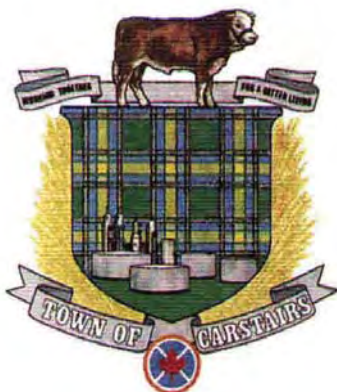




# TOWN OF CARSTAIRS MUNICIPAL DEVELOPMENT PLAN

BUILDING A VIBRANT, AFFORDABLE  
AND SUSTAINABLE COMMUNITY,  
OFFERING AN UNSURPASSED  
QUALITY OF LIFE.



BYLAW # - 967  
ADOPTION DATE - SEPTEMBER 27, 2010

## BYLAW No. 967

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**A BYLAW OF THE TOWN OF CARSTAIRS** in the Province of Alberta, to adopt the Town of Carstairs Municipal Development Plan.

**WHEREAS** it is deemed necessary and expedient to adopt a Municipal Development Plan to guide future growth and development in the Town of Carstairs, and

**AND WHEREAS**, a Municipal Development Plan has been prepared in accordance with the Municipal Government Act,

**AND WHEREAS**, copies of this Bylaw and related documents were made available for inspection by the public at the Town office as required by the ***Municipal Government Act*** Revised Statutes of Alberta 2000, Chapter M-26;

**AND WHEREAS**, a public hearing with respect to this Bylaw was held in the Council Chambers at the Town office on September 27, 2010 at 7:00 pm;

**AND WHEREAS**, an open house was held on June 15, 2010

**NOW THEREFORE**, Council of the Town of Carstairs duly assembled and pursuant to the ***Municipal Government Act*** Revised Statutes of Alberta 2000, Chapter M-26 enacts as follows:

### **Schedule "A"**

**READ A FIRST TIME THIS 8<sup>th</sup> DAY OF March A.D., 2010**

**READ A SECOND TIME THIS 27<sup>th</sup> DAY OF September A.D., 2010**

**READ A THIRD AND FINAL TIME THIS 27<sup>th</sup> DAY OF September A.D., 2010**

**ORIGINAL SIGNED**

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**Lance Colby, MAYOR**

**ORIGINAL SIGNED**

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**Carl McDonnell, CAO**

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The Town of Carstairs MDP has been developed in cooperation with professional planners from AECOM Canada Ltd.

AECOM (NYSE: ACM) is a global provider of professional technical and management support services to a broad range of markets, including transportation, facilities, environmental, energy, water and government. With approximately 45,000 employees around the world, AECOM is a leader in all of the key markets that it serves. AECOM provides a blend of global reach, local knowledge, innovation, and technical excellence in delivering solutions that enhance and sustain the world's built, natural, and social environments. A Fortune 500 company, AECOM serves clients in more than 100 countries and had revenue of \$6.3 billion during the 12-month period ended March 31, 2010. More information on AECOM and its services can be found at [www.aecom.com](http://www.aecom.com).

# 1. Introduction and Purpose

The Town of Carstairs Municipal Development Plan (MDP) is a high level document that provides a framework or blueprint for the manner in which the community will develop over the next 30 to 50 years. The MDP is a statutory plan that must be formally adopted by Council. The Alberta Municipal Government Act states that an MDP must address such issues as future land use and development in the municipality, the provision of municipal services and facilities, and intermunicipal issues such as future growth areas and the coordination of transportation systems and infrastructure.

The purpose of the Carstairs MDP is to ensure future growth and development is sustainable, orderly, and efficient, and that it enhances the quality of life for the citizens of Carstairs. The MDP is a policy document that can be used as a framework for the development of the community within which both private and public sector decision making can occur. As a policy document, it is for the most part general in nature and long range in its outlook.

**Sections 1.0, 2.0 and 3.0** of the MDP provides introductory and background information about the role of the plan, the public engagement process utilised in the plan's development, recent growth and development trends in Carstairs and significant features influencing the future development of the community. These sections are presented for information only and are not to be interpreted as policy statements.

**Section 4.0** of the MDP provides a vision of the type of community that Carstairs is committed to being in the future. **Section 5.0** provides an overview of future land use and the general direction of urban growth.

**Sections 6.0 to 19.0** contain goals, objectives and policies. Each section contains specific policies to guide decision making on planning and development issues. Throughout the Plan, the goals and objectives are not to be interpreted as policy, but as context with which to guide policy interpretation or the exercise of discretion.



## 2. Public Consultation Process Followed in Preparing This Plan

### 2.1 Stakeholder Workshops

Two stakeholder workshops were conducted as part of the public consultation process. At these workshops preliminary plans for the Transportation Master Plan (TMP) and Master Servicing Study (MSS) were also discussed. Workshop attendees included staff from the Town of Carstairs as well as representatives from the community. Comments received at the workshops included concerns with the intersections of Highway 2A with Gough Road and Center Street, as well as the access off of Highway 581 to the Hugh Sutherland School and Carstairs High School.

### 2.2 Public Open House

A public open house was held for both the Draft MDP and Draft TMP on the evening of Tuesday June 15, 2010 at the Carstairs Golf Course Club House. Information on both plans was presented and staff from the town and AECOM attended to answer questions. The following generalized responses were received on comment sheets:

**Do you agree with the overall concept for the Municipal Development Plan?**

**Yes**

**Do you agree Carstairs should increase employment opportunities by increasing commercial and industrial development?**

**Yes**

**Do you agree that Carstairs is providing healthy, sustainable solutions for neighbourhood design?**

**Undecided**

**Who do you think the primary pathway network should serve?**

**All users**

**Do you feel that the proposed roadway network provides:**

**Enough Connectivity.**

**Do you feel the goals, objectives and policies set in this MDP are working towards a community you want to live in?**

**Yes**

**Please provide any additional comments or suggestions you may have about the proposed Municipal Development Plan.**

**Blocking off traffic from 2A on the south end of Scotsdale Estates I feel is the right way to do it rather than tying into the collector roadway for the Havenfields.**

### 2.3 Public Hearing

As the Municipal Development Plan is a statutory document, a Public Hearing will be held to invite comments on the plan. This Public Hearing is expected to be held in September, 2010.

### 3. Community Context and Trends

#### 3.1 Regional Setting

Carstairs is located at the intersection of Highway 2A and Secondary Highways 580 and 581, approximately 42 kilometres north of Calgary. Mountain View County neighbours Carstairs in all directions.

#### 3.2 Demographics

Carstairs has experienced significant population growth in the range of 2 to 4% per year over the past decades as shown below in **Table 1**:

**Table 1. Historical Population**

1971	1976	1981	1986	1991	1996	2001	2006
884	1,059	1,587	1,629	1,645	1,909	2,254	2,656

Source: Statistics Canada

Although the current growth rate has been somewhat lower in the past couple years in response to the current economic slowdown, Carstairs has experienced relatively high growth over time. **Table 2**, illustrates the average annual growth rate between census periods:

**Table 2. Average Annual Growth Rate**

1986 to 1991	1991 to 1996	1996 to 2001	2001 to 2006
2.19%	3.20%	3.38%	3.60%

Source: Statistics Canada

**Table 3** demonstrates that as the population has grown, its composition has also changed. Generally the older segments of the population have been growing at a faster rate than younger residents. This may impact such things as the types of goods and services that will be demanded by residents as well as influence housing choices.

**Table 3. Age Composition Over Time**

Age Group	1991	2001	2006	% change (1991 to 2006)
0-19	570	635	745	31
20-34	295	360	425	44
35-49	420	580	635	51
50-64	175	370	535	206
65-79	130	215	235	81
80+	55	95	75	36
<b>Total</b>	<b>1,645</b>	<b>2,255</b>	<b>2655</b>	<b>61</b>

Source: Statistics Canada

As outlined in **Table 4**, Carstairs' relatively high growth rate, has resulted in a fairly new housing stock:

**Table 4. Housing: Period of Construction**

Construction Period	# of dwelling units constructed	Percent Share
Before 1946	95	9.5%
1946-1960	60	6%
1961-1970	70	7%
1971-1980	200	20%
1981-1990	155	15.5%
1991-1995	105	11%
1996-2001	140	14%
2001-2006	175	17.5%
<b>Total</b>	<b>1000</b>	<b>100%</b>

Source: Statistics Canada

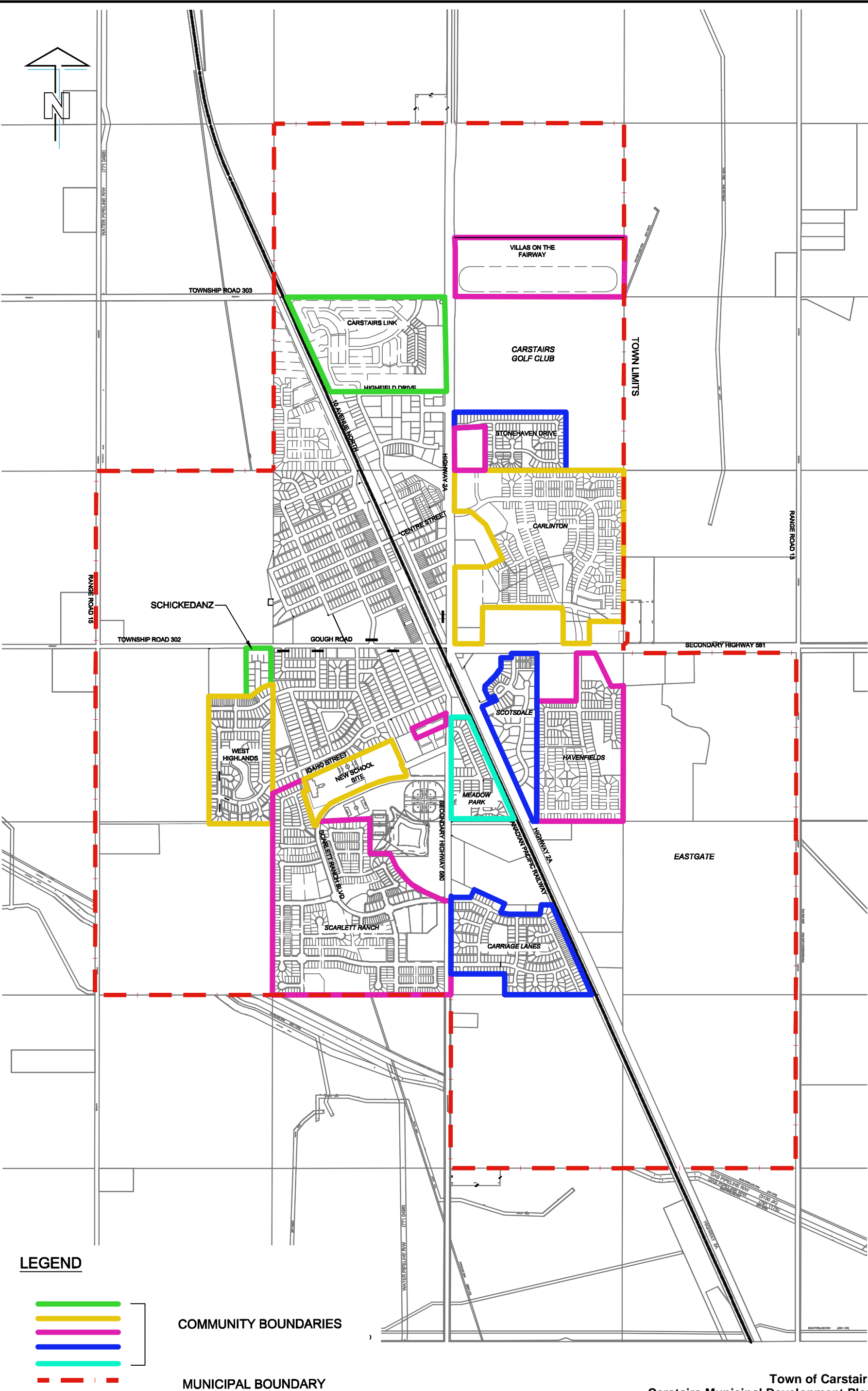
Furthermore, at least 54% of community residents are employed outside of Carstairs.

#### 3.3 Development Influences

Highways 2A, 580 and 581 provide good access throughout Carstairs, however, they also pose constraints relating to residential areas straddling high traffic routes. Similarly, the Canadian Pacific Railway acts as a barrier to the contiguous development of the community by dividing the Town into east and west portions. Oil and gas pipelines and utility rights-of-way running through the Town place further constraints on the future layout of lots and roads while providing opportunity for linear parkways. Furthermore, former landfill sites and oil and gas wells influence the direction and type of growth as they impose restrictions on allowable land uses.

Existing land use patterns set the stage for development of adjacent lands. The distribution of existing commercial, industrial community service, recreation and education facilities influences residential land use patterns as does existing community boundaries (see **Map 1**).

The capacity of existing municipal services and the ability to economically extend services to future growth areas is the major factor determining future growth directions in the newly annexed lands.



Town of Carstairs  
Carstairs Municipal Development Plan

### 3.4 Trends and Opportunities

Carstairs' advantageous location within the Queen Elizabeth II Highway corridor near to Calgary (where Statistics Canada projects another one million persons will reside by 2021), provides excellent opportunities for future growth and development.

The share of future regional population growth attracted to Carstairs will be dependent on several factors including:

- people's preference for small town living;
- the availability of a variety of affordable housing opportunities relative to other communities in the region;
- economic and employment opportunities in the region or within commuting distance;
- the availability of recreation and leisure opportunities; and
- the level of services provided in the community.

Based on historical trends, Carstairs' population is anticipated to increase at a substantial rate, irrespective of slow growth in the past two years due to the current recession. Population growth in Carstairs is presented within three alternatives: High Growth, Medium Growth, and Low growth estimates. The growth projections provided are an estimate of the amount of growth expected. They are based on a range of average annual growth that varies from 2.5% to 9.5% annual growth. The average annual growth rates are adjusted within each growth scenario to accommodate an expected gradual reduction in the growth rate.

The three population scenarios contained within **Tables 5, 6 and 7** result in substantial differences in the total population expected in the year 2041 from a low projection of 9,240 to a medium projection of 12,800 to a high projection of just over 17,000. At the current average household size of 2.5 to 2.7 persons per household, Carstairs would require an average of 75 to 230 new residential units per year.

Carstairs' role as a regional service centre and a commuter community will continue. As a result, it is expected that the predominant form of future development in Carstairs will be residential. The amount of commercial development, particularly convenience and service oriented commercial, is expected to increase as the Town's local market grows.

Currently, the predominant form of new housing units is single-detached dwellings. As of 2001, approximately 77 percent of the housing stock were single detached dwellings. Other forms of low density housing, such as semi-detached dwellings and manufactured homes, made up another four percent of housing units. The remaining 19 percent of the housing stock was in the form of apartments, fourplexes and row housing. The trend towards detached housing as the main form of residential development is expected to continue in the future although the aging population will likely choose attached and condo units more frequently.

In addition to the trends discussed above, Carstairs' future growth and development will be influenced by larger societal trends and changes. Some of these are:

- increasing uncertainty and change resulting from fluctuations in the oil and gas sector, grants and funding available from senior levels of government and Provincial and Federal legislation;
- continued advancements and changes in technologies relating to communication, information technology and transportation; and
- increased awareness and need to integrate social, environmental and economic considerations into planning and development decision making.

**Table 5. Age Population Projection – High Estimate**

Average Annual Growth Rate	2006 (Actual)	2011	2016	2021	2026	2031	2036	2041	
9.5%	2,654	4,178	---	---	---	---	---	---	
6.5%	---	4,178	5,724	7,842	---	---	---	---	
4.0%	---	---	---	7,842	9,541	11,608	14,123	17,183	
<b>Additional People</b>		<b>1,524</b>	<b>3,070</b>	<b>5,188</b>	<b>6,887</b>	<b>8,954</b>	<b>11,469</b>	<b>14,529</b>	
		1,524	1,546	2,118	1,699	2,067	2,515	3,060	Pop. change per 5 years
		305	309	424	340	413	503	612	People per year
		113	115	157	126	153	186	227	Residential units per year

**Table 6. Age Population Projection – Medium Estimate**

Average Annual Growth Rate	2006 (Actual)	2011	2016	2021	2026	2031	2036	2041	
8.5%	2,654	3,991	---	---	---	---	---	---	
4.5%	---	3,991	4,974	6,199	---	---	---	---	
3.7%	---	---	---	6,199	7,434	8,915	10,691	12,821	
<b>Additional People</b>		<b>1,337</b>	<b>2,320</b>	<b>3,545</b>	<b>4,780</b>	<b>6,261</b>	<b>8,037</b>	<b>10,167</b>	
		1,337	983	1,225	1,235	1,481	1,776	2,130	Pop. change per 5 years
		267	197	245	247	296	355	426	People per year
		99	73	91	91	110	132	158	Residential units per year

**Table 7. Age Population Projection – Low Estimate**

Average Annual Growth Rate	2006 (Actual)	2011	2016	2021	2026	2031	2036	2041	
7.50%	2,654	3,810	---	---	---	---	---	---	
4.00%	---	3,810	4,635	5,639	---	---	---	---	
2.50%	---	---	---	5,639	6,380	7,218	8,167	9,240	
<b>Additional People</b>		<b>1,156</b>	<b>1,981</b>	<b>2,985</b>	<b>3,726</b>	<b>4,564</b>	<b>5,513</b>	<b>6,586</b>	
		1,156	825	1,004	741	838	949	1,073	Pop. change per 5 years
		231	165	201	148	168	190	215	People per year
		86	61	74	55	62	70	79	Residential units per year

## 4. Vision Statement

This MDP strives to embody the community goals and aspirations contained in the vision statement. Based in part on the vision statement, goals were developed to guide future planning and development. These goals appear at the beginning of each policy section and provide a framework for the objectives and policies.

Council has adopted the following vision of what it endeavours to do and become:

***“Building a vibrant, affordable and sustainable community, offering an unsurpassed quality of life.”***



## 5. Land Use Concept / General Development

### 5.1 Background

**Map 2 – Land Use Concept**, identifies the future generalized land use pattern. This land use concept will be further defined through the adoption of statutory and non-statutory plans for smaller portions of the Town. A major portion of the lands annexed in 2010 will be used for residential development with a substantial industrial/commercial area proposed in the southeast.

The Land Use Bylaw will be one tool used to implement the MDP policies through the designation of land use districts and the application of development standards for each district. In this regard, the boundaries between the land uses shown on **Map 2** are not to be rigidly interpreted and the specific boundaries shall be determined through the designation of the Land Use Bylaw districts.

The Land Use Concept illustrated in **Map 2** should not be viewed or interpreted in isolation from the goals, objectives and policies expressed throughout the text of the MDP.

### 5.2 Goals

- To manage growth and development in an environmentally, socially and fiscally sustainable manner that benefits existing and future residents of the community.
- To ensure new development enhances the sense of community and is compatible with the heritage, character and physical setting of Carstairs.
- To encourage high quality new development that will contribute to Carstairs' role as a regional centre for commercial, industrial, institutional and residential uses.

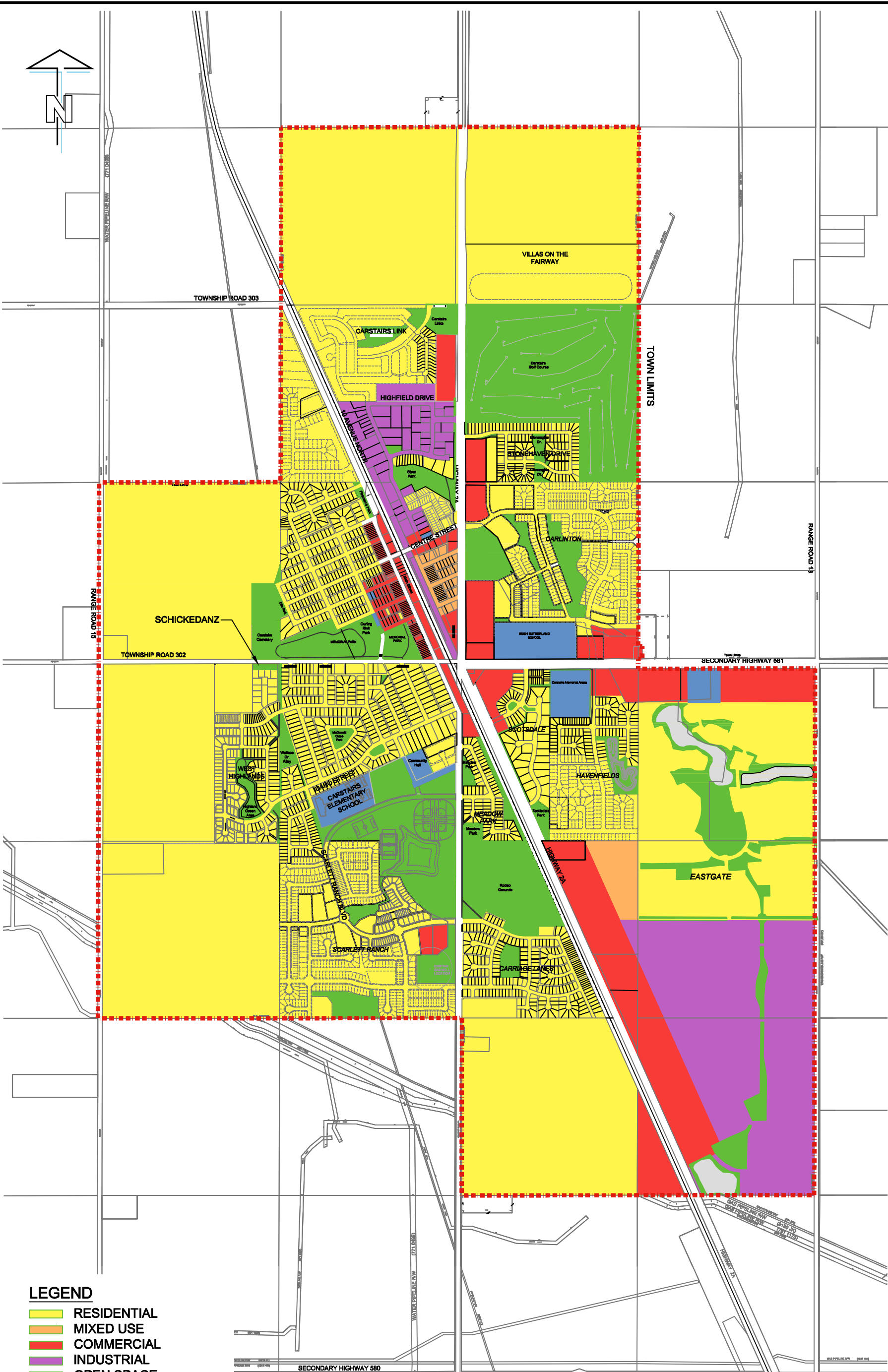
### 5.3 Objectives

- Present an overall concept for the incorporation of the newly annexed lands (2010) into the urban fabric.
- Encourage diversification in land uses to better meet the needs of Town and area residents.
- Encourage cooperation with Mountain View County in land use decisions in both municipalities.

- Recognize and celebrate Carstairs' heritage.
- Ensure that new development is fiscally supportable from a municipal budget perspective.

### 5.4 Policies

- 5.4.1** New development should be undertaken in conformance with the Carstairs Integrated Community Sustainability Plan.
- 5.4.2** New development should be designed to contribute to a more pedestrian and bicycle friendly community.
- 5.4.3** The visual attractiveness of the Town should be enhanced through new private and public development.
- 5.4.4** Development of land adjacent to the CPR tracks will be undertaken in a manner that mitigates the impact of rail operations on adjacent uses. The Town may require noise or other types of studies (e.g. visual impact study, vibration study, etc) that may be necessary to properly evaluate subdivision and development proposals close to the railway tracks.
- 5.4.5** The Guidelines for Development Adjacent to Railways (see **Appendix A**) should be consulted in making development and subdivision decisions on properties next to the railway right-of-way.
- 5.4.6** Subdivision or development within setback areas from former landfill sites and sewage lagoons and within 100 meters of an oil or gas well shall only be permitted in accordance with the relevant provincial regulations.
- 5.4.7** Through an Intermunicipal Development Plan (IDP) and other means of coordinated decision making with Mountain View County, the oil and gas industry and other stakeholders, the Town shall encourage any landfills, high pressure pipelines and sour gas facilities to be located at least 1.5 kilometres (0.93 miles) beyond the long term growth area of the Town.



## 6. Growth Management and Financing of Urban Growth

### 6.1 Background

The management of growth and development is a key responsibility of the Town of Carstairs. Growth management is the process of accommodating growth in the community and directing the scale, location and pattern of new development. It ensures that the qualities that attract growth to Carstairs are not significantly diminished as the size of the community increases. Proper growth management is a tool to ensure that development occurs in a manner that works towards making the community's Vision Statement a reality.

Coordinated growth management strives to ensure compatibility between adjacent land uses and efficient infrastructure servicing expenditures. Developer contributions to infrastructure costs are an essential part of the financing of Town services and overall costs should be kept as low as possible to keep developer costs and therefore housing costs more affordable.

### 6.2 Goal

To manage the rate, type and direction of future growth and development in a responsible and sustainable manner that is within the financial capacity of the community.

### 6.3 Objectives

- To ensure urban development and expansion provides for the future land use requirements of Carstairs while recognizing the need to retain the agricultural use of lands for as long as possible.
- To manage urban development in a responsible, orderly and cost efficient manner providing the necessary degree of land use control and adherence to good planning principles.
- To encourage practices that contribute to attractive and pleasant urban spaces and minimize the capital, operational and maintenance cost of municipal services and infrastructure.

- To ensure the availability of serviced and properly designated residential and commercial/industrial lands for future development needs in a timely fashion.

### 6.4 Policies

**6.4.1** Prior to considering changes in land use designations that would support more intense development on larger parcels of land than presently allowed, the Town may require the preparation of either a concept plan or an area structure plan (ASP). Any additional studies, testing and approvals that may be required to determine the suitability of the subject lands for development shall be the responsibility of the developer.

**6.4.2** In considering a proposal for a change in land use designation, a subdivision or a development permit, the following matters should be taken into account where applicable:

- the type and scale of the proposed use;
- the suitability of the site for the proposed use;
- consistency with provisions contained in applicable statutory plans and the Land Use Bylaw;
- site design with respect to natural topography, treed areas, landscape features, wetlands, and steep slopes;
- compatibility with surrounding existing and future land uses;
- proposed access, intersection treatments and impacts on the road system;
- availability of municipal utility services;
- provision of open space and of public access;
- adequacy of parcel sizes to support the intended use;

- design and appearance of the proposed use;
- proximity to oil and gas infrastructure, wastewater treatment facilities and solid waste handling facilities;
- the need for the development and the benefits the development would bring to the community; and
- any other matters deemed relevant by the Town.

**6.4.3** Wherever possible, development shall be contiguous to existing built areas unless the Town deems servicing and road requirements are more efficiently provided in areas isolated from the existing built-up areas.

**6.4.4** The Town shall encourage the ‘infilling’ of existing areas to take advantage of existing municipal utilities and roads.

**6.4.5** The Town shall promote development that utilizes land efficiently and encourage residential development at densities established in this MDP.

**6.4.6** The Town shall manage growth and development in such a manner that developers are responsible for an appropriate amount of the cost of servicing new lands. Municipal strategies to ensure healthy growth may include land banking and development by the Town.

**6.4.7** Developers shall be responsible for the construction and initial maintenance of municipal utilities including required extensions and oversizing, unless otherwise specified by the Town.

**6.4.8** The Town shall periodically review, and if necessary amend, its Subdivision Guidelines and Development Standards.

**6.4.9** The growth and development of Carstairs should be monitored in terms to:

- the rate of population growth and new housing construction;
- the supply of serviced and non-serviced land for residential, commercial and industrial uses;

- the capacity of the water, sanitary sewer and stormwater systems;
- road access, safety and internal traffic patterns;
- adequacy of the open space system and community services; and

**6.4.10** To ensure the provision of an adequate supply of land to meet short term and long term development needs, the Town should:

- undertake and periodically update utility and road studies to provide overall direction for infrastructure investments;
- coordinate the placement and sizing of services and roads to ensure the availability of readily serviceable land and support the logical expansion of development areas; and
- keep landowners and developers informed of long range growth patterns and land consumption.

**6.4.11** The Town shall identify growth needs and directions for Carstairs and plan for any necessary annexation to ensure an adequate supply of serviceable land in consultation with Mountain View County.

## 7. Residential Development

### 7.1 Background

Residential development in Carstairs consists of predominantly low density detached housing. However, the percentage of single detached dwellings has gradually dropped from 88% in 1991 to 77% in 2001. Other forms of housing such as semi-detached and row houses are gaining in popularity. In conjunction with an increase in other housing types, there is a general trend to increase densities as land developers and municipalities try to spread the land development and servicing costs associated with residential development over a greater number of units.

### 7.2 Goal

To facilitate a variety of housing opportunities at urban densities that meet the needs and preferences of all household types and income levels within attractive, aesthetically pleasing neighbourhoods.

### 7.3 Objectives

- To identify areas suitable for new residential development and ensure an adequate supply of land for residential purposes.
- To ensure a high standard of residential development and neighbourhood design.
- To promote a mix of housing types to meet a variety of lifestyles, life cycle demands and market requirements.

### 7.4 Policies

**7.4.1** The Town shall direct residential development to the areas identified in **Map 2**.

**7.4.2** The Town shall encourage the provision of a variety of housing types in terms of lot size, dwelling type, appearance, and affordability. This variety of housing is encouraged to be provided within each community.

**7.4.3** In considering new statutory and non-statutory plans and subdivisions, the Town should ensure that no more than 70 percent of the total dwelling units in new subdivisions are single detached dwellings;

**7.4.4** The Town shall encourage the integration of differing forms of housing using semi-detached dwellings and medium density housing forms such as row housing to transition from low density housing to higher density multi-family housing wherever possible.

**7.4.5** Higher density housing and senior's housing is encouraged to be located close to downtown amenities.

**7.4.6** The area between 10<sup>th</sup> Avenue and Highway 2A is specifically noted as a transition area which is encouraged to support mixed use residential and commercial uses.

**7.4.7** In locating sites for multi-family housing, the following criteria should be applied:

- close proximity to a major collector or arterial road;
- adjacent or nearby open space and path system;
- proximity to a school; and
- compatibility with existing housing.

**7.4.8** Infill and higher density housing shall be encouraged on a site specific basis.

**7.4.9** Manufactured homes, as defined by the Land Use Bylaw, may be permitted only:

- as replacements for units within existing manufactured home communities; or
- as part of a comprehensively designed and architecturally controlled manufactured home subdivision or park that is compatible with the overall design and character of surrounding residential uses.

**7.4.10** Every effort should be taken to improve existing manufactured home subdivisions through visual screening, landscaping and attractive entryways.

**7.4.11** Residential areas shall be adequately buffered from highways and industrial and commercial areas.

**7.4.12** The overall design density for the existing and future residential areas of the Town should average between 12 and 25 dwelling units per gross developable hectare (5 to 10 units per acre). This design density does not apply to individual sites. Variations may be permitted if accommodated in an adopted statutory or non-statutory plan.

**7.4.13** The Town shall require a high standard of subdivision design to promote the efficient use of land, roads and utilities, compatibility between housing types and land uses, and aesthetically pleasing residential environments. Subdivision designs should:

- provide for varied lot sizes and densities to accommodate different housing types, sizes and designs;
- encourage sustainability considerations in the design including housing orientation;
- minimize through traffic on local roads while allowing for common and emergency service vehicle access;
- provide sufficient off-street parking;
- encourage the retention and integration of natural and historically significant amenities and features;
- accommodate adequate parks, open space and pathway systems;
- provide opportunities for lots with and without lanes;
- provide buffers and/or distance separation of land uses and features of lesser compatibility; and
- promote high visual standards and interesting streetscapes.

**7.4.14** In recognizing the unique requirements for housing for seniors and moderate income residents, the Town should:

- monitor the demand for and supply of suitable housing;
- encourage senior governments, community agencies and the private sector to provide housing in response to these needs; and
- designate sites to accommodate suitable housing.



## 8. Commercial and Downtown Development

### 8.1 Goal

To support the development of commercial areas that meet the needs of Carstairs and the surrounding areas and provide a focal point that contributes towards a strong community identity.

### 8.2 Objectives

- To identify lands for future commercial development at locations easily accessible to residents and motorists.
- To sponsor and encourage the creation and maintenance of a clearly identifiable downtown commercial core/central business area.
- To minimize conflicts between commercial and non-commercial land uses.
- To encourage aesthetically pleasing commercial development.
- To maintain Carstairs' role as a regional service centre providing commercial services to both the Town and the surrounding area.

### 8.3 Policies

**8.3.1** The Town shall encourage the location of commercial development within the areas identified in **Map 2**.

**8.3.2** All commercial development shall be required to:

- have a high quality of external design and finishing that complements or improves upon the appearance of existing development in the vicinity;
- have a high quality of landscaping and aesthetically pleasing site design;
- have controlled vehicle access from highways and collector roads;
- provide adequate parking;

- provide for safe on-site vehicular movement, safe and convenient pedestrian movement and, where possible, linkages to the open space system;
- provide adequate buffering between the commercial development and surrounding existing and future residential areas in order to minimize potential noise, traffic, light, and visual impacts; and
- consider ways of developing that contribute to the sustainability goals of the community, identified in the Carstairs Integrated Community Sustainability Plan.

**8.3.3** The Town shall strive for the development of a compact commercial central business area and encourage development and redevelopment to maximum allowable densities.

**8.3.4** The Town shall encourage mixed use development in the central business area that includes complementary land uses such as community, cultural, recreational, entertainment, public uses, and residential uses above the main floor.

**8.3.5** To facilitate improvements and development within the downtown core, the Town may, in consultation with property owners of the area, prepare a design concept that promotes downtown revitalization through addressing:

- the protection of historical elements of the downtown core;
- developing themes which celebrate the Town's past and connection to its roots in agriculture, the railway, and oil and gas industries;
- the integration of a variety of uses with the intent of creating an interesting and vibrant area;

- safe and convenient pedestrian movement (consider using boulevards in front of commercial business for facilitating pedestrian movement), vehicle traffic patterns, and parking areas; and
- the support of unique business opportunities within the downtown.

**8.3.6** To facilitate improvements and development within the downtown core, the Town may, in consultation/partnership with property owners of the area, prepare architectural guidelines that support downtown revitalization and address:

- streetscape improvements such as signage, boulevard landscaping and tree planting, street furniture, and lighting;

- building orientation, design and appearance guidelines fostering an attractive and pedestrian friendly environment;
- the integration of any theme components through architectural guidelines; and
- the replication or preservation of historical elements of the downtown core.

**8.3.7** All businesses, including small business should be encouraged and supported.

**8.3.8** Commercial development along the highway should be accessible by both vehicular and pedestrian traffic to the greatest extent possible.



## 9. Industrial Development

### 9.1 Goal

To encourage the retention and expansion of existing industrial development and the establishment of new industrial activities that are compatible with existing and future land uses.

### 9.2 Objectives

- To encourage existing industries to maintain and expand their operations.
- To attract new industrial development to appropriate locations within the community.
- To ensure a diversity of industrial uses are provided within the Town.
- To promote industrial development to provide employment opportunities.
- To minimize conflicts between industrial and non-industrial land uses.

### 9.3 Policies

**9.3.1** The Town shall encourage the location of light and medium industrial development within the industrial areas identified in **Map 2**.

**9.3.2** The Town expects and shall encourage a high standard of site development, including the screening of storage yards, site landscaping and attractive building design. Industrial subdivision or development proposals shall address potential impacts on adjacent land uses.

**9.3.3** Where industrial development occurs or exists adjacent to non-industrial land uses including major roadways, residential, commercial or recreational uses, the Town shall require the provision of sufficient screening and/or buffering to minimize potential impacts on the non-industrial areas. This may include, but is not limited to, the provision of landscaping, fences and/or berms.

**9.3.4** Industrial activities that create large amounts of traffic will be encouraged to locate near major collectors and/or arterial roadways.

**9.3.5** While a broad range of industrial uses and development should be accommodated, certain industrial uses and development may not be permitted which, in the opinion of the Town, would detract from the community's character, quality of life for residents or unduly impact on the environment or the Town's infrastructure.

**9.3.6** Medium and heavy industrial uses shall be directed away from residential areas, recreation and institutional facilities and commercial districts and shall be separated from non-industrial uses by light industry, landscaped screens and buffers, or both.

**9.3.7** When industries that involve the use and storage of hazardous materials are considered for possible land use approval, they should not be permitted in proximity to residential, recreational and institutional land uses.

**9.3.8** A limited amount of commercial land use may be located within industrial development to service that use.

## 10. Open Space and Environment

### 10.1 Goal

To facilitate the preservation of significant natural areas and the provision of integrated, accessible and well-planned open spaces supporting a broad range of leisure and recreation opportunities catering to all age groups, income levels and skill levels.

### 10.2 Objectives

- To conserve and sensitively incorporate natural features as an integral part of the community's open space system.
- To provide open spaces that are functional and effective in satisfying the needs of residents and visitors to the community.
- To ensure a system of pathways linking parks, open space and natural areas will develop as the community grows.
- The system of pathways should be incorporated within each community and provide access to local services and adjacent communities/ neighbourhoods.
- To encourage the sharing and optimal use of open space between multiple uses.
- To encourage naturalized vegetation in appropriate areas.
- To ensure that the educational component is ongoing.

### 10.3 Policies

**10.3.1** The Town shall identify significant natural features to be preserved and integrated into the open space system for public use and/or environmental protection, where feasible.

**10.3.2** Through the subdivision process, the Town shall require that lands considered unsuitable for development, environmentally sensitive areas, unstable, subject to flooding or consisting of a swamp, gully, ravine, coulee, or natural drainage course are dedicated as environmental reserve or placed under environmental reserve easements in accordance with the provisions of the Municipal Government Act. Lands dedicated as environmental reserve or placed under an environmental reserve easement shall remain in their natural state or be used as a public park, at the discretion of the Subdivision Authority.

**10.3.3** Upon subdivision, the Subdivision Authority shall require that 10 percent of the developable land, defined as the gross parcel area excluding land dedicated as environmental reserve, is dedicated as municipal reserve in accordance with the provisions of the Municipal Government Act. Dedication of municipal reserve, in combination with environmental reserve dedications, shall be used to provide school sites, parks, recreation areas, and linear park corridors that accommodate key trail routes as identified on the Land Use Concept (Map 2). In addition to the provision of municipal reserve parcels for linear parks, it is also the preference of the Town that wherever possible, municipal reserves be provided in large parcels rather than numerous small parcels in order to better accommodate a variety of recreational uses.

**10.3.4** Municipal reserve dedication in residential subdivisions shall ordinarily be provided in the form of land. Municipal reserve sites shall be located to allow for convenient access by the public and shall not consist of lands that contain excessive slopes, are susceptible to flooding, or are legally encumbered. Municipal reserve dedication may be taken in the form of cash-in-lieu where, in the opinion of the Town, dedication in the form of land is either unnecessary or not desirable.

- 10.3.5** Municipal reserve dedication in non-residential subdivisions shall be provided in the form of a cash-in-lieu contribution unless, in the opinion of the Town, land is required to provide buffers between different land uses. Cash-in-lieu contributions shall be used to enhance and upgrade other reserve sites or acquire additional park areas.
- 10.3.6** Local playgrounds and parks shall be provided within residential areas and sited to be accessible to the immediate neighbourhood and provide safe environments. Wherever possible, linkages between open spaces, community facilities, schools, the central commercial core, and housing areas shall be provided using an integrated system of linear parks and pathways.
- 10.3.7** Municipal reserve parcels shall be landscaped by the developer to the Town's satisfaction. Where possible, existing mature trees and vegetation shall be preserved and incorporated into the design and landscaping of park spaces. The number of trees within the community including parks and open space should be increased.
- 10.3.8** The Town shall support the use of open space areas to accommodate as broad a range of activities and user groups as possible without creating unsafe conditions or the potential for conflicts among users.
- 10.3.9** Contaminated brownfield sites should be used for open spaces and parks once they are cleaned up.
- 10.3.10** Existing natural areas shall be retained and disturbed natural areas shall be naturalized and/or restored to replace traditional landscaping.
- 10.3.11** The Town will encourage the integration of trails, educational programming and wetland development and enhancements.
- 10.3.12** The Town shall prepare an Open Space Master Plan to forecast future outdoor recreation and open space needs and establish a program for the ongoing maintenance of public open spaces.



# 11. Agriculture

## 11.1 Background

The Town of Carstairs is an urban municipality located within a rural region containing a variety of agricultural activities. Mountain View County contains some of the most productive agricultural land in the province making this a key economic activity in the region. Agriculture has supported the growth and development of Carstairs since it was founded.

The Municipal Development Plan acknowledges that occasionally landowners and residents may be affected by agricultural operations. These effects can take the form of odours, dust and smoke, application of fertilizers, slow-moving machinery, and operations such as field work during early or late hours. Over the long term, existing agricultural land within the Town boundaries will convert to urban land uses and development. However, good agricultural land and existing farming operations within the Town of Carstairs should be protected for as long as possible until the land is required for urban development.

## 11.2 Goal

To protect existing agricultural operations and farmland until needed to accommodate urban growth while minimizing the effects of agricultural operations on Town residents and landowners.

## 11.3 Objectives

- To recognize the need to retain for as long as possible the agricultural use of better agricultural lands.
- To promote general understanding of farm practices by Town residents and landowners and encourage farming practices that minimize their potential effects on Town residents and landowners.

## 11.4 Policies

- 11.4.1 Agricultural land and existing farming operations within the Town shall be protected for as long as possible until required for future urban development.
- 11.4.2 The Town shall ensure an orderly progression and staging of development in order to prevent premature land development and to minimize land use conflicts with existing agricultural operations.
- 11.4.3 Extensive agricultural land uses such as field crops may be allowed in future urban development areas, but intensive livestock operations/confined feeding operations, as defined by Alberta Agriculture, Food and Rural Development's 2000 Code of Practice for the Responsible Livestock Development and Manure Management should not be permitted.
- 11.4.4 The Town shall promote compatibility between the urban land uses within Carstairs and the agricultural operations in Mountain View County within the vicinity of the municipal boundaries. The Town may consider the use of mechanisms available to achieve compatibility such as buffers between urban land uses and adjacent farming operations, policies/designations in intermunicipal development plans, referral responses on development applications, and general communication with Mountain View County.
- 11.4.5 Through an Intermunicipal Development Plan and other means of cooperation with Mountain View County, the Town shall encourage any intensive livestock/confined feeding operation to be at least 3.2 kilometres (2 miles) from the existing Town boundaries.

## 12. Economic Development

### 12.1 Background

The Town's proximity to Calgary promotes a commuter or bedroom community function for Carstairs. While this has positive aspects, such as the qualities that come with living in a small town and ready access to services and employment opportunities, the cost of municipal services falls more heavily on the residential portion of the assessment base. Balanced growth in the assessment base, in the form of commercial, industrial and other non-residential development, not only provides more local employment opportunities but assists with the costs of providing, maintaining and improving municipal services. Balanced growth must also take into account environmental impacts and impacts on the community's overall quality of life.

Several tools are available to the Town to foster and encourage the type and amount of economic development desired by the community. Regional cooperation through organizations like the Central Alberta Economic Partnership (CAEP) is one such tool. Others include having information needed for investment decisions readily available, straightforward approvals processes, and managing the supply of serviceable land to accommodate economic development proposals.

### 12.2 Goal

Encourage economic activity that provides a balanced municipal tax base capable of supporting community facilities, infrastructure and activities desired by Carstairs residents and providing varied employment opportunities for residents of all ages.

### 12.3 Objectives

- Strive to reduce the tax load for residential properties by pursuing a stronger non-residential to residential ratio in the local property assessment base.
- Cooperate with partners in the region in promoting appropriate economic development.
- Pursue increased opportunities for local employment.
- Support home businesses as appropriate.

### 12.4 Policies

- 12.4.1 The Town will support the diversification of the economic base of Carstairs and the region through the development and expansion of economic activities.
- 12.4.2 The Town will seek opportunities to support and stimulate appropriate economic development in order to achieve a non-residential to residential assessment ratio that provides a balanced sharing of the tax burden.
- 12.4.3 The Town shall encourage and facilitate development of home-based businesses and home occupations that are compatible with residential land uses.
- 12.4.4 The Town shall continue to work with partners in the region and senior levels of government to attract additional economic activity to the area, diversify the existing economic base and foster the continued growth and success of existing economic sectors and businesses.
- 12.4.5 The Town will actively market available commercial and industrial properties and ensure that land use planning decisions maintain an adequate supply of readily serviceable commercial and industrial land.
- 12.4.6 While a broad range of economic activity should be accommodated, activities which, in the opinion of the Town, would detract from the community's character, quality of life for its residents, or unduly impact the environment of the Town's infrastructure may not be supported.
- 12.4.7 The Town will encourage alternative energy generation and other new, green technology industries to locate in Carstairs.

## 13. Community, Recreation, and Cultural Services and Facilities

### 13.1 Goal

To foster the provision of a variety of community, recreation and cultural services and facilities that are accessible and contribute towards a high quality of life for Carstairs residents and the surrounding area.

### 13.2 Objectives

- To ensure land is available for future community, recreation, cultural, and educational service facilities in key locations.
- To establish an adequate range of cultural, leisure and recreational opportunities, varying in scale and nature to meet the needs of a variety of age groups, income levels and skills.
- To plan for and provide capital investment in recreation and community facilities.
- To encourage volunteer participation and partnerships in the development of recreation and community facilities.

### 13.3 Policies

- 13.3.1** The development and incorporation of a cultural centre within an existing public facility is encouraged.
- 13.3.2** The Town will work with the school authorities to ensure adequate school facilities exist in the community to meet the educational needs for early childhood through Grade 12 and continue to address lifelong learning and post secondary requirements.
- 13.3.3** Mainstream advertising via an E-learning library is encouraged.
- 13.3.4** Opportunities to better utilize heritage buildings should be explored.

**13.3.5** The Town shall support the use of joint agreements with Mountain View County and school authorities to make effective use of existing and future facilities in providing cultural, leisure and recreation opportunities for Carstairs residents.

**13.3.6** The sharing of cross-ethnic food/religion/culture is encouraged.

**13.3.7** The Town shall explore and pursue all approaches to the funding and provision of cultural and recreation services/facilities including the involvement of the public, private and not-for-profit sectors and the formation of partnerships for this purpose.

**13.3.8** New infrastructure and retrofits that address special needs such as ramps, sidewalks, and handicapped parking should be provided in new developments and the public realm as feasible.

**13.3.9** The Town will work with the appropriate provincial ministries to provide more support services for seniors and disabled persons.

**13.3.10** As subdivision occurs, the Town shall ensure that municipal reserve lands are dedicated and assembled to provide the public/community service sites shown conceptually in **Map 2**.

## 14. Social and Emergency Services

### 14.1 Goal

To ensure that residents in Carstairs and the surrounding area are well-served by accessible and affordable social and emergency services that meet community needs and reflect the levels of service desired by the community.

### 14.2 Objectives

- To provide, encourage and support an adequate range of social care opportunities to meet the needs of the community in appropriate and accessible locations.
- To encourage and facilitate provision of public and private programs, services and support which promote the well being of Carstairs residents of all ages and enhance, strengthen and stabilize family and community life.
- To protect the residents of Carstairs from criminal activity and unlawful conduct and ensure that the community can adequately deal with emergency situations.

### 14.3 Policies

**14.3.1** The Town will work with public and private providers of health and social services to meet community needs.

**14.3.2** The Town will promote volunteerism as one essential means of addressing community needs and will encourage business and industry to participate in partnerships to help provide services and facilities to assist in meeting community needs.

**14.3.3** The Town will ensure that its planning documents accommodate the development of facilities that house social services and programs, religious services and health services within the community. Such facilities should be located in areas that are compatible with existing and future surrounding land uses.

**14.3.4** Facilities accommodating social, religious and health services should be:

- located in areas convenient to users generally in proximity to major activity areas, shopping facilities or open space;
- designed to permit phased expansion;
- able to accommodate multiple uses; and
- accessible to handicapped persons and seniors.

**14.3.5** The Town will encourage the integration of compatible land uses such as child care services, religious assemblies, youth oriented facilities, senior facilities, and extended care facilities in appropriate locations.

**14.3.6** The Town shall encourage the use of Crime Prevention Through Environmental Design (CPTED) principles in site planning for all private and public development as a means of enhancing security and safety within the community.

**14.3.7** The Town shall ensure provision of police, fire, ambulance and disaster services agencies that are appropriate and meet the needs of the community. Where feasible, the Town will encourage the co-location of police, fire, ambulance and disaster services in a location that provides the most efficient response time to reach existing and future growth areas of Carstairs

## 15. Transportation

### 15.1 Background

Transportation within Carstairs is automobile-oriented. The primary road network consists of Highway 2A running north-south through Town along with Secondary Highway 580 (south) and Secondary Highway 581 (east). A number of collector and local roads, as well as numerous local roads, intersect these highways.

While there is no public transit system within Carstairs, private firms provide regional bus services. The CPR railway runs through Carstairs and limits vehicular and pedestrian access between the east and west sides of Carstairs.

### 15.2 Goal

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

### 15.3 Objectives

- To use a system of transportation planning and management that establishes a safe and efficient transportation system with a clear hierarchy to the road network.
- To encourage and facilitate multi-modal transportation (automobile, pedestrian, bicycle) where feasible.
- To coordinate transportation planning with Alberta Transportation and Mountain View County.
- To integrate transportation and land use considerations in all transportation and development decision making.

### 15.4 Policies

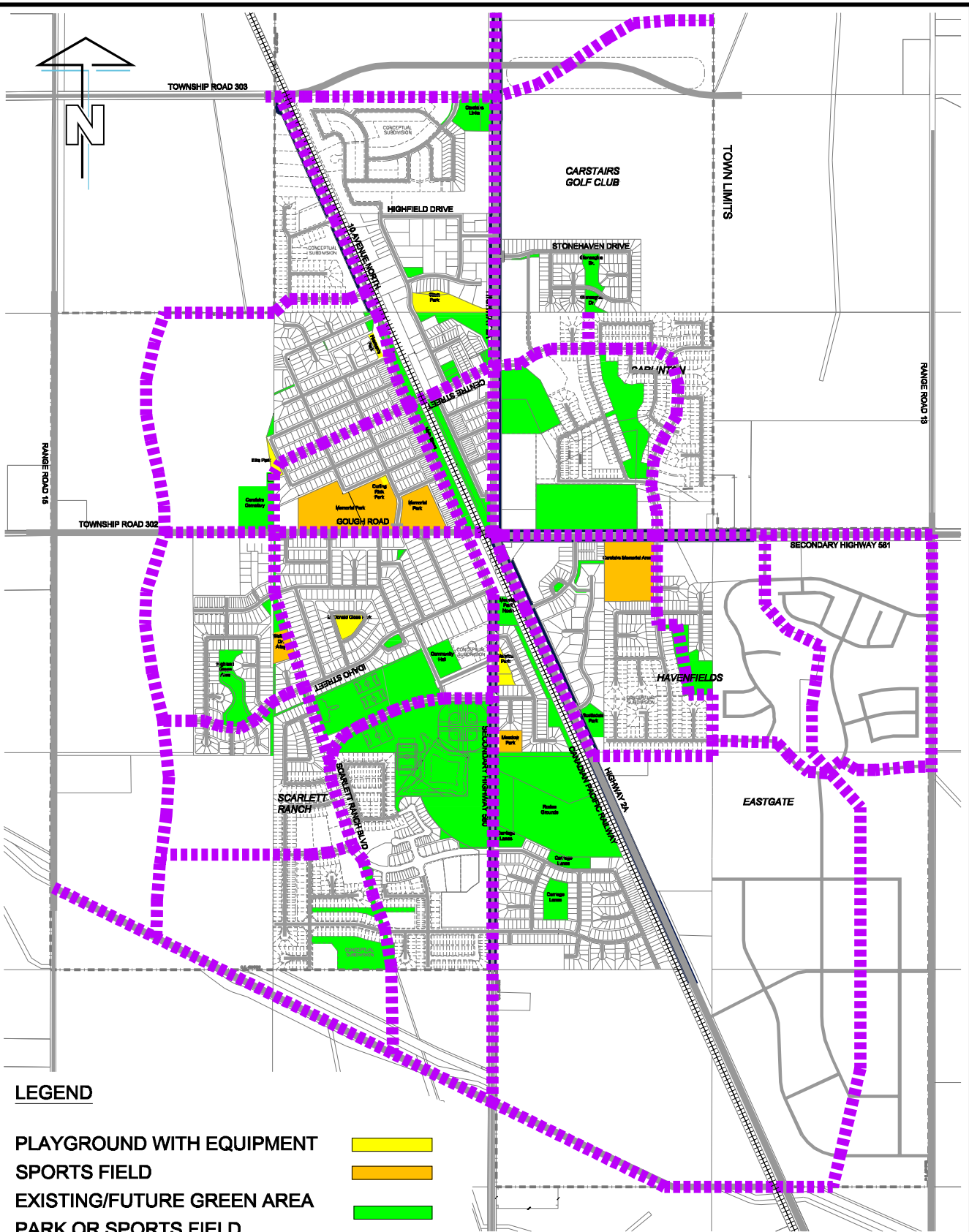
- 15.4.1** The Town shall use a hierarchy of roads in the design of new residential and non-residential areas as indicated below in **Table 8:**

**Table 8. Carstairs Road Hierarchy**

ROADWAY TYPE	MAIN FUNCTION	ACCESS	PARKING	CONNECTS TO	SIDEWALKS & PATHWAYS
<b>Arterial</b>	Movement of traffic	<ul style="list-style-type: none"> <li>• Limited</li> <li>• 400 m intersection spacing desirable (300 m minimum where determined to be necessary)</li> </ul>	<ul style="list-style-type: none"> <li>• No Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Highways</li> <li>• Arterials</li> <li>• Collectors</li> </ul>	<ul style="list-style-type: none"> <li>• 1.6 m separate sidewalk on one side of roadway, 3.0m separate pathway on other side.</li> </ul>
<b>Collector</b>	To distribute traffic from arterials to local roadways	<ul style="list-style-type: none"> <li>• Direct access to abutting properties</li> <li>• Minimum 120 m intersection spacing adjacent to arterials</li> <li>• Minimum 60 m intersection spacing for other conditions</li> </ul>	<ul style="list-style-type: none"> <li>• On-Street Parking Allowed</li> <li>• Limited Near Intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Highways</li> <li>• Arterials</li> <li>• Collectors</li> <li>• Locals</li> <li>• Lanes</li> </ul>	<ul style="list-style-type: none"> <li>• 1.5 m sidewalk on each side</li> </ul>
<b>Local</b>	To provide direct access to properties and distribute traffic from residential properties to collector roadways	<ul style="list-style-type: none"> <li>• Minimum 60 m intersection spacing</li> </ul>	<ul style="list-style-type: none"> <li>• On-Street Parking Allowed</li> </ul>	<ul style="list-style-type: none"> <li>• Collector Road</li> <li>• Local Road</li> <li>• Lane</li> </ul>	<ul style="list-style-type: none"> <li>• 1.2 m sidewalk on one side</li> <li>• Adjacent to school site, 1.6 m sidewalk on both sides</li> </ul>
<b>Lane</b>	Access to Properties		<ul style="list-style-type: none"> <li>• No Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Collector Road</li> <li>• Local Road</li> <li>• Lane</li> </ul>	

- 15.4.2** Traffic Impact Assessments (TIA) may be required at the discretion of the Town for development applications for developments generating more than 100 new peak hour trips. The TIA shall review both existing and future conditions, and should consider both vehicle and active mode transportation (pedestrian, cycling). The TIA will provide decision makers a basis for evaluation of the implications of the development, help identify future localized transportation system deficiencies, establish required roadway improvements and provide a basis for determining funding participation in conjunction with the development applications. The scope of the TIA will vary depending on the complexity and type of development and will be determined in conjunction with the Town Engineer.
- 15.4.3** For the design of roadway intersections the Town shall strive for maximum Volume to Capacity (V/C) ratios of 0.80 for through movements and shared through/turning movements and a maximum V/C ratio of 0.90 for exclusive turning movements. An overall Level of Service (LOS) 'D' or better with individual movement levels of services not exceeding LOS 'E' is desired. Furthermore, 95th percentile queue should not exceed the available lane storage.
- 15.4.4** The Town shall ensure that the construction, rehabilitation and maintenance of roads are co-ordinated with other projects related to municipal services.
- 15.4.5** The Town shall establish suitable truck and dangerous goods routes in co-operation with Mountain View County.
- 15.4.6** The future major road system shall be in accordance with the future land use concepts contained in the Municipal Development Plan. More precise alignment of new arterial and collector roads shall be determined through the preparation of area structure plans, outline plans and plans of subdivision.
- 15.4.7** The Town shall maintain a Transportation Master Plan to guide development of the roadway and pathway networks.
- 15.4.8** The Town will work with Mountain View County to coordinate the provision and development of transportation corridors.
- 15.4.9** The Town shall work with Alberta Transportation to protect Highway 2A, Secondary Highway 580 and Secondary Highway 581 from land uses and development that may be detrimental to the flow and safety of highway traffic. This includes efforts to reduce the number of existing accesses/driveways onto the highways to improve traffic safety.
- 15.4.10** In co-operation with Alberta Transportation, the Town shall investigate opportunities and undertake actions to enhance the general appearance and landscaping along the portion of Highway 2A and Secondary Highways 580 and 581 running through Carstairs to create visually appealing entryways into Carstairs.
- 15.4.11** The Town shall encourage the establishment of bicycle and pedestrian routes as integral components of the transportation, recreation and open space systems. Key routes will primarily focus on linking parks, recreation, community and education facilities.
- 15.4.12** The Town shall work with Canadian Pacific Railway to ensure the safe interaction of train, vehicular, and pedestrian/bicycle traffic within Carstairs. The Town supports the limiting of train speeds within the Town to 30 mph (50 km/h) in order to minimize noise, vibration and safety concerns.
- 15.4.13** Noise attenuation devices and visual screens, other land uses, special development regulations (e.g. increased lot depth), or landscaped buffer strips should be required to be installed by developers between new residential development and highways, railways and arterial roads.
- 15.4.14** The Town shall work to develop a Primary Pathway Network (as illustrated in **Map 3 – Primary Pathway Plan**) to link activity centres that are recognized as attractors to potential pathway users. This system should be lit and maintained year round to encourage active mode travel in all seasons. Future primary pathway network connections should be a minimum 2.8 m wide asphalt pathway for use by all active mode users. Local pathway networks in subdivisions, parks and commercial areas, shall provide access to and supplement the primary pathway network.

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Town of Carstairs  
 Carstairs Municipal Development Plan

## 16. Utility Services

### 16.1 Background

Carstairs' municipal water supply is provided through the Anthony Henday Regional Water pipeline which originates on the Red Deer River near Innisfail and serves Innisfail, Bowden, Olds, Didsbury, Carstairs, and Crossfield.

Analysis of the Town's water supply and distribution system carried out in 2010 indicates that the existing water storage, distribution and pumping capacity needs to be upgraded to comply with the fire protection required in the institutional, commercial and industrial areas.

The Town's storm drainage catchment area consists of three sub basins that discharge into Sheep Creek and Carstairs Creek. Both streams extend south east and eventually connect to the Rosebud River with the land coverage mainly comprising of paved area and grass. The Town's storm drainage system relies heavily on roadways, ditches and culverts for conveyance of storm water.

Analysis of the Town's storm drainage system carried out in 2010 indicates that future subdivision storm ponds must be designed to discharge the allowable unit area release rate which differs from sub basin to sub basin.

The sanitary sewage collection and treatment system comprises of sewers, lift stations and treatment lagoons that are located east of the Town. According to the analysis of the Town's sewerage system carried out in 2005, the existing treatment facility is designed for 5,000 people and should be upgraded prior to the population reaching this number. It is also anticipated that future growth beyond the Town's current boundaries would be easiest to accommodate towards the east as this may be the most cost effective area to service.

### 16.2 Goal

To provide residents and properties in Carstairs with access to safe, reliable, adequate, sustainable and cost effective utility services capable of supporting existing and future development.

### 16.3 Objectives

- To maintain an appropriate infrastructure standard for water, sanitary sewer and storm sewer services that will attract new institutional, industrial, commercial and residential investment while providing safe and reliable services to existing and future residents.
- To proactively plan for the maintenance, replacement and upgrading of water, sanitary sewer and storm sewer systems.
- To promote the use of sustainable practices to reduce utility consumption, demands on utility systems and impacts on the environment.

### 16.4 Policies

- 16.4.1 The Town shall endeavour to prepare and regularly review utility master plans to identify existing capacities, desired levels of service, maintenance needs, short term upgrading requirements, long term servicing and sustainability concepts.
- 16.4.2 The Town shall investigate means of implementing and monitoring the sustainable actions recommended in the Town's 2009 Community Sustainability Plan.
- 16.4.3 In accordance with approved master plans, the Town shall:
  - monitor the capacity of all utility systems to ensure the provision of adequate service to meet domestic, industrial, institutional, and emergency requirements;
  - endeavour to optimize the use of existing services prior to expansion or extension; and
  - ensure the sizing of utility extensions is based on the ultimate pattern of future growth and extensions are appropriate to the staging of development.

- 16.4.4** The Town shall encourage the residents, businesses and institutions of Carstairs to reduce their overall consumption of treated municipal water and control stormwater runoff on individual properties wherever possible.
- 16.4.5** The Town may require the provision of easements and/or public utility lots to accommodate municipal services and utilities through the subdivision and development processes.
- 16.4.6** The Town shall work with private utility service providers to ensure service to existing and future development in Carstairs is cost effective, complements the Town's overall servicing concepts and contributes to attractive streetscapes.
- 16.4.7** All new development shall be required to be sustainably serviced by all municipal utilities to a standard satisfactory to the Town.
- 16.4.8** The Town shall extend and upgrade its storm water management system as required to effectively manage storm water runoff from urbanized areas in accordance with the requirements of Alberta Environment and best management practices.
- 16.4.9** Where possible utilities will follow transportation corridors
- 16.4.10** Where technically feasible, sanitary and storm lift stations will be minimized to avoid additional maintenance costs



## 17. Public Participation

### 17.1 Background

Meaningful public participation is a key ingredient in ensuring a broad base of public support for the planning and other policy proposals considered by Council on behalf of the Town of Carstairs. The *Municipal Government Act* specifies circumstances and types of decisions when public input must be sought. Beyond these requirements, municipalities are able to pursue as much public input as they feel is warranted by a particular issue or proposal. Various tools exist to achieve public input such as notification through mail and newspaper, open houses, workshops, public meetings, surveys, and questionnaires. Public participation can serve to educate and inform all participants about issues of importance to the community, planning processes and the nature of planning decisions.

### 17.2 Goal

To provide an effective and accessible municipal government that responds to the needs of the community through collaboration, consultation and communication.

### 17.3 Objectives

- To continue to raise awareness for public participation and to enhance opportunities for the public to participate in municipal planning processes.
- To make the MDP available to citizens, community groups and other stakeholders.
- To foster awareness of land use planning policies and participation opportunities in planning processes by members of the general public and the private sector.

### 17.4 Policies

- 17.4.1 As part of the process of community growth and change, the Town shall facilitate public input on matters of general or specific planning interest wherever possible.
- 17.4.2 The Town should guide and work with citizens, community groups and the private sector on matters of planning importance to the community and in these undertakings, the Town should pursue the goals and policies of this Plan wherever possible.
- 17.4.3 The Town shall ensure that copies of the Municipal Development Plan and other statutory and non-statutory plans are readily available for interested members of the public.
- 17.4.4 The Town shall diversify the manner in which information is available to the public through use of the Town office, the Town website, and existing public participation initiatives such as the annual neighbourhood party. Future initiatives may include e-newsletters, and a digital community sign.
- 17.4.5 The Town shall promote an awareness of regional facilities available to residents.
- 17.4.6 Consider the creation of a blog or other electronic communication tool on the Town website for innovative ideas.

## 18. Intermunicipal Cooperation

### 18.1 Background

The Town of Carstairs functions as a small urban community within the larger central Alberta region. It is surrounded by Mountain View County with its nearest urban neighbours being Didsbury, Cremona and Crossfield. Decisions made by the Town and surrounding communities affect and influence one another. Some of the prominent planning issues include potential conflicts between urban and rural land uses in proximity to one another and coordinating infrastructure and provision of services. Positive relations, achieved through communication and consultation between neighbouring communities can provide many opportunities to share resources, achieve economic development goals and reduce the costs of providing services.

### 18.2 Goal

To promote sound planning and development decision making in the intermunicipal fringe and to create and maintain an atmosphere of mutual respect, trust and recognition of both the long term and short term aspirations and needs of the Town and the County.

### 18.3 Objectives

- To ensure open and meaningful dialogue with Mountain View County to address issues of mutual interest.
- To maintain the joint planning and development framework with Mountain View County that addresses the effective coordination of land uses, future growth areas, transportation systems, municipal infrastructure, and community services.
- To coordinate the provision of protective, emergency, social, and recreational resources to provide the most efficient programs and services to rural and urban residents.

### 18.4 Policies

- 18.4.1** The Town shall encourage Mountain View County to consult with the Town prior to a decision in regard to proposed statutory plans and amendments and land use bylaw amendments involving lands located within 1.6 kilometres (1 mile) of the Town boundary.
- 18.4.2** The Town shall encourage and work with Mountain View County to ensure that development along the major roadways leading into and through Carstairs is visually appealing and has a high quality of appearance.
- 18.4.3** The Town shall work with Mountain View County to identify, prioritize and implement opportunities for undertaking municipal services and projects in the most cost efficient and effective manner.
- 18.4.4** The Town shall take an active role in liaison with the County through its elected and administrative officers in order to consult with and inform each other of proposed development and related issues.
- 18.4.5** In order to ensure an adequate supply of developable land, the Town shall seek to annex a sufficient amount of land well in advance of current supplies being exhausted. Potential future growth areas are identified in **Map 2**.

## 19. Implementation

### 19.1 Background

The success of any MDP depends on the degree it is implemented and integrated into ongoing decision making. The MDP provides the means whereby Council, the Municipal Planning Commission and Town staff can evaluate situations or proposals in the context of a long range plan for Carstairs. It is primarily a policy document that is utilized as a framework within which both public and private sector decision making can occur. As a policy document, the MDP is, for the most part, general in nature and long range in its outlook.

One of the main tools that will be used in implementing the policies of the Municipal Development Plan is the Town's Land Use Bylaw which controls the use and development of land and buildings within the municipality. This provides a day-to-day means of implementing planning and land use components of the MDP. The preparation and adoption of area structure plans, area redevelopment plans (ARPs) and outline plans, as well as subdivision decisions, are also available as a means of implementation. Annual budget deliberations are also a primary implementation avenue.

### 19.2 Goal

To promote the use of this Municipal Development Plan and the implementation of its policies.

### 19.3 Objectives

- To implement the plan through other statutory and non-statutory planning documents.
- To implement the plan through decisions of the subdivision and development authorities.
- To provide for periodic reviews and monitoring of the plan and efforts in achieving its goals and to provide for plan amendments when deemed desirable and necessary.

### 19.4 Policies

**19.4.1** The MDP contains "shall", "should" and "may" policies which are interpreted as follows:

- "shall" policies must be complied with;
- "should" policies means compliance in principle but is subject to the discretion of the applicable authority on a case by case basis; and
- "may" policies indicate that the applicable authority determines the level of compliance that is required.

**19.4.2** Subject to Council's approval, minor variations from the policies of the MDP shall not require an amendment to the MDP. More substantive changes shall require an amendment to the MDP and any other affected plan.

**19.4.3** The goals and policies of the MDP shall be further refined and implemented through the development, adoption and day-to-day application of statutory plans (area structure plans and area redevelopment plans), non-statutory plans (outline plans, design schemes, etc.), and the Land Use Bylaw.

**19.4.4** In order to consider a Land Use Bylaw redesignation, subdivision or development application, or to generally provide directions for land use change in an area, the Town may require the preparation of an area structure plan or an outline plan or amendments to existing plans to provide the details of intended land uses, provision of utility services, roads and open space pertaining to the subject lands and, where necessary, surrounding lands.

**19.4.5** All statutory and non-statutory plans shall be consistent with the Municipal Development Plan.

- 19.4.6** The Town Council or the general public may initiate an amendment to this Plan. Where an amendment is initiated by the general public, the Town shall require the submission of such background information as is considered necessary to support the amendment prior to commencement of the bylaw amendment process. Amendment of the MDP shall follow the appropriate procedures as outlined in the Municipal Government Act.
- 19.4.7** The Town should introduce, where necessary, specific programs to implement the policies of this Plan.
- 19.4.8** Various policies in this Plan suggest spending by the Town of Carstairs. It is not the intention of this Plan to commit the Council to this spending. Council may consider spending proposals suggested by this Plan along with all other Town spending on an annual basis during budget allocations. Pursuant to section 637 of the Municipal Government Act, Council is not required to undertake any of the projects referred to in this Plan.
- 19.4.9** The MDP is intended to be able to adapt to continue reflecting the priorities, goals and aspirations of the community as the Town changes, and to meet changes in development commitments, budget constraints, and market conditions. Generally, in order to ensure that the MDP is current, the entire Plan should be reviewed approximately every three to five years, preferably shortly after the municipal election, to add additional policies, to strengthen policies or to delete outdated or unworkable policies.
- 19.4.10** Council may deem it necessary to amend the Plan outside of the suggested three to five year review period. In order to allow Council to track the status of the Plan after adoption, an annual report should be prepared. This report should note any amendments which have been made or are forthcoming, any suggestions made for amendments, and any outside factors which may drive the need for Plan amendments.



# Appendix A

Guidelines for Development  
Adjacent to Railways

## **Residential Development Adjacent to the CPR**

### **General**

The CPR identifies certain requirements for residential development adjacent to their right-of-way to address some issues relating to potential adverse impacts of railway operations on the safety, health and welfare of residents. Should a proposed residential subdivision application adjacent to a railway right-of-way receive approval, the Canadian Pacific Railway Co. requests that consideration be given to the following recommendations:

### **Safety**

With a view to the possibility that a train derailment could occur in this location, it is recommended that:

- a) No dwellings should be built within 75 metres of the CPR property line.
- b) Should a 75 metre separation from the CPR property line not be achievable, dwellings must be no closer than 30 metres, and a berm is to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following specifications:
  - i) The minimum height of the berm should be 2.5 metres and its side slopes not steeper than 2.5 to 1.
  - ii) No part of the berm is to be constructed on railway property.

While no dwellings should be within 30 metres, an unoccupied building, such as a garage, may be built closer.

Because of the nature of a residential subdivision, there is a high possibility of trespassing on railway property, and the CPR has concerns with respect to pedestrian trespassing and safety issues associated with same. As such, should no solid noise attenuation fence be required as per item a) under the heading 'Health and Welfare' following, it is recommended that a 1.83 metre high chain link fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense. The developer is to also include a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.

### **Health and Welfare**

The CPR property is used for train operations which result in the transmission of noise, vibration and other related industrial nuisances to adjacent properties. As such, it is recommended that:

- a) Dwellings be constructed such that the interior noise levels meet the criteria of the appropriate ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures if required. The recommendations of the study are to be implemented. Should the study recommend a sound attenuation fence, the fence must be constructed without openings and of a durable material weighing not less than 20 kg per square metre (4 lb/sq. ft.) of surface area.
- b) Ground vibration transmission should be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
  - i) to support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
  - ii) to insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
  - iii) other adequate measures that will retain their effectiveness over time.

**Buyer Awareness**

A clause should be inserted in all offers to purchase, agreements of sale and purchase or lease, and in the title, deed or lease of each dwelling informing prospective purchasers or tenants of the existence of the Railway's operating right-of-way, the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from use of its facilities and/or operations.

An additional clause should be inserted in all offers to purchase, agreements of sale and purchase or lease, and in the title, deed or lease for each dwelling affected by any noise and vibration attenuation measures advising that any berm, fencing or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for maintaining these features.

**Existing Drainage Patterns**

Any proposed alterations to the existing drainage pattern affecting railway property including but not limited to acceleration of surface runoff must receive prior concurrence from the Railway, and be substantiated by a drainage report.

**Services**

Any proposed utilities under, over or along railway property to serve the development must be designed in accordance with the appropriate CSA standards. Railway Association of Canada Standards and American Railway Engineering Association Standards as may be applicable. All plans for utility occupancies of railway property must be approved by the Railway prior to construction and installation.

**Access Across Railway Property**

Any access roads across the railway will be subject to Railway approval and must be in compliance with the latest Transport Canada regulations concerning same. If the crossing is approved, the owner will be required to execute a license agreement with respect to the terms and conditions of the crossing.

## **Commercial Development Adjacent to the CPR**

### **General**

The CPR considers commercial development adjacent to a right-of-way as more compatible with railway operations and often may serve as a buffer between the railway and residential development. Notwithstanding that stated above, commercial development should still meet certain requirements based upon site specific conditions and intended use.

### **Commercial Development Serviced by the Railway and/or Industrial Use**

Commercial developments or buildings serviced by the railways may be built adjacent to or over siding tracks in accordance with the clearances stipulated in the 'Standard Practice Circular - Track'.

### **Commercial Development not Serviced by Rail and/or Non-Industrial Use**

Should at no times be on the railway right-of-way, and depending on track speed should be no less than the following distances from the nearest rail:

Type of Track	Track Speed	Distance from Centre Line	Track Classification
Main	25 mph or less	30 feet	Class 2 track
Main	40 mph or less	40 feet	Class 3 track
Main	More than 40 mph	50 feet	Class 4 and 5 track
Other than main	N/A	15 feet	N/A

### **Fencing**

In instances where public parking lots and open spaces are adjacent to railway property, the CPR has concerns with respect to pedestrian trespass and the safety issues associated with same, it is recommended that a 1.83 metre high chain link fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense. The developer is to also include a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.

Otherwise, fencing is to be provided by the developer as follows:

- Agricultural use - None, provided purchaser provides CPR with letter for fencing exemption.
- Pasture use - 4 ft. strand barb wire or equal.
- Industrial use - 4 ft. chain link or equal.

**Drainage Patterns, Services and Access Across Railway Property** are all as per the Residential Development requirements.

\*Note: Railway road crossings are all subject to Transport Canada requirements. Maintaining proper sight lines at road crossings could affect the positioning of buildings on property adjacent to railways. Should sight lines not be maintained, other crossing protection as required by Transport Canada will be installed at the expense of the developer.