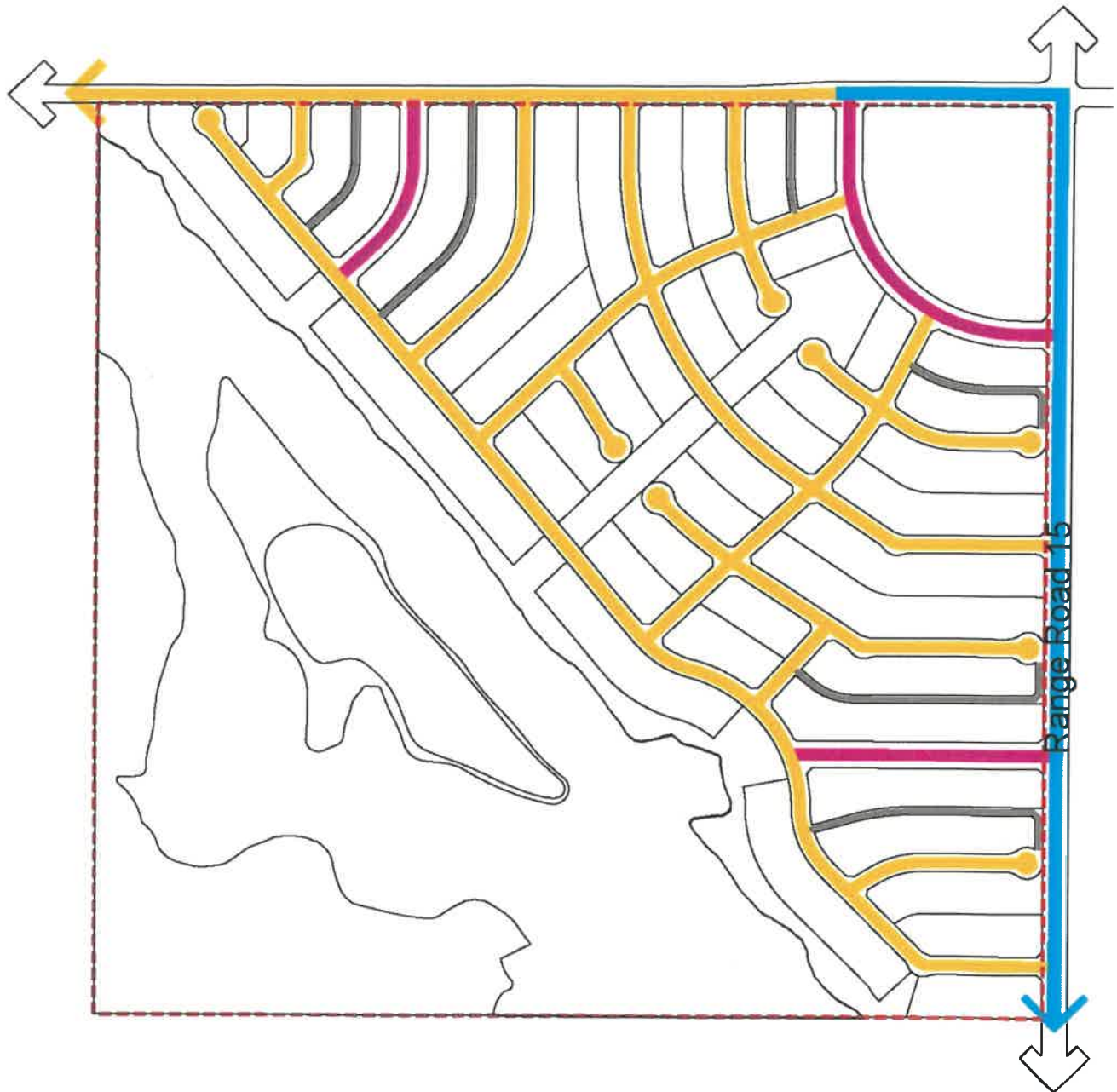


Mayor



Chief Administrative Officer

Figure 6: Road Classifications



Legend

- - - Subject Land
- █ Collector (21m)
- █ Residential Entrance (23.5m)
- █ Local Road (16m)
- █ Lane (7m)

June 2017

Figure 10: Concept Plan



	Frontage (@6m)	ha	ac	
Total Area		65.20	161.1	
Lands Purchased by The Town		6.52	16.12	
ER (Environmental Reserve)		16.37	40.44	
Developable Area		42.31	104.54	
Residential		25.90	64.00	
Lanless - SF	4596 m	16.68	41.22	
Loned - SF/Semi/Towns	1570 m	6.60	16.32	
Flex Area		2.61	6.46	
Total frontage	6166 m			
MR (Municipal Reserve)		5.55	13.71	13.1%
Pond (Storm Retention Facility)		2.02	5.00	4.8%
Road	4458 m	8.83	21.83	20.9%

Figure 12: Sanitary Servicing

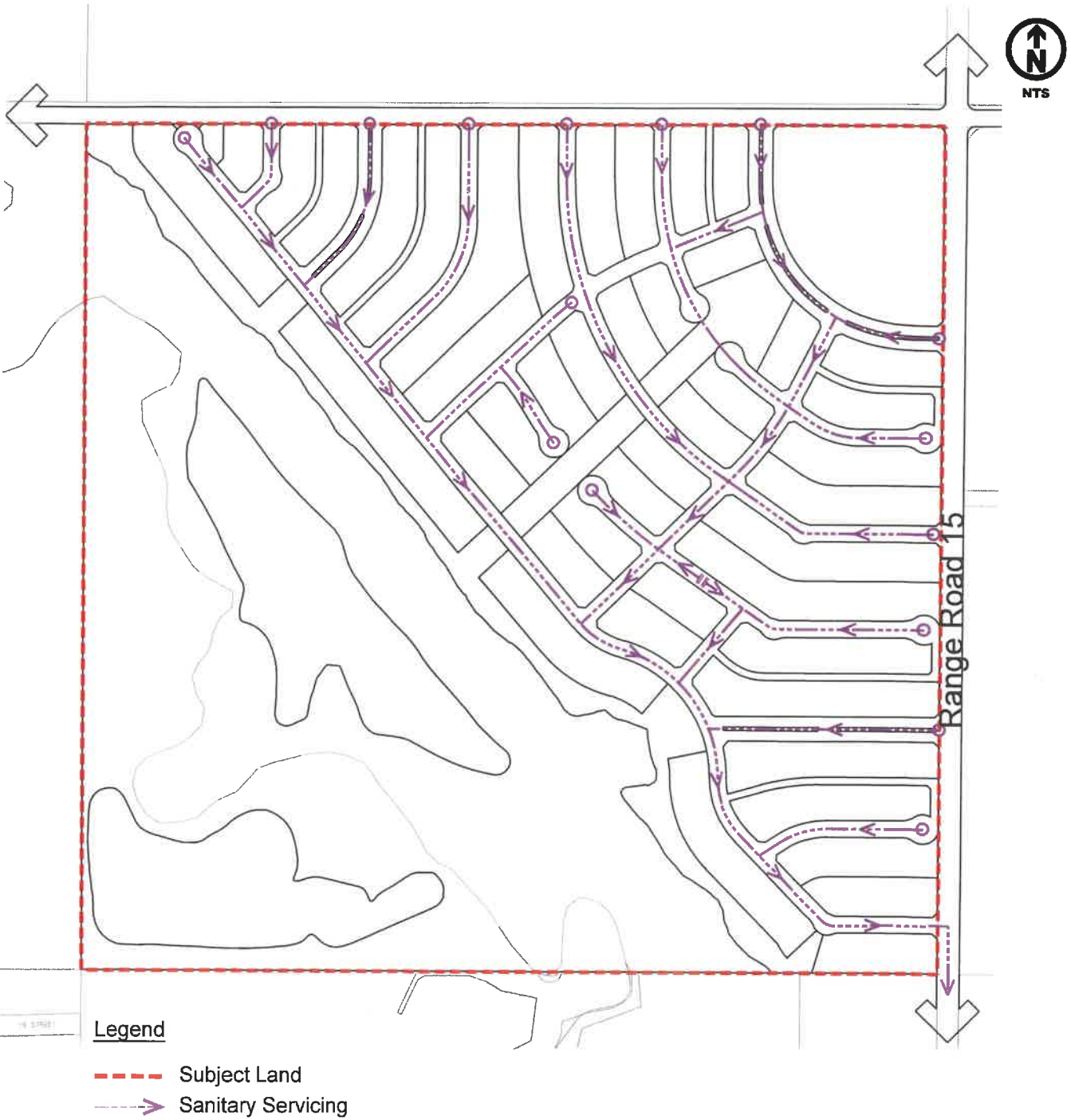


Figure 12a: Regional Sanitary Linkage

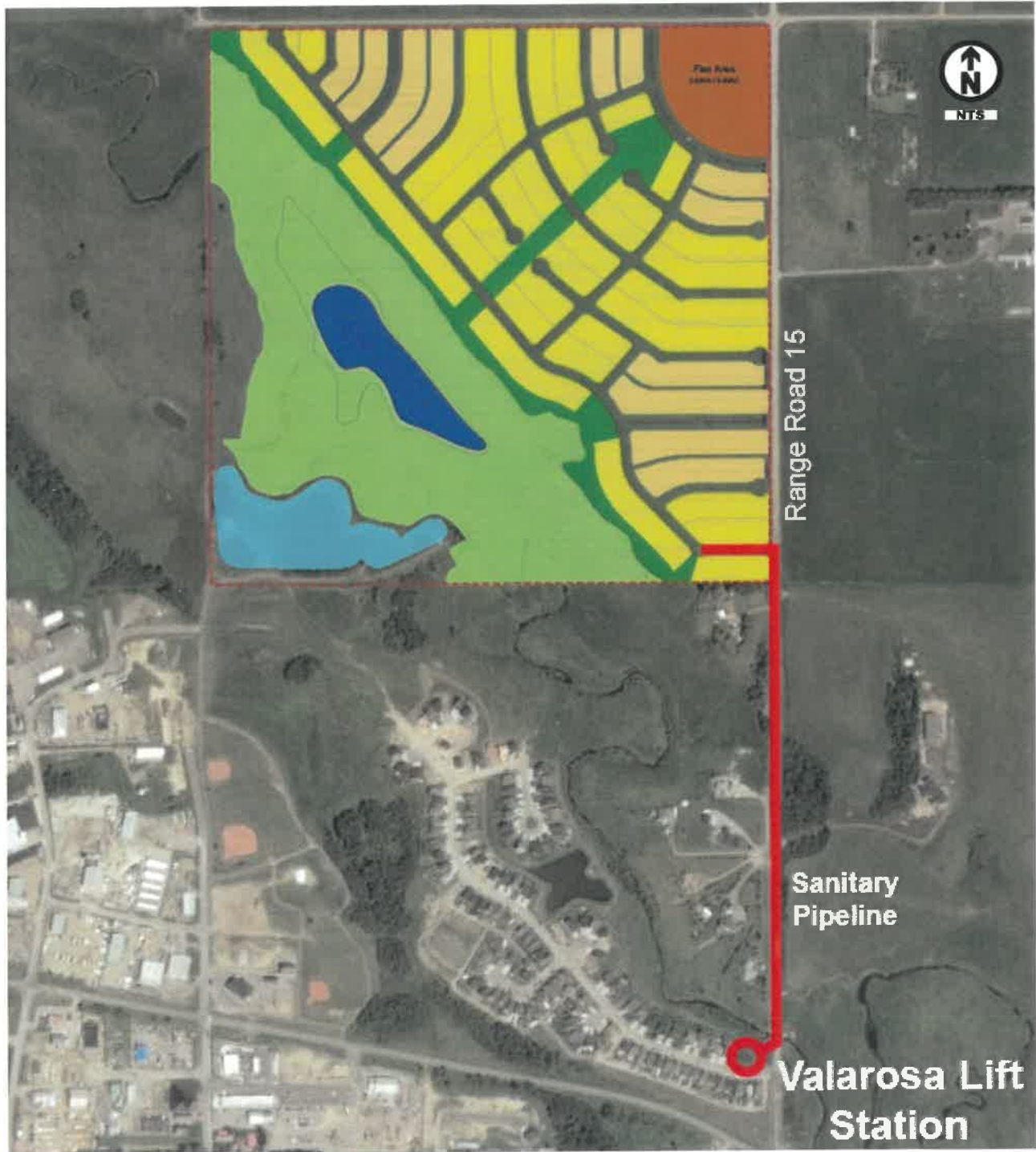


Figure 13: Water Servicing

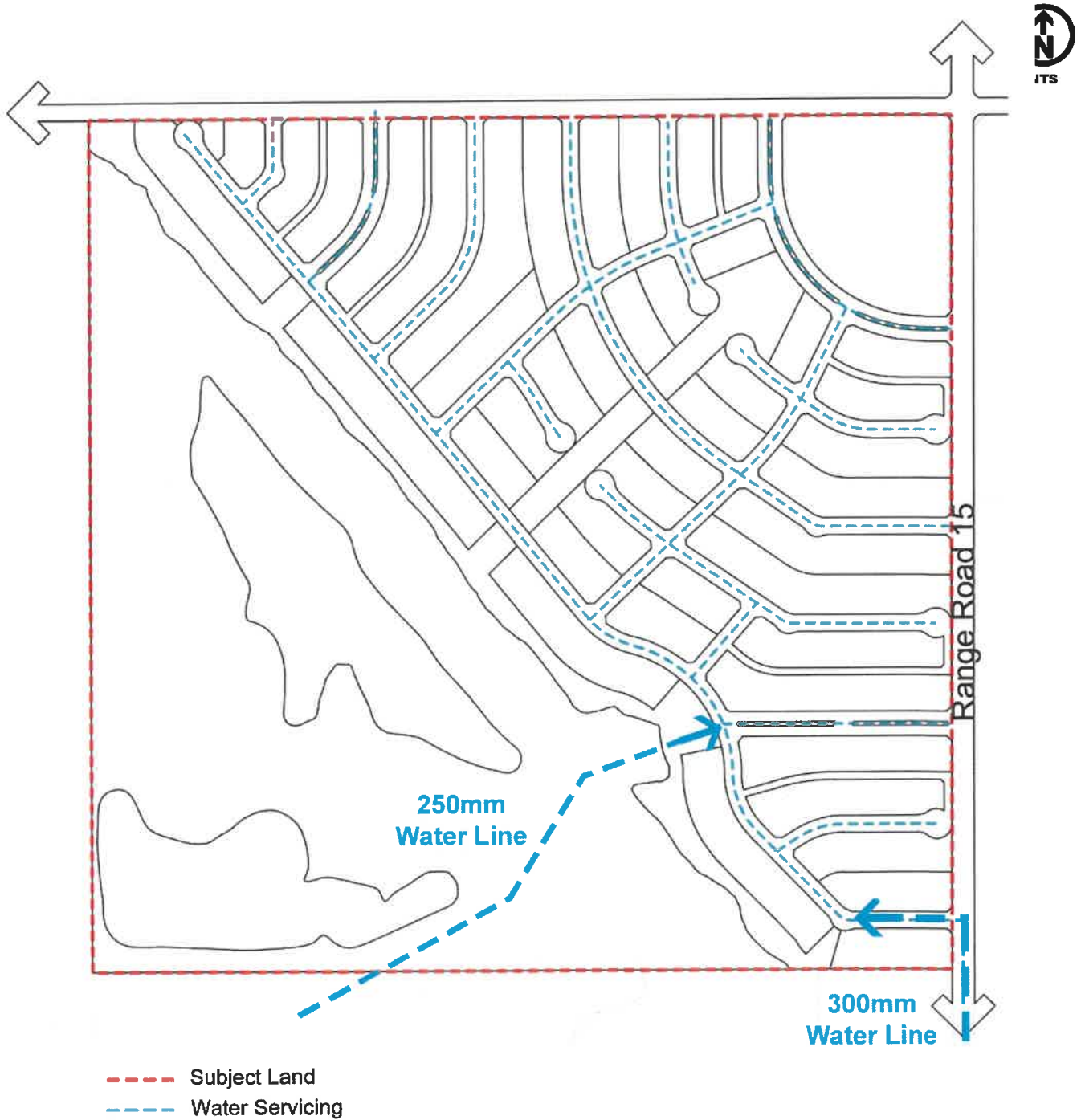


Figure 13a: Regional Water Looping

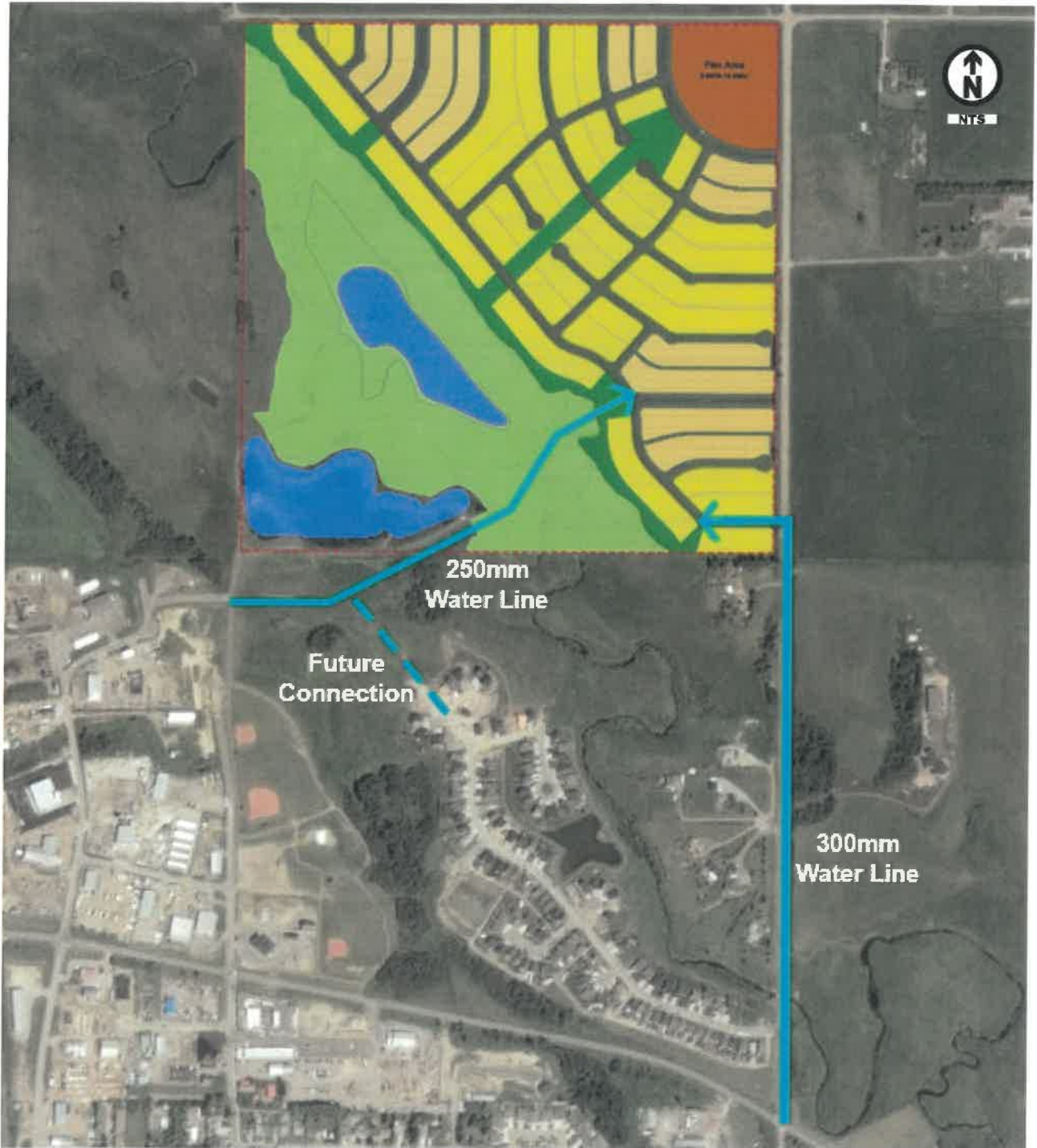
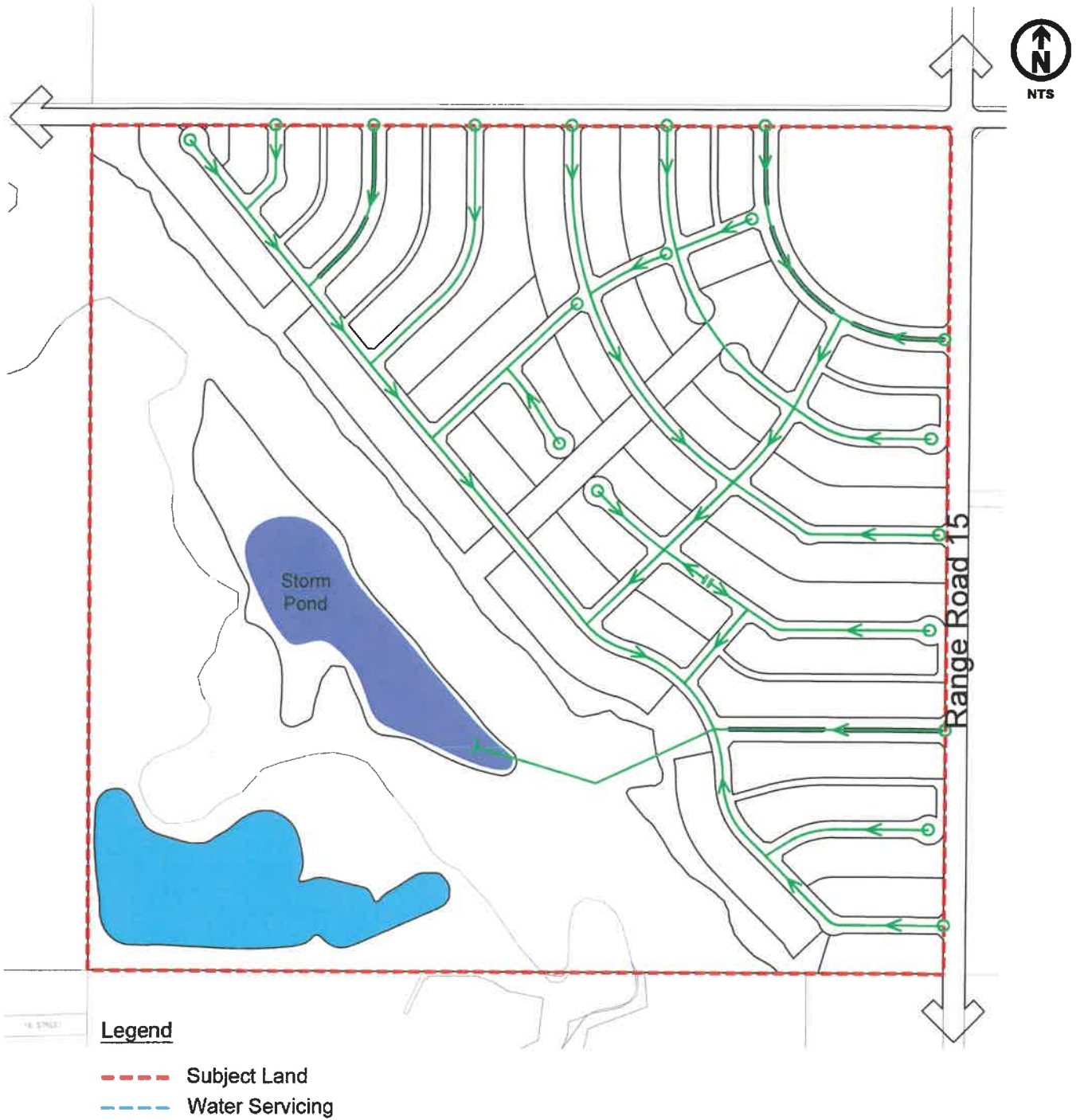


Figure 14: Stormwater Management



**TOWN OF DIDSBURY
PROVINCE OF ALBERTA
BY-LAW 2011-04 (Copperview Landing Area Structure Plan)**

Being a By-law to regulate the use and development of land within the Town of Didsbury.

WHEREAS, the Council of the Town of Didsbury believes it expedient to adopt a by-law consolidating all regulations governing the use and development of land within the Town;

NOW THEREFORE, pursuant to Sections 640 of the Municipal Government Act, Revised Statutes of Alberta, Chapter M-26-1, as amended, the Council of the Town of Didsbury, in the Province of Alberta, duly assembled enacts the following:

1. The document titled "Copperview Landing Area Structure Plan", attached to this By-law as Schedule "A" is hereby adopted.
2. This Bylaw shall come into effect upon the date of final passing by Council at third reading.

This By-Law shall take effect upon the final passing.

Read a first time this 5th day of April, 2011

Public Hearing held April 26, 2011 at 6:00 p.m.

Read a second time this 26th day of April, 2011

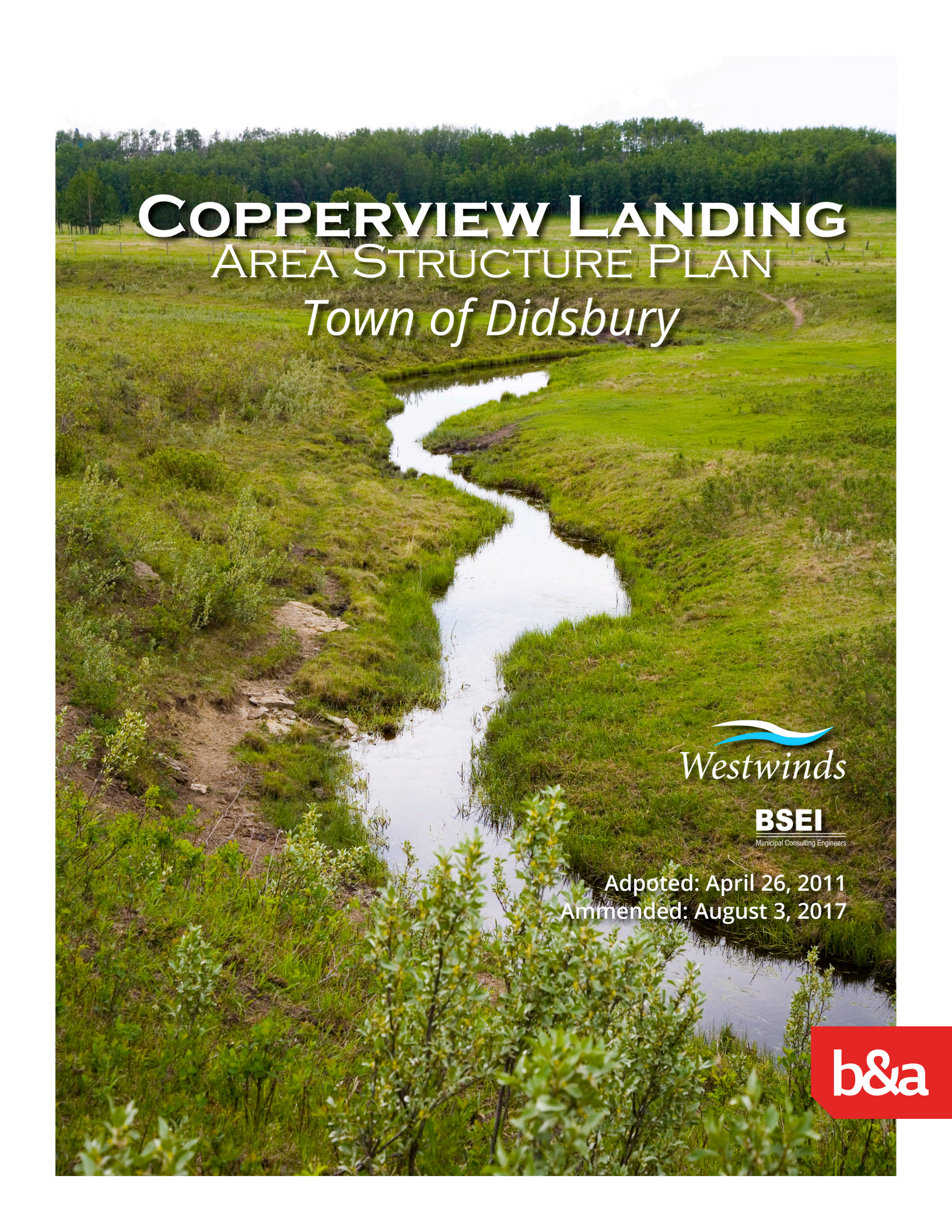
Read a third and final time this 26th day of April, 2011



Mayor



Chief Administrative Officer



COPPERVIEW LANDING

AREA STRUCTURE PLAN

Town of Didsbury


Westwinds

BSEI
Municipal Consulting Engineers

Adpoted: April 26, 2011
Ammended: August 3, 2017

b&a



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Section A: Policy Context

1.0 Introduction

1.1 PURPOSE OF THE PLAN

Community planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents. The starting point for this process is an Area Structure Plan (ASP).

The purpose of an ASP is twofold. Firstly, it refines and implements The Town's broader planning objectives as contained in its primary strategic planning document, the Municipal Development Plan, by promoting community development that is logical, compatible and sustainable. Secondly, an ASP guides and directs specific land use, subdivision, and development decisions that collectively determine the form a community will take.

To accomplish this purpose, an ASP must establish a broad framework for future development of a community. This framework consists of a land use concept and a series of policy statements and implementation actions that work together to ensure that the plan is achieved. The framework should be concise yet flexible. At the same time, the framework should promote creativity and innovation and be responsive to the ever-changing demands of the marketplace. In summary, a community plan must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 AUTHORITY OF THE PLAN

The Copperview Landing Area Structure Plan (the 'Plan Area') is an ASP that will be adopted through a bylaw passed by Council in accordance with the Municipal Government Act. Section 633 of the Municipal Government Act, which authorizes a council to adopt an ASP, states:

633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

(2) An Area Structure Plan

(a) must describe

- (i) the sequence of development proposed for the area,*
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the*

area,

(iii) the density of population proposed for the area either generally or with respect to specific parts of the area,

and

(iv) the general location of major transportation routes and public utilities,
and

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

1.3 TIMEFRAME OF THE PLAN

The Plan is future-oriented and depicts how Copperview Landing is to be developed over an extended time period. No specific timeframe is applied to the Plan although most of the proposed development is expected to be completed within a 5 to 10 year horizon.

1.4 INTERPRETATION OF THE PLAN

1.4.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or roads and utility rights-of-way.

1.4.2 Policy Interpretation

Where a purpose section accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the purpose section and a policy, the policy will take precedence.

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

Where “may” is used in a policy, the intent is that a choice is available and there is no particular direction or guidance intended.

Where a policy requires compliance at the Conceptual Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage without requiring an amendment to the Plan.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information shall be determined at the Conceptual Plan/Land Use Amendment stage.

1.5 AMENDMENT OF THE PLAN

To make any change to the text or Figures within this Plan, an amendment to the Plan that includes a public hearing of Council shall be required in accordance with the Municipal Government Act. Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the amendment.

2.0 Relevant Policy

The policies within the Copperview Landing ASP will be subject to the documents listed here.

2.1 MEMORANDUM OF AGREEMENT (MOA)

An agreement between the Town of Didsbury and Mountain View County for distribution of revenue and expenses for services shared between Town and County residents.

2.2 INTER-MUNICIPAL DEVELOPMENT PLAN (IDP)

The Inter-Municipal Development Plan is a land use planning tool prepared jointly by the Town of Didsbury and Mountain View County. It provides a cooperative and coordinated policy approach to land use planning for fringe areas deemed common to both municipalities.

2.3 INTEGRATED COMMUNITY SUSTAINABILITY PLAN (ICSP)

The Integrated Community Sustainability Plan provides a dynamic long range vision for the progress of the Town of Didsbury.

2.4 MUNICIPAL DEVELOPMENT PLAN (MDP)

The Municipal Development Plan outlines how land will be used and guides future growth and change within the Town of Didsbury.

2.5 LAND USE BYLAW (LUB)

The Land Use Bylaw establishes the regulations of how land may be developed in the Town of Didsbury.

Section B: The Development Area

3.0 Planning Area

3.1 APPLICATION OF THE PLAN

The Area Structure Plan applies to those lands comprising Copperview Landing as shown on the Location and Ownership Area Figures - Figures 1 and 2. They comprise all of one quarter section of land:

- NE 19-31-1-W5M

The Plan Area is located within the Town of Didsbury. The lands are approximately 64.7 hectares (160 acres) of land located in the northern sector of the Town (see Figure 1) in recently-annexed land adjacent to Mountain View County.

3.2 OWNERSHIP WITHIN PLAN AREA

The Plan Area ownership, as of July 2010, is summarized in the table below and illustrated on Figure 2.

TABLE 3.1 OWNERSHIP

OWNER	HECTARES	ACRES
Westwinds Land Development & Management Group Inc.	64.7	160.0
TOTAL	64.7	160.0



3.3 CONTEXT OF THE PLAN

The Plan Area is approximately 1km north-northeast of the Didsbury downtown core, 1.6km west of Highway 2A and 6.5km west of Highway 2. It is therefore subject to the intense growth pressures of the Highway 2/2A corridor between Calgary and Edmonton.

The proposed uses within the Concept Plan (Illustrated on Figure 9) are exactly in line with the proposed Land Use Concept (Map 2) within the Town of Didsbury and Mountain View County Intermunicipal Development Plan, which identifies the proposed residential area of the Concept Plan as 'Residential Growth Area' and the proposed MR/ER/PUL areas of the Concept Plan as 'Environmental/Recreation Lands'.

3.4 ADJACENT LAND USES

The Plan Area is immediately adjacent to:

- agricultural land in Mountain View County on the north (across from Township Road 314) and east (across from Range Road 15) sides;
- recently annexed Environmental Reserve lands to the west; and
- lands identified by the Town of Didsbury MDP as future low-density residential lands to the south.

4.0 Site Analysis and Development Constraints

4.1 EXISTING LAND USE

The Plan Area is divided into two distinct geographical areas (see Figure 3). Approximately two-thirds of the site (94.4 acres in the northeastern half) is the developable portion, currently used for cattle grazing. There are storage tanks relating to agricultural operations on the northwestern corner of the site, to be removed upon redevelopment. The remainder of the Plan Area is free of structures.

The balance of the site (65.6 acres) is in the form of the Rosebud River escarpment, valley, floodplain and river bed. This land is also used for cattle grazing. The Rosebud River meanders from northwest to southeast through this portion of the Plan Area.

4.2 TERRAIN AND VIEWS

The northeastern portion of the Plan Area, currently in an agricultural use, is flat-to-rolling and largely featureless; this portion has a saddle over the northwestern portion at approximately 1030m at the high point in the centre of the property down to 1023m in the southeast (see Figure 5). There are views of the Rosebud River Valley across a portion of this area, as well as limited views of the Rocky Mountains to the west and southwest.

The southwestern portion of the Plan Area drops steadily at a 3:1 ratio down to the southwest from the top of the escarpment to the active Rosebud River bed, approximately 21m lower than the agricultural plateau to the northeast (see Figure 5).

4.3 SOILS AND SLOPE STABILITY

In December 2009 McIntosh-Lalani Engineering prepared a Draft Geotechnical Evaluation of the Plan Area. The only slope of concern identified in the evaluation is the escarpment, which was found to have a Factor of Safety (FOS) in excess of that required by the Town of Didsbury. The evaluation finds no need for a stability building setback from the crest or toe of the slope. All other recommendations in the Geotechnical Evaluation regarding soils and slope stability shall be adhered to when considering the site for development.

4.4 CULTURAL AND ARCHAEOLOGICAL RESOURCES

A Historic Resources Statement of Justification package for the Plan Area was submitted to the Historical Resources Management Branch (HRMB) of Alberta Culture and Community Spirit in October 2009. HRMB staff reviewed the package, concluded that a Historic Resources Impact Assessment (HRIA) was not required and in November 2009 granted Historical Resources Act clearance for the Plan Area.

4.5 BIOPHYSICAL RESOURCES

A Draft Biophysical Impact Assessment was prepared by Sweetgrass Consultants in October 2009 (see Figure 8). The planning and mitigation considerations from that document are described as such:

- *Wetland loss and mitigation (including any stormwater pond construction involving existing wetlands) would have to be negotiated with Alberta Environment.*
- *There should be a buffer along retained wetlands to conform to whatever setback the Town or Alberta Environment recommends.*
- *A strip of habitat retention along the slope would ensure conservation of a range of biodiversity and would provide wildlife movement route. There are two places where the slope habitat meets the riparian wetland that could also be maintained if there is retention of both slope and riparian wetland habitats.*

4.6 ENVIRONMENTAL SITE ASSESSMENT

A Phase One Environmental Site Assessment was completed by Base Property Consultants in December 2009. It concludes that no significant environmental impairment exists on the site.

Section C: The Development Plan

5.0 Vision and Goals

5.1 VISION

The Town of Didsbury Municipal Development Plan identifies the following vision for the Town of Didsbury:

“Moving progressively into the future by enhancing our community, its beauty and quality of life.”

This Plan seeks to achieve the vision of the Town of Didsbury. *enhancing our community, its beauty and quality of life.”*

This Plan seeks to achieve the vision of the Town of Didsbury.

5.2 GOALS

Without repeating the goals of the Municipal Development Plan, the goals of the ASP are to:

- create the opportunity for a variety of affordable housing for individuals and families seeking homes in the Town of Didsbury.
- build a safe, attractive, efficient, and environmentally sustainable community,
- provide the opportunity for and access to recreational facilities, parks, and natural amenities that will meet the needs of residents,
- develop a system of walkways and public open spaces that contribute to and connect with the Town of Didsbury’s open space and trail system,










- ensure that transportation and utility infrastructure is designed to serve the area in an economical and efficient manner,
- provide for services that conveniently meet the needs of the residents of Didsbury and are not in conflict with commercial development that should be in Didsbury's commercial core,
- establish appropriate interfaces/boundary conditions between the Plan Area and the surrounding lands; and
- protect existing permanent drainage
- courses, including integrating stormwater management facilities with these drainage courses to ensure the long-term sustainability of these features.

6.0 Land Use Concept

6.1 LAND USE CONCEPT MAP

The land use concept for Copperview Landing is shown on the Land Use Concept Figure, Figure 9. The concept consists of a series of areas and symbols that define a future land use pattern for the Plan Area. The approximate areas of the land areas and land uses are tabulated in the made against the net developable area, which does not include environmental reserve lands or public utility lots (storm ponds).

TABLE 6.1 LAND USE STATISTICS

		ha	ac	
Total Area		65.20	161.1	
	Future Lands (Including Town Pond)	6.52	16.12	
	ER (Environmental Reserve)	16.37	40.44	
Developable Area		42.31	104.54	
Residential		25.90	64.00	
	<i>Lanless - SF</i>	16.68	41.22	39.4%
	<i>Laned - SF/Semi/Towns</i>	6.60	16.32	15.6%
	<i>Flex Area</i>	2.61	6.46	6.2%
	MR (Municipal Reserve)	5.55	13.71	13.1%
	Pond (Storm Retention Facility)	2.02	5.00	4.8%
	Road	8.83	21.83	20.9%

6.2 LONG-TERM SUSTAINABILITY

The land use concept and development framework for this ASP area respond as follows to long term sustainability and these five planning principles.

6.2.1 Responsible Growth Management

The land use concept utilizes Smart Growth principles by incorporating principles of compact, conservation design with large amounts of open space and Environmental Reserve lands, and by including the opportunity for local commercial and personal services within the Plan Area.

Neighbourhood focal points will provide the primary meeting place for the residents. The “Flex Area” in the northeast of the plan will be a particularly important for gathering and will provide the neighbourhood with a real sense of place. Other meeting places will be the various green spaces which are linked by pathways, and which may contain play and picnic areas, natural features, and other community facilities.

A diversity of housing types and affordability is the main goal, while the properties adjacent to the Rosebud River escarpment will provide the neighbourhood with a high-end housing option.

The public open space will become an attractive feature for a wide variety of wildlife and neighbourhood residents, while ensuring that stormwater is detained and cleansed to a standard that minimizes impact on the water quality before its release into the Rosebud River. The naturalized stormwater management facilities are an example of green infrastructure. The increased emphasis on energy efficiency and the encouraged use of Built Green practices by the residential homebuilders is another example of a more sustainable future.

The provision of a curvilinear street layout, strategically located walkways and linear greenways encourage walking to the main points of destination within the community. This should lead to a reduced usage of vehicles for local trips, and, potentially, an increased level of personal fitness. This too is an example of a design feature that considers a more sustainable future. The opportunity for a broad and diverse range of housing forms is another aspect of the design which provides for a more attractive neighbourhood and provides the opportunity to accommodate the various housing needs of individuals and families throughout their complete lifecycle.

6.2.2 Social Well-being

Copperview Landing will provide a sustainable live, work, play balance enabling a range of residential and recreational opportunities. As part of the larger community of Didsbury, all formal education will happen outside the Plan Area. Ross Ford Elementary School, Westglen Middle School and Didsbury High School are all within 2km of the Plan Area, and have the capacity to provide educational services to the residents of Copperview Landing. Chinook’s Edge School District has stated that they require no further school lands.

The opportunity for a wide diversity of housing forms, including, but not limited to, single family (laned and front driveway), semi-detached, townhomes, and the possibility of a seniors residential complex in the flex area, will enable a broad range of individuals and families with various financial means to live and interact in the same community throughout their life cycle.

6.2.3 Environmental Stewardship

The Copperview Landing ASP protects the Rosebud River and valley, and the vegetated upland slopes adjacent to it. The stormwater facilities will cleanse pollutants from stormwater to ensure none reach the Rosebud River. These naturalized stormwater facilities supplement the habitat productivity of the wetlands and uplands.

The Plan is designed to encourage walking and cycling by ensuring direct access along sidewalks, on walkways and in open space from the residential cells to the playfields, commercial areas and industrial areas. By providing convenient and direct pedestrian connections, and a mix of land uses, the need for motorized transport within the neighbourhood is reduced. To minimize air pollution, energy and water consumption, the Town supports efforts by the developer to encourage the homebuilders within Copperview Landing to utilize energy efficient building products and construction methods as set out in the Alberta BuiltGreen™ program.

6.2.4 Economic Vitality

The primary role of the Copperview Landing ASP will be to provide sustainable and affordable residences for community members, and access to local retail establishments. The function of the local retail will not conflict with the function of the downtown commercial sector; the increased population will only serve to strengthen the core's economic and social sustainability.

6.2.5 Community Engagement

Prior to formal circulation of the draft ASP document, the developer will hold a public open house with adjacent landowners and community members to discuss the proposed ASP, and listen to their concerns. Issues which arise from this meeting will be addressed in the Plan. A second public open house will take place during the review process which follows first reading of the ASP. Further dialogue will continue throughout the planning and review processes to ensure that good communication continues between the residents, the Town and the developer.



6.3 POLICY DIRECTION

Section 7.0 of the Plan contains policies that apply to specific land use areas and symbols shown on the Land Use Concept, Figure 9. The remaining sections of the Plan provide for transportation, servicing, phasing, and implementation policies that will be applied to the Plan Area.

7.0 LAND USE POLICY AREAS AND SYMBOLS

7.1 RESIDENTIAL AREA

7.1.1 Purpose

The purpose of the Residential Area is to provide for a range of housing options, from single detached to the possibility of attached units and seniors' residences, in a comprehensively designed residential neighbourhood. Policies of the ASP and the future Land Use Bylaw designations should allow flexibility in order to accommodate a range of residential unit types, and local commercial activities. This will facilitate innovation, sustainability and affordability as well as the ability to respond to changing market conditions.

The Residential Area comprises more than half of the lands within the ASP, and interfaces with a large amount of Municipal and Environmental Reserve lands, and with agricultural lands adjacent to the Plan Area. Appropriate design measures will be taken to ensure that interfaces between residential and other land uses in and adjacent to the Plan Area are sensitive to residents and appropriate for the area. The design of the Residential Area should present opportunities for all residents the choice of movement via multi-access roadways, sidewalks and walkways. Detailed residential design will be determined through the Subdivision/Land Use Amendment processes.

The policies for the Residential Area within the Plan Area are consistent with the Town of Didsbury MDP Section 3.2 Residential Development Policies and Strategies.

7.1.2 Policies

(1) Composition of Residential Area

- (a) Subject to the policies of this Plan,
 - (i) traditional and narrow lot single-detached, two-unit residential uses (duplexes, semi-detached and single-detached with an accessory suite), multi-family and street-oriented townhouses shall be the predominant uses of land within the Residential Area, with an emphasis on affordability of the housing;
 - (ii) affordable multi-unit housing forms, special needs housing, institutional uses, recreational uses, public uses and other similar and accessory uses to the above will be allowed within the Residential Area where determined to be compatible and appropriate, to ensure a comprehensively planned community;

- (iii) open space shall be provided throughout the residential area to meet the active and passive recreational needs of residents; and
 - (iv) local commercial in a single-use or mixed-use configuration may be provided in the residential area to meet the daily needs of neighbourhood residents, but not significantly detract from the existing commercial activities in the Town of Didsbury.
- (b) The general categories of uses identified under Section 7.1.2(1)(a) shall be refined through the Land Use Districts applied within the Residential Area. New districts or amendments to existing districts within the Town's Land Use Bylaw may be required from time to time to accommodate a broad range of affordable housing types.

(2) Design of Residential Areas

- (a) The design for the residential area shall:
- (i) generally be consistent with the Land Use Concept, Figure 9, recognizing that this plan is intended to show the general nature of subdivision and is subject to change at the Subdivision Plan/Land Use Bylaw amendment stage without the need for Council to amend the ASP;
 - (ii) be determined through the Tentative Subdivision Plan or Conceptual Plan/Land Use Bylaw amendment process.
- (b) Design Guidelines and Architectural Controls should be implemented by the developer on all residential and commercial development in order to ensure an aesthetically coordinated streetscape appearance as well as an attractive appearance from all publicly accessible areas;
- (c) Consideration shall be given to sustainability and environmental stewardship principles through the design of the Residential Area by:
- (i) providing a range of residential unit types to meet the accommodation needs of various ages and income levels;
 - (ii) providing sidewalks and open space system that encourages walkability within the development.

(3) Density and Population of Residential Area

The Land Use Concept anticipates an approximate residential density range of 4.5 to 6.5 units per acre, based on the developable acreage within the residential land above the Rosebud River valley escarpment (i.e. not including the Town purchase area, the ER, the stormpond, or the park surrounding the stormpond). The developable land area is approximately 95.4 acres. Therefore, the anticipated number of homes in the Copperview Landing ASP will range from 430 to 620 homes. If the factor of 2.5 people per household is applied, this would translate in a population of 1,075 to 1,550 people living within the project area upon build-out.

(4) Residential Area Adjacent to Mountain View County

Where development occurs adjacent to the agricultural lands in Mountain View County, measures to buffer the adjacent land uses will be taken to ensure that the impacts of each land use are minimized.

- (a) Conceptual Plans adjacent to the municipal boundary shall address compatibility and minimize interface conflicts with existing and future surrounding land uses;
- (b) As part of the physical development, the possible future roadways shown to connect to lands adjacent to the ASP area shall be treated in such a way as to prevent premature trespass and access to the County lands.

7.2 FLEX AREA

7.2.1 Purpose

Approximately 6.5 acres of land has been set aside in the northeast corner of the plan and designated as “Flex Area”. The purpose of the Flex Area is that it has the ability to fill a community need whenever the development of that parcel occurs. Such uses of the Flex Area may include, but not be limited to senior’s housing, multi-family housing, a place of worship, a community centre, daycare facilities, office, commercial, mixed use, or a combination of these uses.

8.0 Public Open Space and Pathways

8.1 PURPOSE

The Open Space Plan is illustrated on Figure 10. The purpose of these policies is to provide for the dedication of municipal and environmental reserve lands, and to describe open space features and linkages within the ASP lands. The creditable municipal reserve land is to be provided to meet the educational and recreational needs of the community. Reserve may be used to create school sites, active recreation playfields, a variety of parks such as neighborhood parks, sub-neighborhood parks and linear parks and to accommodate community and recreational facilities. Decisions on creditable reserve dedication will be made at the Subdivision Plan/Tentative Plan/Land Use Amendment stage. The most significant open space/environmental feature on the land is the Rosebud River bed and valley, which will be preserved and appropriately integrated with the stormwater management facilities for the development.

The policies for Public Open Space and Pathways within the Plan Area are consistent with the *Town of Didsbury MDP Section 6.2 Open Space, Parks and Schools Policies and Strategies*.

8.2 POLICIES

(1) Public Parks and Pathways

- (i) Local neighborhood parks of sufficient quantity and size shall be established throughout the ASP area. These parks will be located so as to provide convenient access for all residents, as well as to ensure a safe play environment. Specific park locations will be determined as part of the Subdivision Plan and finalized in the detailed subdivision plans.
- (ii) Sidewalks, walkways and trails will link parks, public facilities, commercial and industrial areas to create a comprehensive pedestrian/cyclist system in the community.
- (iii) Existing parks and pathways adjacent to the Plan Area boundary will be interfaced with similar or complementary land use where possible.
- (iv) Pathway connections extending beyond the Plan Area will be explored with the Town and the County to encourage walking and cycling to locations outside the community.

9.0 Transportation and Mobility

The general circulation framework of the ASP conforms to the Town's Transportation Master Plan (ISL Engineering – 2014). An original Traffic Impact Assessment (TIA) for the Plan Area was completed by Bunt & Associates. Figure 11 illustrates the internal road layout for the site. Following are the major policies that govern the objectives and design of internal and external roads for the proposed ASP.

9.1 HIGHWAY 2A AND SECONDARY HIGHWAY 582

TOWN OF DIDSBURY MDP TRANSPORTATION GOAL

To provide and maintain an efficient and effective transportation and mobility system that supports the safe and efficient movement of persons and goods using as broad a range of transportation modes as possible.

TOWN OF DIDSBURY MDP TRANSPORTATION OBJECTIVES

- *To coordinate transportation planning with Alberta Transportation and Mountain View County.*
- *To integrate pedestrian and bicycle pathway systems as part of the overall mobility system within the Town.*
- *To ensure the provision of a safe, efficient and well-maintained mobility system.*

9.2 INTERNAL ROAD NETWORK

9.2.1 Purpose

The purpose of these policies is to provide for an internal road network within the neighbourhood which accommodates vehicular and pedestrian traffic in a safe, efficient and balanced manner. In this regard, the internal road network will need to meet design criteria that address vehicular and pedestrian circulation within the community. The detailed alignment of the road network within the neighbourhood will be determined through the Conceptual Plan/Neighbourhood Plan/Land Use Amendment process.

9.2.2 Policies

(1) Preliminary Road Network

- (a) The internal road network shown on the Land Use Concept (Figure 9) and the Road Classification Figure (Figure 11) is preliminary only and may be refined at the Conceptual Plan/Neighbourhood Plan/Land Use Amendment stage.

(2) Road Network Design

The design of the internal road network shall:

- (a) be sensitive to existing grades;
- (b) provide interconnected pedestrian systems within the residential neighbourhood;
- (c) address traffic volumes and be sized accordingly;
- (d) be provided in accordance with Town of Didsbury road standards; and
- (e) conform to the Town's Transportation Master Plan.

9.3 EXTERNAL ROADS

9.3.1 Purpose

The purpose of these policies is to ensure the appropriate connection between roads within the plan area, that is, Highway 2A, Highway 582, Range Road 15 and Township Road 314, and to safeguard existing users of the external roads from undue interference by the new residents. Development within the ASP area is to be designed so that all necessary accesses are satisfied by the proposed major road connections to external roads.

9.3.2 Policies

(1) External Roads

- (a) Connections to external roads shall be built to the standard acceptable by Alberta Transportation and all approving authorities.

10.0 Servicing Policies

10.1 UTILITY INFRASTRUCTURE

10.1.1 Purpose

Development within the Copperview Landing ASP lands will be fully serviced with municipal and shallow utilities (potable water, waste water, storm water, gas, telecommunications, and electrical) interconnected with existing infrastructure. Construction of off-site utilities extensions and registration of required easements will be completed in the early stages of construction to accommodate appropriate servicing.

The policies for Servicing within the Plan Area are consistent with the *Town of Didsbury MDP Section 12.2 Municipal Services and Utilities Policies and Strategies*.

10.1.2. Policies

(1) Deep Utilities (Storm, Waste and Potable Water)

- a) All development of lands within the ASP shall be serviced with piped potable, waste, and storm water infrastructure.
- b) Servicing capacities, locations and future boundary connections shall be designed with sound engineering practices to satisfy the requirements of the Town of Didsbury, Alberta Environment and current servicing studies.
- c) Provision of utility rights-of-way and easements to accommodate utility servicing shall be determined by current standards and as accepted by the Town.

(2) Shallow Utilities (Gas, Telecommunications and Electrical)

- a) All development of lands within the ASP shall be serviced with natural gas, electricity, and telecommunications infrastructure.
- b) Alignment of shallow utilities shall be in accordance with the requirements of the service providers and as accepted by the Town.
- c) Provision of utility rights-of-way and easements to accommodate required shallow utility servicing shall be as determined by the service providers and as accepted by the Town.

10.2 SANITARY SEWER

10.2.1 Purpose

These policies serve to provide for the implementation of suitable sanitary sewerage infrastructure to accommodate urban development of the lands within the ASP.

10.2.2 Policies

- 1) The Town of Didsbury will accept waste water generated from lands developed within the ASP.
- 2) The waste water infrastructure shall be constructed to accommodate an acceptable level of servicing for the lands within the ASP as shown in Figure 12.
- 3) All waste water mains and services shall be designed to conform to Alberta Environment and the Town of Didsbury servicing standards for subdivision development and constructed to their satisfaction.
- 4) Provisions for accommodation of oversizing shall be incorporated as required by the Town and subject to arrangements for cost recoveries.

10.3 WATER DISTRIBUTION

10.3.1 Purpose

These policies serve to provide for the implementation of suitable potable water infrastructure to accommodate urban development of the lands within the ASP. See Figure 13.

10.3.2 Policies

- (1) The Town of Didsbury will provide potable water supply for lands developed within the ASP.
- (2) The potable water infrastructure shall be constructed to accommodate interconnection with the existing system and extend the water main grid as shown in Figure 13.

(3) All water mains and services shall be designed to conform to Alberta Environment and the Town of Didsbury servicing standards for subdivision development and constructed to their satisfaction.

(4) Appropriate water servicing of the lands within the ASP shall be accommodated as well as sufficient capacity provided to satisfy future connections to adjacent properties.

(5) Provisions for accommodation of over sizing shall be incorporated as required by the Town and subject to arrangements for cost recoveries.

(6) Provisions for accommodation of off-site construction shall be incorporated as required by the Town and subject to arrangements for endeavour to assist based on serviceable areas.

10.4 STORMWATER MANAGEMENT

10.4.1 Purpose

These policies serve to provide for the implementation of suitable stormwater management to accommodate urban development of the lands within the ASP. See Figure 14.

10.4.2 Policies

(1) The stormwater infrastructure shall be constructed to accommodate an acceptable level of servicing of the lands within the ASP as shown in Figure 10 to the satisfaction of the Town of Didsbury, Alberta Environment, and the Town of Didsbury Master Drainage Plan.

(2) A detailed Stormwater Management Plan shall be prepared as a condition of subdivision for lands within the ASP that demonstrates adherence to all Alberta Environment, Town of Didsbury standards and the Town of Didsbury Master Drainage Plan.

(3) Best Management Practices shall be considered and incorporated where appropriate throughout the design and construction process to facilitate protection of water quality in the watershed and to maintain predevelopment flow rates in the drainage area.

(4) Accommodation of flow through conditions from up-stream contributors to the storm facilities shall be incorporated in the detailed system design and subject to arrangements for endeavor to assist based on the contributing areas.

11.0 Phasing Policies

11.1 PHASING PROCESS

11.1.1 Purpose

These policies serve to provide for the implementation of suitable development phasing to accommodate urban development of the lands within the ASP.

11.1.2 Policies

(1) Generally, development shall occur in a south-to-north pattern, as shown in Figure 15, with the first phases to be determined by proximity of municipal servicing to the Plan Area.

(2) Phasing is subject to market conditions at the time of subdivision and may be modified to satisfy existing requirements.

12.0 Implementation Policies

12.1 APPROVAL PROCESS

12.1.1 Purpose

The purpose of this section is to provide for the implementation of the policies within the Plan. While the implementation of the Plan will be achieved through many different planning initiatives, the principal means of implementation will occur through the Land Use Bylaw Amendment process. Under this process, lands are retained within a holding district that will allow only existing low intensity agricultural uses. Council will redesignate lands to the applicable residential, commercial, recreational or other land use districts. Concurrent with a land use Redesignation application, a Conceptual Plan or Neighbourhood Plan will be required in order to resolve any design, transportation, and servicing matters that vary significantly from the conceptual subdivision plan in this ASP.

12.1.2 Policies

(1) Town Council will:

- (a) Consider the objectives and policies of the plan prior to making decisions on Land Use Bylaw amendments within the Plan Area; and
- (b) Consider possible amendments to this plan from time to time to respond appropriately to changing or unforeseen circumstances.
- (c) Consider alternative development standards in order to increase the diversity and affordability of housing and development.

(2) Town administrative staff will be responsible for implementing appropriate planning and policy statements contained within this Plan.

(3) The Town of Didsbury will take the primary responsibility for the review of all land use, subdivision, and development proposals and ensure the participation of relevant government agencies, private groups, businesses, and municipal departments during the review process.

(4) The Concept Plan

- (a) Figure 9 illustrates the anticipated general nature of subdivision. This plan is conceptual only and subject to refinement at the Conceptual Plan/Neighbourhood Plan stage with a more detailed Conceptual Plan/Neighbourhood Plan to show:

- Sidewalks
- Servicing
- Road widths
- Pathways and connections

(b) Either a Tentative plan or a Neighbourhood Plan may be used to accompany a land use amendment when the subdivision plan is generally consistent with the Land Use Concept, Figure 9, as amended from time to time.

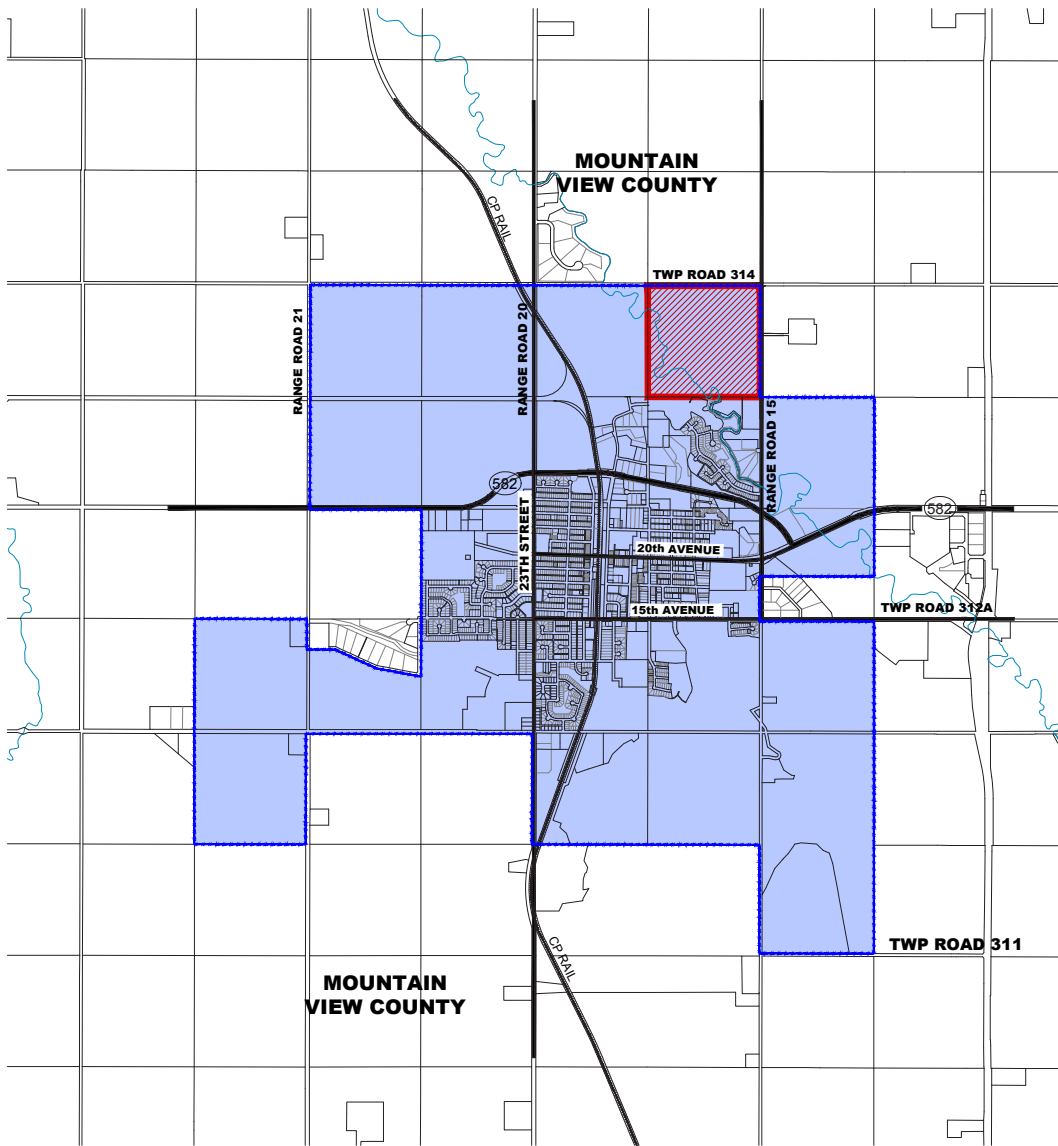
(c) A Neighbourhood Plan may be used to accompany a land use amendment where the developer wants to proceed with approvals on a larger area than the next tentative subdivision plan, or where the proposed subdivision results in a refinement of the Land Use Concept, Figure 9, which is deemed significant by the Town of Didsbury. When this occurs, an amendment to the Land Use Concept, Figure 9, in this Plan should occur concurrently with the Land Use Bylaw amendment.

(5) Transitional Development

(a) Transitional and temporary uses allowed under the land use district in effect which do not comprise the ultimate urban development of the site, such as extensive agriculture, temporary storage or resource extraction, may be allowed if determined to be compatible and appropriate.

Figures







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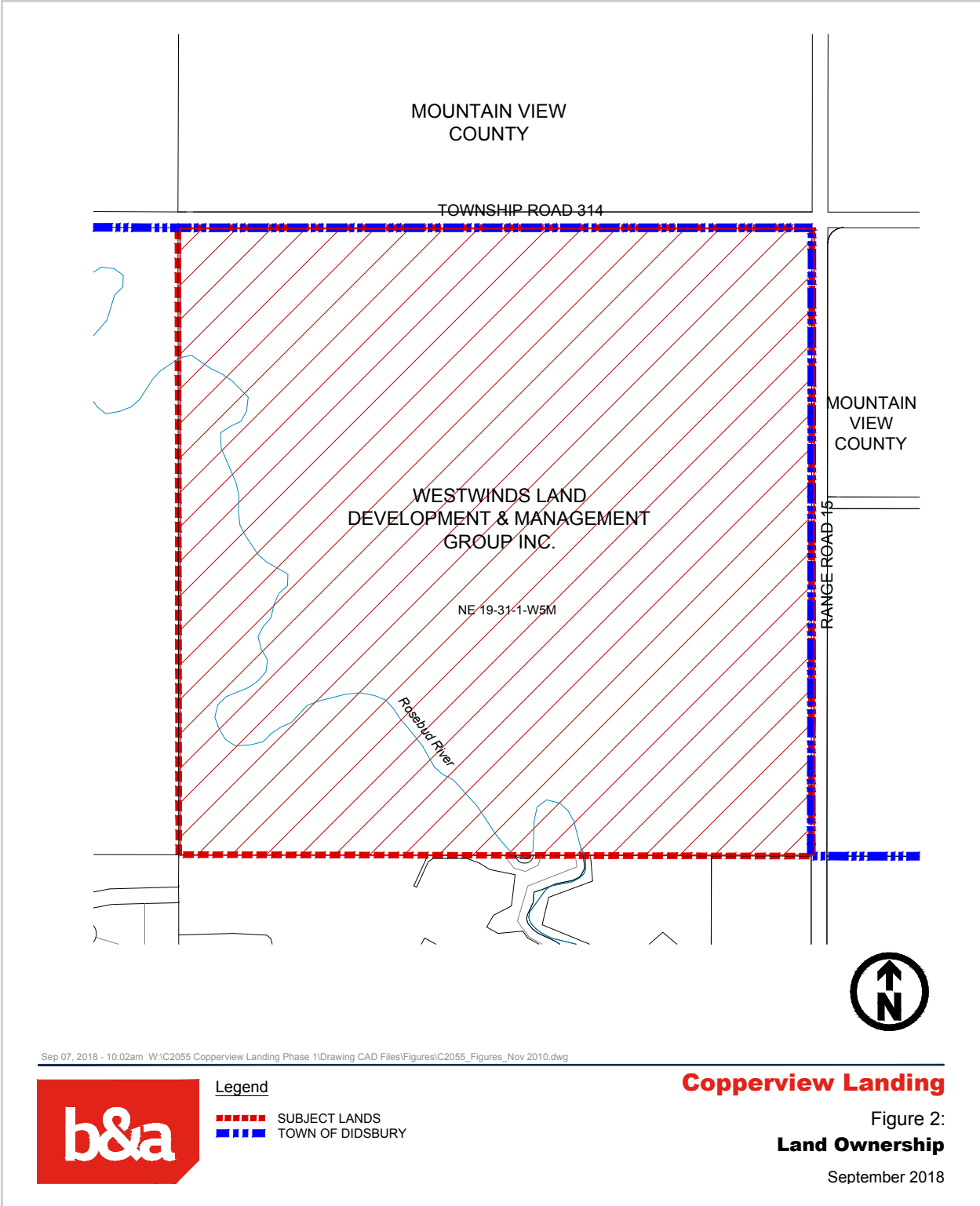


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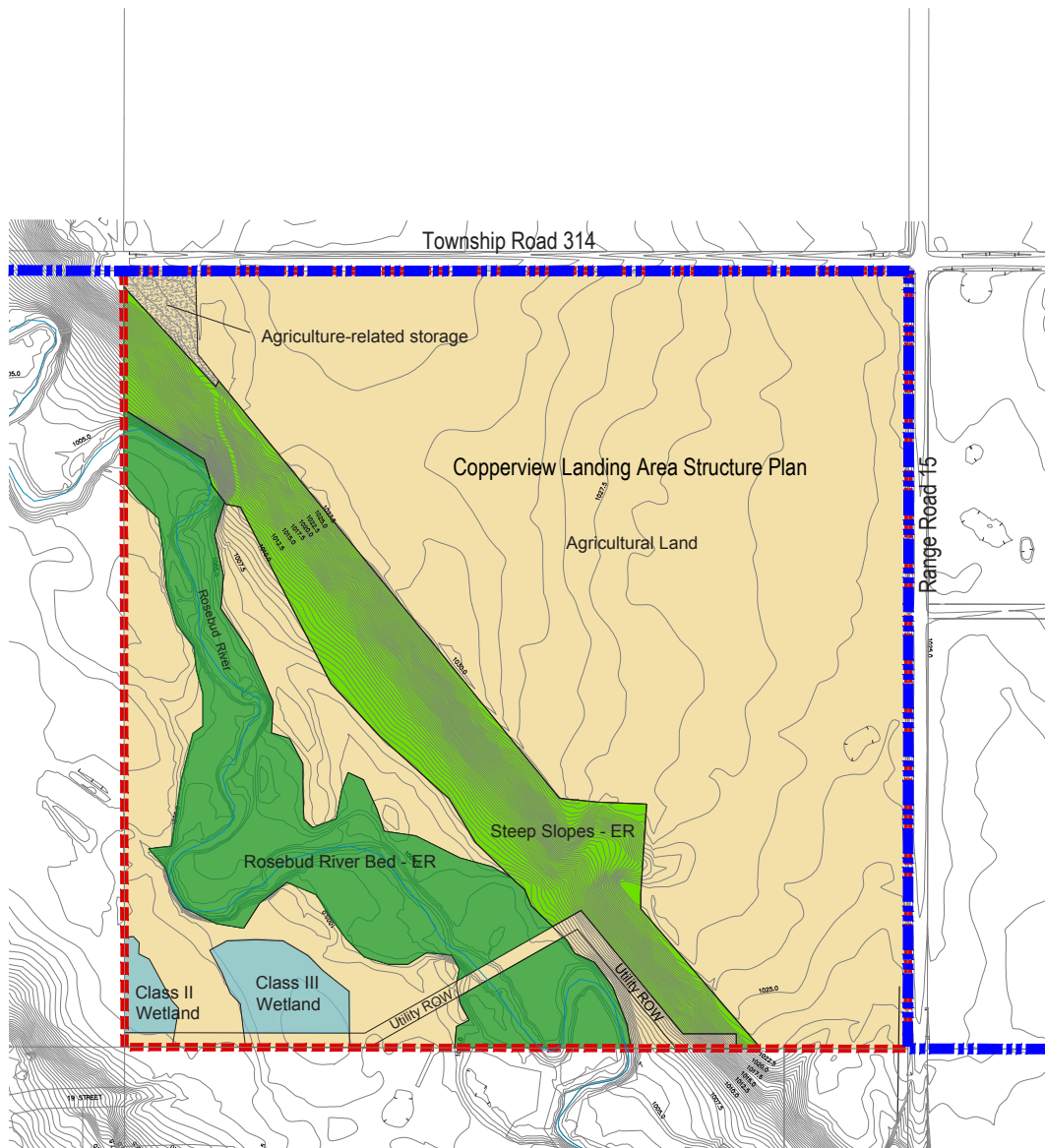
-  SUBJECT LANDS
-  TOWN OF DIDSBURY

Copperview Landing

Figure 1:
Location
September 2018



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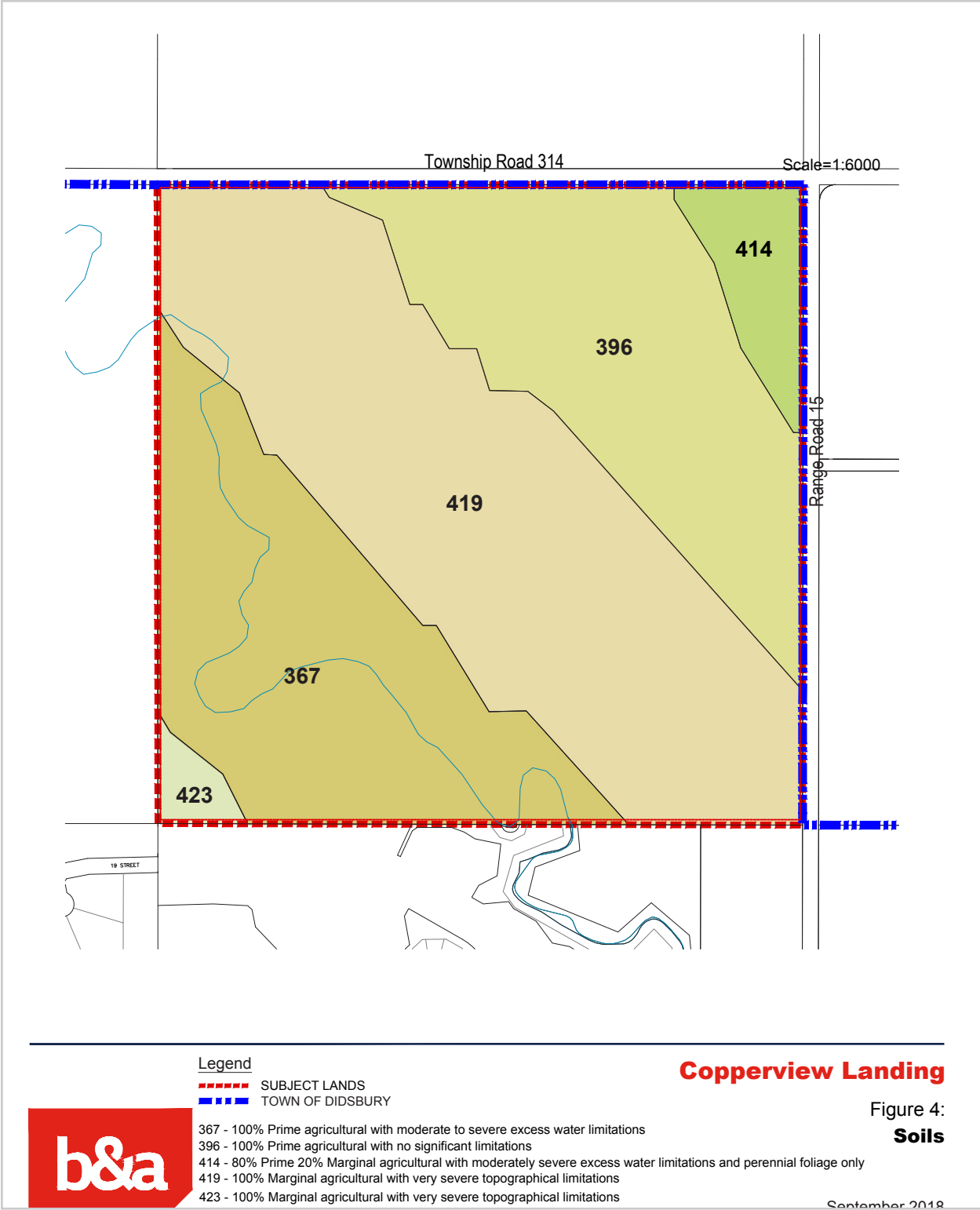
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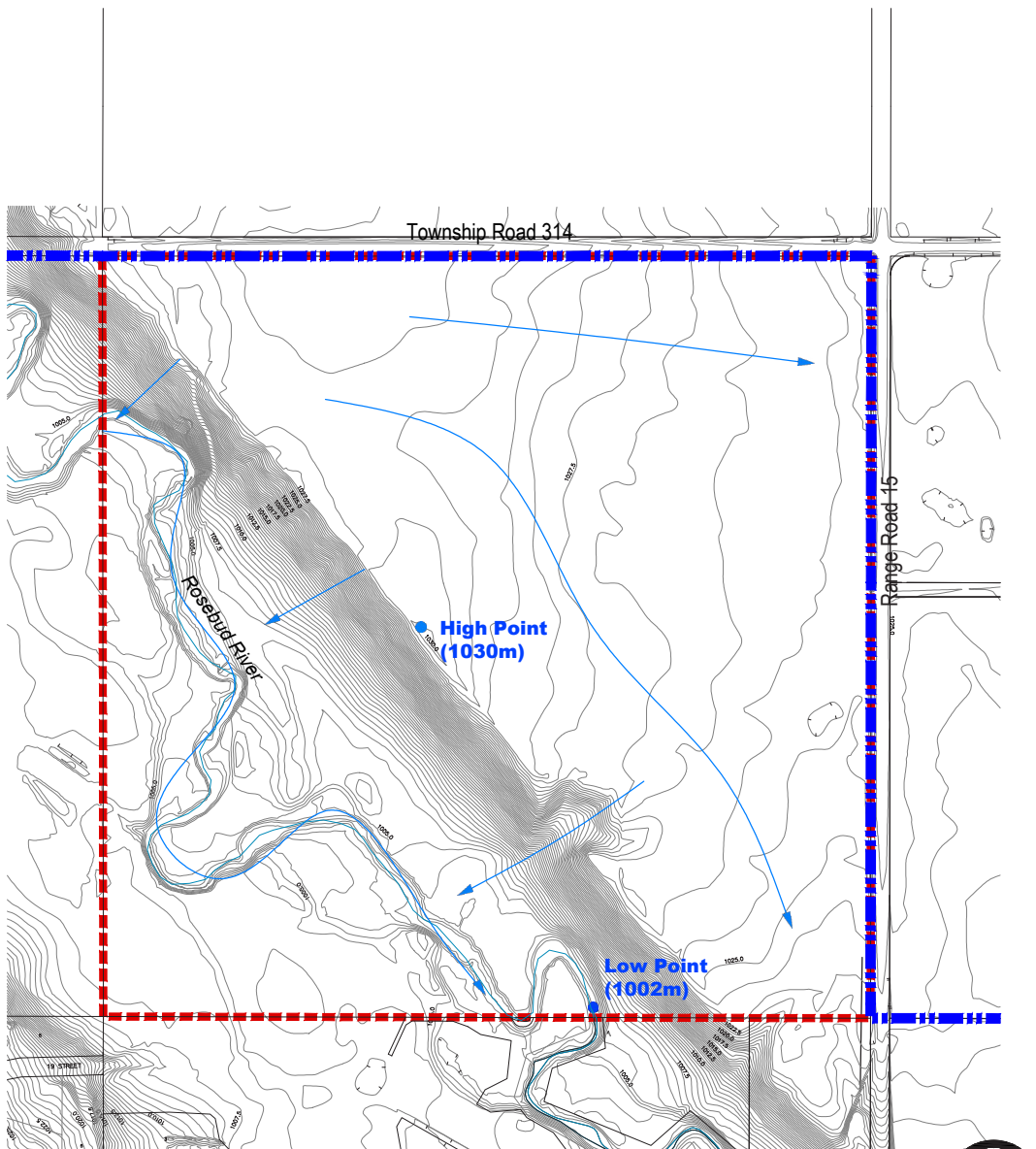
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Copperview Landing

**Figure 3:
Site Features & Development Considerations**

September 2018





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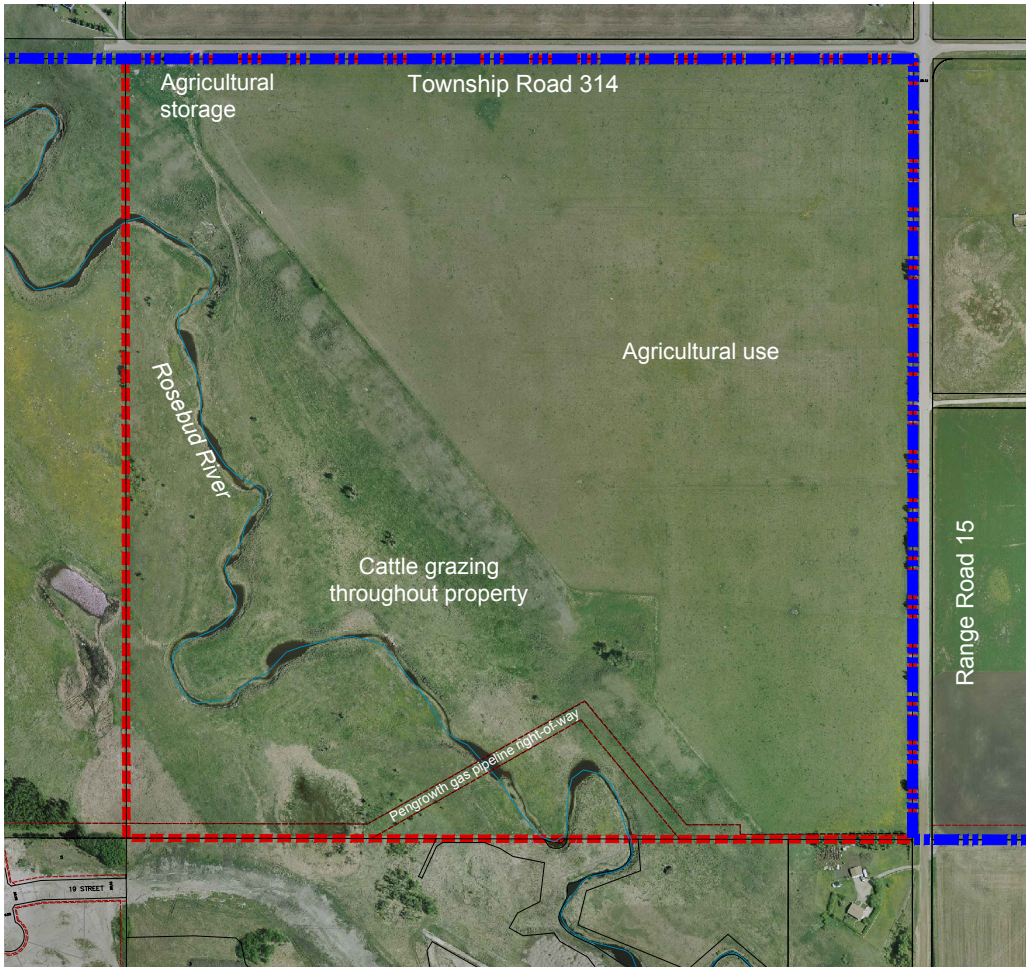


- Legend**
- - - - SUBJECT LANDS
 - ~ ~ ~ ~ DIRECTION OF OVERLAND DRAINAGE

Copperview Landing

Figure 5:
Contours and Drainage

September 2018



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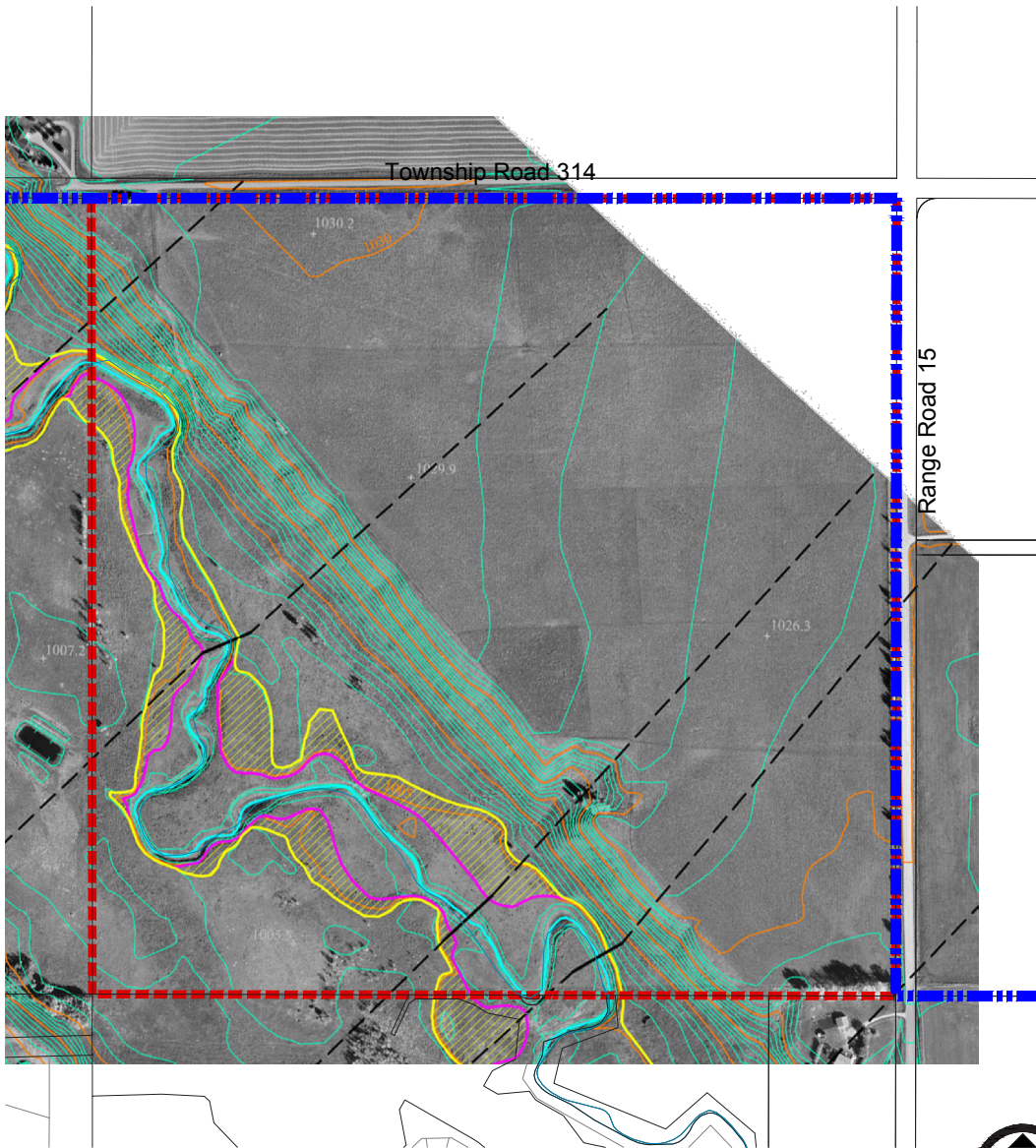


LEGEND
 ■■■■ SUBJECT LANDS
 ■■■■ TOWN OF DIDSBURY

Copperview Landing

Figure 6:
Existing Uses

September 2018



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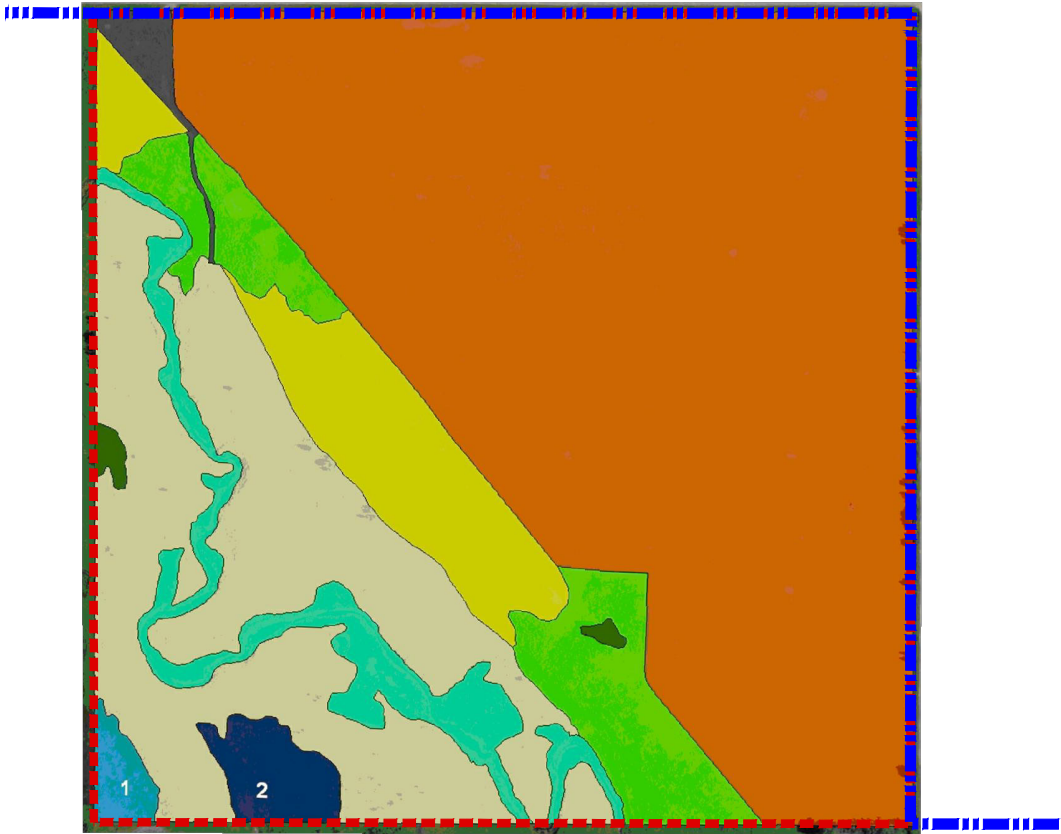


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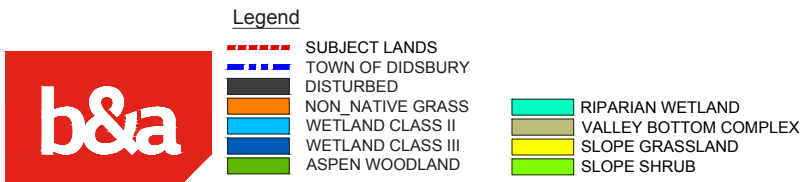
- - - - SUBJECT LANDS
- - - - TOWN OF DIDSBURY
- FLOOD RISK OF THE 100-YEAR DESIGN FLOOD
- FLOOD FRINGE AREA OF THE 100-YEAR DESIGN FLOOD
- FLOODWAY LIMIT OF THE 100-YEAR DESIGN FLOOD

Copperview Landing

Figure 7:
Floodplain
September 2018



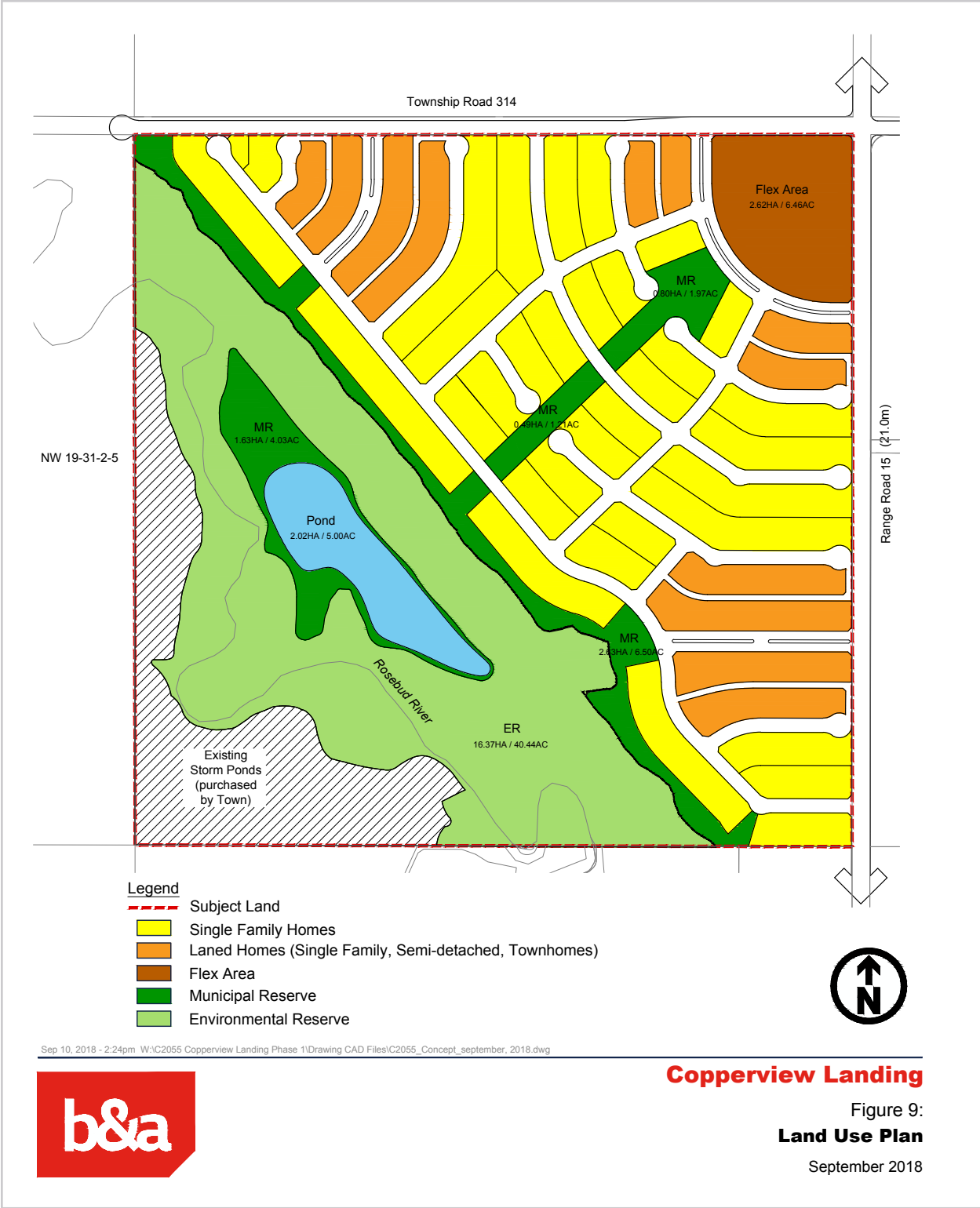
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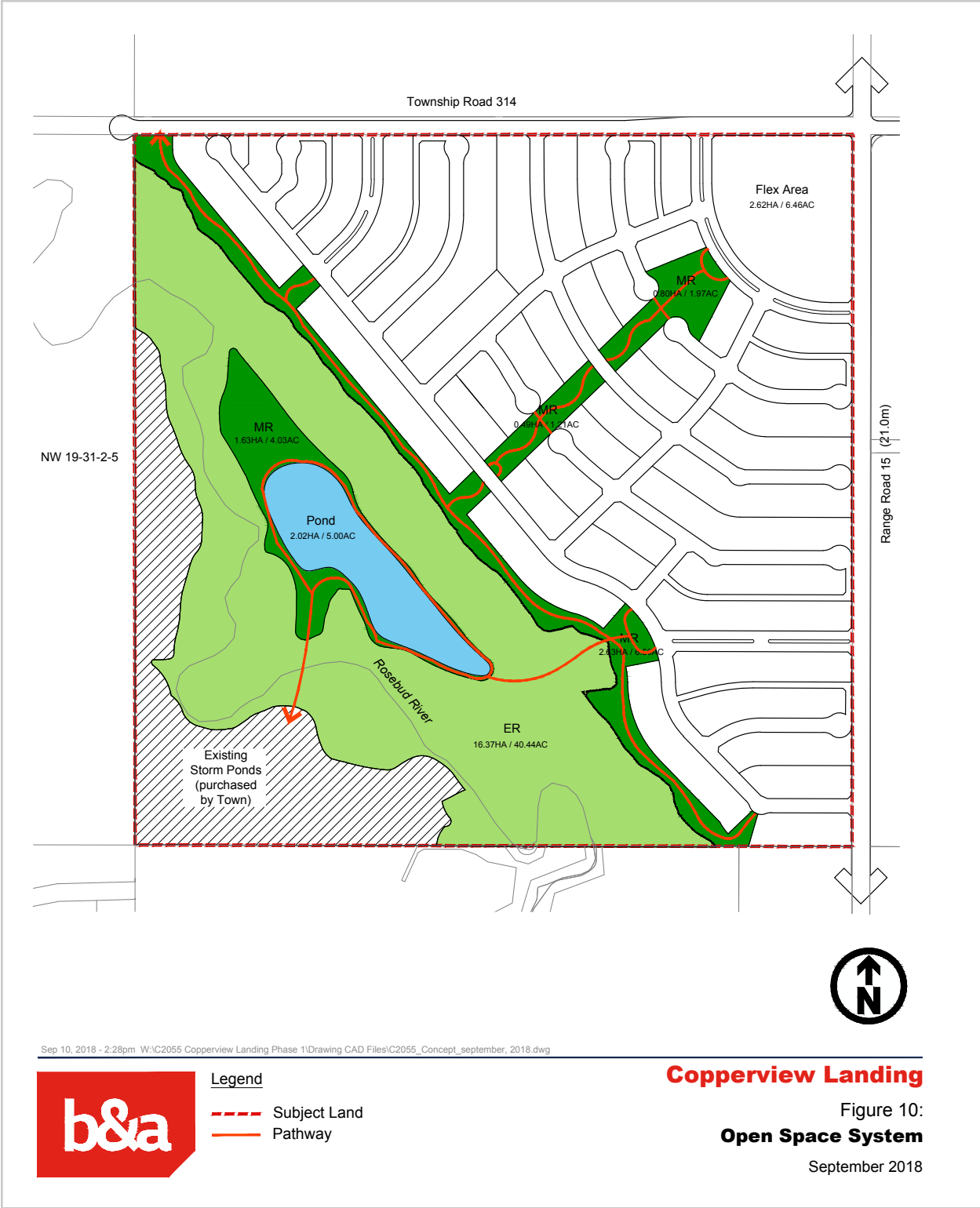


Copperview Landing

Figure 8:
Habitats

September 2018





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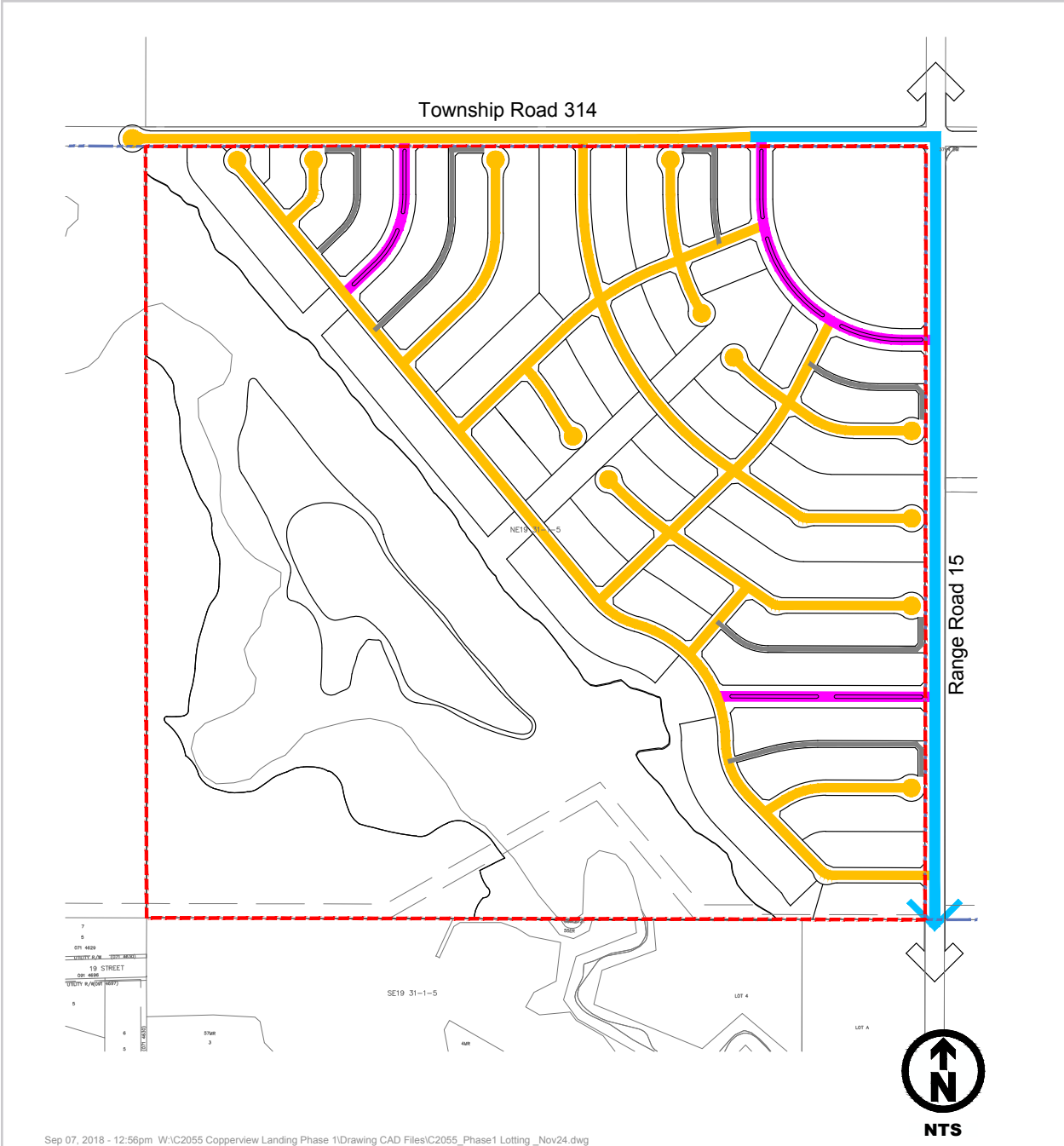


Legend
 - - - Subject Land
 — Pathway

Copperview Landing

Figure 10:
Open Space System

September 2018



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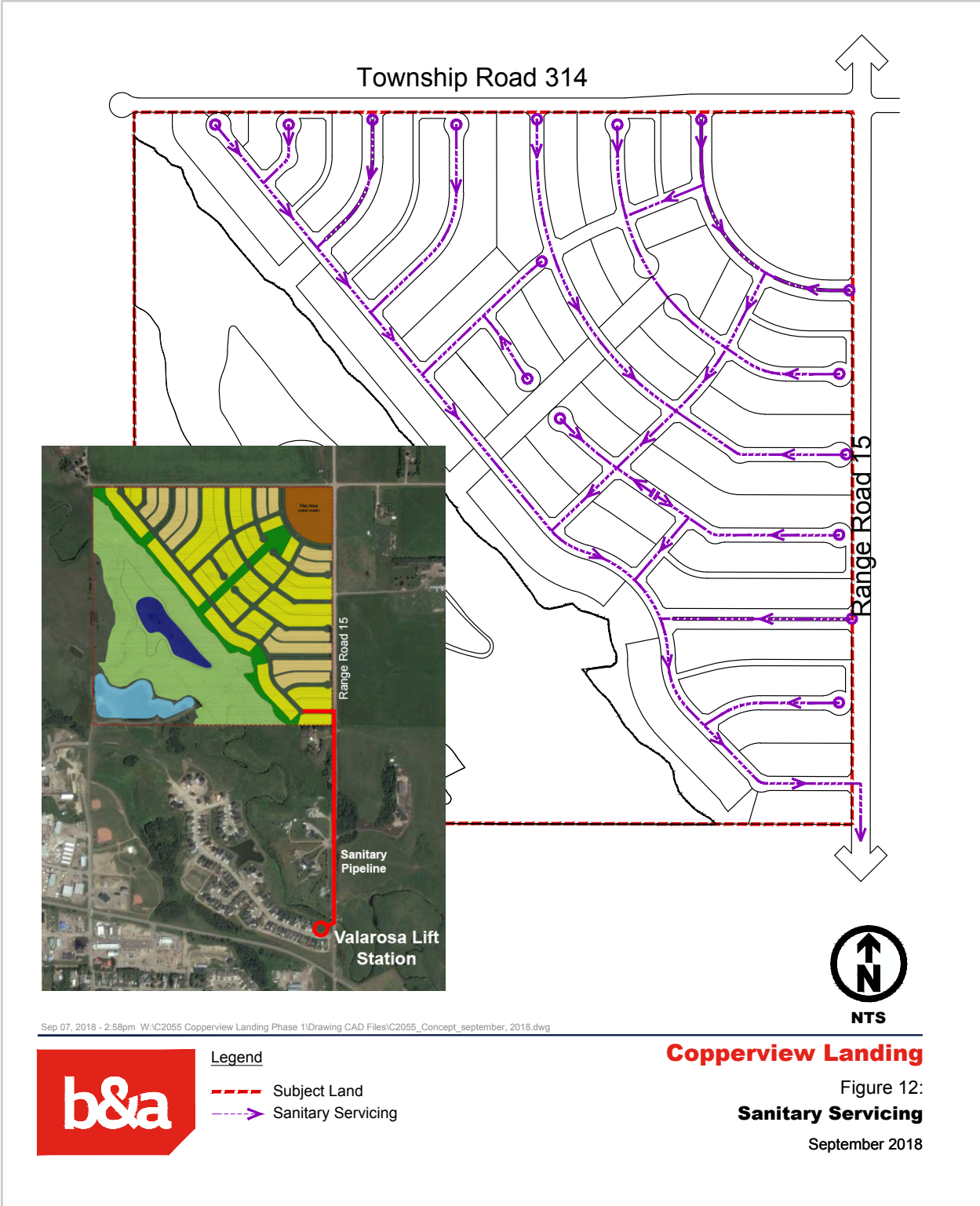


- Legend**
- - - Subject Land
 - Collector (21m)
 - Residential Entrance (23.5m)
 - Local Road (16m)
 - Lane (7m)

Copperview Landing

Figure 11:
Transportation Network

September 2018



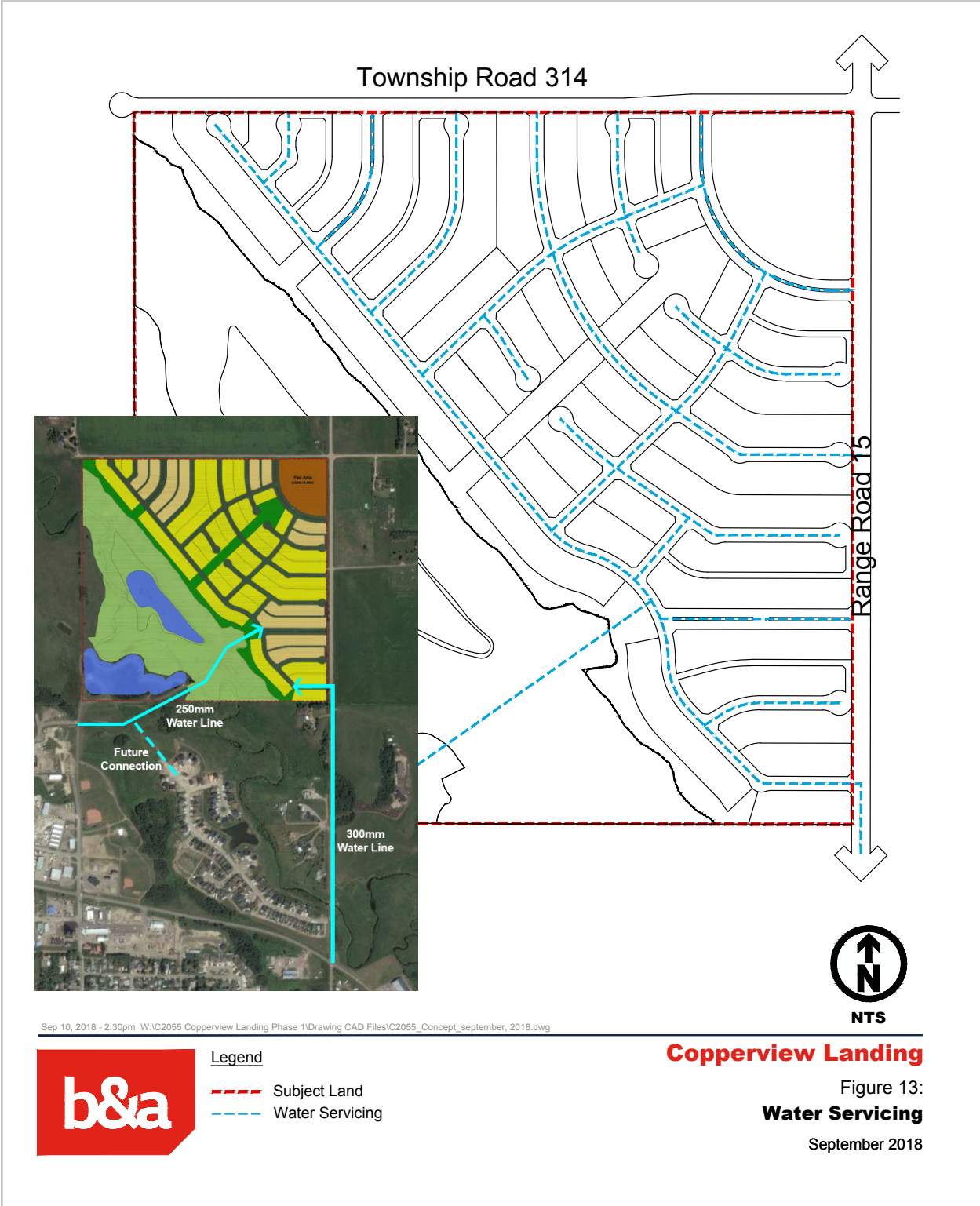
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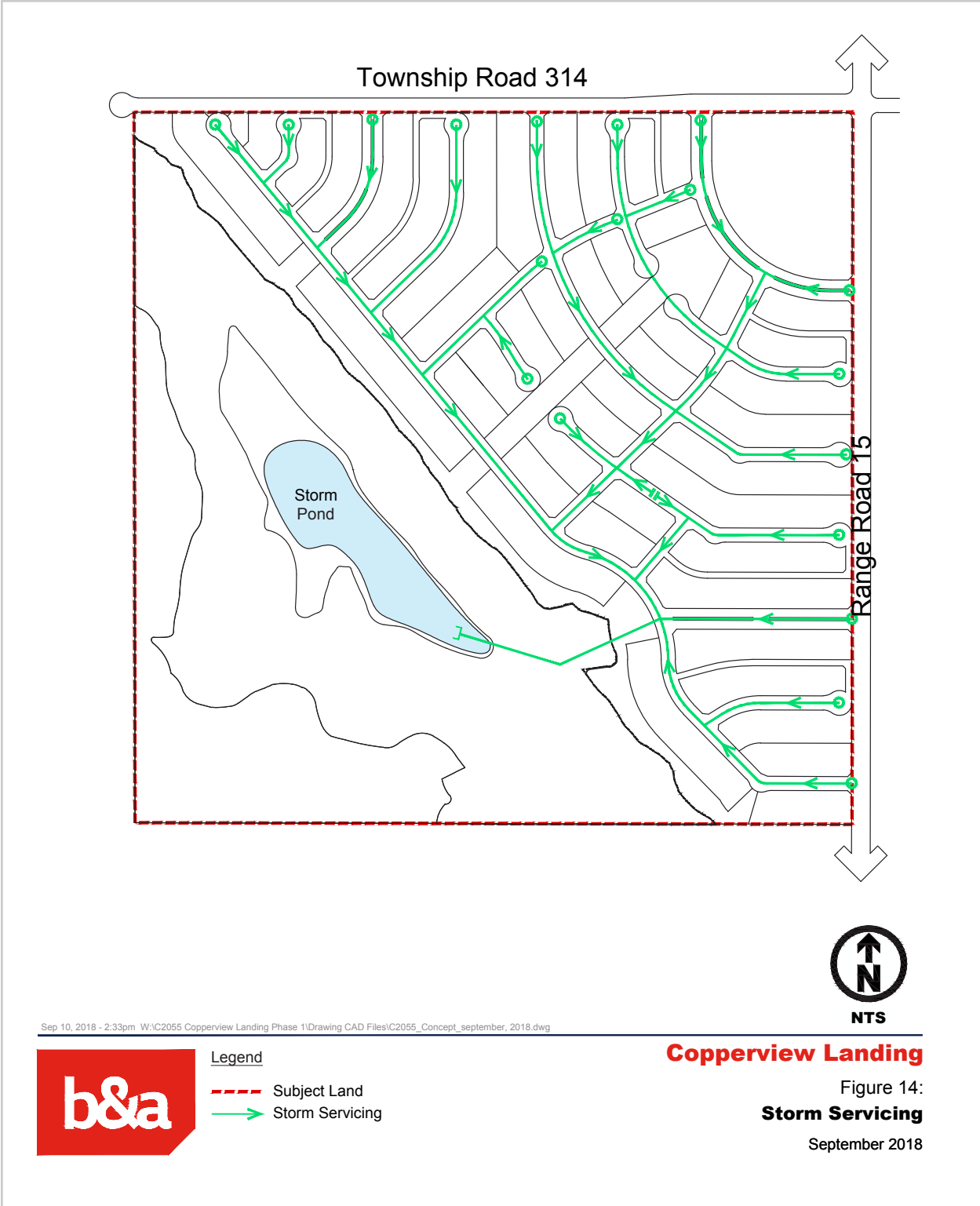


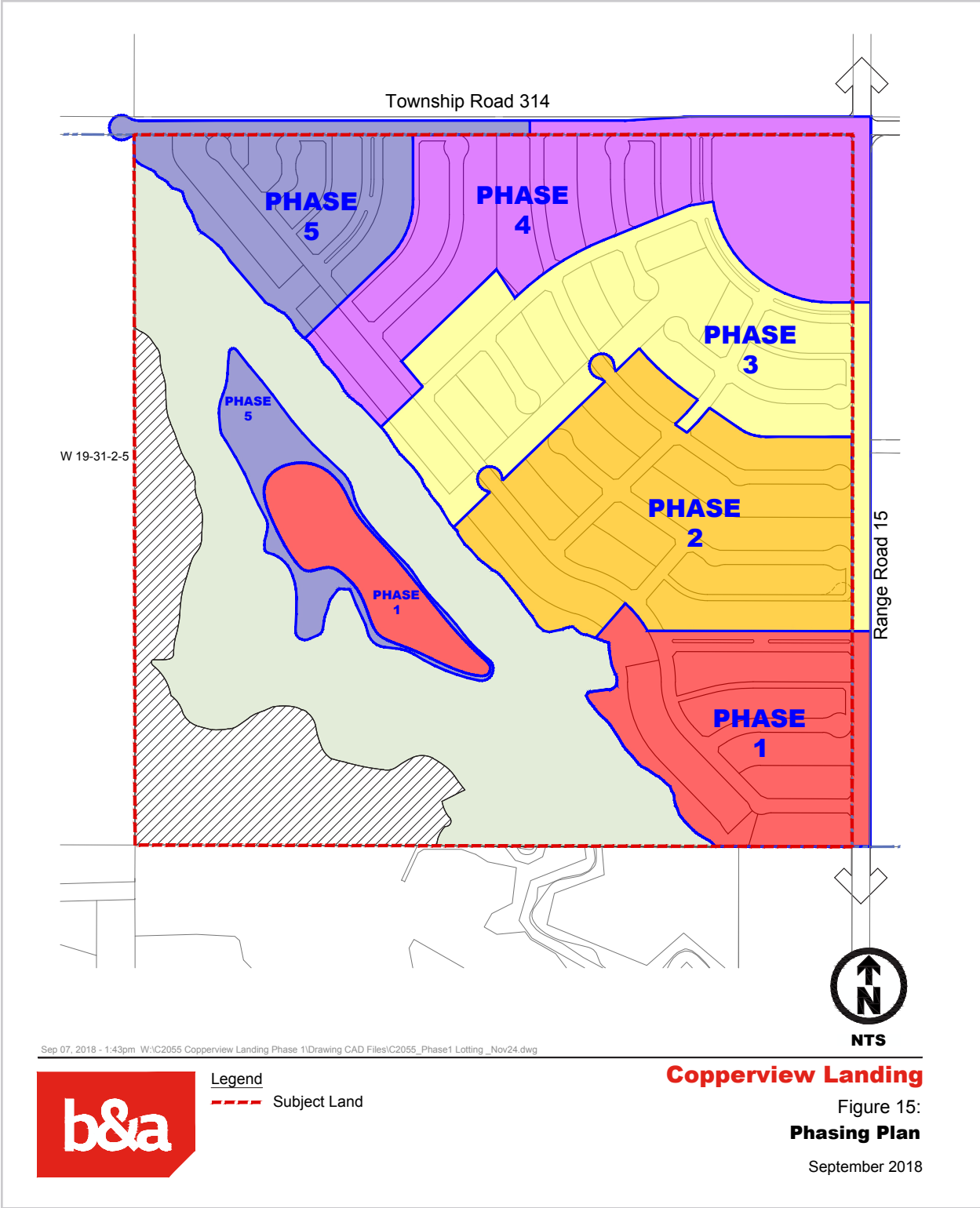
- Legend**
- - - Subject Land
 - - - > Sanitary Servicing

Copperview Landing

Figure 12:
Sanitary Servicing
 September 2018









Appendix A:

A COPPERVIEW LANDING ARCHITECTURAL CONTROLS

DECEMBER 2010

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Introduction

These Architectural Guidelines will address the size requirements of the homes, house siting criteria, acceptable exterior materials and preferred colour recommendations. While homes will be required to meet all aspects of the Architectural Guidelines, variety will be encouraged through the use of distinct features on adjacent homes. Variations of height, form, detailing, window type, exterior finish and colour will be required on all homes in close proximity to each other. The guidelines will also ensure careful integration between various types of residential lands, commercial developments and natural or established park systems.

House Design

Architectural Styles

The homes throughout Copperview Landing will embrace the strong, traditional architectural styles of earlier years. Homes will utilize design features that are characteristic of the Victorian, Colonial, Craftsman or Prairie styles.

Following are information sheets that describe and illustrate the typical characteristics and detailing of each of the above styles. The homes' exteriors will take into consideration appropriate rooflines, entry treatments, window treatments and decorative features. Homes may utilize characteristics of more than one architectural style if used in a complimentary manner.

Decorative features and window types used on the front of a house are recommended to be used on all four elevations to achieve a comprehensive exterior design.

Homes that have elevations that are highly exposed to view from roadways, parks or other public spaces will require equal detailing to that used on the front elevation.

Houses that have similar exterior design are to be avoided in close proximity to one another. Typically repetition will be limited to every 4th house on the same street side and every 3rd house across the street. This may vary at the consultant's discretion where street curves benefit or impair the situation.

Garages / Driveways

Front facing garages will be required to protrude no more than 2 feet beyond the front façade or porch of the house.

Side entrance garages will be permitted provided that it suits the architectural style and is well detailed on all exposed elevations.

Driveways are to be finished in poured broom finish concrete at minimum.

House Sizes

Houses in Copperview Landing are to be designed to maximize the use of the available width of the lot. Minimum house sizes are expected to be maintained for all house types. Size requirements will be specified with the release of each group of lots. The Architectural Consultants will use their discretion to

approve or reject homes which may or may not meet the minimum size requirements based on utilization of the lot and massing of the home.

- Areas of square footages specified for split levels are for finished floor area of 3 levels above grade.
- Where the 3rd level is below grade, refer to bungalow / bi-level requirements using areas above grade for determination.

Roof Pitches & Roof Types

- Higher roof pitches may be required on bungalows or houses with less massing.
- Roof pitches & roof types on any one elevation are to be compatible.
- Roof overhangs are to be minimum 1'-0" and are to be compatible with the architectural style being used.
- Upgraded roofing materials may be required on some lots – these requirements will be identified at each lot release

Exterior Materials

Although a variety of exterior materials are preferred in Copperview Landing the traditional styling of the exterior design will result in a predominance of siding. It will be encouraged that the material used on a home be suitable to the architectural style. The focus of the guidelines will be on significant and appropriate detailing.

Acceptable materials are as follows:

- Stucco
- Siding – vinyl or hardboard/hardi-plank
- Masonry - An exterior material requirement of "Masonry" includes any house finished with brick, stone or an approved manufactured masonry product on a substantial amount of the front elevation and any exposed sides of the garage and house. Masonry details may be required on the rear elevation of houses where the rear is in a high exposure situation i.e.: streets, parks or any public areas.

Materials are to be consistent on all four elevations. Parging on all elevations will be kept to a maximum of 18".

House Siting

Front setbacks in Copperview Landing will be varied from lot to lot to achieve an interesting streetscape. Homes with prominent front porches and recessed garages will have the opportunity for less setback while houses with significant massing will require greater setbacks.

The building footprint should not overpower or under-utilize the lot. Setbacks will be measured from the property lines to the closest portion of the house or garage.

Setback Requirements are:

- Minimum front setback
- Minimum rearyard setback to house and to deck
- Minimum sideyards

Grading

All homes are to maintain positive drainage flow away from the house to the street and/or drainage swales. Drainage flow is to be maintained on each individual lot and avoid entering adjacent lots.

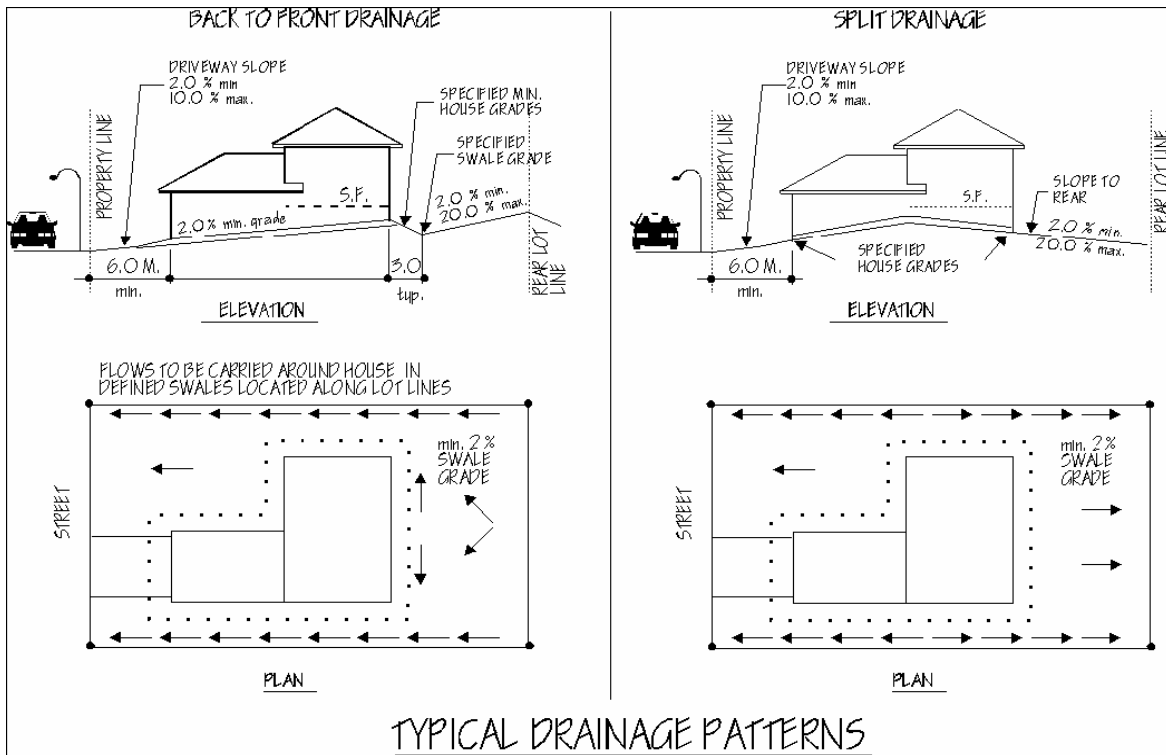
Front house elevations are to be kept as low profile as practical and houses are to be designed to suit existing lot slopes to avoid the use of retaining walls. In the case of sideyards where retaining walls cannot be avoided, the Purchaser on the higher elevation will normally be responsible for the cost and construction of the retaining wall, unless the design of the house on the lower lot (in the opinion of the Architectural Consultant) creates the need for a retaining wall.

When retaining walls are required adjacent to fixed grade situations such as lanes, walkways, parks, or roads, the Purchaser will be responsible for the cost and construction of the retaining walls.

Wherever a retaining wall is required, the Purchaser must construct the retaining wall to the developer's satisfaction.

Maximum Slopes

- Driveway - 10.0 %
- Front & Rear Yards - 20.0 %
- Side yards - 33.0 %



Process of Approval and House Construction

The following process will be followed for submissions for architectural approval in Copperview Landing.

Review all lot information, marketing material and the Architectural Guidelines prior to choosing a lot.

Preliminary Approval

The Purchaser submits the following to the Architectural Consultant for a preliminary review:

- floor plan sketches showing all exterior dimensions or drawn to a specified scale
- front elevation and all exposed elevations (in the case of corner lots or lots exposed to open spaces).
- materials and colours, if customer preference is already known

This information will be reviewed and returned along with design comments, suggested revisions, material and colour comments and siting requirements. The purchaser is to fully review all preliminary information supplied prior to proceeding with final approval.

Site Check

The Purchaser is responsible for checking the site, legal plan of survey, building grade plan, marketing map and title to the lands for locations of:

- light standards
- bus zones
- fire hydrants
- utility right of ways or easements for drainage
- catch basins
- transformer boxes or utility pull boxes
- restrictive covenants
- super mail boxes or other items which may affect the house siting or driveway and report any problem situations to the Architectural Consultant.

Final Approval

The Purchaser submits the following to the Architectural Consultant for final approval:

- 2 sets of scaled professionally drawn working drawings including:
 - floor plans
 - foundation plans
 - cross sections - complete with all dimensions from subfloors to footings and subfloors to front and rear grades
 - four elevations - complete with all exterior materials clearly noted
 - Plot Plan - drawn at 1:200 scale
 - Final Approval Form - completed with materials and colours

Grade Slip

When the approved plans are finalized the purchaser will be notified and a grade slip issued.

NOTE: Upon return of "the Architectural Approval" the Purchaser is responsible for checking all information including; the approved plans, plot plans, grades and final approval form and ensuring they are in agreement with all information included. If they are not in agreement, the Purchaser will contact the Architectural Consultant, in writing and have whatever, revisions are necessary, made and agreed to, in writing, prior to commencement of construction of the home in any manner.

Building Permit

The builder applies for a building permit from the Town of Didsbury.

Footing Check

The Purchaser excavates the basement and forms all footings. Prior to pouring the footings the Purchaser is encouraged to contact the Engineering Consultant to have the footing forms checked. Please provide the following information when calling:

- Lot, Block, Area and Phase number and legal address.
- Time footing forms will be ready. (proposed)
- Time concrete will be poured. (proposed)
- Name and phone number of contact person.

After the footing level has been confirmed the Purchaser will be contacted and may proceed with construction.

Final Lot Inspection

Following the total completion of the exterior of the house and loaming of the lot to final grade, a Final Lot Inspection (FLI) and an Architectural Inspection can be requested from the Architectural Consultant.



Copperview Landing Area Structure Plan

Town of Didsbury

Adpoted: April 26, 2011

Ammended: August 3, 2017