

**BYLAW NO. 21-21  
TOWN OF STRATHMORE  
IN THE PROVINCE OF ALBERTA****A BYLAW OF THE TOWN OF STRATHMORE IN THE PROVINCE OF ALBERTA, FOR  
THE PURPOSE OF ADOPTING THE LEGACY FARM AREA STRUCTURE PLAN.**

**WHEREAS** Section 633 of the *Municipal Government Act*, R.S.A. 2000, c. M-26 and amendments thereto provides enables a municipality to adopt an Area Structure Plan;

**AND WHEREAS** it is deemed desirable to adopt an area structure plan for the Legacy Farm;

**AND WHEREAS** Council holds public hearings as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

**NOW THEREFORE BE IT RESOLVED THAT** the Municipal Council of the Town of Strathmore, in the Province of Alberta, duly assembled, **HEREBY ENACTS AS FOLLOWS:**

1. This Bylaw may be cited as the “Legacy Farm Area Structure Plan Bylaw.”
2. The document entitled “Legacy Farm Area Structure Plan” attached to this bylaw as Schedule “A” is hereby adopted, as an area structure plan pursuant to Section 633 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended.
3. This Bylaw comes into full force and effect upon third and final reading.

**READ A FIRST TIME** this 12th day of January, 2022

**PUBLIC HEARING HELD** this 16th day of February, 2022

**READ A SECOND TIME** this 16th day of February, 2022

**READ A THIRD AND FINAL TIME** this 6th day of April, 2022



MAYOR



DIRECTOR OF STRATEGIC, ADMINISTRATIVE  
AND FINANCIAL SERVICES

**SCHEDULE "A"**

**Legacy Farm Area Structure Plan**





# LEGACY FARM

AREA STRUCTURE PLAN

VERSION 3

DATE: January 14, 2022  
1st reading version with  
CMRB maps added



Cover image: Cal Scrigley

# ACKNOWLEDGEMENTS

- Town of Strathmore Mayor & Council
- Town of Strathmore Administration (Chuck Proctor, Ethan Wilson, Megan Williams)
- Bruce Klaiber, Landowner & Visionary
- Legacy Farm ASP Working Group

Donna Biggar	Wheatland County	Andi Dzilums	Travel Alberta
Patrick Earl	Wheatland County	Wendy Gerbrandt	Community Futures
Val Christie	WDHS	Chrissy Mills	Western Irrigation District
Darlene Domaschuk	WDHS	Ryan Schmidt	Strathmore & District Ag Society
Lynne Fair	WDHS	Brad Klaiber	Klaiber Family
Rob Pirie	WDHS	Elizabeth Klaiber	Klaiber Family
Tom Sadler	WDHS	Isabelle Klaiber	Klaiber Family
Rhonda Stockwell	WDHS	Andrea Klaiber-Langen	Klaiber Family

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Michael von Hausen (pp. 5, 6, 7 , 10, 11, 12, 14, 23, 26)  
Rick Schmidt (pp. 1, 8, 23, 26)  
Jonathan Schmidt (pp. 23, 26)



## CONSULTING TEAM



### Lead Consultant: MVH Urban Planning & Design

Michael von Hausen, FCIP, MLAUD, CSLA, LEED AP, Project Director  
MVH Urban Planning & Design Inc. | [www.mvhinc.com](http://www.mvhinc.com)

#### IN ASSOCIATION WITH:

- Bluerock Planning Ltd. (Policy Planning & Engagement)
- CIVILTEC Consulting Ltd. (Civil Engineering)
- EBA Engineering Consultants Ltd. (Geotechnical & ESA)
- Lifeways of Canada Ltd. (Historical Resources Assessment)
- Ghostpine Environmental Services Ltd. (Biophysical & Wetlands)
- Bunt & Associates (Transportation Impact Assessment)
- Cal Srigley Design Consultant Ltd. (Illustrations & Community Design)
- Romses Architecture (Architecture & Community Design)

	VERSION	DATE SUBMITTED
1st Submission to Town:	1	July 30, 2021
2nd Submission to Town:	2	October 19, 2021
3rd Submission to Town:	3	December 16, 2021
1st Reading:	3	January 12, 2022
Public Hearing:	3	February 16, 2022

## INDIGENOUS ACKNOWLEDGEMENT

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In the spirit of reconciliation, we acknowledge that we live, work and play on the traditional territories of the Blackfoot Confederacy (Siksika, Kainai, Piikani), the Tsuut'ina, the Îyâxe Nakoda Nations, and on the homeland of the Métis Nation of Alberta Region No. 3.



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# TABLE OF CONTENTS

01 INTRODUCTION ..... 1

02 PLAN AREA & SITE ANALYSIS ..... 5

03 POLICY CONTEXT .....17

04 VISION .....23

05 LAND USE POLICY .....29

06 ENVIRONMENTAL & TRAILS POLICY .....39

07 INFRASTRUCTURE POLICY.....45

08 SITE & BUILDING DESIGN .....53

09 PHASING.....69

10 IMPLEMENTATION.....71

# APPENDICES

## APPENDIX A: CMRB MAPS

# TABLE OF MAPS

<b>MAP 1</b>	Context	3
<b>MAP 2</b>	Aerial and Parcels	4
<b>MAP 3</b>	Existing Infrastructure	13
<b>MAP 4</b>	Land Use Districts (Zoning)	20
<b>MAP 5</b>	Development Concept	31
<b>MAP 6</b>	Wetlands & Environmental Areas	38
<b>MAP 7</b>	Future Parks & Pathways	40
<b>MAP 8</b>	Transportaion Network	44
<b>MAP 9</b>	Water Servicing	46
<b>MAP 10</b>	Sanitary Servicing	48
<b>MAP 11</b>	Stormwater Servicing	50
<b>MAP 12</b>	Phasing Plan	68

# SUPPORTING REPORTS

<b>BIOPHYSICAL INVENTORY &amp; ASSESSMENT</b>	Ghostpine Environmental Services
<b>TRANSPORTATION IMPACT ASSESSMENT</b>	Bunt & Associates
<b>HISTORICAL RESOURCES OVERVIEW</b>	Lifeways of Canada



**Welcome to the Legacy Farm Area Structure Plan! Legacy Farm brings an exciting new type of development to the Town of Strathmore, with food, tourism, and strong agricultural elements as key economic drivers.**

## 1.1 PURPOSE

The Legacy Farm Area Structure Plan (ASP) outlines the future vision for development of the Plan area including land use, transportation, natural environment, and servicing requirements. This ASP provides a guide for Council and administration when reviewing planning and development applications including land use redesignations (rezonings). When development is considered in the Legacy Farm area, Council must consider the proposed plan within the context of other higher-level plans, including the Municipal Development Plan and Calgary Metropolitan Region Growth Plan.

## 1.2 MUNICIPAL GOVERNMENT ACT

An Area Structure Plan (ASP) is a statutory document approved by Town Council and adopted by Bylaw in accordance with the Municipal Government Act (MGA). Section 633 of the MGA requires that an ASP must: describe the sequence of development for the area; land uses; density of population and the general location of major transportation routes and public utilities. The MGA also states that it may contain other matters as deemed necessary. An ASP must be consistent with any higher level statutory plans, including the Town's Municipal Development Plan (MDP), any applicable Intermunicipal Development Plan (IDP), and the Calgary Metropolitan Region Board's Growth Plan or Interim Growth Plan (whichever is applicable at the time).



## 1.3 INTERPRETATION

The following describes the meaning of some of the key words that are contained in the policies of this ASP:

**Shall:** a directive term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion.

**Should:** a directive term that indicates a strongly preferred course of action, but one that is not mandatory.

**May:** a discretionary term, meaning the policy in question can be enforced if it chooses to do so, dependent on the particular circumstances of the site and/or application.

## 1.4 LOCATION

Legacy Farm is located in the southeast area of the Town of Strathmore (see “**Map 1: Context**”). The Plan Area is south of Highway 1 and west of East Boundary Road / Range Road 251 (future George Freeman Trail and hereby referred to as George Freeman Trail in this ASP). To the west of the Plan Area is the Town’s industrial lands (Spruce Industrial Park) and the Pine Road commercial area, including highway commercial and big box retail outlets. To the east of the Plan Area is presently vacant lands that are planned for a solar energy development. Southwest of the Plan Area are the Town’s sewage lagoons and wastewater treatment plant.

## 1.5 PLAN AREA AND OWNERSHIP

The Plan Area, as shown on “**Map 2: Aerial and Parcels**”, encompasses four legal parcels of land. The four legal parcels of land total 48.0 hectares (118.5 acres) and are listed in the table below. Three are owned by Cyber Investments Ltd. and one is owned by the Town of Strathmore.

Map #	Legal Description	Plan Number	Block	Linc #	Hectares	Acres
1	SE11 24-25-W4M	--	--	24233215	13.5	33.3
2	NE11 24-25-W4M	--	--	30672547	28.0	69.1
3	NE11 24-25-W4M	9310579	4	24639189	4.1	10.1
4	NE11 24-25-W4M	0711427	2	0032314577	2.4	6.0
TOTAL					48.0	118.5

## 1.6 COMMUNITY ENGAGEMENT

The formation of the ASP has included engagement with citizens, stakeholders and Town administration. A Legacy Farm Working Group was formed early in the process to develop and test ideas for the development. Meetings occurred at a minimum on a monthly basis with a total of 6 meetings in 2020-2021, and included citizens and representatives from various groups and organizations, including: Wheatland County, Wheatland & District Historical Society, Western Irrigation District, Town of Strathmore Economic Development, Strathmore & District Agricultural Society, Community Futures, Travel Alberta and the Klaiber Family.

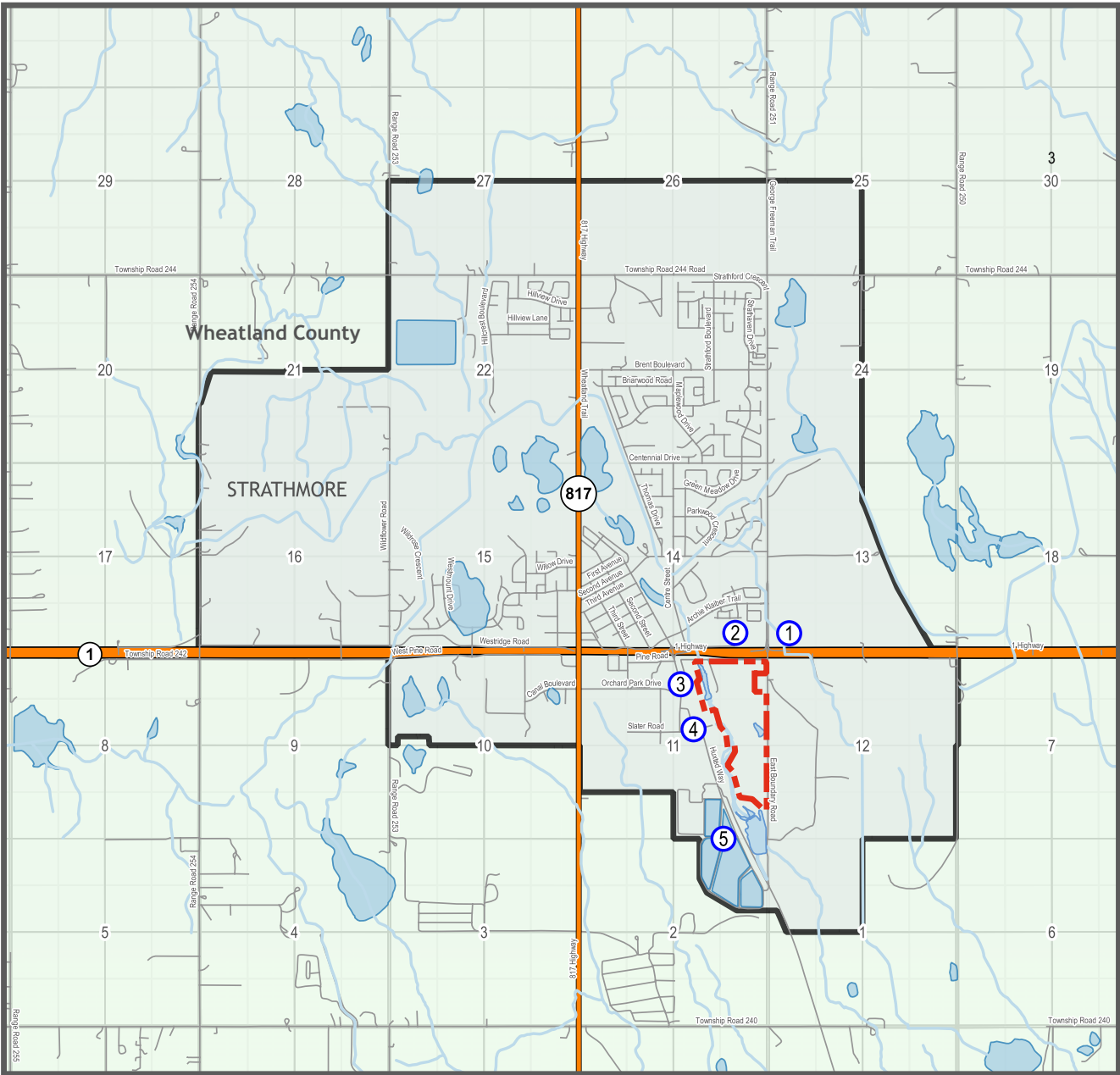
Broader citizen engagement occurred through other channels and opportunities, including:

- Virtual open house (November 8, 2021)
- Draft ASP Feedback Survey
- Public Hearing

A What We Heard Report has been provided in **Appendix A**.



MAP 1: CONTEXT



**Legend**

Strathmore

Legacy Creek Farm ASP

Primary Highway

Secondary Highway

Local Roads

Quarter Section

Waterbody

Stream

① Edgefield Place Shopping Centre

② Ranch Market Shopping Centre

③ Pine Road Commercial

④ Spruce Industrial Park

⑤ EPCOR Wastewater Treatment Plant

## MAP 2: AERIAL AND PARCELS



### Legend

- Area Structure Plan
- Parcels
- Town
- Section
- Primary Highway
- Local Road



0 100 200 300 400 500 m



# 02

# PLAN AREA & SITE ANALYSIS

## 2.1 SITE AND CONTEXT ANALYSIS

**Site Analysis:** The site is largely vacant, except for the restored “Granary” barn and grounds in the northwest area of the property and a sewage pumping station in the southeast area of the property. Parts of the property have views southeast to Eagle Lake and open views south to the open surrounding lands. The site has a distinct openness associated with the rolling prairie, low-lying areas, and Legacy Creek along the western edge of the property (see “**Map 3: Existing Infrastructure**”).

Vegetation is limited generally to the western edge of the property, and the Granary barn grounds. The Granary barn grounds grass is thriving, along with the recently planted trees, which could indicate good soil conditions for replanting the property with appropriate mixed tree shelter belts to protect against prevailing winds and winter winds. The site also has water rights for agricultural purposes provided by the Western Irrigation District.



**Image 1:** The restored Granary Barn (2019 MVH)



**Image 2:** The well maintained grounds of the Granary Barn (2019 MVH).



**Image 3:** A peak inside the restored Granary Barn, which plays host to weddings and other special events (2019 MVH).



**Image 4:** Legacy Creek along the western edge of the property (2019 MVH).





**Image 5:** Industrial and public utility buildings west and northwest of the Plan Area (2019 MVH).



**Image 6:** Looking north to Highway 1 and commercial areas from the northern part of the Plan Area (2019 MVH).



**Image 7:** Looking northwest to the TransCanada Highway and from the northern part of the Plan Area (2019 MVH).



**Image 8:** New commercial development north of the site off George Freeman Trail (2019 MVH).

**Context Analysis:** The site is located directly south of the Strathmore downtown and directly south of the Trans-Canada Highway (Highway 1) which is a major divider from the northern section of the Town (see “**Map 1: Context**”). Highway 1 provides a major connection to all parts of the Town and to Chestermere and Calgary to the west. Range Road 251/East Boundary Road forms the eastern boundary of the property and East Pine Road forms the north boundary.

The Ranch Market shopping centre and Days Inn Hotel are located on the north side of Highway 1, providing a major regional shopping hub directly across the Highway from the site. The anchor stores include Rona, Walmart and Sobeys grocery store. Other smaller retailers, restaurant and beverage, and banks include Shoppers Drug Mart, Dollarama, Starbuck’s, Original Joe’s, Anytime Fitness, RBC Bank, and ATB Financial. The Edgefield Place shopping centre located east of George Freeman Trail consists of a large Co-op anchor store and other associated uses.

Spruce Industrial Park adjoins the western boundary of the site and has the greatest development influence with a variety of businesses and light industrial uses. These businesses include a variety of types and sizes: OK Tire, Strathmore Veterinary Clinic, Crop Protection Products. The EPCOR wastewater treatment plant is located at the south end of Spruce Park on the south western edge of the site. The Glenwood commercial area, located northwest of the site and bordering the south side of Highway 1, consists various retail uses. These uses include Canadian Tire, Home Hardware, Tim Hortons, and McDonald’s.

The area east of the property is a solar field. Areas south of the property are largely vacant, excepting for a 4-acre Esso storage area abutting the northeast edge of the property and the electrical substation across Range Road 251 on the east border of the site. A trail and trailhead located southeast of the site provide an opportunity for connection via the Legacy Creek alignment.



**Image 9:** Looking east onto East Pine Road and the George Freeman Trail intersection with Highway 1 (far left in photo) (2019 MVH).



**Image 10:** Current access road to current farm site and historic “Granary” barn from East Pine Road (2019 MVH).



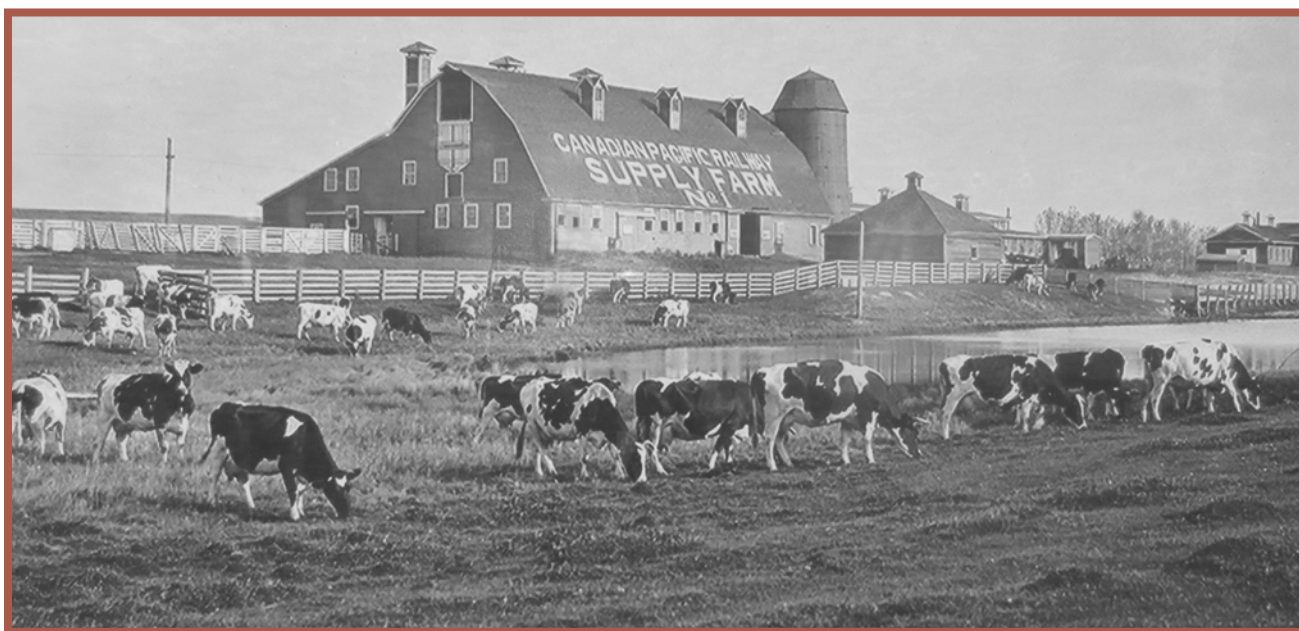
## 2.2 HISTORICAL RESOURCES

Lifeways of Canada Limited was commissioned to complete a Historical Resources Overview (HRO) of the subject site. The HRO states lands are native grasses with limited historical resources potential. A Historical Resources Impact Assessment was not recommended for the Plan Area and historical resource clearance was provided by the Province of Alberta.

**History:** The Canadian Pacific Railroad (CPR) was formed in 1881 with a mandate to build a railroad from Winnipeg to Vancouver. In order to avoid the Palliser Triangle (deemed a desert), the company's chosen route went from Winnipeg to Edmonton to Vancouver. Negotiations with the Federal Government determined that irrigation water from the Bow River would change the desert into an area of intensive agriculture. The CPR then agreed to change the route and install track from Winnipeg to Calgary to Vancouver and also establish three irrigation districts, Western, Central and Eastern. At the time, the announced irrigation project was the largest in the world.

With headquarters in Strathmore, construction started on the Western District in 1903 and was mostly completed by 1910. Realizing that the large influx of settlers had little or no irrigation or agricultural knowledge convinced the CPR to establish an agricultural demonstration farm at Strathmore in 1908.

The farm went on to become world famous for its dairy production and livestock breeding programs. Sylvia, one of the dairy herd's prize milk cows, produced over 29,000 pounds of milk in one year. Further, in 1929 and 1930, stock from the farm was shown in 17 competitions across North America receiving 79 Grand and Reserve Grand Championship Ribbons and 181 First Place Ribbons! In 1944, the CPR passed ownership of the irrigation district to The Western Irrigation District, a farmer-owned cooperative. As well, in 1944, the CPR sold their interest in the demonstration farm to private agricultural interests.



**Image 11:** Canadian Pacific Railway Supply Farm in operation circa 1932.



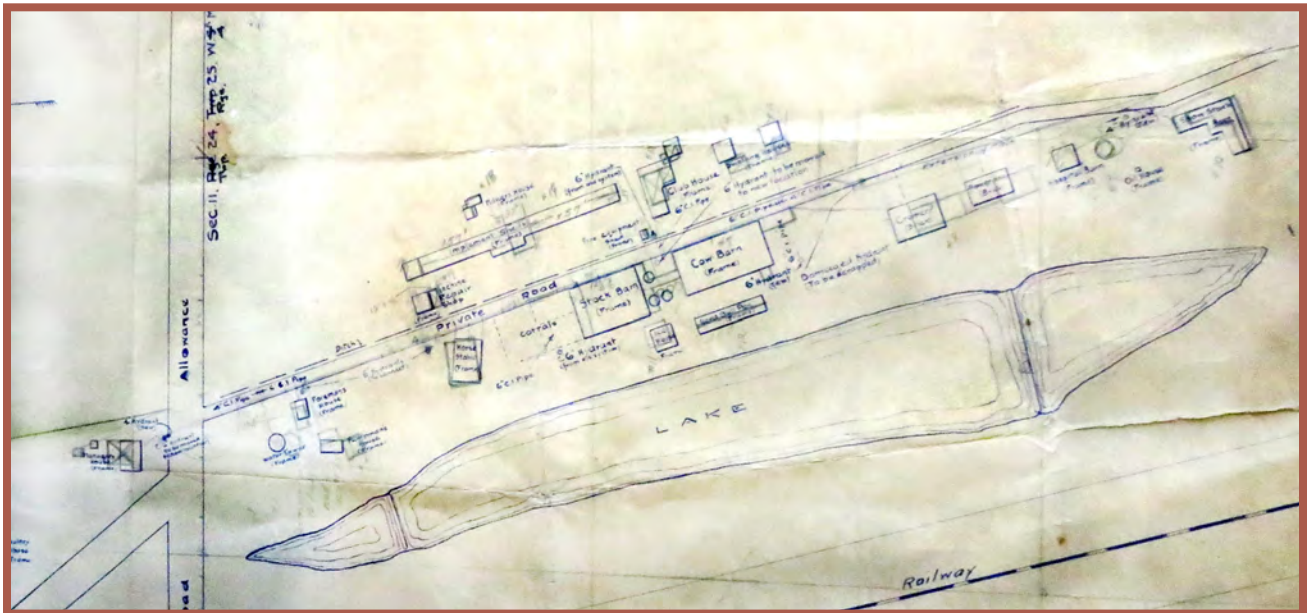
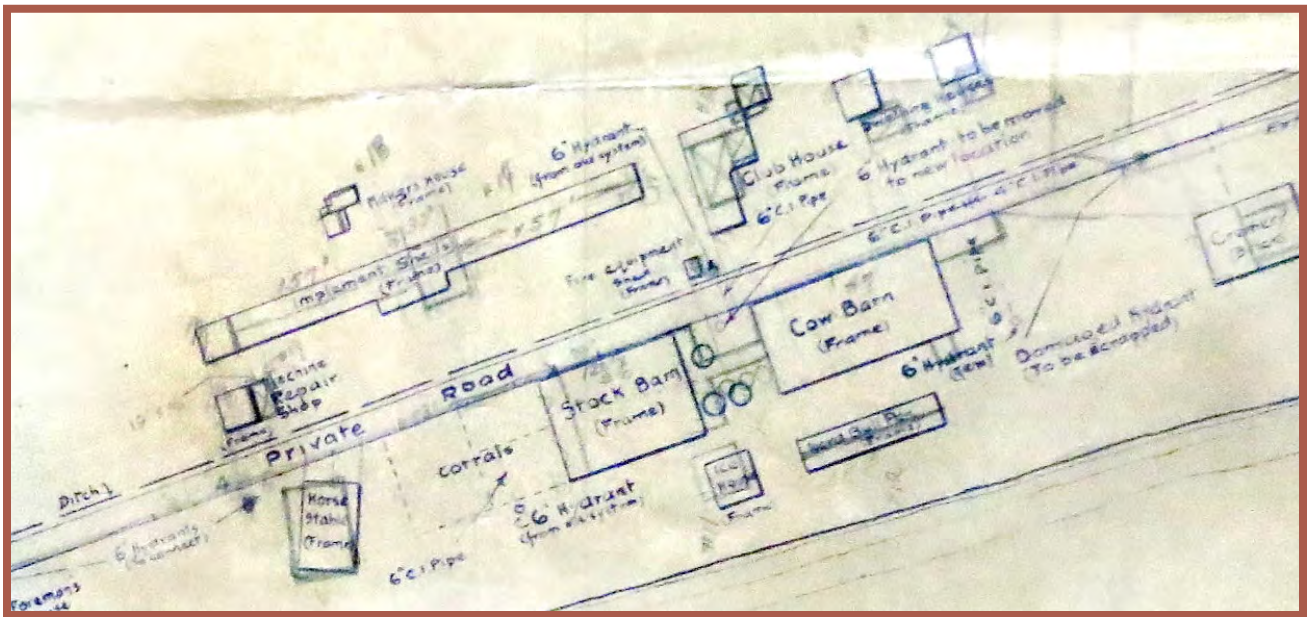


Image 12: CPR Demonstration Farm plan (above) and detail of central area (below) circa 1932.

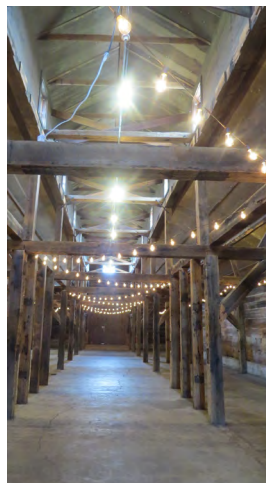






**Image 13:** As seen in this photo, in the 1980s the remaining farm buildings included: the Granary, farmhouse, creamery, the stock barn, corrals and outbuildings, legacy lake, CPR tracks, with a single-lane TransCanada Highway north of the farm. Also note the character of the Town of Strathmore at the time and the proximity of the farm to the Town's downtown and parks.

**Today:** The one remaining historic building, a large wooden granary, was restored in 2009 and now serves the community and beyond primarily as a wedding and social venue. The grounds are also impeccable with a large open grassed area surrounded by wood rail fencing and a shelter belt of colourful large and small trees. It is a truly beautiful site with meaning and incredible natural context.



(Photos credit: 2019 MVH)

Further research could be completed to establish the full story of the demonstration farm and tell the story as part of an agricultural history component of redevelopment. This agricultural history is an important story and this site could become the “Ag Tourism” hub for the region as it is located just off the Trans-Canada Highway.

**ASP Focus:** The current design and development of the ASP is to recognize and incorporate historic themes of the farm and irrigation district into a diverse project that builds on, emphasizes and/or displays initiatives that are designed to provide continuing benefits to community members and add significantly to Strathmore’s “Unique Identity” and status as a “Complete Community.”

The ASP and subsequent developments on the site will utilize the site’s historic significance and prime location attributes to benefit Strathmore and area by:



- 1. Identifying and promoting the important nation-building role that projects based in Strathmore played in the past.
- 2. Increasing Provincial, National, and International awareness of Strathmore as a “Destination Location.”
- 3. Stimulating economic development and employment creation in the town and area.
- 4. Creating a welcoming and informative place for travelers to stop and enjoy when entering Strathmore.
- 5. Acting as a geographic hub and information centre for tourists, tours, cultural gatherings, and special events.
- 6. Providing a recreational connection that extends from Kinsmen Park to local pathways and Eagle Lake.

**Historic Resources Assessment:** The Historical Resources assessment report recognized the historic value of the restored “Granary” building but found no other historic resources on site in the assessment. The Legacy Farm site received a clearance certificate to proceed with further development without limitations.



## 2.3 BIOPHYSICAL AND WETLANDS ASSESSMENT

A Biophysical and Wetland Assessment of the Plan Area was conducted in 2021 by Ghostpine Environmental Services and confirmed the presence of the Legacy Creek water course along the western edge of the property. The water course appears to be healthy and thriving with a rich variety of wildlife including waterfowl and other bird species. Legacy Creek flows from the north at Kinsmen Lake adjacent to the downtown, through several ponds, underneath Highway 1 to intersect with the property. Several open pond areas are among a thick growth of wetland vegetation that follow the creek through the property.

In addition, the other open water area in the central eastern part of the property was also determined to be a wetland. The eastern wetland area is part of an overland drainage network coming south from the north end of the property.

The Biophysical and Wetland Assessment of these wetland areas has also made recommendations regarding an appropriate conservation management plan which includes development setbacks.

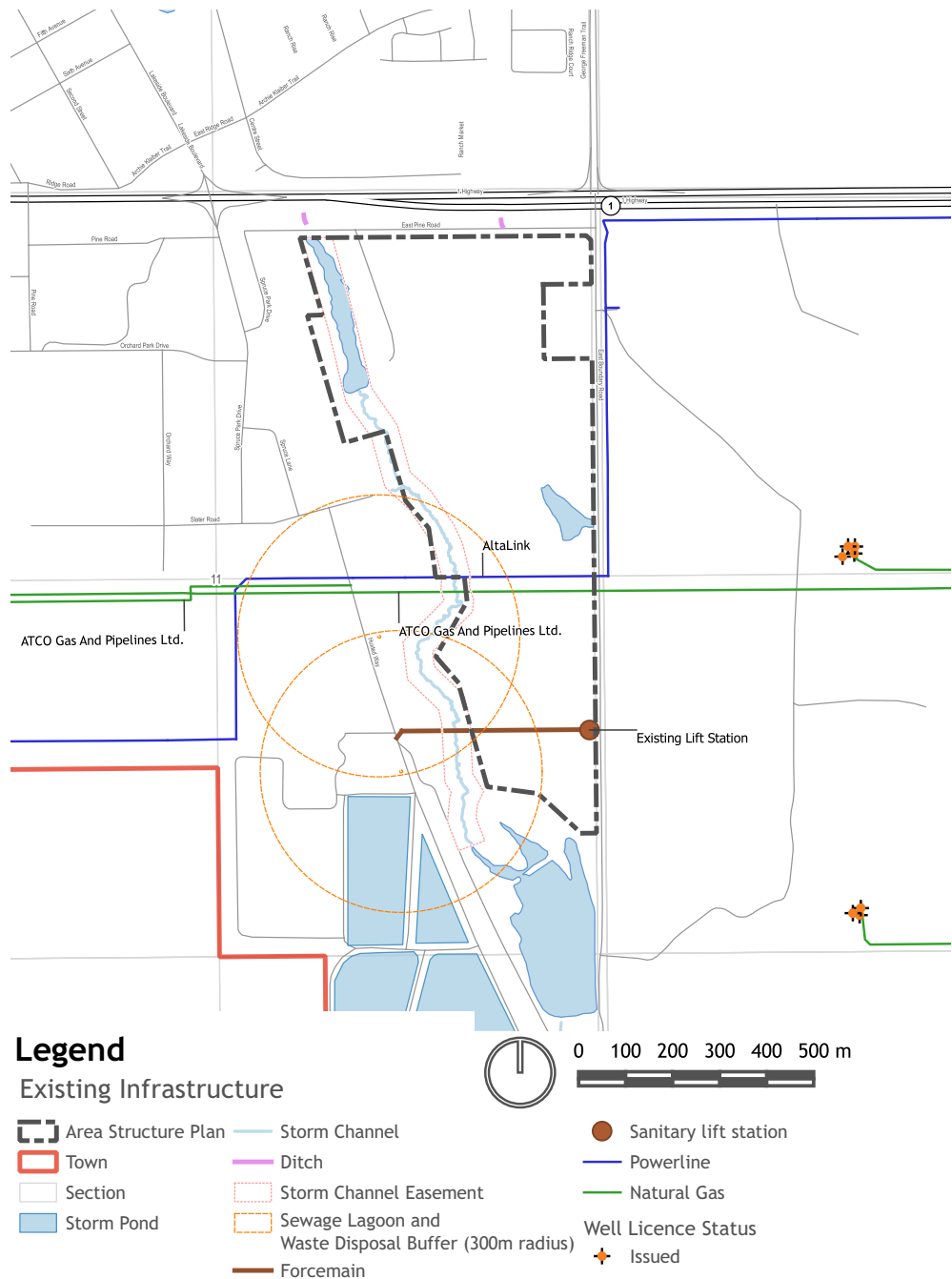


**Image 14:** Legacy Creek behind the restored Granary Barn on the property (2019 MVH).

## 2.4 ENERGY FACILITIES AND CONSTRAINTS

The Plan Area has minimal energy facilities and constraints and thus development is relatively unconstrained from these features. As shown on “Map 3: Existing Infrastructure”, there is one natural gas pipeline crossing the site east-west, some wells to the east of the site, an existing lift station and sanitary forcemain, existing gas mains nearby and an existing powerline.

### MAP 3: EXISTING INFRASTRUCTURE





## 2.5 EXISTING SITE SHALLOW UTILITIES

An overland power transmission line and existing gas main traverse the central portion of the lands (see “**Map 3: Existing Infrastructure**”). The overhead power transmission line continues northwards along the east boundary of the subject lands.

## 2.6 EXISTING DEEP UTILITIES

An existing sanitary forcemain crosses the Plan Area with an existing lift station located on the east side (see “**Map 3: Existing Infrastructure**”). A storm channel flows from north to south through the east side of the site and discharges into a centrally located water body. The water overflows from the water body to an existing storm pond located south of the project. The storm channel drains a portion of the Trans Canada Highway and the service road.

## 2.7 GEOTECHNICAL EVALUATION

EBA Engineering Consultants Ltd. conducted geotechnical evaluation for the subject lands in 2005. The objective of this evaluation was to assess the general subsurface soil conditions for development of the lands. The report indicates that there are no geotechnical constraints which would prohibit a full range of land uses.

## 2.8 ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment (ESA) and subsequent Phase II ESA were conducted by EBA Engineering Consultants Ltd. (EBA) for the subject site. The Phase I and Phase II Reports prepared by EBA dated May 2005, recommends that further investigations are not warranted.

The soil and debris from stockpile #1 were removed as per the recommendation by EBA. The existing septic field and water wells are to be decommissioned at the time of development when piped services are installed.

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Inside the Granary Barn (2019 MVH)

The Legacy Farm Area Structure Plan must be aligned with higher-level planning documents at the municipal and regional scale. The Town of Strathmore is one of ten members within the Calgary Metropolitan Region Board (CMRB) and thus must comply with any adopted Growth Plan or Interim Growth Plan. Subsequently, this ASP must also comply with the Town's key planning document, its Municipal Development Plan (MDP) and any relevant Intermunicipal Development Plan (IDP).

### 3.1 CALGARY METROPOLITAN INTERIM GROWTH PLAN & GROWTH PLAN



On May 21, 2021 the Calgary Metropolitan Region Board passed the Regional Growth Plan, which must then go to the Minister of Municipal Affairs for review and final adoption. In the meantime, the Interim Growth Plan remains in effect and this ASP must align with the Interim Growth Plan. The Legacy Farm ASP would be considered an employment area within the Interim Growth Plan. There are two main policies pertaining to employment areas within the Interim Growth Plan. They state the following:

3.4.5.1 Employment areas shall be planned and developed to make efficient and cost-effective use of existing and planned infrastructure and services.

3.4.5.2 Employment areas should plan for connections to existing and and/or planned transit, where appropriate.

The Legacy Farm ASP complies with both of these policies by connecting to existing infrastructure in an efficient manner and as appropriate, will plan for transit connections. Presently Strathmore does not have any public transit. There are also policies within the Interim Growth Plan pertaining to Regionally Significant mobility corridors. The policies require, among other things, that all statutory plans within 1.6km of a mobility corridor “demonstrate that the proposed land-use, built form, and density optimizes the proximity and adjacency to regionally significant mobility corridors”. The Legacy Farm ASP does optimize its location adjacent to Highway 1 with key institutional, tourism, and employment land uses.

### 3.2 TOWN OF STRATHMORE MUNICIPAL DEVELOPMENT PLAN



The Strathmore Municipal Development Plan (MDP) was adopted on April 16, 2014. The MDP contains a vision statement that is built upon four values – history, space, family, and recreation. These values reflect a desire for the Town to see development that recognizes it's unique history, complements the surrounding agricultural lands with emphasis on open space and natural features, welcomes families, and promotes active healthy living. Applicable policies include:

- Policy 2.1.3 - Applications shall ensure that an orderly progression and staging of land development occurs based on the availability of infrastructure and to ensure fiscal sustainability.
- Policy 2.4.1 – The municipality shall cooperate with other levels of government, private agencies, and individuals in the preservation of historic sites.
- Policy 2.5.1 – An Environmental Site Assessment (Phase 1) and a Biophysical Impact Assessment shall accompany all Area Structure Plan applications and the recommendations of said reports incorporated into the land use and policies in the ASP.



- Policy 2.5.4 – Area Structure Plans shall, whenever appropriate, incorporate natural amenities in the community as part of the parks and open space, and ecological infrastructure systems.

The Land Use Concept in the MDP designates lands within the proposed ASP boundaries as commercial, residential, and industrial. Some key policies include:

**Commercial:**

- Policy 3.4.4 – The Town shall seek to attract commercial developments to further substantiate Strathmore’s place as a regional service center and provide employment and growth to the community.
- Policy 3.4.7 – Major commercial development shall provide direct linkages to major transportation routes and should be designed with future transit routes in mind.

**Industrial:**

- Policy 3.5.3 – The Town shall seek to attract light to medium industrial developments to further substantiate Strathmore’s place as a regional service center and provide employment and growth to the community.

The proposed plan area is bisected by the Regional pathway. The following open space policies may apply:

- Policy 3.6.8 – New development areas shall provide functional linear parkway systems, which link future and existing school sites, open and park space and adjacent communities, and future development.
- Policy 3.6.14 – The Town should encourage the development of interpretation and educational infrastructure within natural and ecologically significant areas, provided the negative impacts on the site are minimal.

The proposed plan area contains multiple wetlands and therefore is subject to the following policies:

- Policy 3.7.2 – Significant wetlands shall be identified at the Area Structure Plan stage and taken as Environmental Reserve where appropriate.
- Policy 3.7.9 – Applications for Area Structure Plans shall prove that no net loss of wetlands will occur as a result of the proposed development.
- Policy 3.7.10 – Where possible, wetlands shall be incorporated into stormwater ponds and naturalized and shall provide an amenity to the community.
- Policy 3.7.11 – Wetlands shall be reviewed at the Area Structure Plan stage for preservation or relocation based on their ecological significance and functionality within the overall system.

The proposed plan area is located in close proximity to major transportation corridors and must comply to the following transportation policies:

- Policy 4.1.3 – Traffic Impact Assessments are prepared by a professional Transportation Engineer shall be required for all Area Structure Plans.
- Policy 4.1.5 – Area Structure Plans shall coordinate pedestrian and bicycle traffic linkages while ensuring connectivity, coordination and safety as key factors in the design of the system.
- Policy 4.1.6 – Area Structure Plans shall recognize areas for future transit development including potential areas for regional transportation hubs at which higher density development is supported to comply with Transit Oriented Development Principles.



**Utilities** policies include:

- Policy 4.2.1 – All new developments within the municipality of Strathmore shall be required to connect to the Municipal Infrastructure System for sanitary sewer and potable water and construct the connections to the Town of Strathmore’s satisfaction.
- Policy 4.2.2 – Developers shall be solely responsible for the cost and installation of services to proposed development. Over sizing of infrastructure shall require cost recovery policies for future development.
- Policy 4.2.5 – Utility Right of Ways and Public Utility Lots shall be identified in Area Structure Plans and shall be provided to the Town at the time of subdivision.

The proposed plan area is located within the ‘Referral Area of Interest’ meaning the Area Structure Plan must be shared with Wheatland County for review and comment.

During the ASP process the Town of Strathmore requires a minimum of one open house and for it to be advertised in the local Strathmore newspaper.

### **3.3 TOWN OF STRATHMORE LAND USE BYLAW (ZONING)**

The Strathmore Land Use Bylaw No. 14-11 stipulates the land use districts for the Plan Area. Within the Plan Area the following land use districts are present (see “**Map 4: Land Use Districts (Zoning)**”).

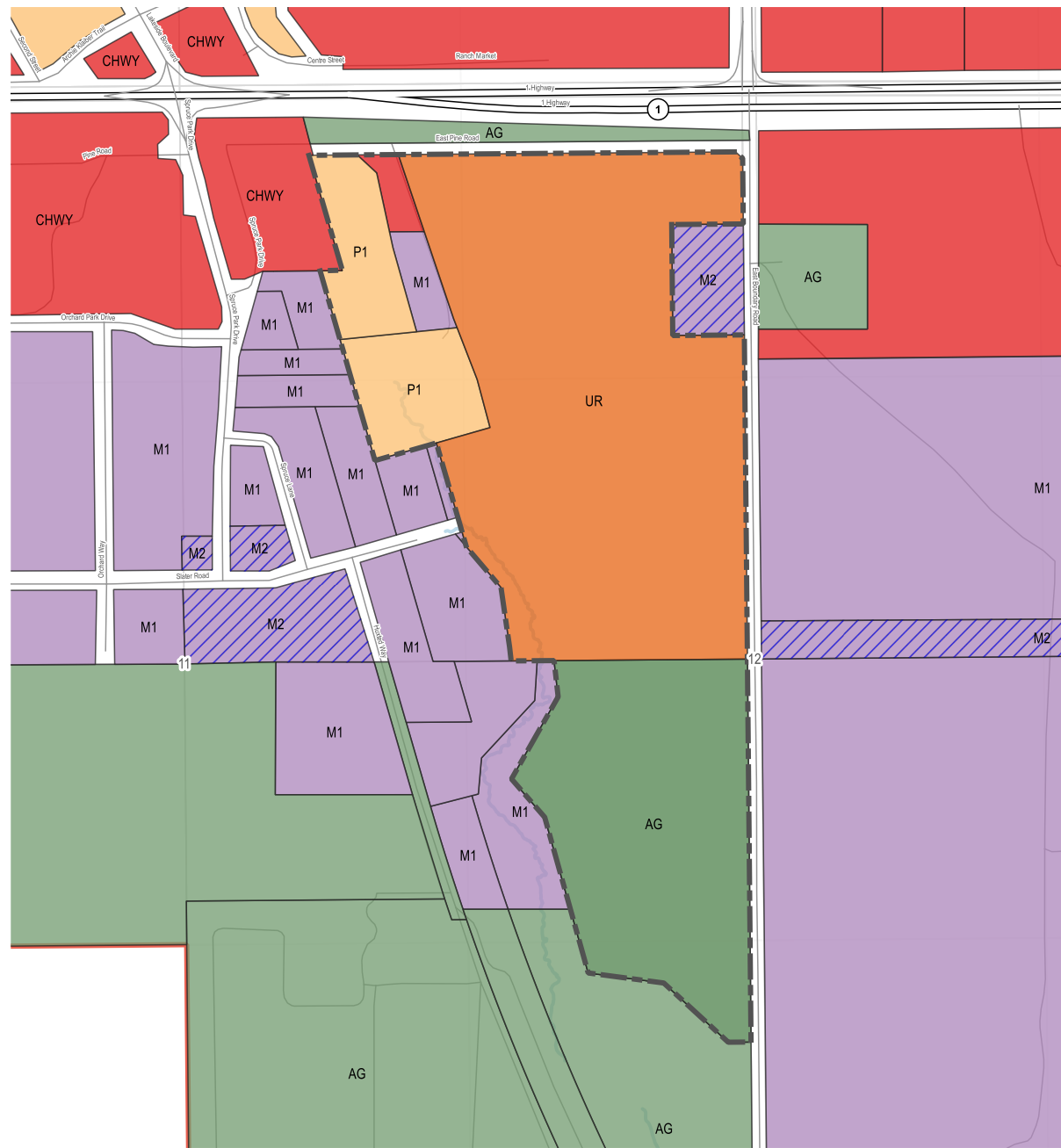
- Urban Reserve (UR) District. The largest portion of the site is zoned Urban Reserve (UR). These lands have minimal permitted land uses and intended to ensure the developer redesignates the lands to an appropriate district when desired.
- Agricultural General (AG) District. The second largest portion of land is zoned Agricultural General (AG). The purpose of this district is to provide for lands annexed in 2010 that have not yet been redesignated for urban uses, which is similar to the Urban Reserve District.
- Public Service (P1) District. The majority of land around the Granary Barn is zoned as P1 and its purpose is to provide a district for publicly owned land and facilities of an institutional or community service nature. This zoning is somewhat odd as the lands are not publicly owned, but are publicly accessible at times for certain events at the Granary Barn.
- Light Industrial District (M1). There is a portion of the Granary Barn area that is zoned as M1. The purpose of this district is to provide for light industrial uses that are carried on in buildings on site with limited outside storage and retail sales.
- Highway Commercial District (C-HWY). A small northern portion of the site is zoned as C-HWY. The purpose of this district is to provide for a commercial area adjoining designated highways and service roads to provide for the development of regional shopping facilities and to service the traveling public.

Future development of the site will require an application for redesignation (rezoning).

#### **Zoning on Adjacent Lands:**

Adjacent to the Plan Area the zoning designations are fairly basic. To the west is mostly M1 – Light Industrial districts, to the north is C-HWY, Commercial Highway districts and to the south is Agricultural General districts (see “**Map 4: Land Use Districts (Zoning)**”). To the east the lands are zoned C-HWY, AG, and M1/M2. The M1/M2 zoning is for the proposed solar energy development.

# MAP 4: LAND USE DISTRICTS (ZONING)



## Legend

- Area Structure Plan
- Town
- Primary Highway
- Local Road
- Section
- AG: Agriculture General District
- CHWY: Highway Commercial District
- M1: Light Industrial District
- M2: General Industrial District
- P1: Public Services District
- UR: Urban Reserve

### 3.4 TOWN OF STRATHMORE TRANSPORTATION MASTER PLAN

The Transportation Master Plan (TMP), completed by ISL Engineering in 2020, is a long-range plan looking towards 2049. The Plan designates the Legacy Farm ASP as transportation zone 132 containing industrial employment. There are three main access roads to the plan area, Trans-Canada Highway 1 designated as a highway, East Pine Road designated as a service road, and George Freeman Trail designated as a collector road. The TMP also notes and maps a potential Highway 1 bypass for the Town (see **Figure 1 below**). The TMP additionally notes a trail master plan that identifies a future pathway running through the Plan Area of Legacy Farm (see **Figure 2 below**).

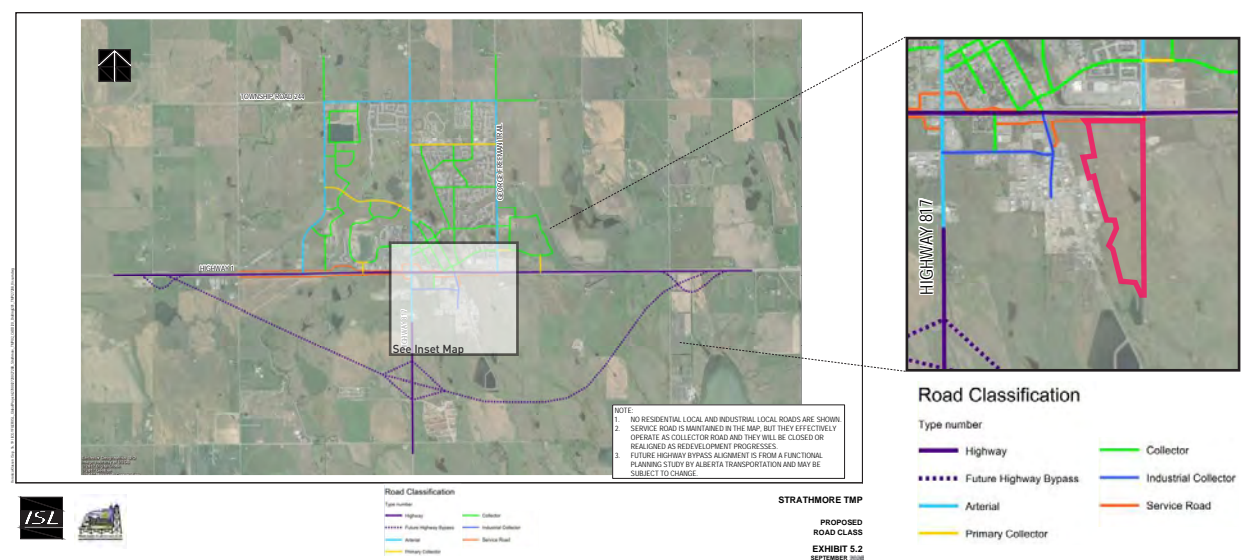


Figure 1: Strathmore TMP - Road Classification

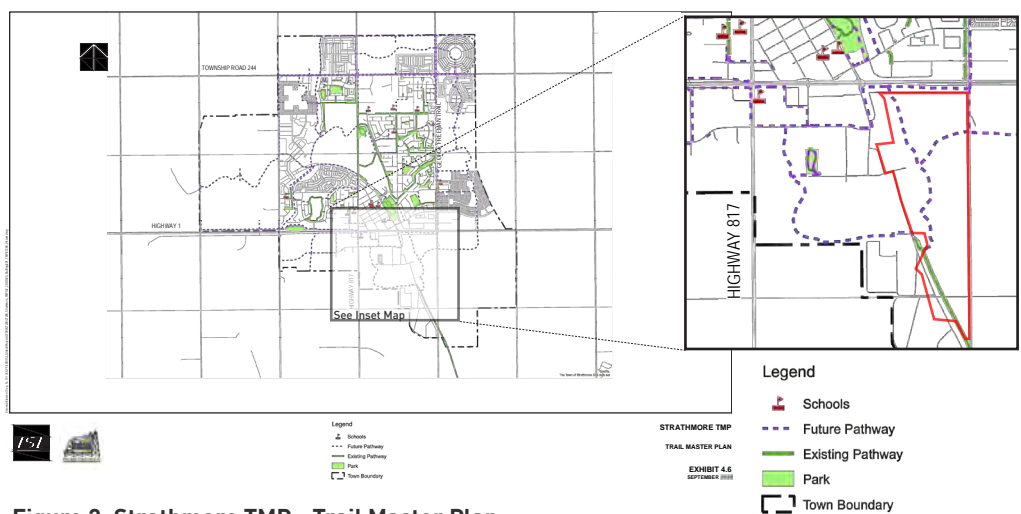
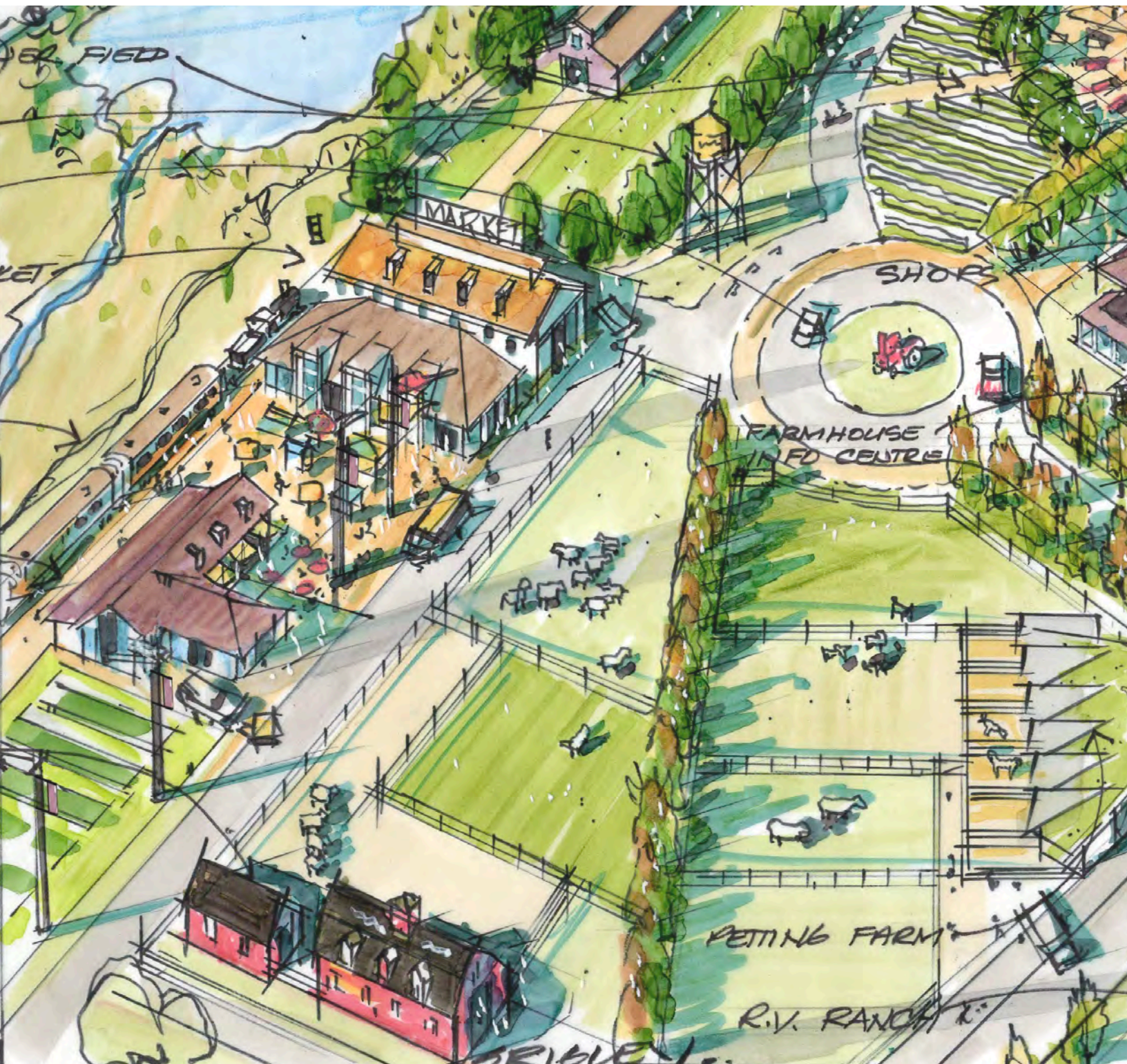


Figure 2: Strathmore TMP - Trail Master Plan







## 04

## VISION



A dynamic mix of commercial, light agricultural, industrial/business, and institutional research uses that focus on agriculture past, present and future.



## 4.1 LEGACY VISION: LOOKING BACK TO INFORM THE FUTURE

Legacy Farm will be an outstanding agricultural tourism destination and business hub in the Calgary region. It is envisioned as a dynamic mix of commercial, light agricultural industrial/business, and institutional research uses that focuses on agriculture past, present and future.





## 4.2 PROJECT GOALS

Legacy Farm has six primary goals:



### 1. Agriculture Focus

First, the Farm will have an agricultural focus that recognizes the rich history of the former CPR demonstration farm, creates a location to demonstrate current agricultural practices, and showcases emerging agricultural innovations.



### 2. Tourism Hub:

It will be one of the primary tourism gateways on the east side of Calgary that invites visitors from the region and around the globe to experience the farm, food, and associated activities.



### 3. Business Incubator:

The farm will provide space for new agricultural industrial and related food businesses to grow from small business ventures to mature and established companies.



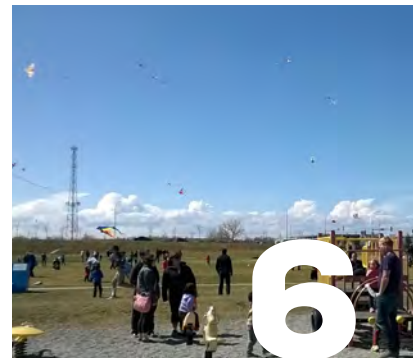
### 4. Education Centre:

It will share the knowledge of farming and its many dimensions of plants, animals, and food production processes with many visitors from around the globe.



### 5. Environmental Model:

Legacy Farm will demonstrate responsible land stewardship and climate change adaption in the site planning and management of the property.



### 6. Community Gathering Place:

Maybe most importantly, Legacy Farm is to be a community gathering place to celebrate the rich agricultural past and share the knowledge and wisdom for future generations.

## 4.3 PLANNING & DESIGN PRINCIPLES

The following planning and design principles are embedded into the design and policies of the Legacy Farm Area Structure Plan.



**Mixed Uses:** The development of this property will include a mix of uses including agricultural tourism uses, residential in mixed use buildings, retail commercial, light industrial and business uses.



**Farm Cluster Form:** The development will be organized in compact clusters so that there is ample common space for community gardens, orchards, and recreation as part of the overall generous open space, trail, and recreation system.



**Farm Culture and Character:** The site plan will reflect an agrarian layout with clusters of development defined by vegetation shelter belts and farm-style laneways bordered by tall columnar trees and rail fences. The design will instill a welcoming feeling and friendly community culture of sharing and community events.



**Agricultural and Food Processing Innovation and Education:** With the support from a post-secondary educational institution, Legacy Farm will encourage research and innovation relating to agriculture including “vertical farming”, local food sourcing, healthy food choices, and food processing.



**Environmental Sensitivity:** Legacy Creek will be protected and enhanced through the development of a stewardship program and a progressive stormwater management system on site. In addition, responsible energy conservation, water reuse, and green building technologies will be considered in site development.



**Accommodation:** The site will develop an RV Resort, including a cottage cluster to provide short term and longer term stays on site supported by recreation amenities and other local commercial services.



**Innovative Incubator Businesses:** The industrial/business sector of the neighbourhood will offer a number of opportunities to work, share space with others, or have a small business to medium-sized business.



**Resilience, Responsibility, and Climate-Change Ready:** This neighbourhood will be designed and planned so that there is flexibility in the business units, and agricultural tourism/commercial space so they can adopt over time. The infrastructure and servicing will be designed for increased storm flows and special storm events, so the site can weather through extreme climatic conditions with additional precautionary measures, including floodways and dry pond areas for emergency stormwater storage.



# VISION

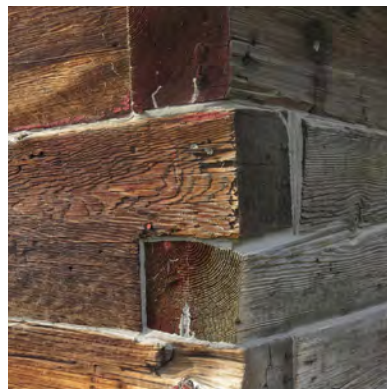
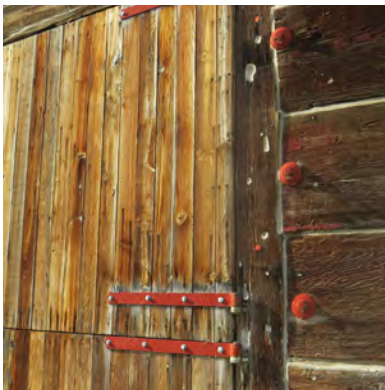
LEGACY FARM ASP



Figure 3: Development Vision

Illustration by: Cal Scrigley







## 5.1 OVERVIEW

The following is a description of the proposed development concept for Legacy Farm. The concept creates an agriculture tourism destination for the Town and region. Complementing this focus will be agriculture-related light industrial businesses as well as a potential agricultural post-secondary research institutional uses.

The development concept provides an assortment of commercial uses as part of the agriculture tourism hub including an RV Ranch Resort, retail shops, a market, culinary institute, a dairy, and farm animal centre. In addition, generous open space, orchards, and gardens concentrate development in groups that mimic a traditional farmstead, so a unique agrarian character is created in compact form.

## 5.2 THREE LAYER FRAMEWORK - LAND USES, GREENWAYS, MOBILITY

**Land Uses:** The land uses vary from central “Farm” commercial uses that include food-oriented retail, accommodation, and farm uses to agricultural light industrial business and research clusters in the north and south. A large RV Ranch area will provide the supporting short term and longer-term accommodation for tourists and local visitors. The central agricultural tourism area (farm centre) will combine commemoration of the former demonstration farm with the programming of an agricultural tourism hub for the region.

**Greenways:** Legacy Creek is the backbone to the environmental corridor that passes through the western edge of the property in the form of open ponds and vegetated wetlands. The trail network along Legacy Creek will connect south to the existing trailhead located adjoining the wastewater plant at the southwest corner of the site. Green “fingers” of open space with pathways will connect to the development clusters and to the eastern stormwater corridor that flows from north to south on the property. Generous street planting between the lots will create a farm feel of tree shelter belts, typical of traditional farms. Walking and cycling will be easy and convenient for residents and visitors. Even the parking lots will be planted as orchards with gravel coverage to maximize the green tree canopy, reduce evaporation, and maximize permeability.

**Mobility:** The extension of George Freeman Trail south (currently called East Boundary Road) will provide the major access to the site from the east. George Freeman Trail will provide a direct -fully signalized connection to Highway 1 to the north. The current East Pine Road access may remain as a secondary access or emergency access still to be determined. Slater Road to the west of the property will also eventually be extended into the property as a west access point. The local and collector road network within the property will strive to maximize access yet reduce roads where possible. The major and minor roads follow the current Town of Strathmore Transportation Master Plan.

## 5.3 DEVELOPMENT CONCEPT STATISTICS

The Development Concept (see **“Map 5: Development Concept”**) creates a dynamic and cohesive land use pattern that will guide the development and design of Legacy Farm as it builds out. The Development is based on five main land uses: Legacy Farm, Commercial-Business, RV Resort, Ag-Business, and Institutional.

Land Use Type	Area (hectares)	Area (acres)	%
Legacy Farm	4.3	10.5	8.9%
Commercial - Bus	6.1	15.1	12.8%
RV Resort	10.0	24.7	20.9%
Ag-Business	10.8	26.6	22.4%
Institutional	2.5	6.2	5.2%
Green Space (potential mix of municipal and environmental reserve)	8.8	22.0	18.5%
Roads / ROWs	2.8	6.9	5.8%
Public Utility	2.7	6.6	5.5%
<b>Total</b>	<b>48.0</b>	<b>118.5</b>	<b>100%</b>

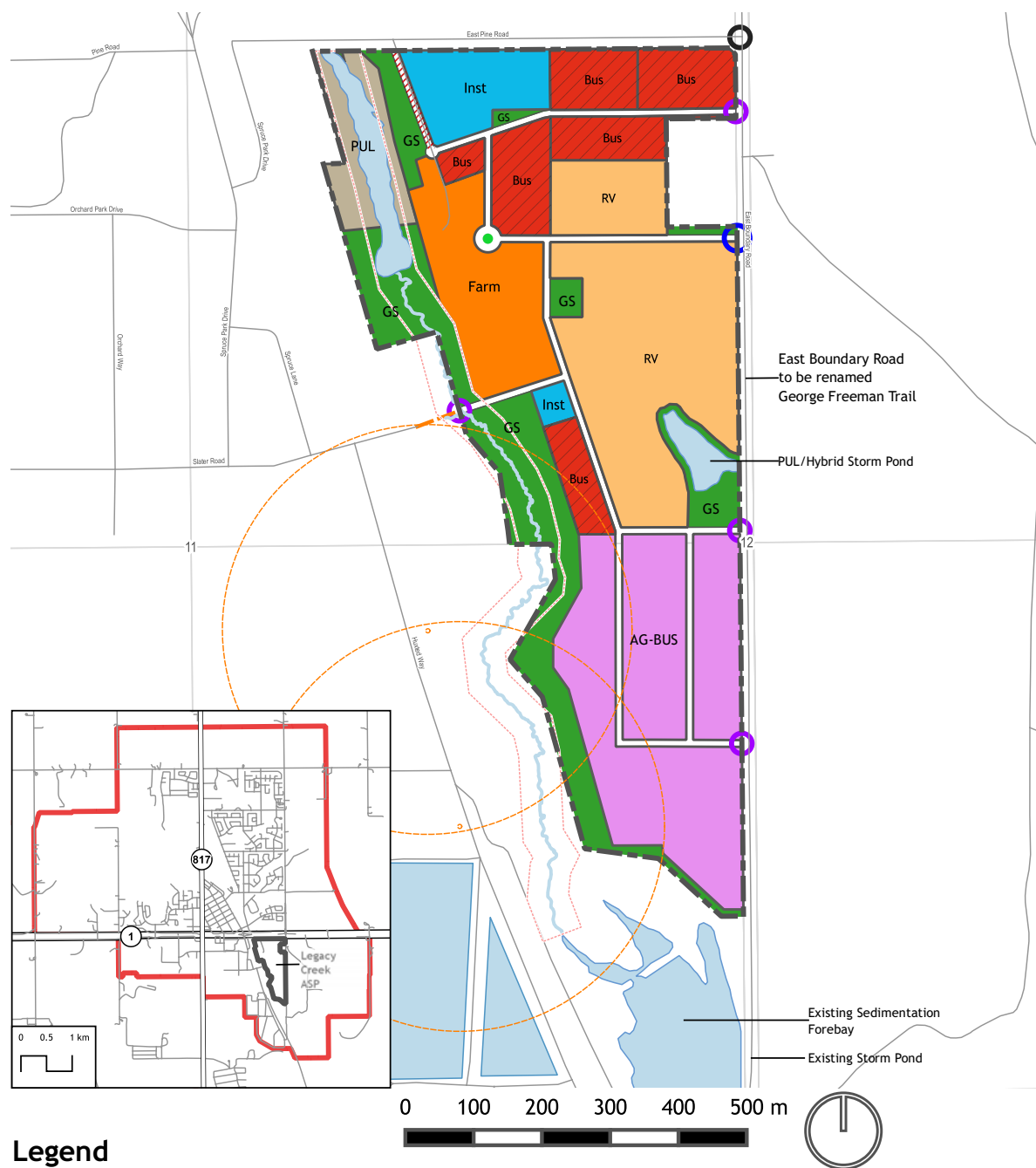
## 5.4 GENERAL ASP POLICIES

**Intent:** The Legacy Farm ASP is a master planned community that requires comprehensive and integrated planning. Each individual development, regardless of who is the developer, must be cohesive with the overall master plan for the area to ensure the development vision is achieved. The following policies provide an overarching policy framework for all land use areas within the Area Structure Plan.

### Policies:

- 5.4.1 The following policies apply to all areas identified on **“Map 5: Development Concept”**.
- 5.4.2 All developments shall adhere to **“Map 5: Development Concept”** understanding that minor adjustments and modifications may be required at subsequent stages of redesignation, subdivision and development. Major modifications as determined by the Town of Strathmore shall require an amendment to this Area Structure Plan and **“Map 5: Development Concept”**.
- 5.4.3 All developments in the Plan Area should be generally guided by **Figure 3: Development Vision**.
- 5.4.4 All developments shall provide high-quality landscape design, including tree planting.
- 5.4.5 All developments shall be serviced to the satisfaction of the Town of Strathmore.

# MAP 5: DEVELOPMENT CONCEPT



## Legend

- |  |  |   |
|--|--|---|
| <span style="background-color: #e67e22; border: 1px solid black; padding: 2px;">Bus</span> Commercial - Business     | <span style="background-color: #27ae60; border: 1px solid black; padding: 2px;">GS</span> Green Space  | <span style="border: 2px dashed black; padding: 2px;"> </span> Area Structure Plan                                    |
| <span style="background-color: #f1c40f; border: 1px solid black; padding: 2px;">RV</span> RV Resort                  | <span style="background-color: #95a5a6; border: 1px solid black; padding: 2px;">PUL</span> Public Utility  | <span style="border: 2px solid red; padding: 2px;"> </span> Town  |
| <span style="background-color: #e91e63; border: 1px solid black; padding: 2px;">AG-BUS</span> Agriculture - Business | <span style="border: 2px solid blue; border-radius: 50%; padding: 2px;"> </span> Main Entrance   | <span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> Highway                     |
| <span style="background-color: #00bcd4; border: 1px solid black; padding: 2px;">Inst</span> Institutional            | <span style="border: 2px solid purple; border-radius: 50%; padding: 2px;"> </span> Alternate Entrance  | <span style="border-bottom: 1px solid gray; width: 20px; display: inline-block;"></span> Local Road                   |
| <span style="background-color: #ff9800; border: 1px solid black; padding: 2px;">Farm</span> Legacy Farm              | <span style="border: 2px solid black; border-radius: 50%; padding: 2px;"> </span> Existing Intersection (To be closed in the future)                         | <span style="background-color: #add8e6; border: 1px solid black; padding: 2px;"> </span> Waterbody                    |
| <span style="border: 1px solid black; padding: 2px;"> </span> Future Road  | <span style="border-bottom: 2px dashed red; width: 20px; display: inline-block;"></span> Temporary Entrance (may be closed if/when East Pine Road is closed) | <span style="border-bottom: 1px solid blue; width: 20px; display: inline-block;"></span> Stream                       |
|  | <span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block;"></span> Future Connection  | <span style="border: 1px dashed red; padding: 2px;"> </span> Storm Channel Easement                                   |
|  |  | <span style="border: 2px dashed orange; padding: 2px;"> </span> Sewage Lagoon and Waste Disposal Buffer (300m radius) |

AREA STRUCTURE PLAN

31



## 5.5 LEGACY FARM CENTRE AREA POLICIES



**Intent:** The Legacy Farm farm centre at the northwestern edge of the site will be the central hub for the community. It will focus on a mix of uses and an authentic farmstead look and feel.

### Policies:

- 5.5.1 The following policies apply to those areas identified on **“Map 5: Development Concept”** as “Legacy Farm”.
- 5.5.2 Land uses in the Legacy Farm area are subject to change at subsequent planning stages, but should generally be similar in nature to the following land uses to ensure conformance to the ASP vision and compatibility with adjacent land uses: tourism uses, educational uses, special events, agriculture-related uses, farmers markets, creative/maker enterprises, food services, and complementary retail uses.
- 5.5.3 All developments in the Legacy Farm area shall be designed with an agricultural architectural theme and design.
- 5.5.4 Developments in the Legacy Farm area shall be designed to be walkable from the common central parking area in the adjacent Commercial area. Parking areas to service businesses in the Legacy Farm area shall be minimized.
- 5.5.5 All developments in the Legacy Farm area shall be sufficiently setback and buffered from the adjacent environmental and wetland areas to the west through the use of building setbacks and tree/shrub planting buffers.
- 5.5.6 Business loading areas should be strategically located and are not to detract from the pedestrian-oriented design of the Legacy Farm area.
- 5.5.7 All developments shall be fully serviced with water and sewer.
- 5.5.8 Renewable Energy development (solar and wind power) is encouraged in this area, if appropriate setbacks and development regulations can be met.

# BIRD'S EYE VIEW

LEGACY FARM ASP

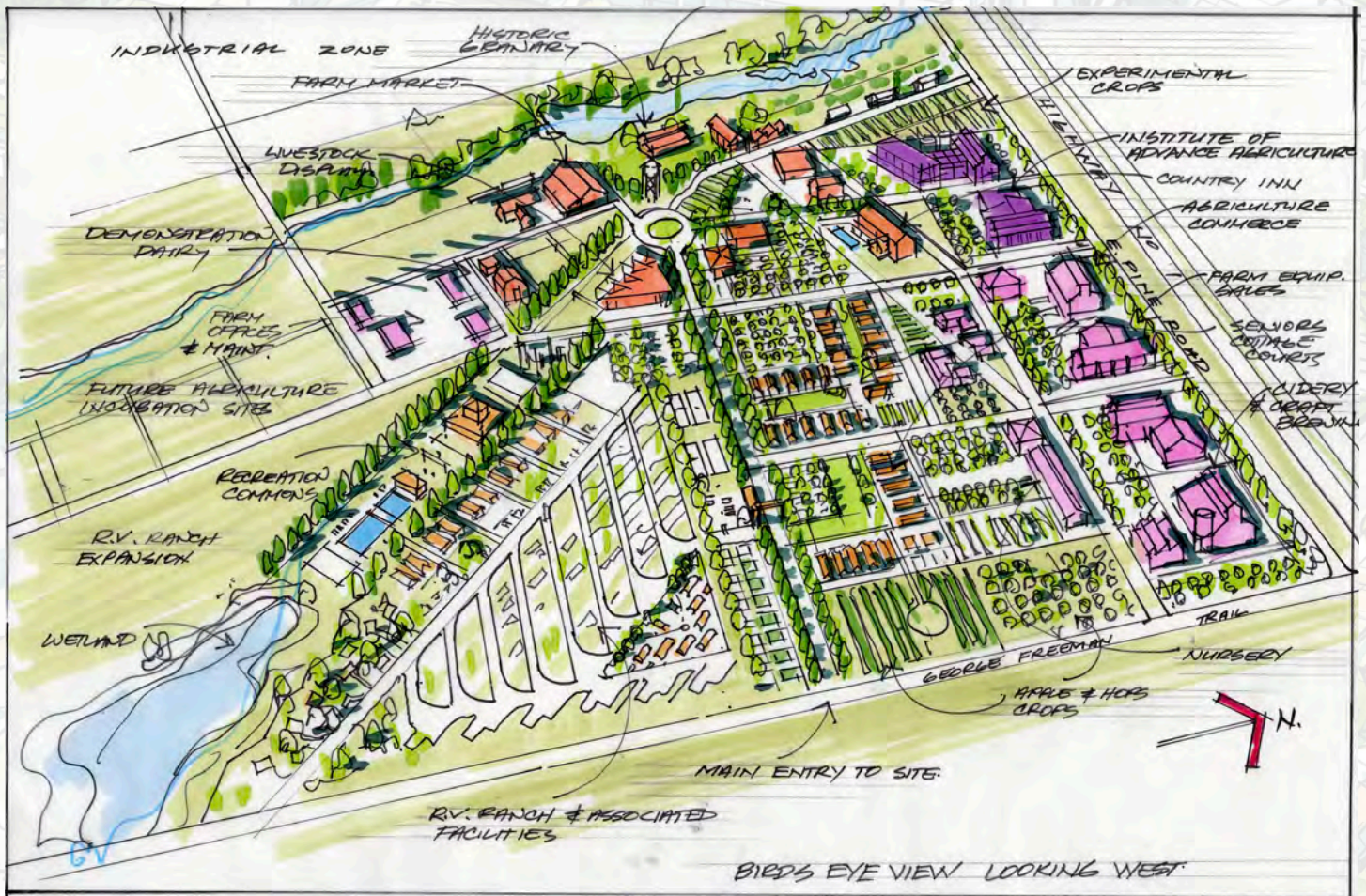
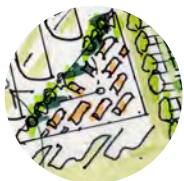


Figure 4: Bird's Eye View Vision Looking West

Illustration by: Cal Scrigley



## 5.6 RV RANCH RESORT AREA POLICIES



**Intent:** The RV Ranch Resort in the north-central area of the site will be the short and long stay accommodations on site that will include shorter term cabins, camping, and trailer accommodations as well as longer term trailer sites.

### Policies:

- 5.6.1 The following policies apply to those areas identified on “**Map 5: Development Concept**” as “RV Resort”.
- 5.6.2 Land uses in the RV Resort area are subject to change at subsequent planning stages, but should generally be similar in nature to the following land uses to ensure conformance to the ASP vision and compatibility with adjacent land uses: Recreational Vehicle Resort including related tenting and/or glamping sites, parks/playgrounds, tourism uses, educational uses, special events, farmers markets, food services, and complementary retail uses to the RV Resort.
- 5.6.3 Development within the RV Resort area shall be guided by a condominium plan and associated condominium bylaws. The condominium bylaws shall specify the temporary and/or seasonal nature of the RV Resort.
- 5.6.4 Full-time residential development may be permitted within the RV Resort area at the discretion of the Town.
- 5.6.5 The RV Resort will provide a variety of serviced (water, sewer, electricity), partially serviced, and unserviced lots to meet market need.
- 5.6.6 The RV Resort should provide suitable amenities (parks, playgrounds, pathways, swimming pool) to create a complete visitor experience.
- 5.6.7 The RV Resort shall provide pathway and/or trail connections to remainder of the Plan Area.
- 5.6.8 The RV Resort shall provide a minimum 10 metre development setback and landscape buffer including tree/shrub plantings between the RV Resort lots and George Freeman Trail.



## 5.7 COMMERCIAL-BUSINESS AREA POLICIES

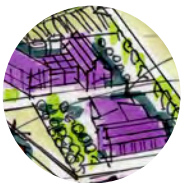


**Intent:** This area along the northeastern area of the site will provide highway oriented agricultural business opportunities including food processing and other agricultural oriented businesses with complementary retail/commercial opportunities that are unique in nature.

### Policies:

- 5.7.1 The following policies apply to those areas identified on **“Map 5: Development Concept”** as “Commercial-Business”.
- 5.7.2 Land uses in the Commercial-Business areas are subject to change at subsequent planning stages, but should generally be similar in nature to the following land uses to ensure conformance to the ASP vision and compatibility with adjacent land uses: offices, retail, creator/maker industries, food production, horticulture, agri-businesses, tourism accommodations, and craft breweries/distillers and related uses to those listed.
- 5.7.3 A large commercial outlet centre with major brands (e.g. power centre) similar to those elsewhere in Strathmore is not permitted, as it would compete with Strathmore’s other power centres and detract from the unique character of the Legacy Farm vision.
- 5.7.4 Outdoor storage as a primary use on a site shall not be permitted. Outside storage incidental to the primary use of a site shall be screened and located to the side or rear of the primary building.
- 5.7.5 Parking should be generally located to the rear or side of buildings and designed into ‘court’ type areas that include pedestrian walkways and landscaping areas.
- 5.7.6 Developments shall create pedestrian connections in parking lots to make it safer for pedestrians.
- 5.7.7 All developments shall be fully serviced with water and sewer.

## 5.8 INSTITUTIONAL AREA POLICIES

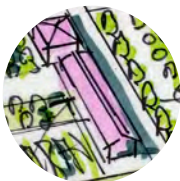


**Intent:** This area along the north edge of the site is intended for a potential post-secondary institution that complements the research and education components of the site.

### Policies:

- 5.8.1 The following policies apply to those areas identified on **“Map 5: Development Concept”** as “Institutional”.
- 5.8.2 Land uses in the Institutional areas are subject to change at subsequent planning stages, but should generally be similar in nature to the following land uses to ensure conformance to the ASP vision and compatibility with adjacent land uses: educational and institutional facilities, public facilities, offices and other complementary uses if related to an educational, public or institutional uses including agriculture, horticulture, retail, commercial, food services, residential in mixed-use buildings, and short-term accommodations.
- 5.8.3 All developments shall be fully serviced with water and sewer.
- 5.8.4 The design of institutional or educational buildings shall respect the historical agricultural design theme of the Legacy Farm development (e.g. peaked or sloped roofs, timber/wood framing).
- 5.8.5 Renewable Energy development (solar and wind power) is encouraged in this area, if appropriate setbacks and development regulations can be met.

## 5.9 AGRICULTURE-BUSINESS AREA POLICIES

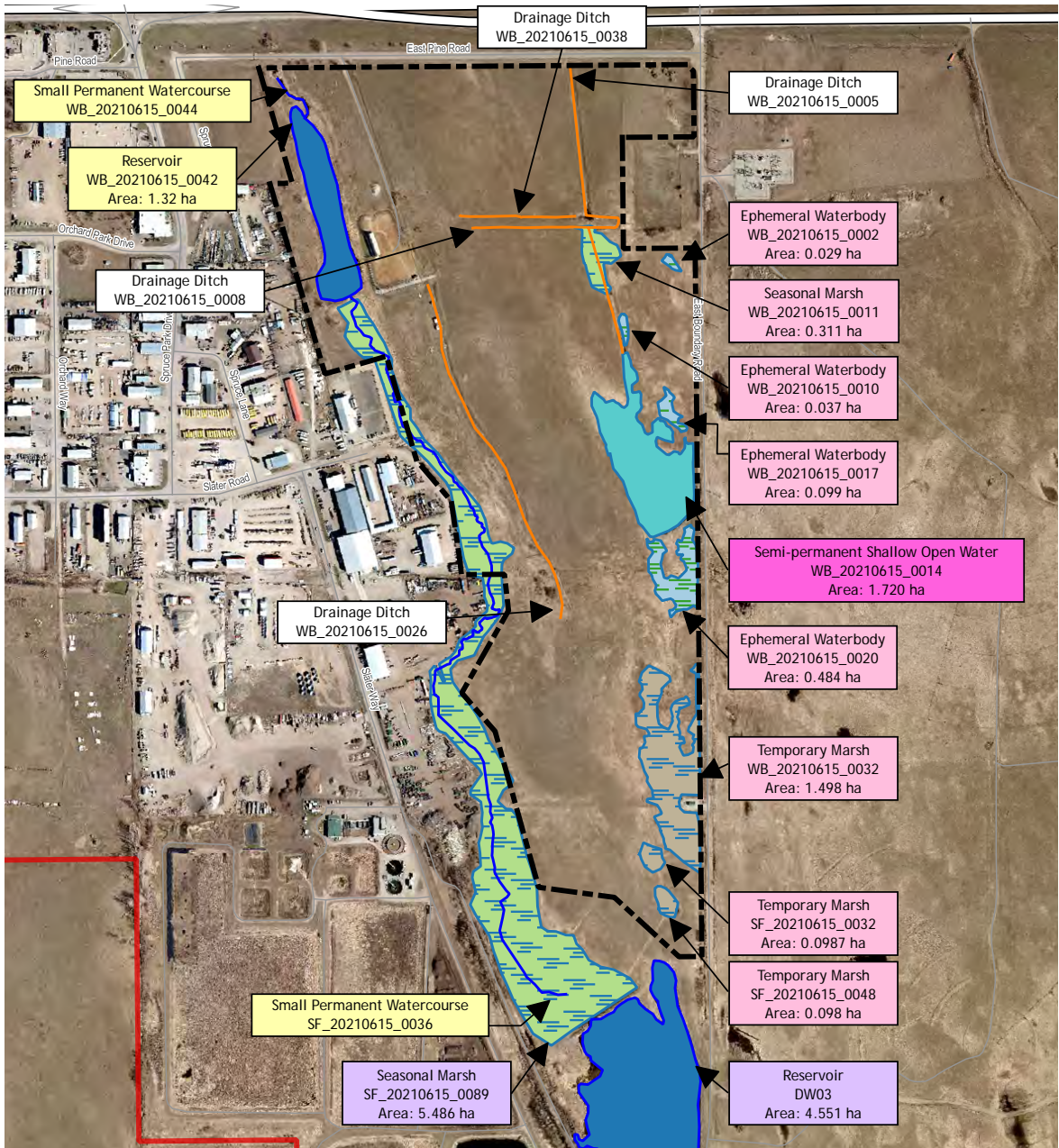


**Intent:** This area will provide for larger scaled agricultural related businesses and light industrial land uses. The area is intended to be self-contained and allow for a variety of lot sizes and development scales that will be sufficiently buffered from the remainder of the Legacy Farm development.

### Policies:

- 5.9.1 The following policies apply to those areas identified on **“Map 5: Development Concept”** as “Agriculture-Business”.
- 5.9.2 Land uses in the Agriculture-Business area are subject to change at subsequent planning stages, but should generally be similar in nature to the following land uses to ensure conformance to the ASP vision and compatibility with adjacent land uses: offices, agricultural-related industrial, light industrial, agricultural manufacturing, medium industrial and other related uses to those listed. Heavy industrial uses (e.g. those with offsite impacts of noise, smells, dust, hazard risk) are not permitted.
- 5.9.3 Retail uses should be limited to those that serve the development (e.g. cafes/convenience store) to not detract from the dedicated commercial areas in Legacy Farm.
- 5.9.4 In accordance with provincial legislation food services and overnight accommodations shall not be permitted within the legislative setback from the Town’s sewage lagoons.
- 5.9.5 All development approvals shall comply with the legislated setbacks to sewage lagoons stated in the Municipal Government Act, Subdivision and Development Regulation or any other applicable provincial legislation.
- 5.9.6 All developments in the Legacy Farm area shall be fully serviced with water and sewer.
- 5.9.7 Outdoor storage as a primary use on a site shall not be permitted. Outside storage incidental to the primary use of a site shall be screened and located to the side or rear of the primary building.
- 5.9.8 Developments shall create pedestrian connections in parking lots to make it safer for pedestrians.
- 5.9.9 Renewable Energy development (solar and wind power) is encouraged in this area, if appropriate setbacks and development regulations can be met.

# MAP 6: WETLANDS AND ENVIRONMENTAL AREAS



## Legend

- Area Structure Plan
- Town of Strathmore
- Highway
- Local Road
- Reservoir
- Semi-permanent Shallow Open Water

- Ephemeral Waterbody
- Seasonal Marsh
- Temporary Marsh
- Drainage Ditch
- Watercourse

- To be removed\*
- To be compensated & created as wet storm pond\*
- To be retained (w 20m setback)
- Outside of project area

\*Subject to approval and compensation process from Alberta Environment & Parks

Data source and field work by: Ghostpine Environmental Services Ltd.



# ENVIRONMENTAL & TRAILS POLICY

Open space, parks, pathways, and trails contribute to community building by preserving the natural environment and providing visitors to Legacy Farm with opportunities for passive and active recreation. Legacy Farm requires a wide range of accessible, connected, inviting, and safe parks and open spaces to meet the diverse needs of people who will visit the area. Pathways that connect neighbouring areas of Strathmore are also important to provide connections to adjoining areas and amenities.

The overall intent is to enhance the environmental assets on the Legacy Farm site and maintain the natural landscape as much as possible. Existing significant tree stands and related habitat should be retained on site if possible and developed as part of a natural areas and trail network.

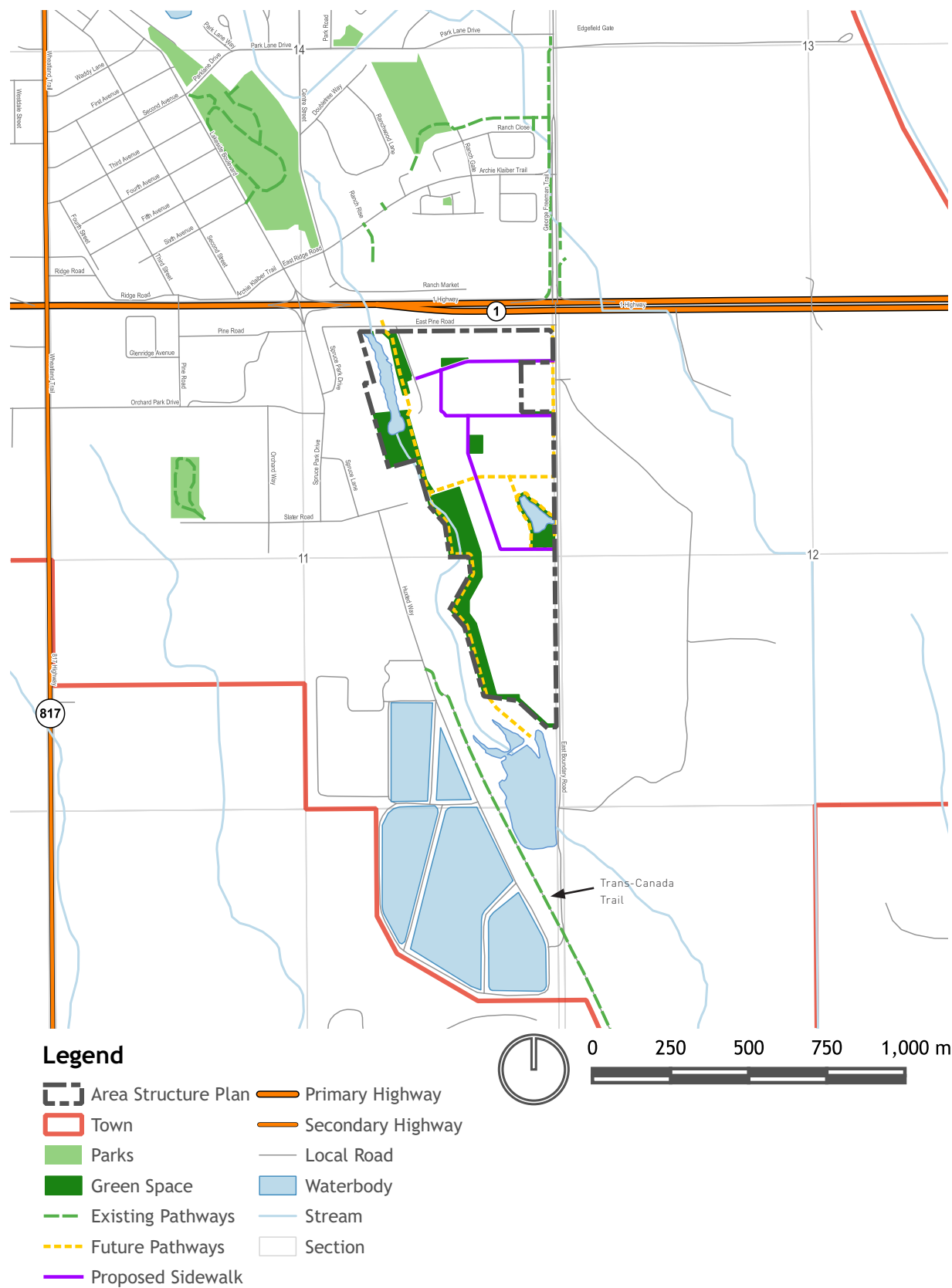
## BIOPHYSICAL IMPACT ASSESSMENT

Ghostpine Environmental Services Ltd. undertook a comprehensive Biophysical Impact Assessment (provided under separate cover), including field work, of the environmental and biophysical assets within and adjacent to the Plan Area. The field work concluded there are three (3) temporary marshes, four (4) ephemeral waterbodies, two (2) seasonal marshes, a small permanent watercourse (Legacy Creek), two (2) reservoirs, four (4) drainage ditches, and one semi-permanent shallow open water (see “**Map 6: Wetlands and Environmental Areas**”).

## DEVELOPMENT IMPACT

The semi-permanent shallow open water wetland will be compensated at the provincial level (pending approval) and converted to a stormwater wet pond with retention of natural wetland features. The southern-most seasonal marsh will be retained as well as small permanent water course along the west side of the Plan Area. The northern reservoir and associated small permanent water course will be returned back into a small water body (e.g. pond) if permitted by applicable authorities. The purpose is to add a natural feature to the site and to mimic how the site functioned for many years during and after the operation of the demonstration farm. The three temporary marshes, one small seasonal marsh, four ephemeral water bodies and four drainage ditches will not be retained as part of the development. The wetland compensation is dependent upon Public Lands Act and Water Act approvals to be addressed through the Government of Alberta.

MAP 7: FUTURE PARKS AND PATHWAYS



## 6.1 ENVIRONMENTAL AND MUNICIPAL RESERVE ANALYSIS

The following is an analysis of the environmental reserve and municipal reserve analysis within the Legacy Farm ASP. Environmental and municipal reserve will be confirmed and taken by the Town at the subdivision approval stage of development. However, it's beneficial to understand the anticipated reserve requirements to ensure all legislative obligations are being met or exceeded.

Land Use Type	Area (hectares)	Area (acres)	%
Total Land Area	48.0	118.5	100%
Environmental Reserve (estimated - to be confirmed at subdivision)	0.4	1.1	0.9%
Gross Developable Area	47.6	117.4	100%
Municipal Reserve Required (10% of gross developable area plus 0.4 acres deferred reserve caveat)	4.91	12.14	10.34%
Green Space Provided (potential municipal or environmental reserve, as per Map 5: Development Concept - subject to change at time of subdivision)	8.8	22.0	18.5%
Net Developable Area (Gross Developable Area subtract Green Space)	38.8	95.4	81.5%

## 6.2 ENVIRONMENTAL RESERVE POLICIES

- 6.2.1 Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the Municipal Government Act and Subdivision and Development Regulation.
- 6.2.2 In addition to compliance with the Municipal Government Act, Water Act, and any completed technical report, the dedication of environmental reserve lands should be generally guided by the Biophysical Impact Assessment completed by Ghostpine Environmental Services Ltd. and **"Map 6: Wetlands and Environmental Areas"** and **"Map 5: Development Concept"**.

## 6.3 WETLAND POLICIES

- 6.3.1 Wetland protection shall be guided by Town and Provincial Policy and respect the recommendations made within the Biophysical Impact Assessment conducted by Ghostpine Environmental Services Ltd. pertaining to this ASP.
- 6.3.2 The Town shall require the use of the Provincial system to determine wetland classification and relative wetland value.
- 6.3.3 Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve, environmental reserve easement, or enhanced as storm water management areas (if appropriate compensation paid to the province to permit stormwater).



- 6.3.4 Where wetlands are not retained, developers shall provide for appropriate compensation or replacement, in accordance with Provincial policy.

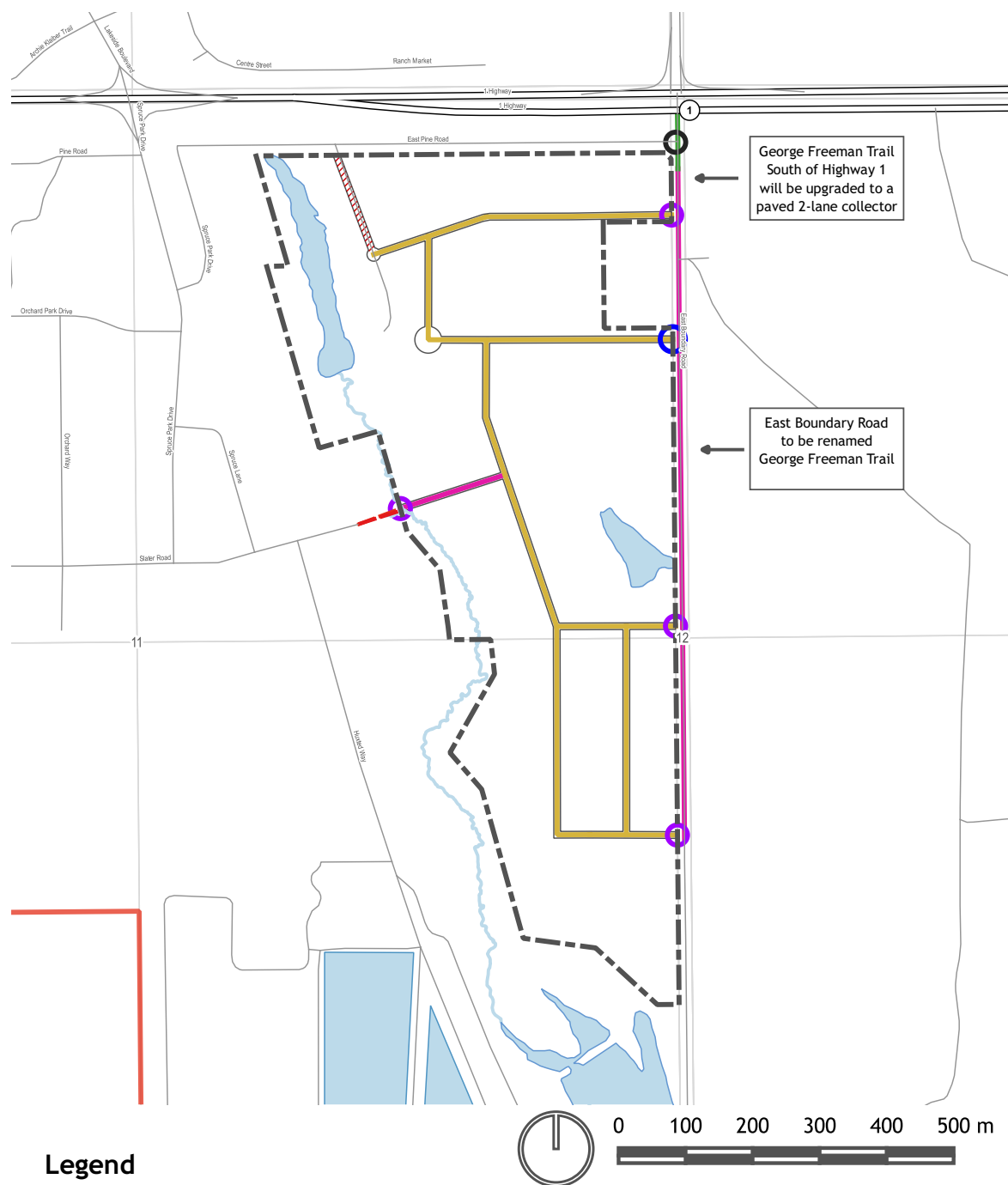
## 6.4 MUNICIPAL RESERVE POLICIES

- 6.4.1 Reserves owing on a parcel of land shall be provided as:
- municipal reserve, school reserve, or municipal and school reserve;
  - money in place of reserve land; or
  - a combination of land and money.
- 6.4.2 Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the Municipal Government Act.
- 6.4.3 Provision and allocation of reserves shall be determined at the time of subdivision by the Town's Subdivision Approving Authority.
- 6.4.4 Voluntary dedication of reserve land beyond the maximum amount allowed by the Municipal Government Act may be considered if it is demonstrated the additional reserve will benefit the community and result in no additional acquisition costs to the Town.
- 6.4.5 All, or a portion of, reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.
- 6.4.6 The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to Town Policy, agreements with local school boards, and the requirements of the Municipal Government Act.
- 6.4.7 The dedication of reserves should meet the present or future needs of the Plan area by considering the recommendations of this Plan, Town policy and Statutory Plans, school boards, and / or recreation boards.
- 6.4.8 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 6.4.9 Where an identified park, trail, and pathway system ("**Map 7: Future Parks and Pathways**") or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:
- money in place of reserve land;
  - money from the sale of surplus reserve land; or
  - other sources of identified funding.











## 6.5 OPEN SPACE, TRAILS, AND RECREATION AREA POLICIES

- 6.5.1 An interconnected system of open space shall be provided in the Plan area that is in general accordance with **“Map 7: Future Parks and Pathways”**.
- 6.5.2 Open space shall be provided through such means as:
- a. the dedication of reserve lands, environmental reserves, and public utility lots;
  - b. the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;
  - c. government lands for public use;
  - d. privately owned land that is accessible to the public;
  - e. publicly owned stormwater conveyance systems;
  - f. land purchases, endowment funds, land swaps, and donations; and/or
  - g. other mechanisms as may be approved by the Town.
- 6.5.3 Open space shall be planned and integrated into the Plan area so that the function of each space will provide a positive and safe social, cultural, and/or recreational experience for the community.
- 6.5.4 Open space shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.
- 6.5.5 The network of pathways, trails, and sidewalks should promote active transportation (e.g. walking and cycling); the network should provide active transportation connections between all areas within the Plan.
- 6.5.6 The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and meet or exceed the Town’s standards.
- 6.5.7 Where the pathway, trail, and sidewalk network cannot be located within or adjacent to: a park, stormwater conveyance system, natural water course, riparian area, or natural area; it may be located within a road right-of-way in accordance with applicable Town standards or in municipal reserve land adjacent to a road.

## MAP 8: TRANSPORTATION NETWORK



- ### Legend

- |   |                          |   |                                    |
|---|--------------------------|---|------------------------------------|
|  | Area Structure Plan      |  | Industrial Street (17m ROW)        |
|  | Town                     |  | Transition                         |
|  | Waterbody                |  | Existing Entrance                  |
|  | Stream                   |  | Main Entrance                      |
|  | Quarter Section          |  | Alternate Entrance                 |
|  | Conceptual Street        |  | Temporary Entrance (may be closed) |
|  | Collector Road (22m ROW) |  | Future Road Connection             |



# INFRASTRUCTURE POLICY

## 7.1 TRANSPORTATION

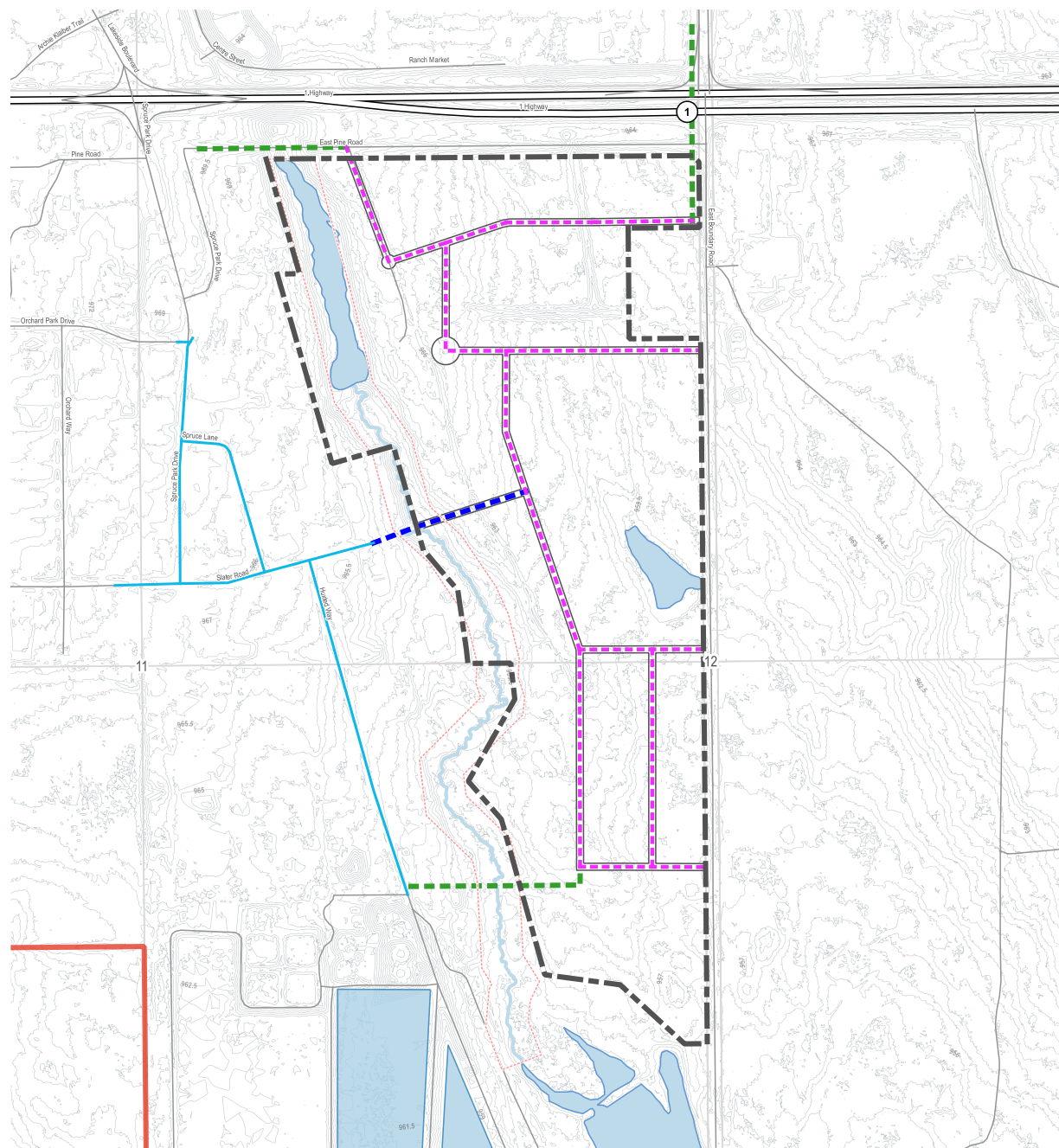
The transportation system for the Plan Area will integrate smoothly into the Town's wider road network as well as with Highway 1 / TransCanada. **"Map 8: Transportation Network"** identifies the future road network and hierarchy within the Plan Area. The road network and transportation strategy is based on a Transportation Impact Assessment (TIA) conducted by Bunt & Associates, which has been submitted under separate cover. Traffic will access the site primarily from George Freeman Trail south of Highway 1 (currently named East Boundary Road) on the east side of the Plan Area where there will be four accesses to the site, two in the north and two in the south. A fifth access point will eventually be built in Phase 3 of the development connecting Slater Road from the west to the site. The two north access points are anticipated to be completed for opening day in accordance with the TIA. The two southern access points are anticipated to be constructed in the 10 year horizon.

Based on the TIA, the proposed development of Legacy Farm will not negatively impact the transportation function of Highway 1 or other roads or intersections within the area. The TIA states that all intersections that were evaluated in the study will continue to operate acceptably and that all roadways will remain within their daily traffic volume guidelines. The TIA does recommend that George Freeman Trail south of Highway 1 be upgraded to a paved 2-lane collector for the extent of each development phase.

### POLICIES

- 7.1.1 The alignment of the Legacy Farm transportation system shall be in general accordance with **"Map 8: Transportation Network"**.
- 7.1.2 All planning, subdivision and development applications, including any related subsequent transportation analysis, shall conform to the Town approved Legacy Farm Transportation Impact Assessment (TIA).
- 7.1.3 Pedestrian and bicycle infrastructure shall be included as part of the Legacy Farm Transportation Network.
- 7.1.4 The designation, design and construction of roadways including classification, street sizing, and intersection / access spacing shall adhere to Town standards and shall be in general accordance with this ASP and **"Map 8: Transportation Network"**.
- 7.1.5 All road cross sections shall meet Town of Strathmore standards and align with **"Map 8: Transportation Network"**.
- 7.1.6 All parties shall collaborate with the Province regarding road connections and interchanges with Highway 1.
- 7.1.7 The developer shall upgrade George Freeman Trail south of Highway 1 (currently named East Boundary Road) in accordance with the TIA and the requirements of the Town.
- 7.1.8 Site access points for vehicles will be constructed in accordance with the TIA and **"Map 12: Phasing"**.
- 7.1.9 As part of the first phase of development, East Pine Road will be closed and access to the Farm area will go through the new main access to the Plan Area.

MAP 9: WATER SERVICING



Legend

- Area Structure Plan
- Town
- Waterbody
- Stream
- Quarter Section
- Future alternate off-site water main extension
- Proposed off-site water main extension
- On Site Watermain
- Existing watermain
- Conceptual Street
- Storm Channel Easement

## 7.2 WATER SERVICING

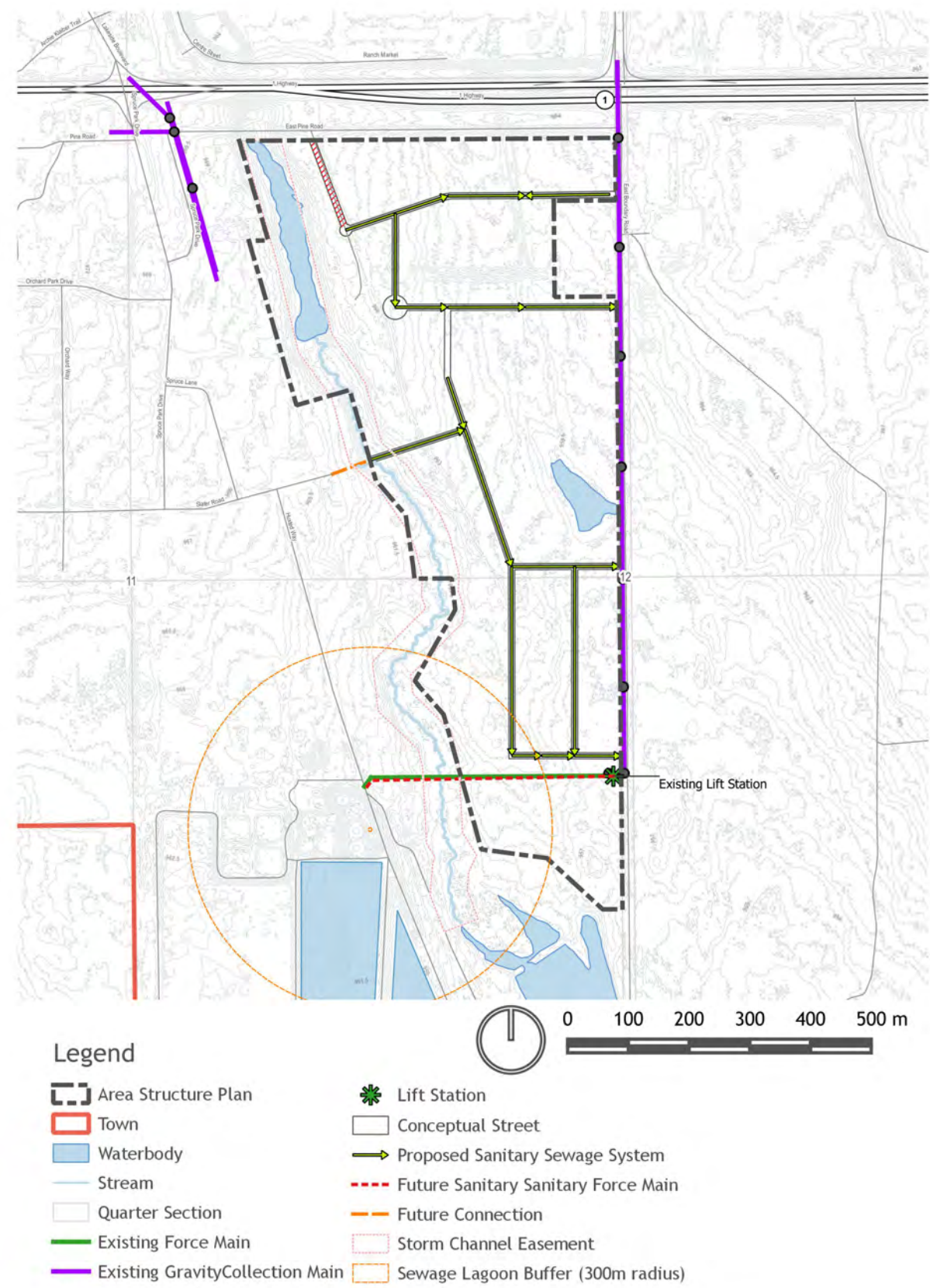
The water distribution system for the Plan Area will connect to the Town's existing facilities in the area as shown on **"Map 9: Water Servicing"**. The water distribution system will be designed to provide capacity for potable and fire flows at adequate water pressures based on Town's servicing standards. The water distribution network will be designed as a looped system. The initial phase of development may be serviced by upgrading a portion of the existing main in Slater Road and extending it eastwards across the existing storm channel or looping the water system. Subsequent phases of development shall require extension of a second feed into the Plan Area from adjacent facilities. The Town's Water CAD model referenced in Water Master Servicing Study will be upgraded to include the Plan Area and future planning areas, as part of Phase I development.

### POLICIES

- 7.2.1 The provision, alignment, and capacity of the water distribution system shall be in general accordance with **"Map 9: Water Servicing"**.
- 7.2.2 Utility rights-of-way and easements shall be provided to accommodate water utilities at the subdivision or development permit stage, as deemed necessary.
- 7.2.3 All new development shall be required to connect to the Town's piped water system once available.



MAP 10: SANITARY SERVICING



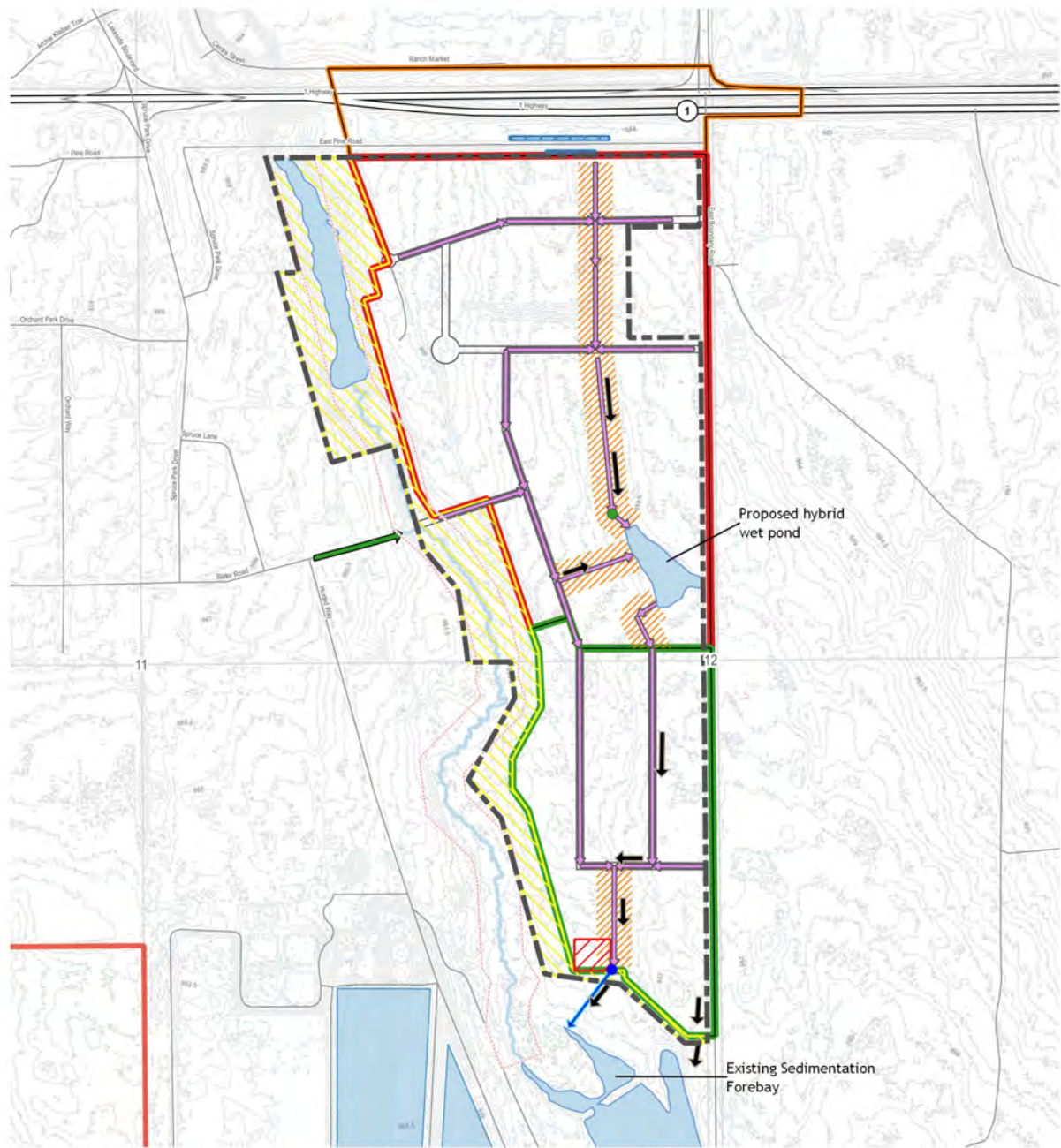
## 7.3 SANITARY SERVICING

The Legacy Farm sanitary servicing strategy is shown on “**Map 10: Sanitary Servicing**”. The existing sanitary sewer system including the lift station and forcemain has adequate capacity to service the ASP area. The proposed internal sanitary sewer system will be comprised of gravity sewer designed to the Town’s servicing standards.

### POLICIES

- 7.3.1 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with “**Map 10: Sanitary Servicing**”.
- 7.3.2 Utility rights-of-way and easements shall be provided to accommodate sanitary sewer utilities at the subdivision or development permit stage, as deemed necessary.
- 7.3.3 All new development shall be required to connect to the Town’s piped sanitary sewer system once available.

# MAP 11: STORMWATER SERVICING



## Legend

- |                        |                                 |                                |
|------------------------|---------------------------------|--------------------------------|
| Area Structure Plan    | Conceptual Street               | Proposed Storm Drainage        |
| Town                   | North Storm Pond Catchment Area | Proposed dry storm pond        |
| Section                | South Storm Pond Catchment Area | Proposed linear dry storm pond |
| Utility Structures     | TCH Drainage Catchment Area     | Proposed Control Structure     |
| Storm Channel          | Direct Discharge Catchment Area | Proposed Diversion Structure   |
| Storm Channel Easement | Proposed Overland Drainage      | Existing Street Sewer          |
|                        | Proposed Storm Outfall          | Easement                       |
|                        |                                 | Contours (0.5m)                |



## 7.4 STORMWATER SERVICING

The majority of surface runoff from the existing ground condition is overland flow across the site in a north-south direction. A portion of Trans-Canada Highway and service road drains to the existing water body located mid-way through the site. An existing water course, which forms part of the Town's storm drainage system and WID's infrastructure is located on the west side of the subject lands. **"Map 11: Stormwater Servicing"** provides an overview of the stormwater management system for the ASP area. The storm drainage system will consist of minor and major storm systems and will address the stormwater quality as per the Town, Western Irrigation District (WID) and Alberta Environment standards.

The minor stormwater system shall be an internal piped network draining to the proposed on-site storm ponds. Stormwater ponds will be used to accommodate stormwater runoff from the development, while discharging at a controlled release rate of 59.3 l/s/ha or as otherwise permitted by the authorities. The outfall from the subject site will discharge into the Town's existing Storm Pond #6 south of the Plan Area.

The overland drainage system will be utilized for the design of major system up to 1:100-year storm event. The overland drainage routes through private lands will be protected by easements where necessary. The proposed green spaces (MR, ER and PUL); indicated as direct discharge area on the schematic plan will drain overland directly into the existing water course as sheet flow on the west side of the plan.

Stormwater storage will be provided within the Trans Canada Highway and Service Road right-of-way to accommodate the runoff from a 1:5 year to 1:100 year event storm with minimal to no interruption in vehicle access and will avoid public hazard. At present it is proposed that a hybrid wet storm pond and wetland complex will be created in the central part of the Plan Area subject to further evaluation.

The following strategies and Best Management Practices will be utilized to minimize the volume of runoff:

- a. Low Impact Development Strategies including use of green infrastructure.
- b. Conveying runoff from impervious areas onto pervious areas.
- c. Use of amended topsoil.

Use of stormwater for irrigation and non-potable use within the development will be considered. A Master Drainage Plan will be prepared in conjunction with Phase 1 Development in the Plan Area. A Staged Stormwater Management report will be prepared for all phases of development. An Erosion and Sediment Control Report will be prepared and implemented for all phases of grading, development, and construction.

### POLICIES

- 7.4.1 The location of the drainage water course conveyance system shall be protected as part of the development process, in general accordance with **"Map 11: Stormwater Servicing"**.
- 7.4.2 Stormwater conveyance systems should develop in an orderly, logical, and sequential pattern of development.
- 7.4.3 Stormwater shall be conveyed downstream in a manner that protects downstream properties.

- 7.4.4 Where required, proponents of new development shall identify and secure, in consultation with the Town, the downstream stormwater conveyance system.
- 7.4.5 Stormwater conveyance systems must provide a right-of-way of sufficient width to accommodate upstream stormwater flow.
- 7.4.6 Stormwater ponds or constructed wetlands should be located:
  - a. in general accordance with the locations identified in the ASP; and
  - b. on an accessible public utility lot.
- 7.4.7 Utility rights-of-way and easements shall be provided to accommodate stormwater utilities at the subdivision or development permit stage, as deemed necessary.
- 7.4.8 A Staged Stormwater Management report shall be prepared at the subdivision approval stage.
- 7.4.9 An Erosion and Sediment Control Report shall be prepared and implemented for all phases of grading and development.

## 7.5 SHALLOW UTILITIES

Shallow Utilities including gas, power, and telecommunications will be provided by the respective utility companies at the expense of the developer. Shallow Utilities will be extended from existing infrastructure on a phased basis at the time of development.

- 7.5.1 Shallow Utilities should be underground throughout the servicing area and will be located within easements on private property or within road right-of-way subject to Town's policy.

The objective of the Legacy Farm development is to integrate “green” and environmentally sensitive features into a traditional farm character site and building design that enhances the real estate value and creates an outstanding development. These features should be considered in design review and encouraged in implementation.

## 8.1 OBJECTIVES

### Site Development Strategies:

- Minimize construction disturbance by protecting areas (tree retention areas) with fencing and retaining vegetation shelter belts along property lines to retain the farmland character;
- Specify light coloured, high reflective roof materials to minimize the “heat island” effect.

### Stormwater:

- Use permeable surfaces in the pedestrian walkway areas and parking areas to fit with the rural character;
- Use grassed swales and ditches for natural storm water management;
- Require storm management detention on site as appropriate in the specific areas outlined in this Area Structure Plan.

### Water:

- Choose drought resistant native plantings for landscaping to reduce water use;
- Use recycled water/rainwater for irrigation (e.g., rain barrel program);
- Use native prairie grasses within the landscaped areas;
- Incorporate water use reduction features in buildings and on-site (e.g., include low-flow fixtures etc.).

### Construction Material and Waste Reduction:

- Re-use existing building materials where possible;
- Use construction materials with recycled content where possible;
- Retain top soil on site and balance cut and fill in grading;
- Ensure construction waste is recycled where feasible.

### Energy:

- Improve energy efficiency through design and building orientation (e.g., Minimum building envelope energy standard and south building orientation etc.);
- Include energy efficient fixtures in buildings;
- Use shade trees to shade buildings during summer months and reduce solar heat gain;
- Utilize programmable thermostats in individual living or commercial units;



- Use energy efficient lighting for internal and external lighting (e.g., LED);
- Use renewable energy features such as solar and geothermal energy.

#### Healthy Farm-Like Buildings, Healthy Landscapes and Practices Year Round:

- Improve air quality by using materials that produce fewer off-gases for such elements as flooring and paint;
- Design windows so they can be opened for fresh air circulation;
- Install clarifiers or water/oil separators on each drain;
- Provide landscaping that includes wildlife habitat;
- Provide flexibility in design and universal accessibility of units so that occupancy can change over time (e.g., different industrial and business use flexibility);
- Ensure that the building and landscapes function year round so that tourists and other local visitors can enjoy Legacy Farm during all four seasons of the year.
- Design considerations for snow removal and snow collection.

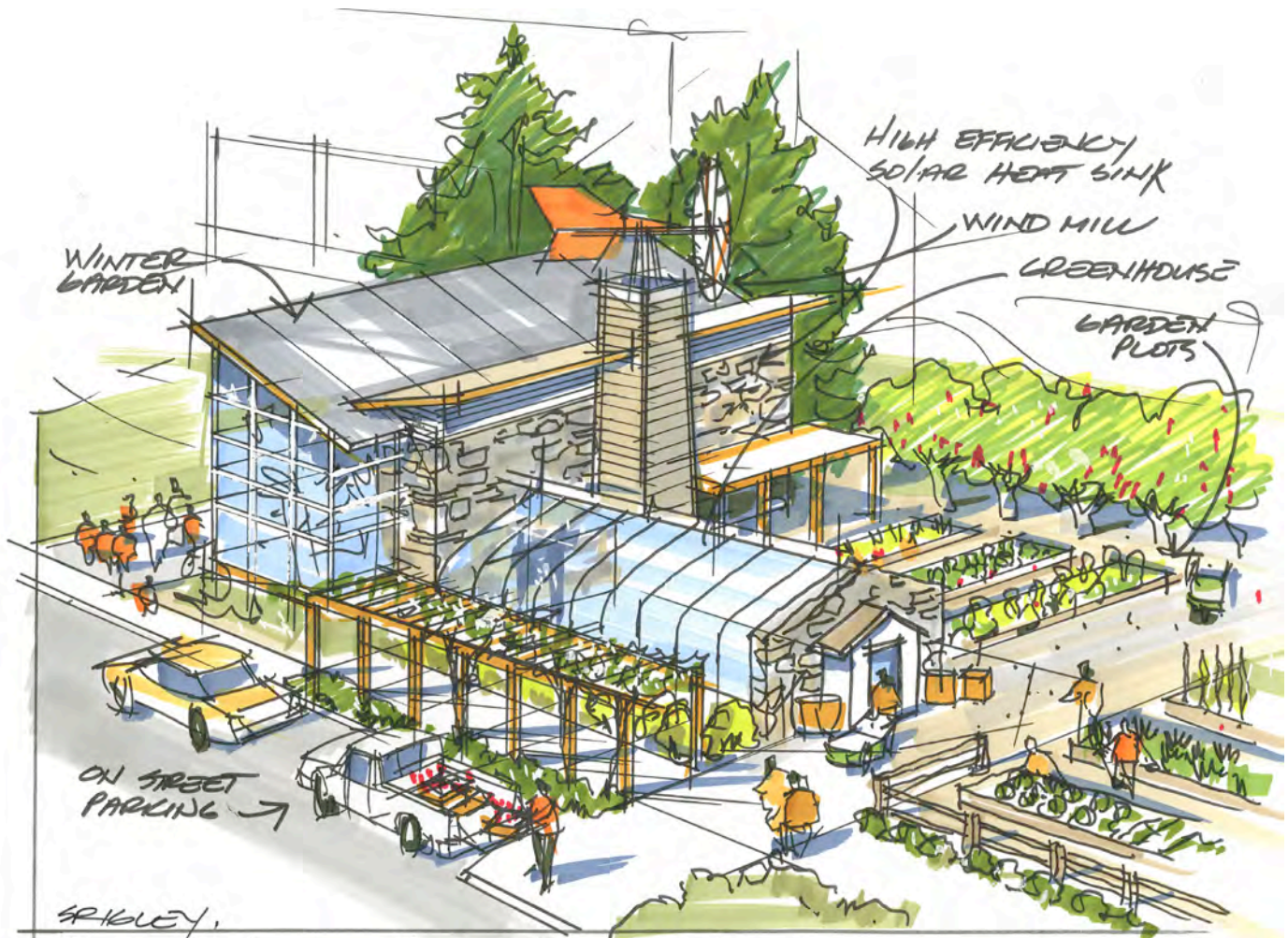


Figure 5: Community Greenhouse & Winter Garden  
Illustration by: Cal Scrigley



# 4 SEASON FARM

LEGACY FARM ASP



Figure 6: Four season farm activities

Illustration by: Cal Scrigley

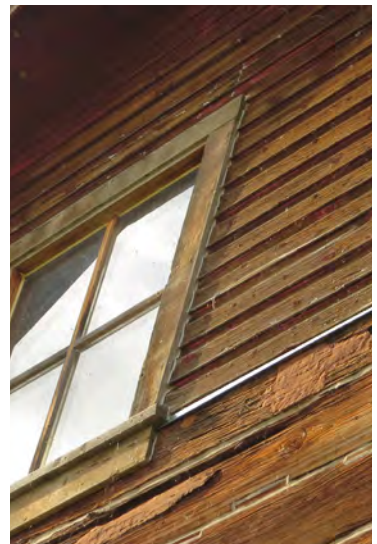


## 8.2 FARM CHARACTER DESIGN INTENT

The intent is to create an agricultural tourism and business hub that captures the design of the traditional farm in Alberta and includes commercial and light agricultural industrial uses. Attractive and authentic building proportions and materials will provide an inviting and valued place of destination tourism and business in the region. The sensitive site planning incorporating features like rail fences, border tree planting (traditional shelter belts), soft permeable surfaces for parking and trails as well as colourful landscape accents at focal points will create a warm and inviting setting.



Authentic  
Character







The overall intent is to create traditional and contemporary farm architecture in materials, structure, and scale.

Figure 7: Blending of Traditional and Contemporary Farm Architectural Precedent  
Illustration by: Cal Scrigley

## Design Intent - Farm Centre

The Farm Centre commercial area will be the core area of Legacy Farm. The design intent is to create an authentically scale farmstead with farm-type buildings and a central farmyard.

### Design Policies

- 8.2.1 Buildings shall generally be one to three storeys to maintain a pedestrian-scaled classic farm character.
- 8.2.2 Parking shall generally be located at the side or rear of buildings (not in front), designed in parking areas or 'courts' that are landscaped behind the central open space.
- 8.2.3 Parking areas shall incorporate tree planting (a minimum of 1 tree every six parking spaces) to break up the parking into parking pods.
- 8.2.4 Developers shall incorporate pedestrian connections and special features (e.g. art, benches, pedestrian signage and lighting) in the parking lots to make it safer and more pedestrian oriented.
- 8.2.5 Signage shall be limited to a specific signage placement zone at the property line and above the businesses in accordance with Town bylaws.
- 8.2.6 Landscaping shall be required to a similar standard as the industrial and business zones to add to the agrarian theme with a wood fence (natural wood finish), and a central farmyard open space.

### Small Shops

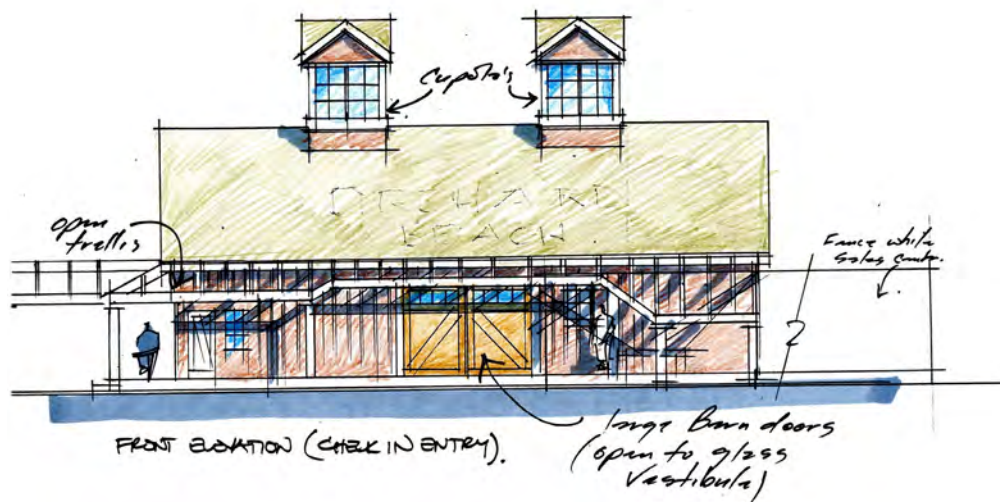
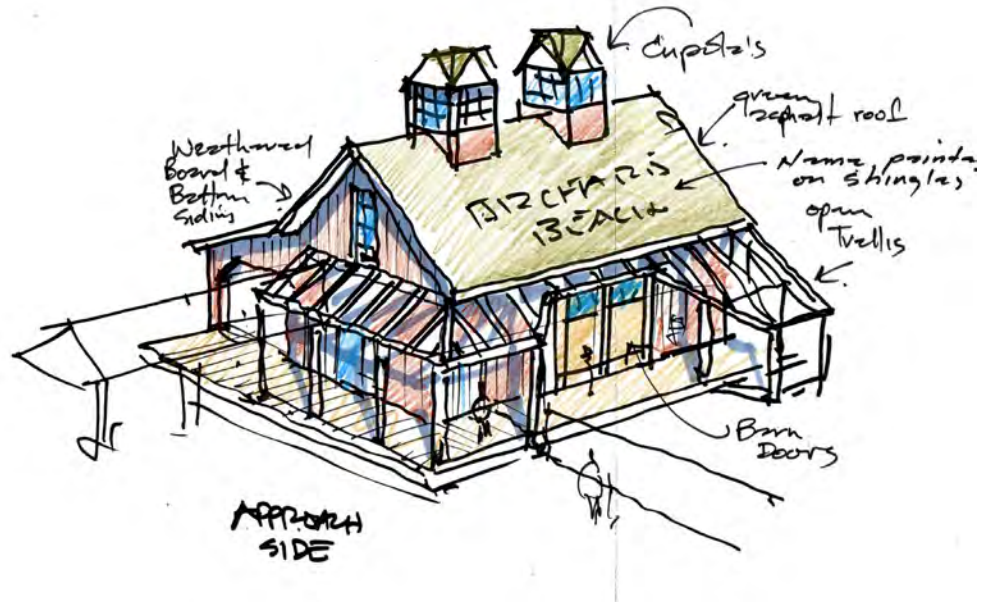


Small shops with big ideas - incubator businesses, local products, start small and grow. Rich local nature of products from food to fine crafts and digital agriculture.

Illustrations above show smaller scale buildings, materials, details and elements that would be appropriate in the farm centre area.



## Building and barn structural form and character



Sample buildings using farm building and barn structural form and character elements.



## 8.3 OTHER BUILDING AREA ARCHITECTURAL CHARACTERISTICS

The following policies apply to Agricultural Industrial, Commercial-Business, Institutional, and RV Resort land use areas identified in this ASP.

### Form and Character

- 8.3.1 Buildings should follow farm architecture character, including peaked roofs, natural materials, and use of wood features in the exterior and interior design.
- 8.3.2 Buildings should have large structural elements like an exposed post and beam structure.
- 8.3.3 Buildings should be functional and straight forward with visible entrances, oversized in some instances to demonstrate larger functions.

### Agriculture Industrial/Commercial/Institutional Building Width and Depth

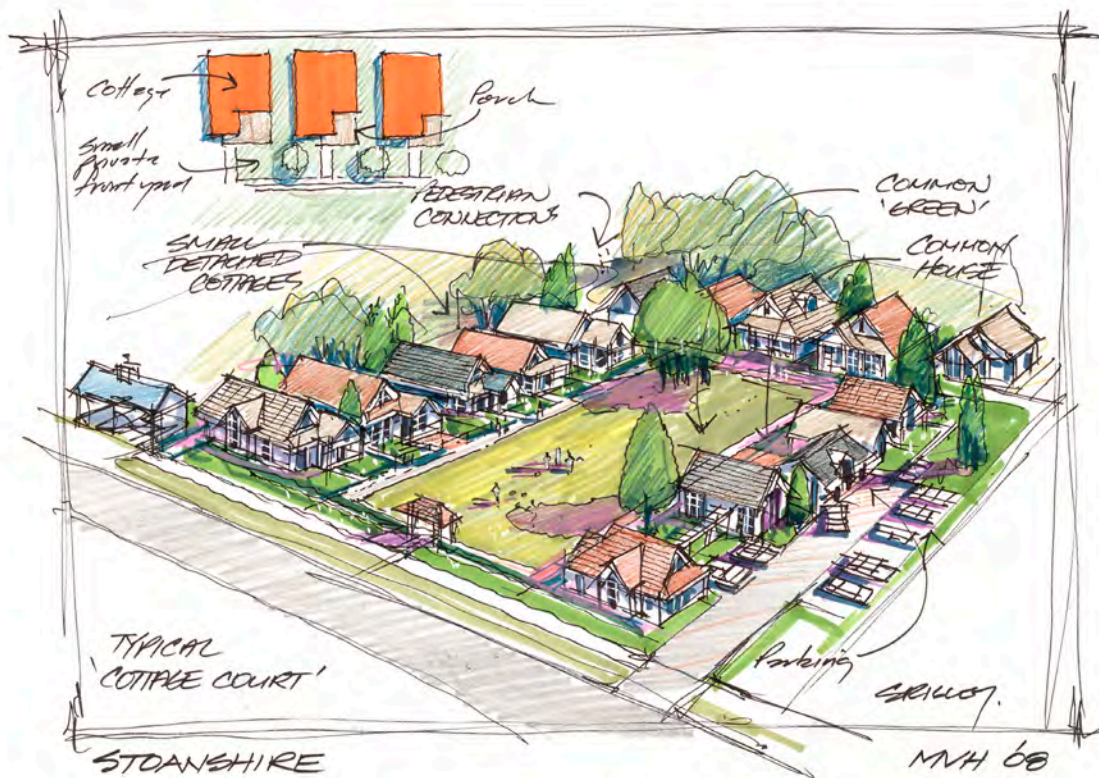
- 8.3.4 Long and/or wide buildings greater than 7.0 metres in length or width shall include façade articulation, colour, and material variations.

### Massing and Form

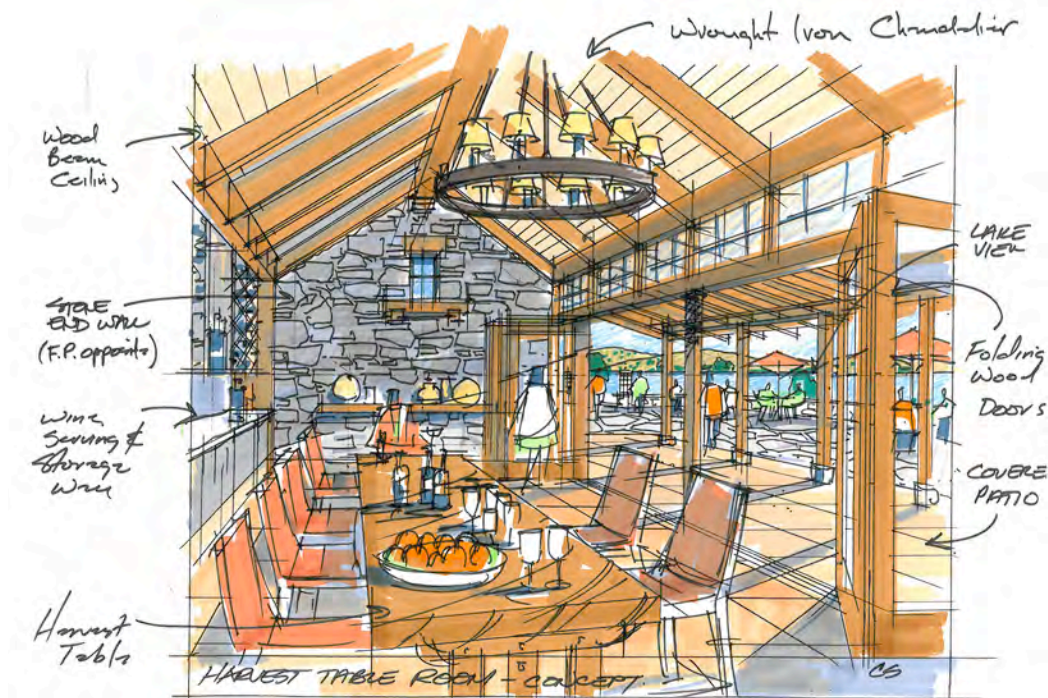
- 8.3.5 Buildings greater than two storeys shall have a step-back design from the street edge for the third storey.



Building form and design to follow farm character with both small and larger scale buildings varying from the farm centre to the larger scale agricultural industrial use (above).



The proposed courtyard short term accommodations should have a farm building character.



The extension of materials inside to outside is important (example wood column and beam structure) in integrating inside and outside of buildings in a true farm structure fashion.



- 8.3.7 Generic “Big Box” building designs that exhibit little façade interest and transparency to the street shall be avoided.

### Main Entries to Streets

- 8.3.8 Main building entries shall be clearly identifiable, visible, transparent, and accessible from the street.
- 8.3.9 Pedestrian interest and comfort at building entries should be provided through specifically designed seating, signage, lighting, and features that signal the building’s use.
- 8.3.10 Lower shrubs and other accent planting shall be used to enhance the green border and highlight entries and features on each site.

### Building Articulation

- 8.3.11 Building articulation shall be achieved by utilizing glazing, canopy, and shading systems, as well as exposed structural components.
- 8.3.12 To assist in achieving horizontal articulation *feature banding* should be used to break up perceived wall height.
- 8.3.13 Vertical service elements, such as stair and elevator shafts, that are located to the perimeter of the building, may be used to assist in articulation, as well as express their function.



a) roof step-back design

b) variation in roof design

c) facade articulation

d) high-quality landscaping

e) low profile sign



Building form and massing creates necessary stepping and variation.



- 8.3.14 Rooftop mechanical systems, and other appurtenances should be integrated into the form of the building or screened from view.

### Weather Protection

- 8.3.15 Main building entries shall provide generous weather protection that is designed to be an integral feature of the building's architectural character.
- 8.3.16 Larger sites that are developed with more than one building should provide a weather protected walkway system to connect building entries within the site and coordinated with adjacent sites.
- 8.3.17 Canopy and/or awning systems detailing should consider integrated signage, lighting, and display systems.
- 8.3.18 Canopy and awning systems depth shall be maximized to provide greater weather protection, as well as reduce the scale impact of larger buildings.
- 8.3.19 Weather protection elements on overhangs may be considered in required yards and landscaped setbacks.

### Exterior Material and Color

- 8.3.20 Exterior materials should be contemporary metal cladding systems; glass and steel; and architectural concrete.
- 8.3.21 Vinyl and corrugated metal are discouraged as primary exterior materials, but can be used as accent features on buildings.
- 8.3.22 Earth tone colours such as greens, browns, and reds should be the preferred colours as well as variations on other bolder primary colours should provide accent only.



## Signage and Lighting

- 8.3.23 Street and entrance lighting shall be integrated into site design, including consideration for Crime Prevention Through Environmental Design (CPTED) principles.
- 8.3.24 Building and landscape lighting shall conform to Dark Skies design principles (e.g. gooseneck lighting) and should be included with landscape features.
- 8.3.25 Corporate signage shall be subordinate to the design of the building.
- 8.3.26 All signs shall conform to the Town of Strathmore bylaws.

## 8.4 PRIMARY ENTRANCE

The primary entrance will be from George Freeman Trail. To enhance the visitor experience to the site the entrance should be defined by a physical entrance structure and include planting of trees with a farm rail fence along the side of the entrance road.

- 8.4.1 The primary entrance road from George Freeman Trail to the Farm Centre should be constructed with trees and a farm rail fence.

## 8.5 STREETScape PROVISIONS

- 8.5.1 A continuous landscape strip (recommended to be 4.0 to 8.0 metres) should be provided along the property line of industrial, commercial-business, and institutional properties with at least 20% covered by mass planting of hardy shrubs and native prairie grasses, especially at the entries and signage areas.
- 8.5.2 The landscape strip should also have coniferous and deciduous tree planting in groups to further emphasize accent areas but not obstruct vision and access (with a 6cm caliper minimum size). At minimum, a single row of trees spaced 10 meters apart is recommended within the landscape strip, along with low shrubs to screen temporary parking and drop-off areas.
- 8.5.3 Lower shrubs and other accent planting as well as earth mounds (berms) should be used to enhance the green border and highlight entries, monument entry signs (ground mounted signs) and features on each site.

## 8.6 INDUSTRIAL, COMMERCIAL AND INSTITUTIONAL STREETScape

- 8.6.1 Opportunities for public art and historical references should be encouraged where appropriate, excepting major entrances where it conflicts with other informational signage.
- 8.6.2 Crime Prevention Through Environmental Design (CPTED) principles should be followed to increase safety and security in and around buildings, especially during evening hours. Additional accent lighting for walkways and parking areas should be provided to increase visibility.
- 8.6.3 Where applicable, boulevards should be planted with indigenous, drought tolerant planting, including street trees and shrubs, keeping in mind clear sight distances at intersections.

## 8.7 VEHICULAR ACCESS, OFF-STREET PARKING AND LOADING AREAS

- 8.7.1 Limited parking should be permitted between street front and building. A drop-off lane is permitted with temporary drop-off parallel parking within the front yard area provided a landscape strip is included.



Formal Legacy Farm Entrance Road Concept



Sample overhead gateway entrance to Legacy Farm with potential addition of unique brand and signage.

- 8.7.2 The balance of surface parking facilities should be located to the side or rear of the building.

## 8.8 PARKING DESIGN, LANDSCAPING AND SCREENING

- 8.8.1 A layered landscape treatment should be provided to screen parking and loading areas while providing strategic visual access to signs, entries and access areas.
- 8.8.2 Parking should follow a soft approach using trees and soft gravel finishes (non-pavement surface) dominant in parking areas to maximize tree canopy and shade while providing maximum permeability. Rain gardens in the hard surface parking lots are recommended for ground-water recharge and reduced over site storm water flows and higher quality runoff.

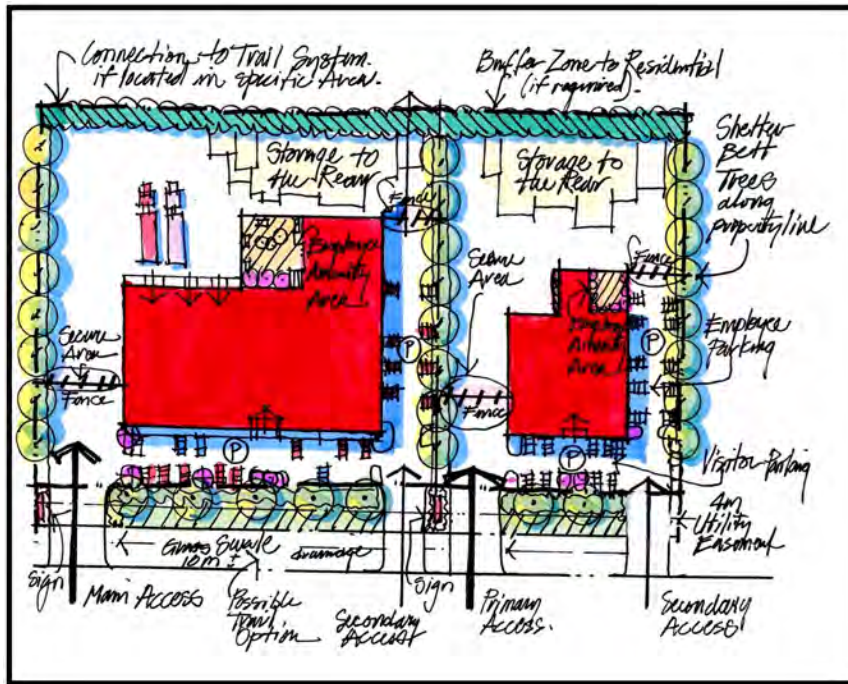
## 8.9 BUFFER ZONES TO ADJOINING COMMERCIAL-BUSINESS AREAS

- 8.9.1 A minimum 6.0 m buffer zone shall be provided between commercial-business areas and any adjacent non-commercial area. No parking or storage are permitted in this area.
- 8.9.2 The buffer zones should be planted with trees and may include at least a 2.0m high black or green wrapped chain link fence with a planted coniferous tree buffer and earth mounding to conceal the fenced area.

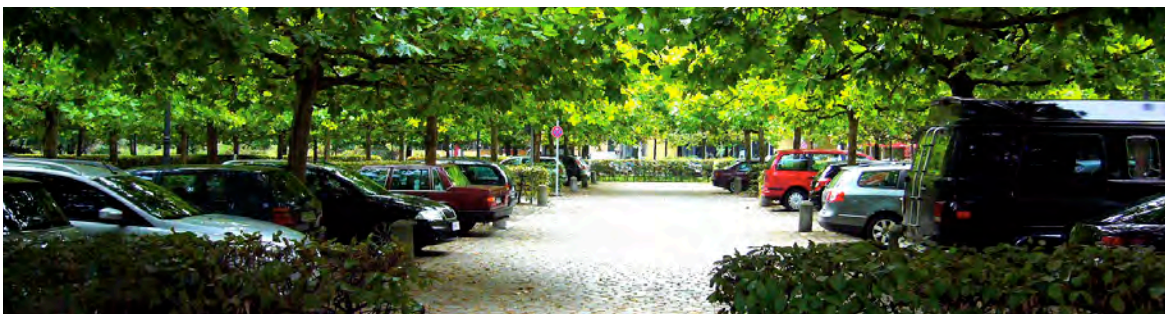
### Loading and Outdoor Storage Areas

- 8.9.3 Loading areas should be located to the rear (first preference) or sides (second preference) of the property and not easily visible from the adjoining street or highway.
- 8.9.4 Loading areas should be screened from view from the major arterial roads, highways and collector roads using layered landscaping and mounding, with the use of fences as a backdrop design element only.
- 8.9.5 Screening should include fencing, plantings, and earth mounds that filter undesirable views; barbed wire is prohibited.





Site Planning Guidelines for Industrial, Commercial, and Institutional Sites



Sample parking design and material in orchard parking lot in Farm Centre District

- 8.9.6 Security fences up to 2.5 meters high for storage and loading areas should be limited to green or black covered chain link fences or equivalents that are accompanied by appropriate hedging or other plant material in a minimum 1.5-meter landscape strip. No storage materials exceeding 2.5 meters high shall be placed within 5 meters of the fence.

## 8.10 PARKS AND ENVIRONMENTALLY SENSITIVE AREAS

### Design Intent

The overall intent is to enhance the environmental assets on the site and maintain the rural quality of the landscape. These guidelines are most applicable to the Legacy Creek, eastern area wetlands and any other environmentally sensitive areas. At the same time, existing significant tree stands and related habitat in other parts of the site shall be retained on site if possible and developed as part of a natural areas and trail network.

### Specific Design Guidelines

- 8.10.1 Significant tree groupings shall be retained.
- 8.10.2 Applications affecting environmentally sensitive areas shall be reviewed in consultation with Province of Alberta ministries (where applicable),
- 8.10.3 Setbacks from watercourses shall be determined with a qualified professional in accordance with the Provincial riparian area requirements, including Stepping Back from the Water document.



Legacy Creek Trail should meet Trans-Canada Trail standards

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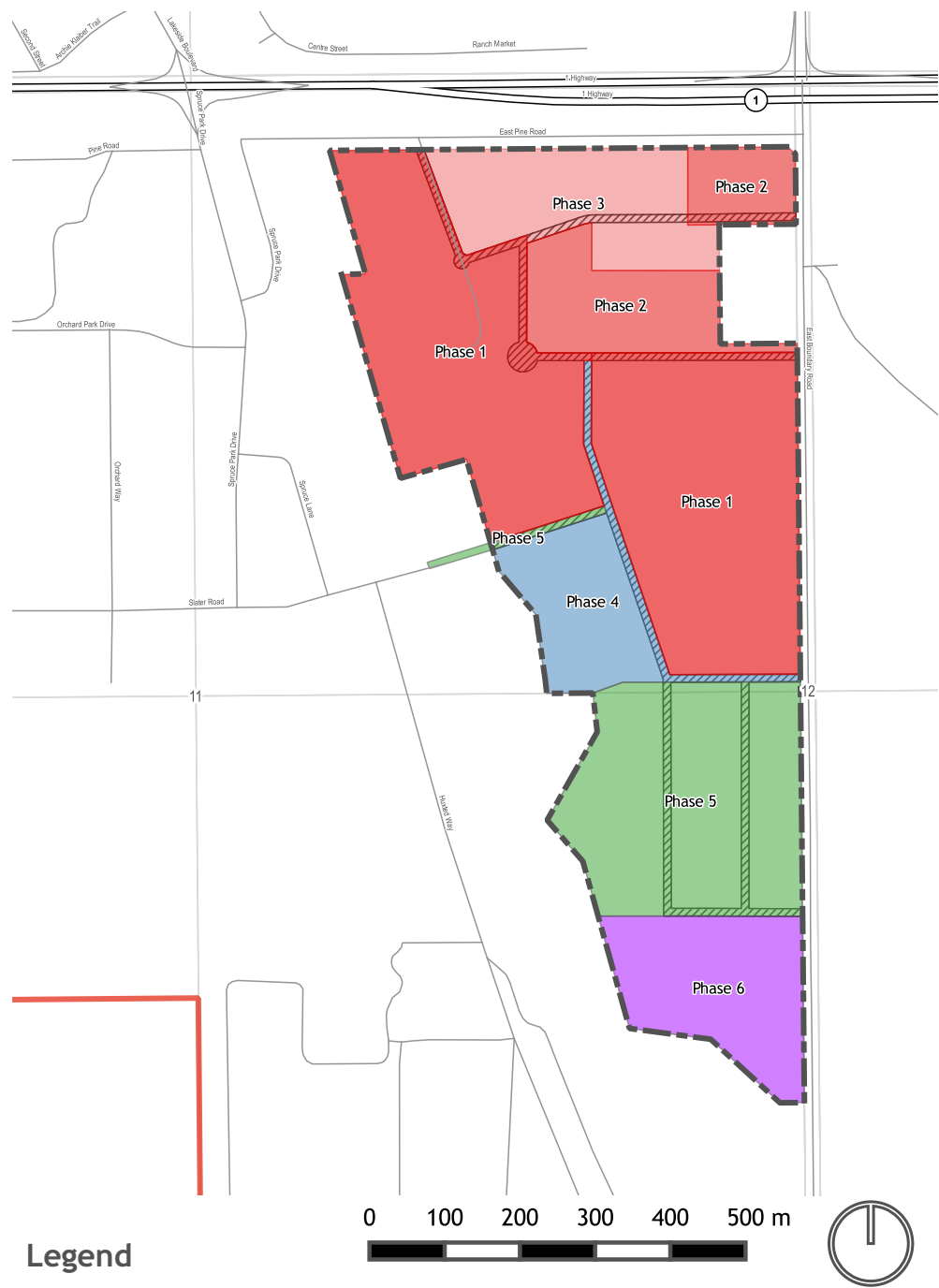
The phasing for the development, including servicing and transportation networks, will start in the north end of the property and work to the south edge (see **“Map 12: Phasing”**). Right-of-way and easements will be provided to accommodate the extension of utility services through future phases of development. Phases 1, 2, and 3 will be the initial focus and may be completed separately or combined. A key aspect of Phase 1 will be the creation of a major entrance way off George Freeman Trail (currently East Boundary Road) that will form an impressive tree-lined gateway to the RV Resort and Farm area. Phase 4 extends the development to the south and west, including the addition of a major road. Phases 5 and 6 push farther south, completing the development as well as a major road connection to the west, connecting Slater Road with the Plan Area.

## 9.1 PHASING

The purpose of the phasing strategy is to provide for the logical and cost-effective progression of development. Development phases shall align with infrastructure investment as it builds out in the Plan Area and will be subject to market forces. See **“Map 12: Phasing”** for proposed site development phases.

- 9.1.1 Phasing of subdivision and development in the Plan Area shall be done in a logical and cost effective manner and shall be guided by **“Map 12: Phasing”**.
- 9.1.2 Phases identified on **“Map 12: Phasing”** shall be completed in numerical order; however one or more phases may be combined.

MAP 12: PHASING



Legend

- |  |                     |  |               |
|--|---------------------|--|---------------|
|  | Area Structure Plan |  | Phase 1       |
|  | Town                |  | Phase 2       |
|  | Waterbody           |  | Phase 3       |
|  | Stream              |  | Phase 4       |
|  | Primary Highway     |  | Phase 5       |
|  | Local Road          |  | Phase 6       |
|  |                     |  | Proposed Road |

The Legacy Farm Area Structure Plan will require additional planning and development approvals to be fully implemented. The ASP provides a policy framework that must be followed during approvals at subsequent phases.

## 10.1 PLAN AUTHORITY & AMENDMENT

- 10.1.1 Subsequent planning and development approvals (e.g. redesignation, subdivision and development permit approvals) shall comply with this Area Structure Plan.
- 10.1.2 The Area Structure Plan may be amended in accordance with Town policies and the process outlined in the Municipal Government Act.

## 10.2 ALIGNMENT WITH CMRB GROWTH PLAN

The Calgary Metropolitan Region Board (CMRB) Interim Growth Plan and Growth Plan (adopted by the Board on May 21, 2021 but not yet endorsed by the Minister) have been reviewed during creation of the Legacy Farm ASP. The Legacy Farm ASP can be considered an “Employment Area” in accordance with the Interim Growth Plan and draft Growth Plan. The Legacy Farm ASP appears to comply with both the Interim Growth Plan and the draft Growth Plan, although a final determination is the jurisdiction of the CMRB.

- 10.2.1 The ASP shall conform to any applicable Growth Plan of the Calgary Metropolitan Region Board.

## 10.3 MONITORING

Implementation progress of the Area Structure Plan will be monitored by the Town to ensure the vision of the ASP is fulfilled. Where necessary, Town Administration will make recommendations regarding how to manage growth in the Plan Area or how the Plan may be updated to meet changing circumstances.

- 10.3.1 Town Administration will report to Council on implementation of the Area Structure Plan as part of Administration’s yearly reporting on the overall implementation of the Town’s Municipal Development Plan.

## 10.4 PLAN REVIEW AND AMENDMENT

The future land use and development outlined in the Area Structure Plan is intended to address a 10-15 year build-out of the area. While the Area Structure Plan is sufficiently flexible to account for change, periodic review, and occasional amendment of the Area Structure Plan may be required. The Town will undertake a Plan assessment every 10 years to determine if a full review is required. However, if the rate and extent of development were to change dramatically, the Town may initiate a review earlier than 10 years.

- 10.4.1 The Town may undertake periodic review and amendment of the Area Structure Plan in accordance with the Town’s Municipal Development Plan, any applicable Regional Plan, Town Policy, and the Municipal Government Act.
- 10.4.2 The Area Structure Plan shall be subject to an assessment and review every 10 years.

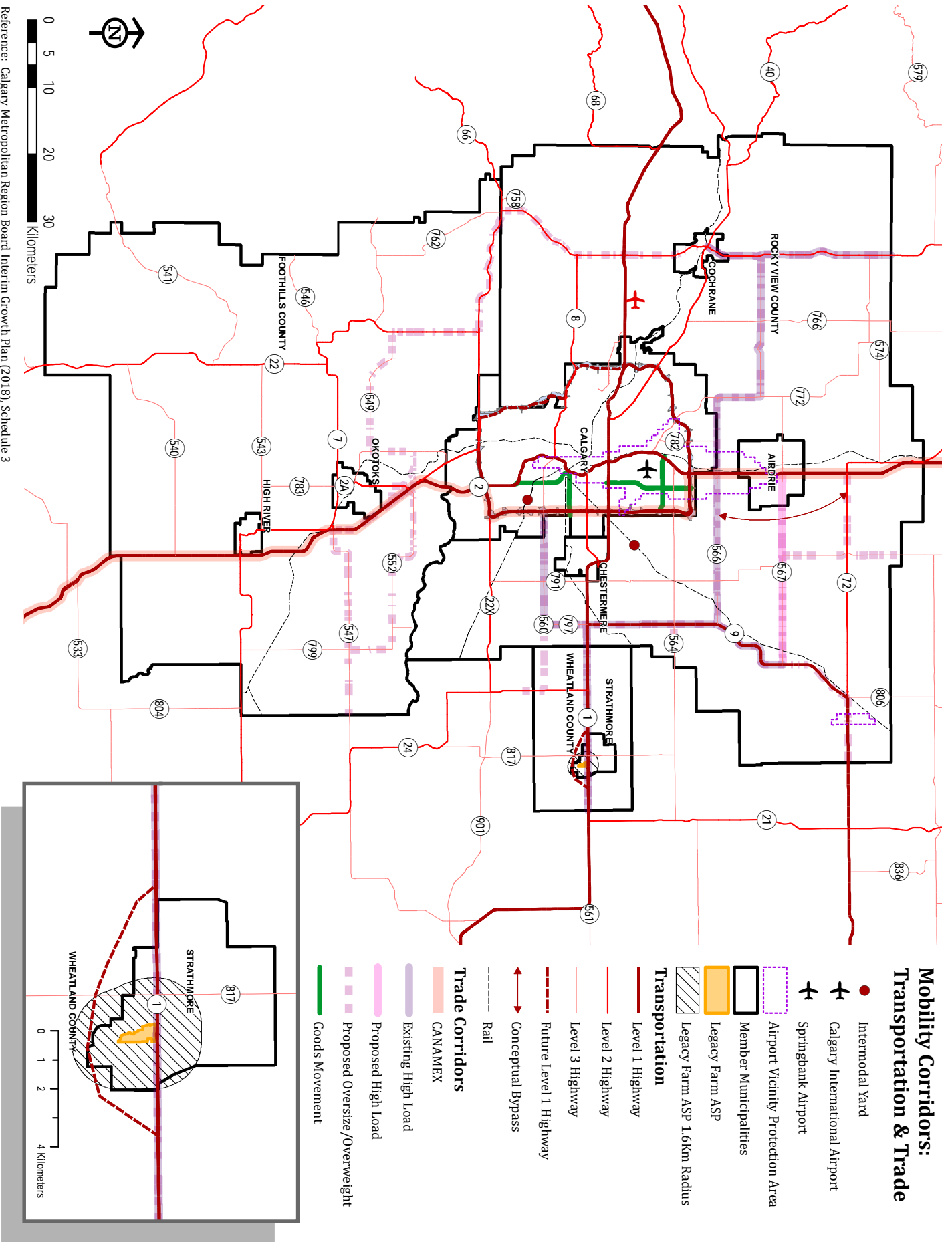


# APPENDIX



# APPENDIX A: CMRB MAPS

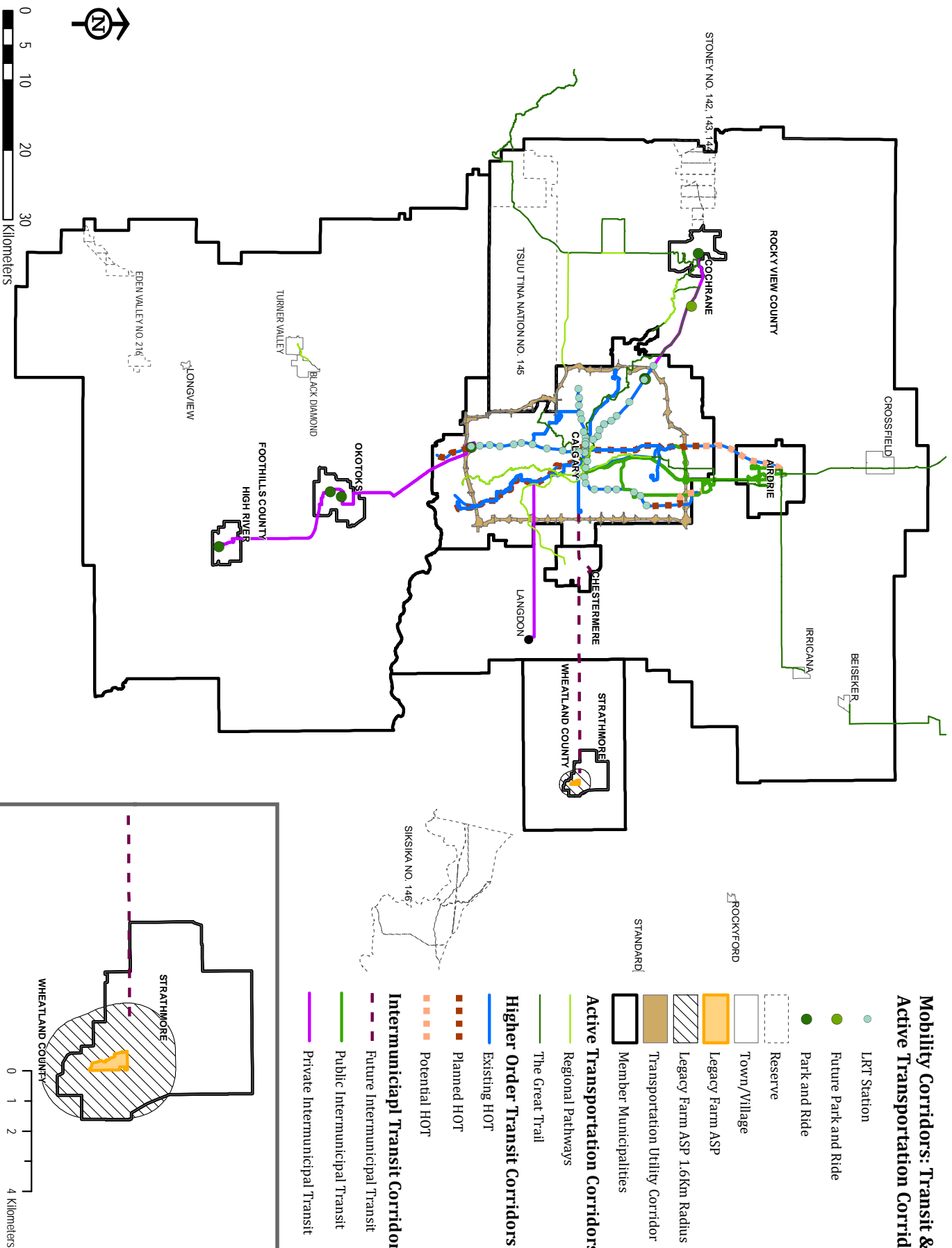
# Mobility Corridors: Transportation & Trade



Reference: Calgary Metropolitan Region Board Interim Growth Plan (2018), Schedule 3



## Mobility Corridors: Transit & Active Transportation Corridors



Reference: Calgary Metropolitan Region Board Interim Growth Plan (2018), Schedule 4

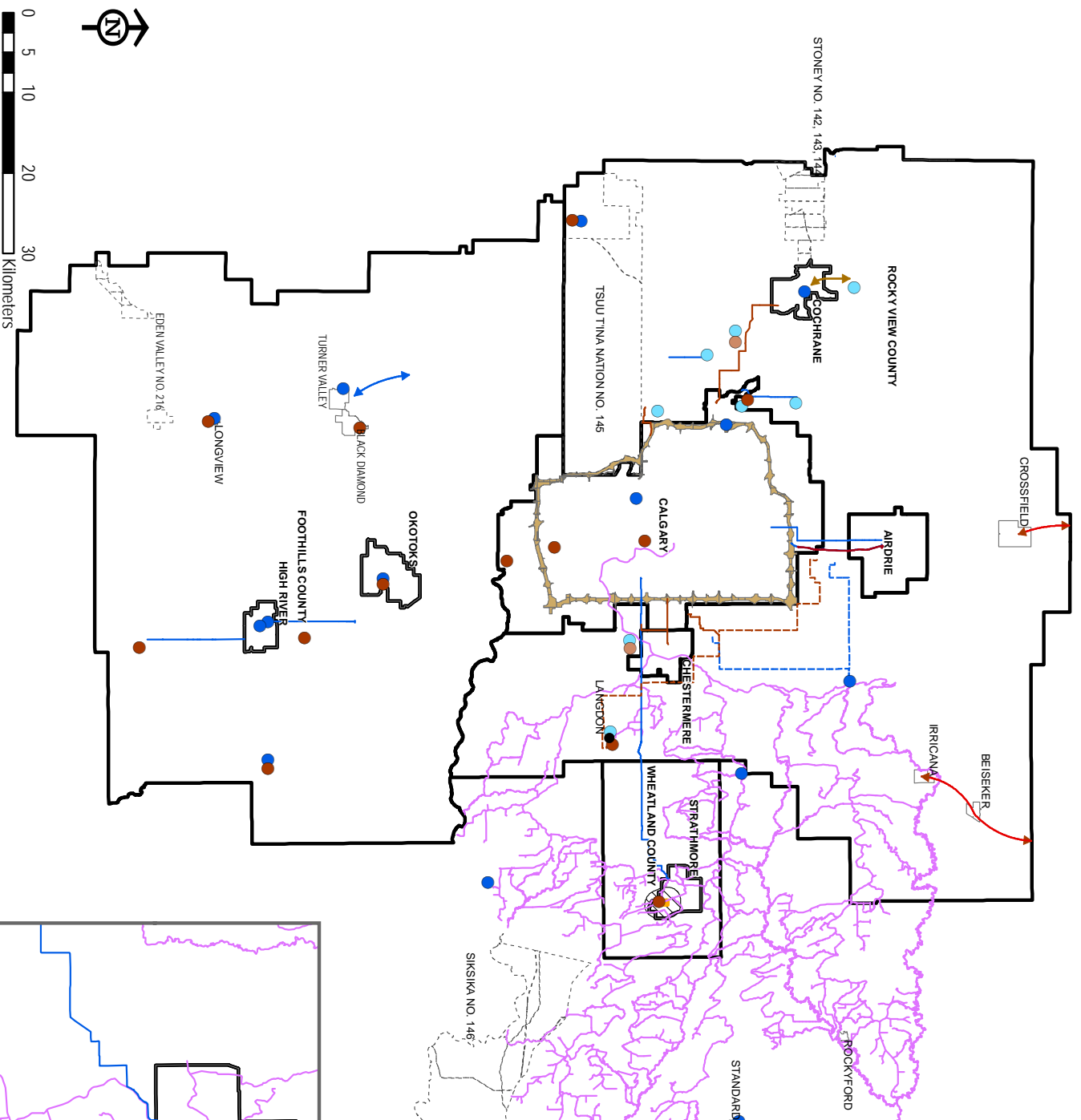
# Transmission Corridors: Water

- Transportation Utility Corridor
  - Town/Village
  - Legacy Farm ASP
  - Legacy Farm ASP 1.6km Radius
  - Reserve
  - Member Municipalities
- ### Treatment Plants

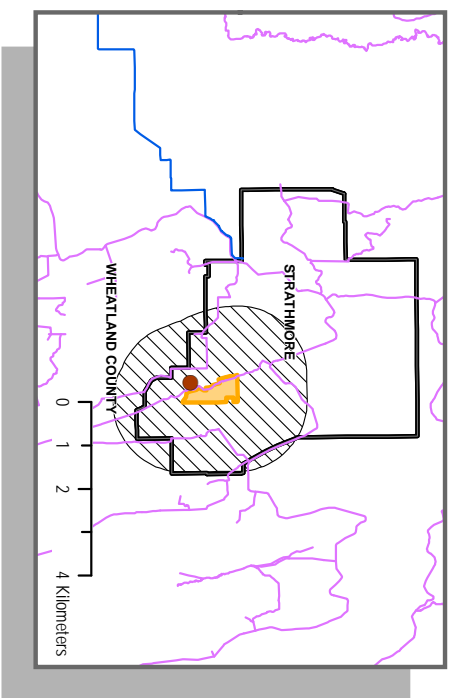
  - Private Wastewater
  - Public Wastewater
  - Private Water
  - Public Water
- ### Water Corridors

  - Intermunicipal Water
  - Potential Intermunicipal Water
  - Millerville Water
  - Water Commission Line
  - Western Irrigation District System
- ### Wastewater Corridors









  - Intermunicipal Wastewater
  - Potential Intermunicipal Wastewater
  - Cochrane Lake Wastewater

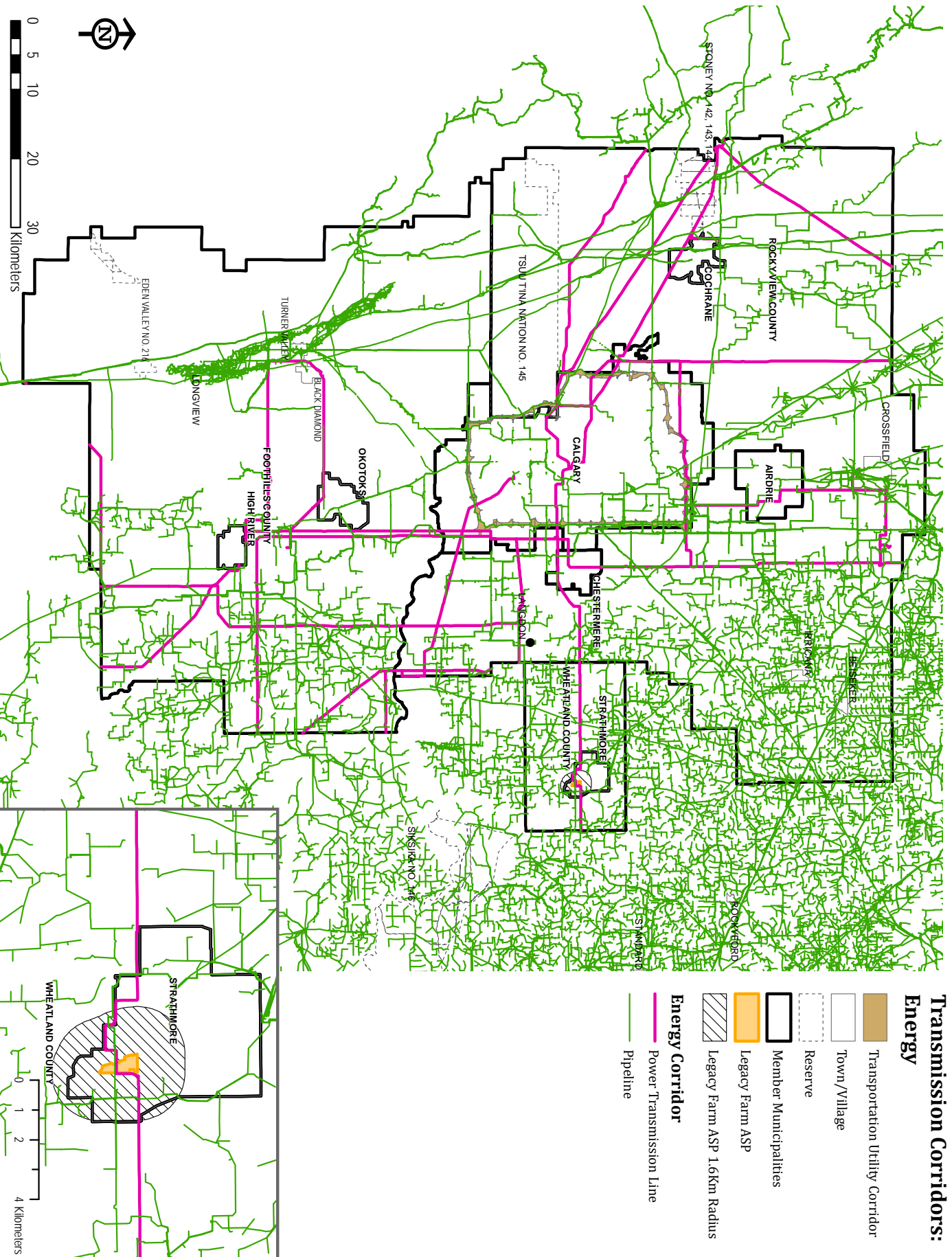


Reference: Calgary Metropolitan Region Board Interim Growth Plan (2018), Schedule 5



## Transmission Corridors: Energy

-  Transportation Utility Corridor
  -  Town/Village
  -  Reserve
  -  Member Municipalities
  -  Legacy Farm ASP
  -  Legacy Farm ASP 1.6Km Radius
- Energy Corridor**
-  Power Transmission Line
  -  Pipeline







# LEGACY FARM

AREA STRUCTURE PLAN