



INDUS AREA STRUCTURE PLAN



Bylaw C-5982-2004, Adopted November 9, 2004

MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44
Department of Planning and Development

MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44

BYLAW C-5982-2004

A Bylaw of the Municipal District of Rocky View No. 44 to adopt an Area Structure Plan pursuant to Section 633 of the Municipal Government Act.

WHEREAS the Council of the Municipal District of Rocky View No. 44 wishes to adopt the Area Structure Plan affecting the lands as shown on Schedule "A", known also as the Indus Area Structure Plan, attached hereto and forming part of this bylaw; and

WHEREAS a notice was published on Tuesday, October 12, 2004 and Tuesday, October 19, 2004 in the Rocky View Five Village Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for Tuesday, November 9th, 2004; and

WHEREAS Council held a Public Hearing and have given consideration to the representations made to it in accordance with Section 692 of the Municipal Government Act, being Chapter M-26 of the Revised Statutes of Alberta, 2000, and all amendments thereto.

NOW THEREFORE the Council enacts the following:

1. That the Area Structure Plan be adopted to provide a framework for subsequent land use changes, subdivision and development for the lands as shown on Schedule "A", known also as the Indus Area Structure Plan, attached to and forming part of this bylaw.
2. That this Bylaw shall come into effect upon the date of third and final reading.

DIVISION 4

File: 616-17

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, this September 7, 2004, on a motion by Councillor Konschuk.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, this November 9th, 2004, on a motion by Councillor Habberfield.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, this November 9th, 2004, on a motion by Councillor Goode.

(Signed by Albert Schule)

REEVE OR DEPUTY REEVE

(Signed by Sandra Peterson-Keyes)

MUNICIPAL SECRETARY

INDUS

AREA STRUCTURE PLAN

Schedule "A" to Bylaw C 5982-2004

This document is an office consolidation. The original Bylaw may be viewed at the Administration Office of the Municipal District of Rocky View No. 44 and should be consulted for all purposes of interpreting and applying this Bylaw

NOVEMBER 2004

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1.0 INTRODUCTION

Indus is a small community located approximately six miles (10 km) east of the rapidly growing southeast quadrant of the City of Calgary. The hamlet was founded as a railway community to serve the agricultural community with grain elevators. The hamlet lost the last grain elevator in September 2003, but still provides a regional focal point for recreation through the Agricultural Society and the Indus Recreation Centre. Feeling the presence of a growing urban center, the community took a proactive step and developed a community mission and vision statement. This Area Structure Plan (ASP) has been prepared in response to that mission statement, partnered with the Municipal District of Rocky View's goal that states:

The necessary planning framework to guide subdivision, development, expansion or elimination of individual hamlets should be provided through a hamlet study undertaken by the Municipal District's hamlets and their opportunities and constraints for future development will provide the necessary framework to guide their future growth.



The community has demonstrated excellent community spirit in the preparation of a community mission statement, participation at meetings and attendance at the Open Houses. While the population of the hamlet is small, there is real support for development and growth that matches the mission of the community.

2.0 AREA STRUCTURE PLAN PROCESS

2.1 Legislation

An Area Structure Plan is a statutory document. It is Part 17, Division 4, Section 633(1) of the Municipal Government Act (MGA) of Alberta that allows a municipality to prepare and adopt an ASP. The Act states that a Council may (by Bylaw passed in accordance with Division 12 of the MGA) adopt an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land within the Municipality. An Area Structure Plan:

- a) *must describe:*
 - i) *the sequence of development proposed for the area;*

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

b) *and may contain any other matters the Council considers necessary.*

Section 622 of the MGA requires consistency with the Land Use Policies established by the Lieutenant Governor in Council pursuant to Section 622 of the MGA.

In addition, an Area Structure Plan must conform to the broader municipal planning objectives of the Municipal Development Plan. The MD of Rocky View's Municipal Development Plan (MDP) states that hamlets are:

"...an integral part of the municipal settlement pattern, and serve as a community focus for the rural residents..." and that they "...maintain their status as service center with the potential to offer a wide range of community facilities for surrounding residents..."

The Land Use Bylaw is the implementation tool that will identify the specific land use districts and regulations for specific development applications. Lands may require redesignation prior to subdivision or development. This Area Structure Plan identifies the long-term uses but does not designate the land.

2.2 Community Involvement

In an effort to capture the true vision, concerns and ideas of the community, the MD of Rocky View appointed a Steering Committee. The Steering Committee consisted of:

- Laird Hill, Chairman
- Verne Kemble, Vice Chairman
- Ron Dobranski
- Sandi Ammann
- Craig Kosek
- Al Schule, Councillor, Division 4, Reeve
- Bob Cameron, Councillor, Division 5
- Lorie Pesowski, Long Range Planning Coordinator, MD of Rocky View

On June 8, 2004, a Community Workshop was held at the Recreation Centre. Consensus was reached on several issues regarding the future development of the Hamlet and surrounding area, including:

1. Importance of visual and aesthetic elements.
2. Control of land around the actual hamlet.
3. Formal provincial recognition of Indus as a hamlet is not important.
4. Big box commercial is inappropriate.
5. Small, local oriented commercial development is supported.
6. Range Road 282 should be paved.
7. Streetlights are inappropriate.

8. Green spaces and pathways are encouraged.
9. All residential development will be single detached family dwellings.
10. Seniors housing may be attached and may be two storeys high.
11. Heavy industry should be prohibited.

On July 13th, 2004, an Open House was held to present the draft plan, and on September 7th, the public hearing for the adoption of the plan was held.



3.0 PLANNING VALUES

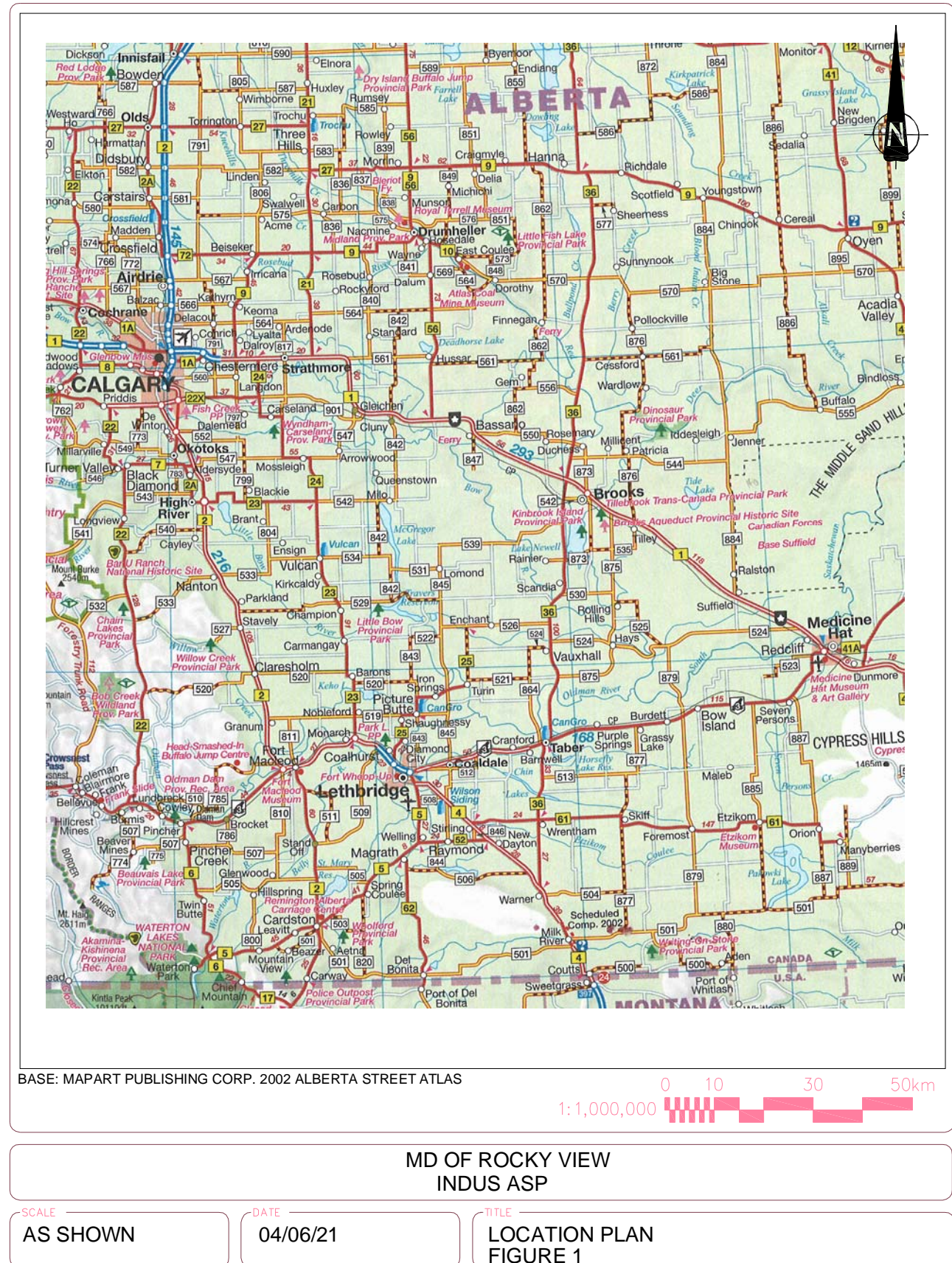
This section outlines the values and principles used in the development of this Area Structure Plan.

3.1 Guiding Principles

The principles that have provided the guidance for the preparation of this plan are:

- Fairness – that all development proposals and applicants, as well as residents, are treated fairly and with respect, and that there is a clear set of rules or guidelines that apply to all.
- Inclusivity – that all people have the right to information and the right to be involved in the discussion regarding their community.
- Consultation – that all people will be consulted with in a meaningful manner, with the confidence that they have been listened to and that they have been able to express their ideas and concerns in a non-threatening environment.

Figure 1 – Location Plan



3.2 Community Vision

In late 2003, the community developed a mission and vision statement for the hamlet and area. During the course of preparing the Area Structure Plan, the vision was clarified and verified with the community and provides direction for all future policy development. The vision statement for Indus is:

To maintain a primarily residential community which supports an agricultural area including: rural acreage and family dwelling subdivisions, schools and an agricultural community center and recreational complex with outdoor sporting facilities and surrounding green space, which facilitates many community and family functions.

Our vision includes:

- *a residential and agricultural community;*
- *surrounding land to support acreage, farm and residential family dwellings;*
- *subdivisions consisting of single family dwellings and retirement complexes within the Hamlet;*
- *parks and walkways to support the existing recreational center;*
- *commercial development (cottage industry and rural commercial family owned type uses) to serve the needs of and enhance the community; and*
- *no further expansion of industrial zoning.*

3.3 Plan Objectives

The objectives developed for Indus, reflect the community values and the long-term goals.

- To develop a plan that will guide future development.
- To encourage appropriate residential development in the hamlet to support facilities and services.
- To encourage small commercial operations to locate in the hamlet with the commitment from the community to support these local business people.
- To support the continued existence of the Indus Elementary School.
- To support the Agricultural Society and the Indus Recreation Centre recognizing it as an important social and recreational element of the community.

3.4 Planning Horizon

An Area Structure Plan is a long range planning document. While the goal is to look far into the future, the reality is that the environment often changes. Therefore, the planning horizon for this ASP is 20 years. However, it is recommended that the document be reviewed periodically to ensure that the goals and the vision are current and that the direction for development is still the appropriate and desired direction. The document should be formally reviewed at least every five years after adoption.



4.0 LAND USE CONCEPT

The overall concept reflects a rural community with a comfortable relaxed quality of life without street lights and sidewalks typical of a city, but with the familiar and comfortable environment that includes trails and pathways, is pedestrian oriented and supports “community” in the broadest sense of the word.

The following concept outlines the future development for Indus.

4.1 Plan Area

The plan area for the ASP includes the Hamlet, as identified in the MD of Rocky View Land Use Bylaw, and the lands surrounding the Hamlet within an approximate half-mile radius. This area was included for assessment of issues that extend beyond the specific hamlet boundary, such as stormwater, transportation, access and impact of future land use.

Indus is not formally recognized as a hamlet by Alberta Municipal Affairs¹ because the lot sizes are too large and there is not sufficient mix of land use. Future development, because piped servicing is not proposed, will likely not change the hamlet status in the

¹ The Municipal Government Act (Section 59) identifies a Hamlet as

- (1) The Council of a municipal district or specialized municipality may designate an unincorporated community described in subsection (2) that is within its boundaries to be a hamlet.
- (2) An unincorporated community may be designated a hamlet if the community
 - consists of 5 or more buildings used as dwelling, a majority of which are on parcels of land smaller than 1,850 sq. m.
 - has a generally accepted boundary and name, and
 - contains parcels of land that are used for non-residential purposes
- (3) The designation of a hamlet must specify the hamlet’s name and boundaries.

eyes of the province. This will have minimal impact as the benefit of provincial hamlet status is to qualify for grants such as sidewalk grants (which is not included in the vision of the hamlet).

It was the community's desire that the plan area include the lands outside of the hamlet boundary and that the designation as a formal hamlet was not critical to the survival and development of the hamlet.

Therefore, there are two general areas within the study area: Indus and the Indus Area of Influence. Figure 2 illustrates the plan area and the two general sub areas within the study area.

4.2 Future Land Use Scenario

The overall land use scenario for the plan area includes residential development within an expanded hamlet, with a minimum lot size of 20,000 sq. ft., some commercial development that will service the local community, infill industrial development on lands currently zoned for Hamlet Industrial, continuation of the school and the recreation centre and continued subdivision and development of acreages surrounding the hamlet.

The main access road for the hamlet will be Railway Avenue off Highway 791, with a secondary access being Range Road 282 from Highway 22X. This plan recognizes the long-term plan by Alberta Transportation to eliminate the Range Road 282 access to Highway 22, and as such, treats this road as a local residential road.

Municipal piped water and sewer services are not currently foreseen, however, all development constructed after the adoption of this document will be required to construct such that individual systems can be tied into municipal piped services should they become available in the future.

There will be no sidewalks or street lighting. The community will benefit from walking trails and pathways linking parts of the community.

The overall goal is for a rural community that is self-sufficient but retains the character of an agricultural hamlet.

The land uses appropriate for the plan area are illustrated on Figure 3, Future Land Use Scenario.

Figure 2- Site Map

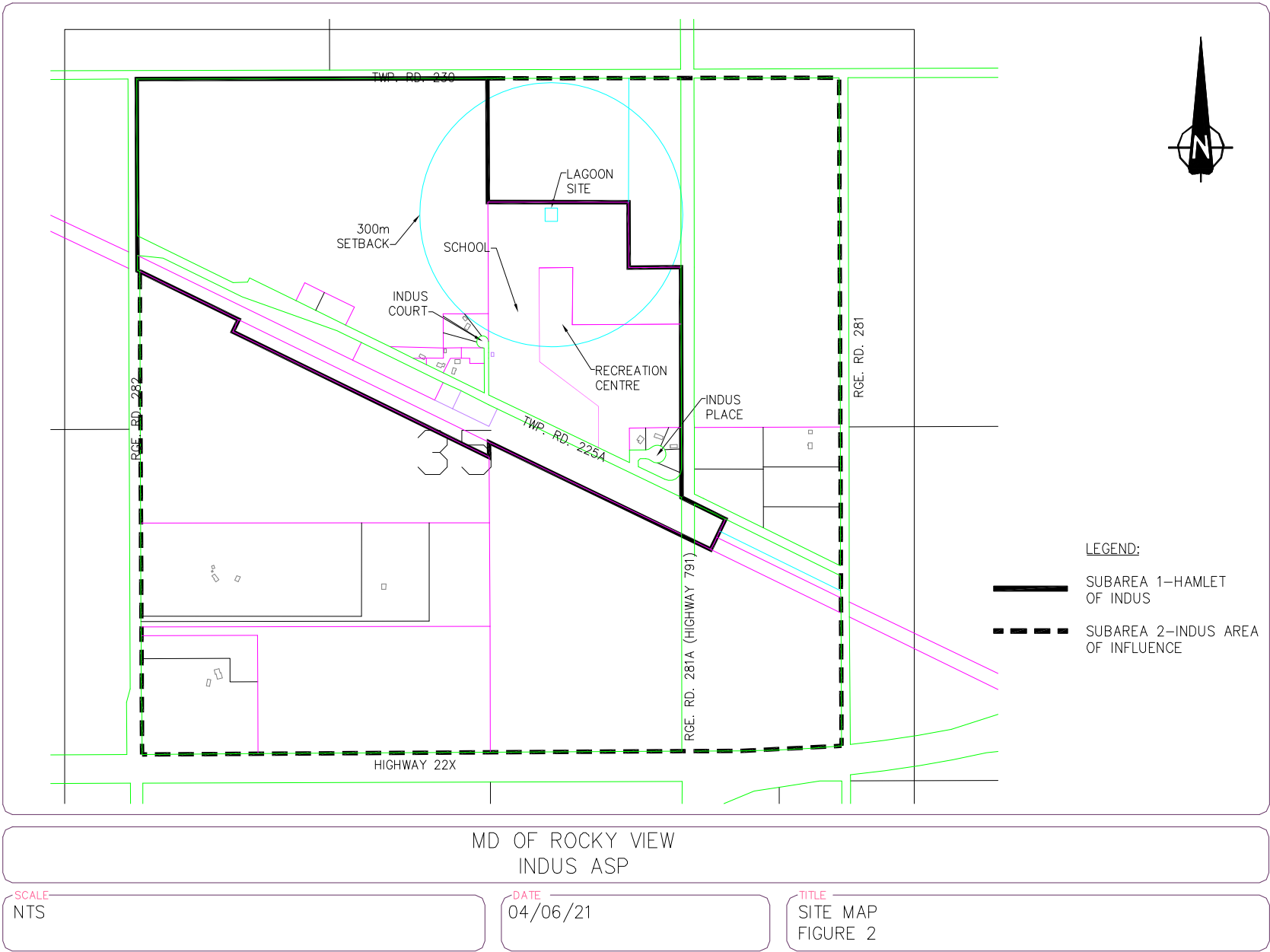
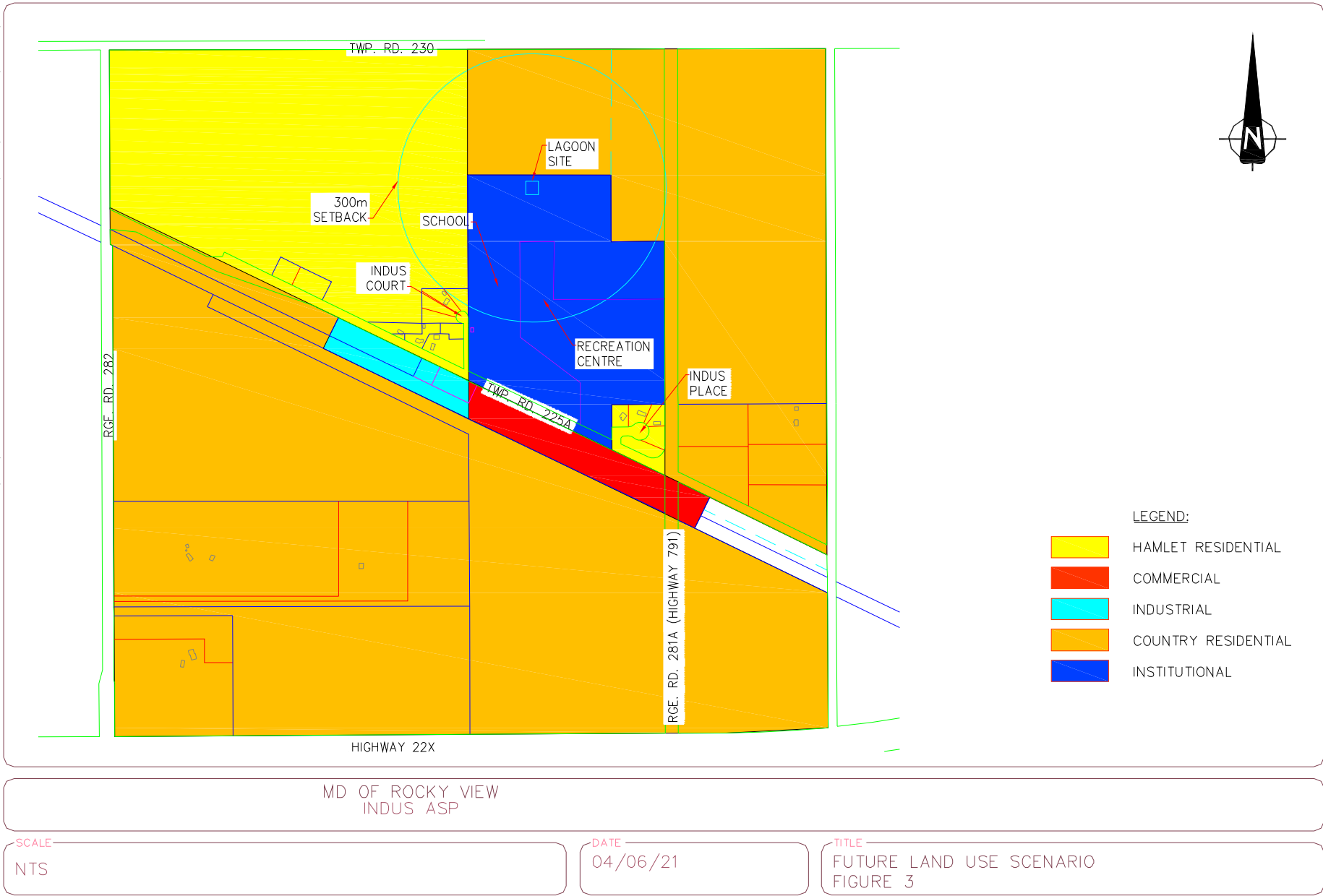


Figure 3 – Future Land Use Scenario



4.3 Development Constraints

Indus and surrounding areas have some constraints to development that must be considered in the development of a long-range land use strategy.

4.3.1 Highway 791

Although not planned to be a major freeway, Highway 791 is a provincial highway and must be respected as such. Alberta Transportation is the road authority and establishes setbacks, control access points and post speed limits. Alberta Transportation has indicated that there will not be any new accesses onto this highway from the hamlet, and that service roads will not be required parallel to the highway as long as all development access is from internal hamlet roads. In addition, the access to the Recreation Centre is not threatened.

4.3.2 CPR

The railway line is a main line and is very busy. The level crossings at Highway 791 and Range Road 282 have not, to date, provided concerns or hazards. As traffic increases on these routes, conflict between road and rail may increase. The residents and the Municipal District Staff will continue to monitor this access point to ensure that appropriate measures are taken when needed. As development occurs south of the railway, demand will increase for a pedestrian crossing between the two level crossings. This will be discouraged to ensure the safety of pedestrians and all pedestrian traffic will be directed to either the Highway 791 crossing or the Range Road 282 crossing.

4.3.3 Drainage

In 1955, a drainage easement was registered on lands extending from north of Indus, through the hamlet, south of Highway 22X and to the Bow River. This easement was also adopted as a bylaw of the municipality, now known as the MD of Rocky View. Over time, as development occurred, this drainage easement was forgotten. Developments were approved and maintenance on culverts and ditches lost priority. Currently, the drainage easement is compromised and drainage is backing up into the hamlet. This will only be a constraint to development until the easement is cleared and the free flow of storm water is maintained. See Appendix A for the easement agreement documents.

4.3.4 Servicing

Currently the Hamlet is serviced by onsite infrastructure, including individual wells, cisterns and septic fields and pump out tanks. Lack of piped services will restrict development. As development continues, the sustainability of the wells and septic systems may be jeopardized. New development will consider the installation of a communal well with minimal treatment of the water and possibly some form of communal sewage treatment, or conversion to pump out tanks.

4.3.5 Commercial Uses

The School District representatives were concerned that commercial development on Railway Avenue would pose a safety issue with the school children. Uses that could attract them to cross the street were potentially dangerous. While this is a situation that exists in all communities, it is recognized also recognized that the community is encouraging local commercial operations. This portion of Railway Avenue is already posted as a school zone. The School Division may feel the need to fence their property along Railway Avenue to restrict student access

4.3.6 School Division/Ag Society Land Swap

A recent agreement between the two organizations, and supported by the MD of Rocky View, to swap parcels of land, was precipitated by the School District's need to limit the use of the sewage lagoon to only the School District. Currently Recreation Centre is tied into the lagoon. The land was traded so that the Recreation Centre can construct a septic field for sewage disposal and treatment. The lands received by the School District in the swap will be used for bus loop and for an outdoor eco system study area. These uses are all compatible with the vision for the hamlet.

5.0 PLAN POLICIES

This section outlines the policies that will guide future development in the plan area.

5.1 General Policies

- a) The Study area has been divided into two sections: Indus (Sub Area 1) and the Indus Area of Influence (Sub Area 2). This reflects the strong interaction between the hamlet and the immediately surrounding area.
- b) Lands immediately outside of the Area of Influence are still considered to be of particular interest to the community and any uses proposed on these lands should reflect compatibility with the goals and objectives and vision for Indus as outlined in this document.
- c) Fracture parcels of agricultural land adjacent to the Area of Influence are considered to be suitable for uses other than traditional agricultural use due to their small size and isolated locations. However, future uses must still be compatible with the general vision for Indus.
- d) Other lands surrounding the ASP study area that are primarily full quarter sections of good agricultural land, are considered the agricultural base for the region and should be protected for agricultural operations.

5.2 Residential

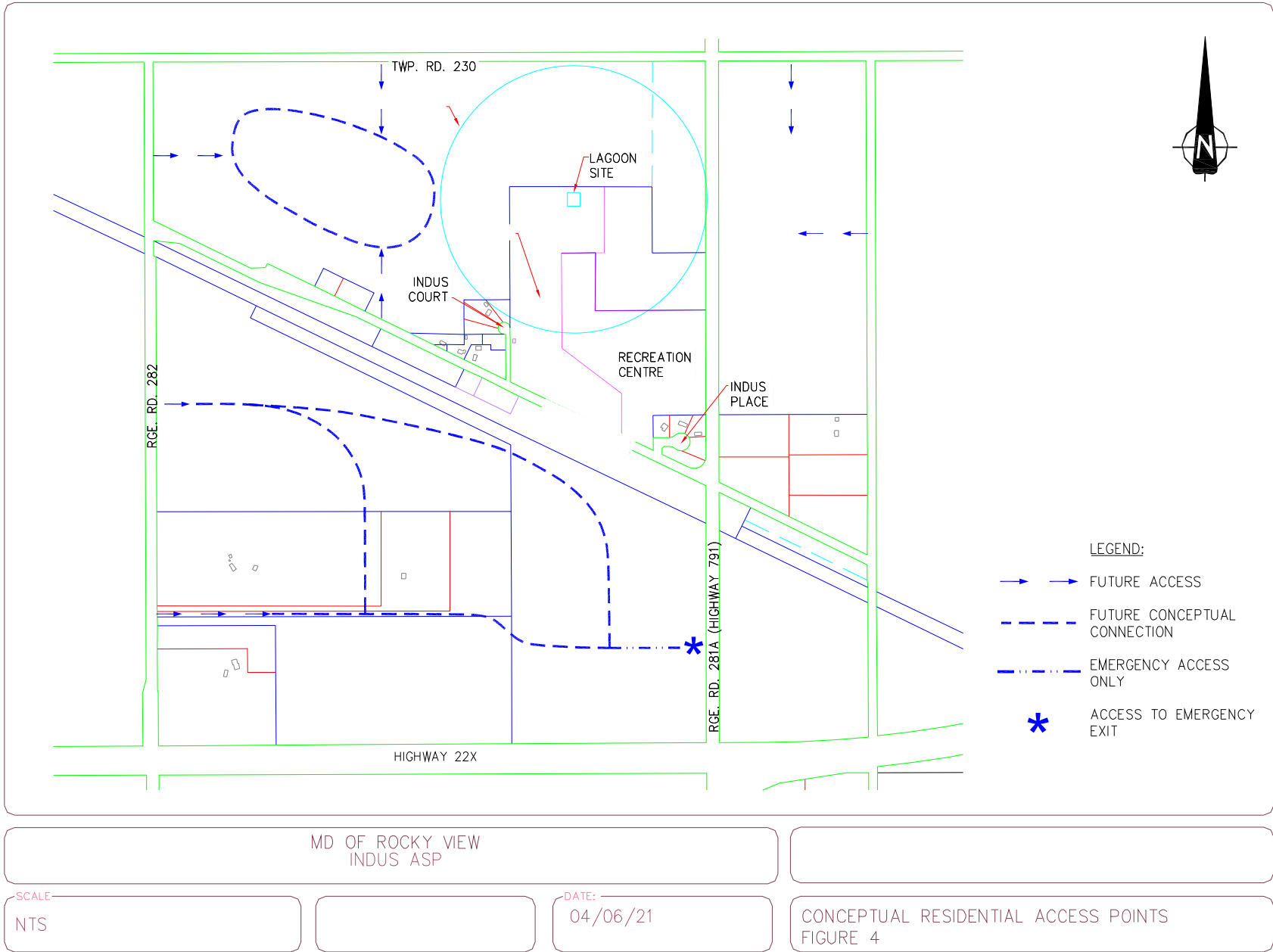
Indus has a small land base and population. However, the proximity to Calgary indicates there may be pressure to develop the hamlet in the future. Because of the location of the School District sewage lagoon, a large part of the land within the hamlet is “sterilized” and unavailable for future housing. For this reason, the ASP recommends a small expansion of the hamlet boundary to accommodate future residential development. In addition, this ASP applies to the lands immediately surrounding the hamlet, as identified in Figure 3, to ensure that the appropriate country residential development is allowed.

5.2.1 Sub Area 1 – Indus

- a) All new hamlet residential development will be single family detached housing, and will require redesignation to Hamlet Residential (HR) in accordance with the MD of Rocky View Land Use Bylaw.
- b) All new hamlet residential development will access off internal roadways, Railway Avenue, Range Road 282 or Township Road 230. No new access will be permitted off Highway 791. Figure 4 illustrates future access points for new hamlet residential development.
- c) Notwithstanding 5.1(a), future seniors housing may include attached housing in the form of row housing or low-rise apartment type dwellings with a maximum height of two storeys.
- d) For single detached development in Sub Area 1 (Indus) of the Area Structure Plan, the minimum lot size is 20,000 sq. ft.
- e) Architectural controls are not imposed by this Area Structure Plan; however, future Multi lot comprehensive developments will require the preparation of a Concept Plan. This Concept Plan will require community involvement and will require the issue of architectural guidelines and controls to be addressed. Appendix B provides examples of acceptable residential development.



Figure 4 – Future Residential Access Points



5.2.2 Sub Area 2 – Area of Influence

- a) For acreage development in Sub Area 2 of the Area Structure Plan, the minimum lot size is two acres.
- b) A concept plan is required for multi lot comprehensively designed developments.
- c) Architectural controls will be included in the concept plan.
- d) Access for future country residential lots will be provided from municipal roads.
- e) There will be one new additional local road access onto Highway 791 between Highway 22X and the railway tracks that will connect Highway 791 and Range Road 282.



5.3 Commercial/Industrial

Lands along Railway Avenue, adjacent to the CPR line are currently designated for Hamlet Commercial and Hamlet Industrial development. While industrial development is not a community priority, if developed in a manner sensitive to the community, it will be welcomed. Small scale, local oriented commercial development is supported.

- a) Commercial development is allowed along the south side of Railway Avenue only.
- b) All commercial development will be local in orientation, preferably with an agricultural market.
- c) Commercial development will be a maximum of two storeys in height and constructed in such a manner as to reflect the rural small town “main streets” of the original prairie settlements. Future uses must be complimentary to existing residential and institutional uses.
- d) New commercial development shall incorporate landscaping.
- e) On-site parking may be provided as angle parking in front of the building.
- f) Professional and Service offices are appropriate uses for the second floor of new commercial development.
- g) Only two access points will be allowed onto Railway Avenue from the commercial area between Highway 791 and the western edge of the designated lands. Future development will be required to consolidate accesses.

- h) The only industrial development allowed, is reflected in the existing zoning, along the south side of Railway Avenue.
- i) Lands currently designated Hamlet Industrial are considered to be “brownfield” sites, as they were previously occupied by industrial uses. A Phase I Environmental Site Assessment shall be completed prior to any new development occurring on these sites.
- j) Preference will be given to industrial development that has minimal impact on the community, incorporates landscaping and is compatible with adjacent uses.
- k) All new industrial development shall meet the following criteria:
 - i) not to exceed one storey or eight metres in height;
 - ii) shall not create any form of pollution, (air, noise or groundwater);
 - iii) shall not create any noise that contravenes the MD of Rocky View Noise Bylaw (7 am to 11 pm);
 - iv) shall incorporate flood control measures that could include roof top storage, reduced lot grading, reduced hard surfaces, grassed channels and/or dry ponds;
 - v) shall incorporate perimeter berming to mitigate any run off drainage of spills;
 - vi) shall incorporate emergency services plan and coordinate this with the MD of Rocky View;
 - vii) shall incorporate landscaping into the site; and
 - viii) security lighting will be low mast and directed to the structure, not away from the structure.
- l) Signage will be in accordance with the MD of Rocky View Land Use Bylaw and will be sensitive to the rural agricultural character of the community and will not include high mast backlit signs.
- m) Existing designated Hamlet industrial land, designated as such at time of this plan preparation, may develop and will be required to demonstrate environmental and ecological performance standards to mitigate any impact on the community.
- n) No additional industrial redesignation or development will be considered within the plan area.

5.4 Institutional

The Indus Elementary School is an integral part of the community.

- a) The Indus Elementary School is strongly supported by the Community and growth and development will strengthen the student base for the school.
- b) The School District improvements to the school property (including a bus loop,



removal of portable classrooms and construction of the outdoor eco system study area) area all supported by the community.

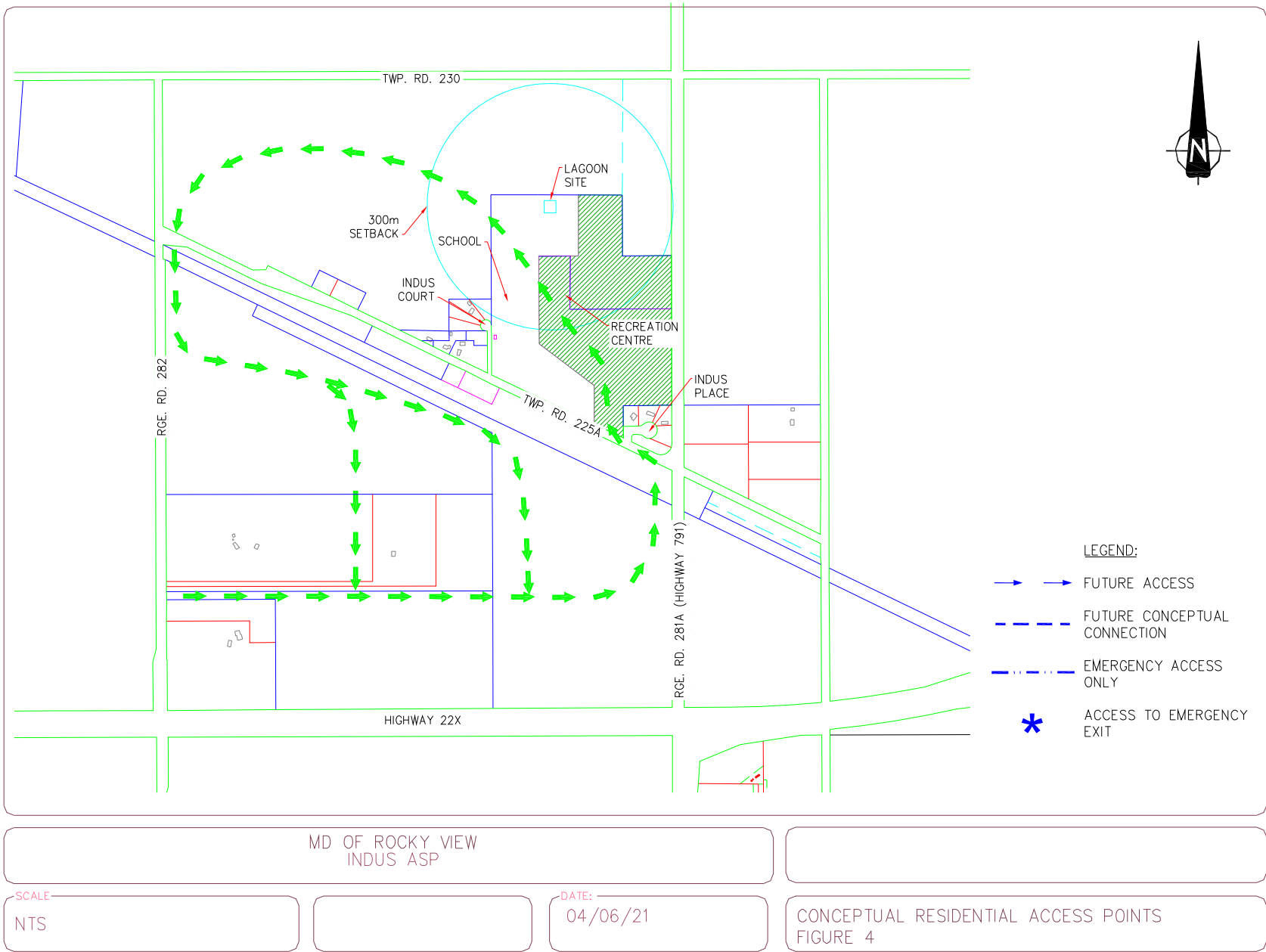
5.5 Recreation, Open Space and Reserves

The Ag Society and the community of Indus and surrounding area have built an excellent community centre that supports a wide range of recreational, educational and support services. This facility and playing fields will continue to be a focal point for the community. The recreation and open space strategy is illustrated on Figure 5.

- a) The Community supports the Recreation Centre and the Ag Society and their plans for expansion and development, as they continue to serve the community and surrounding area.
- b) Paths and trails will be constructed, in conjunction with new development, to link residential areas to the school and recreation centre.
- c) Pathway construction may be gravel or red shale (pavement is not required) and will be of a width to accommodate multi use, including bicycling and walking in accordance with Municipal Standards.
- d) Future residential development will be required to dedicate their municipal reserve in the form of pathways and pocket parks. Municipal Reserve (MR) dedication in excess of lands required for trails and parks may be taken as cash in lieu for upgrade and expansion of parks and trails in the Bow North Recreation Area.
- e) There are no areas within the plan area that are considered to be environmentally significant; however, wetland areas should be maintained where possible.
- f) No environmental reserve land is required within the study area, with the exception of the dedication of pathways and linkages, connecting new development to the existing facilities.
- g) Notwithstanding f) above, the drainage easement will be upgraded to ensure no future blockage of overland drainage.



Figure 5 – Recreation and Open Space



5.6 Transportation and Access

Indus and the Area of Influence are framed by Highway 22X on the south, Range Road 281A on the east and Range Road 282 on the west, and Township Road 230 on the north. Highway 22X is a 13.4 m wide paved highway with a posted speed limit of 100 km/hr. There is a left turn lane for eastbound traffic at Highway 791.

Highway 791 through Indus is a 9.4 m wide paved highway with a posted speed of 80 km/hr. Average volumes are 840 vehicles per day with almost 20% of this traffic is compromised being heavy commercial vehicles.

Traffic in this area has been increasing at 8% per year, which is much higher than the provincial average.

There are two signalized and gated railway crossings in Indus (Highway 791 and Range Road 282).

The conceptual transportation and access network is provided on Figure 6.

- a) All new local residential roads will be constructed to a paved standard as outlined in the MD of Rocky View's Development Standards and will be constructed at the full cost of the developer.
- b) Indus Court should be upgraded to a paved standard with rolled curbs to improve the access to the School and delineate private property more clearly.
- c) Range Road 282 will be scheduled for paving at such time as there is a comprehensively designed and approved residential multi lot development on the parcel of land south of the CPR and east of Range Road 282.
- d) Railway Avenue is considered to be the main collector road through the hamlet, between Highway 791 and the west end of the Hamlet Industrial land. West of the industrial land, Railway Avenue is a local residential road.
- e) There will be no new direct access from individual residential lots considered onto Highway 791. Future access to lands south of the C-P-R line will be accommodated from Range Road 282.
- f) Local hamlet residential roads will connect to either Railway Avenue, Range Road 282 or Township Road 230.
- g) A School zone will continue to be posted across from the Indus Elementary School and a maximum speed of 40 km will be considered for the entire length of Railway Avenue.
- h) The MD of Rocky View will place Range Road 282, between Highway 22X and Railway Road, on the five year paving plan.
- i) Railway Avenue will be designated a truck route and a collector road between Highway 791 and the west edge of the industrial lands, from that point west, it will be designated a local residential road with no truck traffic.

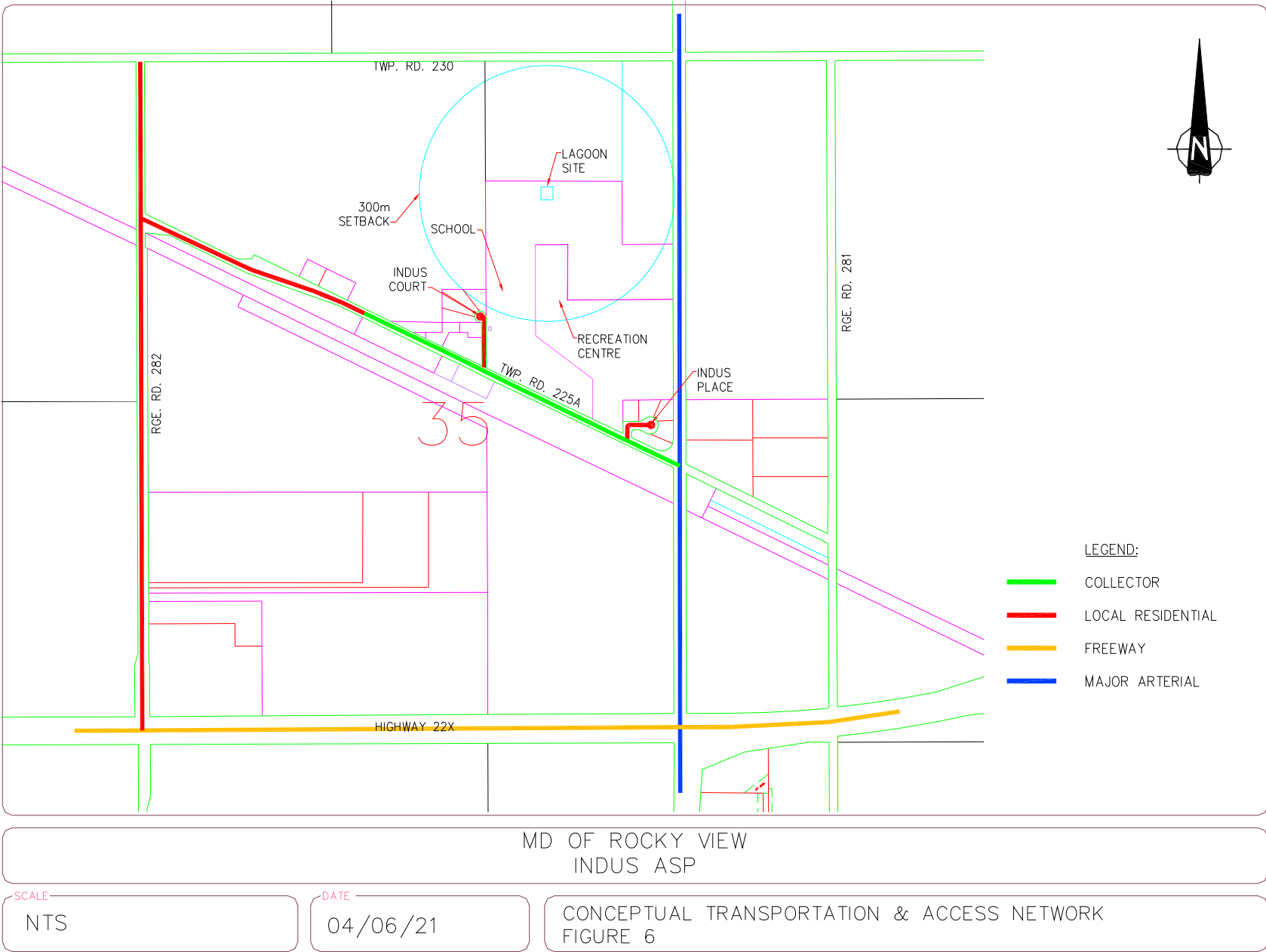
- j) Range Road 282 will be designated a local residential road.
- k) Future upgrading of Range Road 281 and Township Road 230 (both east and west of Highway 791) will occur as development continues, and upgrading costs will be borne by the developers.

5.7 Utilities

In the case of Indus, utilities do not include piped water and sewer. There is currently no plan to install piped services into the hamlet.

- a) Sidewalks are not required for any new residential development.
- b) Street lighting is not required in the residential area.
- c) Street lighting may be allowed in the commercial and industrial area primarily for security purposes.
- d) Security lighting is also allowed for the commercial and industrial area but must be low mast and focused on the structure, rather than out into the community.
- e) Shallow utilities will continue to be provided by the current servers.
- f) Should piped water and sewer services become available to the hamlet, development existing at the time this ASP is adopted, may tie into these services; however, tie in is not mandatory.
- g) All future residential, commercial and industrial development will be developed in such a manner that should piped services become available in the future, tie in to the services, at the cost of the landowner, will be mandatory.
- h) The Ag Society will construct a new septic field that will accommodate the existing facilities and future expansion.
- i) The community supports the improvement of cellular phone coverage to the community.

Figure 6 – Transportation Network



5.8 Stormwater and Drainage

In 1955, the Prairie Farm Rehabilitation Administration (PFRA) and the MD of Rocky View constructed the Indus Drainage Project. This was a drainage channel constructed to reclaim approximately 800 acres of flooded land and irrigate approximately 420 acres of land. The headwater of the channel was located in the NE¼ Section 35-22-28 W4M and drained south to the Milne Project at the southeast end of the SE¼ 18-22-27 W4M. This project was adopted by the MD of Rocky View by municipal Bylaw. Since then, culverts and drainage channels have become overgrown with vegetation and are indistinct. Currently overland drainage is backing up in the hamlet causing flooding issues. It is important that the natural flows are reinstated.

- a) The MD of Rocky View will enforce Bylaw C-209 (October 11, 1960) and remove vegetation and blockages from culverts and ditches within the community.
- b) The MD of Rocky View will re establish drainage channels south of the CPR in a portion of the SE¼ of Section 35-22-28 W4M. This may require easement negotiation with existing homeowners.
- c) A stormwater management plan will be prepared for both the Hamlet and the Area of Influence, at the time the first comprehensive, multi lot residential development is proposed. This plan will be commissioned by the next developer to propose development in the study area to be prepared by a professional qualified engineer. The MD of Rocky View will enter into an endeavour to recover agreement, to collect proportionate costs from subsequent developers to be paid to the initial developer, to compensate a portion of the cost of preparing the storm water management plan.

6.0 DEVELOPMENT PHASING

The MGA requires that an ASP address development phasing. This generally reflects the extension of municipal piped services and construction of road. Due to the small area of land, the lack of piped services and the limitation of roads to be constructed, this Area Structure Plan does not outline distinct phasing areas. All future development will be considered based on the existing infrastructure. If new roads are required, or if existing roads require upgrading, it will be the full responsibility of the developer to do so to the standards and requirements of the Municipal District of Rocky View.

- a) All new multi lot residential comprehensive designed development will be required to provide a phasing plan for the proposed development, indicating access points, phasing of development and provision of municipal reserves.

7.0 PLAN IMPLEMENTATION

To ensure that this plan is implemented and enforced and to ensure that it does development as proposed in this Area Structure Plan, the following policies will apply:

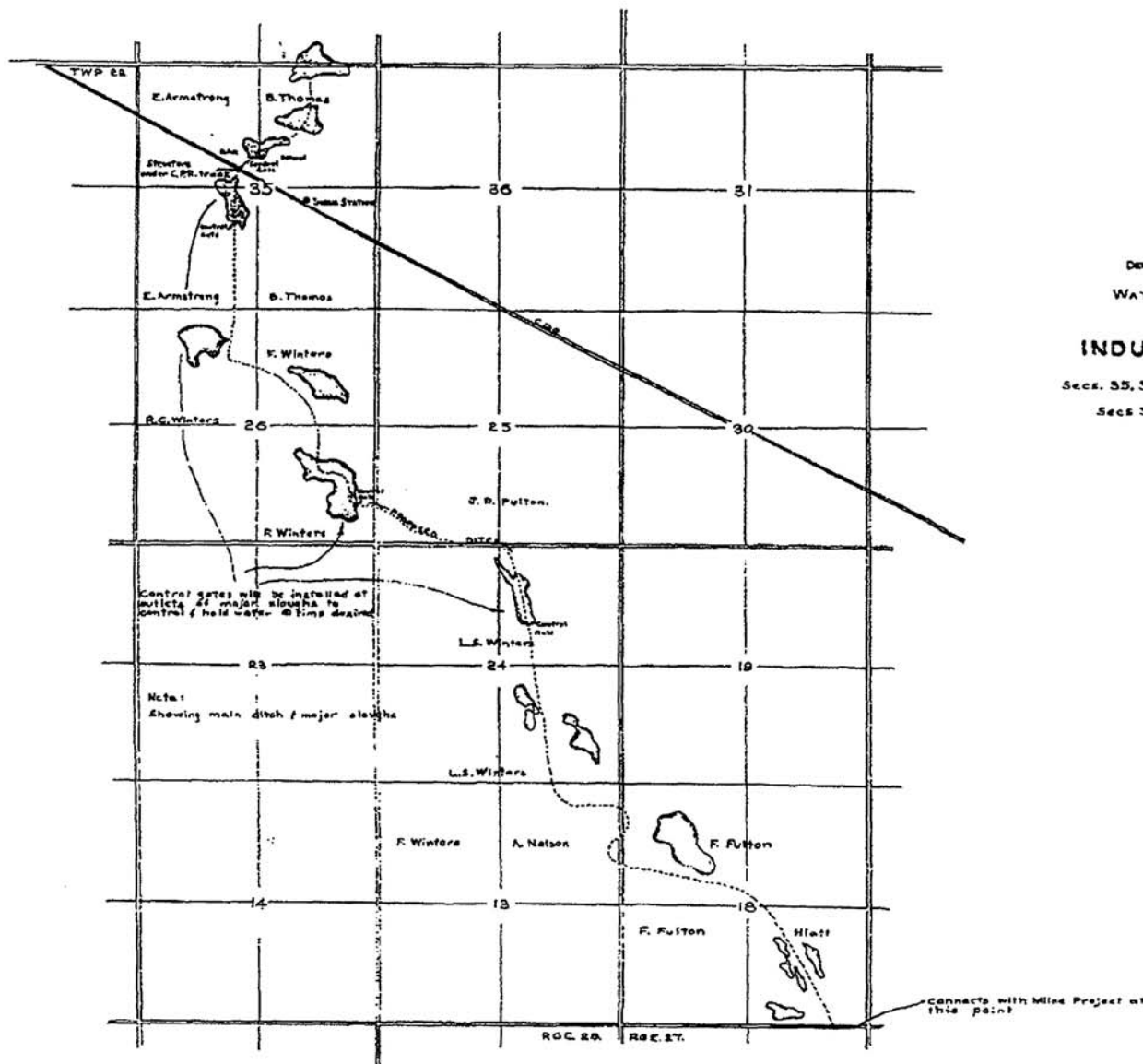
- a) No development may proceed until the land is appropriately designated under the MD of Rocky View Land Use Bylaw.

- b) Concept Plans will be required for all new multi lot comprehensively planned residential subdivisions in both the Hamlet and the Area of Influence and shall include:
- Stormwater management plan.
 - Municipal reserve dedication strategy.
 - Architectural controls/guidelines.
 - Transportation network illustrating access points and development standards.
 - Phasing for development, including number of lots.
 - Servicing strategy demonstrating suitability for the land for individual services and provision for connections for future tie in to piped services.
 - Demonstration of how the new development will be compatible with the existing hamlet and development.
 - Population projections and indication of target market to determine impact on School District.
 - Periphery landscaping and aesthetic details that will enhance the development.
 - Setback requirements of Canadian Pacific Railways.
- c) All development, redesignation application and subdivision must meet all regulations included in the MD of Rocky View Land Use Bylaw.
- d) Any applications to amend this ASP will be considered only after a community consultation program has been conducted and the proposed amendment is found to meet the vision and mission for the community and has received community support.
- e) This plan and its vision and policies should be reviewed periodically to ensure that the direction of the document continues to meet the desires of the community.
- f) Staff be directed to prepare a Hamlet Industrial – Indus District and Hamlet Commercial – Indus District to implement the policies outlined in this Area Structure Plan.

Appendix A
Easement Agreement Documents

Indus Area Structure Plan

HSL-175



26818

Appendix B

Appropriate Uses for Indus

These photos were used as examples at the Community Workshop held on June 8, 2004. They should be considered as appropriate type development by any future developer.

Residential – the purpose of requesting architectural guidelines for residential development is to ensure compatibility between existing and future uses. While the Community does not want to dictate the exact styles of houses, it is important to establish guidelines for residential development. The Community embraces individual taste while encouraging a development that will reflect the rural, prairie settlement character of the area. All houses will be single detached dwellings. The densities are low allowing for significant landscaping. Garages are allowed to be front or side attached or detached. The following photos provide an indication of the current housing and provides direction for future housing.



Seniors Housing – seniors housing is the only type of housing that is permitted to be multi family attached units. It is recognized that rural people often prefer to retire to a rural community. Seniors housing will be low rise (2 storeys) with amenities and facilities suited to the needs of the residents. Landscaping is required and on site parking must include sufficient parking for visitors.



Commercial – The goal for the commercial development is low impact, local service focus, two storeys maximum with front parking such as the prairie settlements of the past. The concept of a small town main street is the desirable outcome, without being too thematic. It is hope that whatever development is proposed, is sensitive to the community, compatible with surrounding uses and complimentary tot he community.



Industrial – The Hamlet Industrial District provides a wide range of uses. Any new industrial use must be sensitive to the community, meet the performance standards outlined in this document and be compatible with the adjacent residential and institutional uses. Uses considered suitable for the Hamlet will be very low impact, single storey structures. Any outside storage will be screened. Landscaping is strongly supported.



Recreational Open Space – Indus is fortunate to have a very large central green space made up of the School grounds and the Recreation Centre. The focus for future open space will be pocket parks in new residential areas with trails and pathways linking the new areas to the central open space. All new development will minimize hard surfaces, but include facilities, walkways and open spaces that are well landscaped.

