

APPENDIX B

Background Document Review



Tech Memo 01: Background Document Review

Rocky View County

Active Transportation Plan – South County

October 26, 2017

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1 Purpose

The purpose of this document is to provide a summary of relevant policies, plans and other strategic documents in and around Rocky View County related to the development of the Active Transportation Plan – South County. The review will help the project team develop a better understanding of the strategic planning context, the direction for the County as a whole, as well as the direction for specific areas in the County’s southwest (Elbow River Ranch Lands) and southeast (Bow River Plains) regions.

2 Document Types

The review includes a mix of Rocky View County plans, policies, guidelines, standards, and studies. The documents have been grouped by their coverage – some plans extents are County-wide, while others are specific to the Elbow Valley Ranch Lands (County southwest) or Bow River Plains (County southeast) regions. The review also includes documents from adjacent municipalities, such as the City of Calgary or the City of Chestermere. These documents have been included since they identify areas of intermunicipal collaboration, mutual active transportation benefit, and key linkages to/from Rocky View County.

3 Document Summary

Reviewed plans are summarized by applicability to the entire County (County-wide), or are grouped into their southwest (Elbow River Ranch Lands) or southeast region (Bow River Plains). Adjacent municipality plans are included in a separate section.

Document Name	Page #	Area			Use		Direction			
		Urban/Suburban	Exurban	Commercial/ Industrial	Recreational	Mobility/Access	Policy	Network	Guidelines	
County-Wide										
County Plan (2013)	6	✓	✓	✓	✓	✓	✓	-	-	
2015-2018 Strategic Plan: The Road Forward	7	✓	✓	✓	✓	✓	✓	-	-	
Calgary / Rocky View County Intermunicipal Development Plan (2012)	7	✓	✓	✓	✓	✓	✓	-	-	
Parks and Open Space Master Plan (2013)	8	✓	✓	✓	✓	✓	✓	✓	-	
Calgary / Rocky View County Intermunicipal Pathway and Trail Study (2014)	10	✓	✓	✓	✓	✓	-	✓	✓	
Recreation and Culture Master Plan (2014 Draft)	14	✓	✓	-	✓	✓	-	-	-	
Parks and Pathways Planning, Development and Operational Guidelines (2013)	14	✓	✓	✓	-	-	-	-	✓	
Commercial, Office, and Industrial Design Guidelines (2010)	14	-	-	✓	-	-	-	-	✓	
Agricultural Boundary Design Guidelines (2014)	14	✓	✓	✓	-	-	-	-	✓	
Servicing Standards (2013)	14	✓	✓	✓	-	-	-	-	✓	
Policy 304: Roadway Links in New Subdivisions	15	✓	✓	✓	-	✓	✓	-	-	

Document Name	Page #	Area			Use		Direction		
		Urban/Suburban	Exurban	Commercial/ Industrial	Recreational	Mobility/Access	Policy	Network	Guidelines
Policy 318: Pathway and Trails	15	✓	✓	✓	-	✓	✓	-	-
Policy 319: Inspection and Maintenance of Pathway and Trails within County Lands	15	✓	✓	✓	-	-	✓	-	-
Policy 320: Inspection and Maintenance of County Lands	15	✓	✓	✓	-	-	✓	-	-
Elbow River Ranch Lands Region (Southwest)									
Cochrane / Rocky View County Intermunicipal Development Plan (2013)	16	✓	✓	✓	✓	✓	✓	-	-
Springbank North Area Structure Plan (1999)	16	✓	✓	✓	-	-	-	-	-
Springbank Central Area Structure Plan (2001)	16	✓	✓	✓	-	-	✓	-	-
Springbank Master Drainage Plan (2016)	16	✓	✓	✓	-	-	-	-	✓
Harmony Conceptual Scheme (2007) / Harmony Stage 1 Neighbourhood Plan (2008) & Harmony Stage 2 and 3 Neighbourhood Plans (2017)	16	✓	-	✓	✓	✓	✓	✓	✓
North Springbank Gate Conceptual Scheme (2014)	18	-	-	✓	✓	✓	✓	✓	-
Lariat Loop Conceptual Scheme (2005)	18	-	✓		✓	✓	✓	-	-
Bingham Crossing Conceptual Scheme (2012) / Bingham Crossing Master Site Development Plan (2013)	18	✓	-	-	✓	✓	✓	✓	-
Morgans Rise Conceptual Scheme (2005)	18	-	✓	-	✓	✓	✓	✓	-
Robinson Road Conceptual Scheme (2007)	18	-	✓	-	-	-	-	-	-
Partridge View Conceptual Scheme (20)	18	-	✓	-	✓	✓	✓	✓	-
North Escarpment Drive Conceptual Scheme (2017)	18	-	✓	-	-	-	-	-	-
Grand View Estates Conceptual Plan (2005)	18	-	✓	-	✓	✓	✓	✓	-
Montebello Conceptual Scheme (2005)	19	-	✓	-	✓	✓	✓	✓	-
Wilson Conceptual Scheme (2007)	19	-	✓	-	-	-	-	-	-
Proposed Highway 8 Regional Pathway Report (2012)	19	✓	✓	-	✓	✓	-	✓	✓
Elbow Valley Area Structure Plan (1997)	19	✓	✓	-	✓	✓	✓	✓	-
Stonepine Conceptual Plan (2001)	20	-	✓	-	✓	✓	✓	✓	-
Elbow Valley West Conceptual Scheme (2004)	20	✓	✓	-	✓	✓	✓	✓	-
Greater Bragg Creek Area Structure Plan (2007)	20	✓	✓	✓	✓	✓	✓	✓	✓
Bragg Creek Revitalization Plan (2015)	21	✓	✓	✓	✓	✓	✓	✓	✓
Bragg Creek Design Standards	22	✓	✓	✓	✓	✓	-	✓	✓
Moose Mountain Trails Conceptual Scheme (2014)	22	-	✓	-	-	-	-	-	-
Wintergreen Forest Estates Conceptual Scheme (2015)	22	-	✓	-	✓	✓	✓	✓	-
Wintergreen Redevelopment Conceptual Scheme (2017)	23	✓	✓	✓	✓	✓	✓	✓	✓
Bow River Plains Region (Southeast)									
Chestermere / Rocky View County Intermunicipal Development Plan (2001)	24	✓	✓	✓	✓	✓	✓	-	-
Conrich Area Structure Plan (2015)	24	✓	✓	✓	✓	✓	✓	✓	-
Shepard Area Structure Plan (2001)	24	✓	✓	✓	✓	✓	✓	✓	-
Janet Area Structure Plan (2014)	25	-	✓	✓	✓	✓	✓	✓	-
CN Logistics Park Master Site Development Plan (2011)	25	-	-	✓	✓	-	✓	✓	✓
Emcor Business Park Conceptual Scheme (2013)	25	-	-	✓	✓	-	✓	✓	-
Frontier Industrial Park Phase I Conceptual Scheme (2007)	25	-	-	✓	✓	-	✓	✓	-
Frontier Industrial Park Phase II Conceptual Scheme (2009)	26	-	-	✓	✓	-	✓	✓	-
Kleysen Transport Conceptual Scheme (2001)	26	-	-	✓	-	-	-	-	-
Boychuk Industrial Conceptual Scheme (2004)	26	-	-	✓	✓	-	✓	✓	-

Document Name	Page #	Area			Use		Direction		
		Urban/Suburban	Exurban	Commercial/ Industrial	Recreational	Mobility/Access	Policy	Network	Guidelines
Conrich Station Conceptual Scheme (2014)	26	-	-	✓	✓	-	✓	✓	-
South Conrich Conceptual Scheme (2006)	26	✓	✓	✓	✓	✓	✓	✓	-
Patton Conceptual Scheme (2001)	26	-	-	✓	-	-	-	-	-
Buffalo Hills Conceptual Scheme (2006)	26	✓	✓	✓	✓	✓	✓	✓	✓
Meadowlands Country Estates Conceptual Scheme (2007)	26	-	✓	-	✓	✓	✓	✓	✓
Northglen Estates Conceptual Scheme (1999)	26	-	✓	-	-	-	-	-	-
Transport Industrial Park Conceptual Scheme (2003)	27	-	-	✓	✓	-	✓	✓	✓
Wesview Industrial (2008)	27	-	-	✓	-	-	-	-	-
Langdon Area Structure Plan (2016)	27	✓	-	✓	✓	✓	✓	✓	-
Boulder Creek Conceptual Scheme (2006)	28	✓	-	-	✓	✓	✓	✓	✓
Mornington Conceptual Scheme (2011)	28	✓	-	-	✓	✓	✓	✓	-
Bridges of Langdon Conceptual Scheme (2016)	28	✓	-	✓	✓	✓	✓	✓	-
Langdon Crossing West Conceptual Scheme (2005)	28	✓	-	-	✓	✓	✓	✓	✓
Langdon East Conceptual Scheme (2005)	28	✓	-	✓	✓	✓	✓	✓	✓
Langdon Meadows Conceptual Scheme (2006)	28	✓	-	✓	✓	✓	✓	✓	-
Langdon Station Conceptual Scheme (2002)	28	✓	-	-	✓	✓	✓	✓	-
Leland Business Park Conceptual Scheme (2006)	28	-	-	✓	✓	✓	✓	✓	-
Indus Area Structure Plan (2016)	29	-	✓	✓	✓	✓	✓	-	-
Fulton Industrial Conceptual Scheme (2010)	29	-	-	✓	✓	✓	✓	-	-
Greenleaf Acres Conceptual Scheme (2006)	29	-	✓	-	-	-	-	-	-
Adjacent Municipalities									
Calgary Transportation Plan (2009)	30	✓	-	✓	✓	✓	✓	✓	-
Calgary Pathway and Bikeway Plan & Implementation Map (2000)	30	✓	-	✓	✓	✓	✓	✓	✓
Chestermere Transportation Master Plan (2017)	31	✓	✓	✓	✓	✓	✓	✓	✓

4 County-Wide Documents

Document Name	Direction
County Plan (2013) To direct growth and development and plan for supporting infrastructure and services.	<p>Nodes:</p> <ul style="list-style-type: none"> The plan identifies regional business centres (North Springbank, Balzac East, Conrich, and Janet/Shepard). Highway business areas (Highway 1 at Highway 22, Highway 1 in Springbank, Peigan Trail Extension, Highway 791 at Highway 22X) and hamlet business centres (Langdon). <p>Hamlets and Public Spaces:</p> <ul style="list-style-type: none"> 9.10 Support hamlets in providing (a) an attractive community and distinct identity and (b) a high quality built environment. 9.13 Well-designed public gathering places in hamlets that: (a) are pedestrian and cyclist-friendly, safe, accessible and attractive; (d) address the needs to residents of all ages and abilities; and (e) are connected by pathways and sidewalks. <p>Pathways and Trails:</p> <ul style="list-style-type: none"> 12.1 Collaboration with adjacent municipalities and stakeholders 12.3 Promoting and providing pathway connectivity to hamlets, towns, and adjacent municipalities. 12.4 Collaborate with adjacent municipalities on the development of the Trans Canada Trail. 12.6 Acquire land for pathways and trails. 12.7 Develop and apply design principles and guidelines to provide for high quality pathways, trails, and associated amenities. 12.8 Integration and connections to escarpments, creek valleys, river valleys, and water bodies through the development and use of parks, open spaces, pathways and trails. 12.9 Connect residential communities, institutional, commercial, and industrial areas by pathways and trails where feasible. 12.10 Planning and design of pathways and trails in the agricultural area shall address the safety and protection of agricultural operations. 12.11 Apply design standards to help ensure consistent development of parks, pathways and trail systems. 12.12 Finance a system of parks, open space, pathways and trails through County and non-County funding measures, using the Parks and Open Space Master plan as guiding policy document in determining strategies and priorities. When approving new and redeveloped parks, open space, pathways, and trails, undertake a cost feasibility and life cycle analysis in accordance with County Policy. <p>Transportation:</p> <ul style="list-style-type: none"> 16.1 Collaboration with the Provincial government and neighbouring municipalities to protect and improve regional transportation corridors where necessary. 16.2 Partner and collaborate with adjacent municipalities and developers to coordinate transportation improvements and the expansion of transportation infrastructure.

Document Name	Direction
	<ul style="list-style-type: none"> 16.6 The County's long-term (10 year) and current capital plan for road construction, and the medium (5 year) and current operational plan for road maintenance shall guide road development and maintenance. 16.8 Roads, pathways and trails shall connect adjacent neighbourhoods within hamlets and country residential areas. 16.10 Support and encourage alternative forms of transportation in hamlets and regional business centres. Opportunities should provide for: a) pathways, trails and sidewalk connections; b) cyclists; and c) public/private transportation. 16.11 Support and encourage the development of pathways and trails for recreational use in country residential areas. 16.12 Support the long-term development of the conceptual regional pathway and trail plan as identified in the Parks and Open Space Master Plan.
2015-18 Strategic Plan: The Road Forward To guide projects and develop performance measures.	<p>Strategic Pillar: Sustainable Communities Guiding sustainability principle: encourage the creation of well-designed parks, open spaces, and trails to support the protection and enjoyment of the natural landscape. Related key objectives:</p> <ul style="list-style-type: none"> Develop and implement an Area Structure Plan review policy for keeping plans up to date and relevant (2016). Implement and measure the effectiveness of the County Plan (ongoing). Carry out the actions laid out in master plans, such as those for agriculture and recreation (ongoing). <p>Sustainability Performance Indicator: total kilometres of pathways and trails.</p> <ul style="list-style-type: none"> Rationale: As outlined in the County Plan, new developments should incorporate pathways in their construction plans to help achieve the County's recreation goals. This measure helps assess if pathways and trails are created in concert with new developments. <p>Strategic Pillar: Service Excellence Guiding service principles:</p> <ul style="list-style-type: none"> Invest and maintain a well-planned infrastructure network that is connected, safe and functional Strive for partnerships with neighbouring municipalities to develop shared service and cost agreements to extend the range of County facilities and services. <p>Related key objectives:</p> <ul style="list-style-type: none"> Design facilities that enhance resident interaction with the County (2015). Ensure the County's long-term road development and maintenance plans address infrastructure longevity, user needs, connectivity to our neighbours, and a methodology to service both commercial and residential districts (2018).
Calgary / Rocky View County Intermunicipal Development Plan (2012) To plan and coordinate future growth and development	<p>Focus and Growth Areas:</p> <ul style="list-style-type: none"> Six areas are of particular interest to both municipalities: Section 29-24-2-5 (south of Highway 1 and west of the Transportation Utility Corridor), Highway 1 West, Highway 1 East, Peigan Trail Extension, and Highway 560/Glenmore Trail East. Major residential growth areas: Highway 8 west, Springbank, and Conrich. Major industrial growth areas: Balzac and Shepard/Janet. <p>Connectivity:</p>

Document Name	Direction
efforts around shared borders.	<ul style="list-style-type: none"> Policy 9.1.1.b states that municipalities should “work together on an intermunicipal pathway inventory to identify opportunities for cross-boundary connections” Policy 13.1.1 states that municipalities should coordinate the planning of major transportation links for all modes of transportation.
Parks and Open Space Master Plan (2013) To guide the development of an interconnected parks and open space system in the County.	<ul style="list-style-type: none"> Policy 4.6.10 recommends collaboration with adjacent municipalities to develop signage, share best practices, and encourage the seamless connectivity of parks, open space, and pathways/trails. Policy 4.6.11 encourages utility companies to allow public access, via agreement with the County, on their lands where feasible, and integrate parks, open space, and pathway/trail development to easements and right-of-ways for roads and utilities (i.e. stormwater management and irrigation canals). Policy 5.1.1. Integrate pathway/trail development within escarpments, creek valleys, river valleys, irrigation canals, lakes, wetlands, and reservoirs. Policy 5.1.3 Update current standards for pathway/trail development that include pathway/trail width, materials, construction methods, and associated pathway/trail amenities such as signage, benches, garbage bins, and bicycle leaning posts. Policy 5.1.4 Develop pathways/trails within undeveloped road allowances and investigate a means of incorporating pathways/trails within future road right of ways in developed areas. Policy 5.1.5 Implement a comprehensive pathway/trail system that connects existing pathways/trails, considers where pathways/trails are needed most, and monitor implementation to determine where additional facilities or amenities are required <p>The plan illustrates several proposed conceptual pathways and trail alignments in the Elbow River Rand Land and Bow River Plains regions. These are illustrated in Figure 1 and Figure 2.</p> <p>Elbow River Ranch Lands proposed trails and pathways include:</p> <ul style="list-style-type: none"> Trans Canada Trail along Highway 8 from the City of Calgary to Bragg Creek and north to Cochrane. Trans Canada Trail along the Bow River. Conceptual pathways along Springbank Road, Lower Springbank Road, Township Road 250, Highway 31 and Highway 22. <p>Bow River Plains proposed trails and pathways include:</p> <ul style="list-style-type: none"> Conceptual pathways: <ul style="list-style-type: none"> Along Highway 564 from Calgary to Delacour From Delacour to Chestermere From the City of Calgary to Conrich From the City of Calgary to Chestermere From Chestermere to Langdon Conceptual bicycle route connecting McKinnon Flats to Langdon Trans Canada Trail along the Bow River

Figure 1. Elbow River Ranch Lands Region - Proposed Pathways and Trails. Source: Parks and Open Space Master Plan.

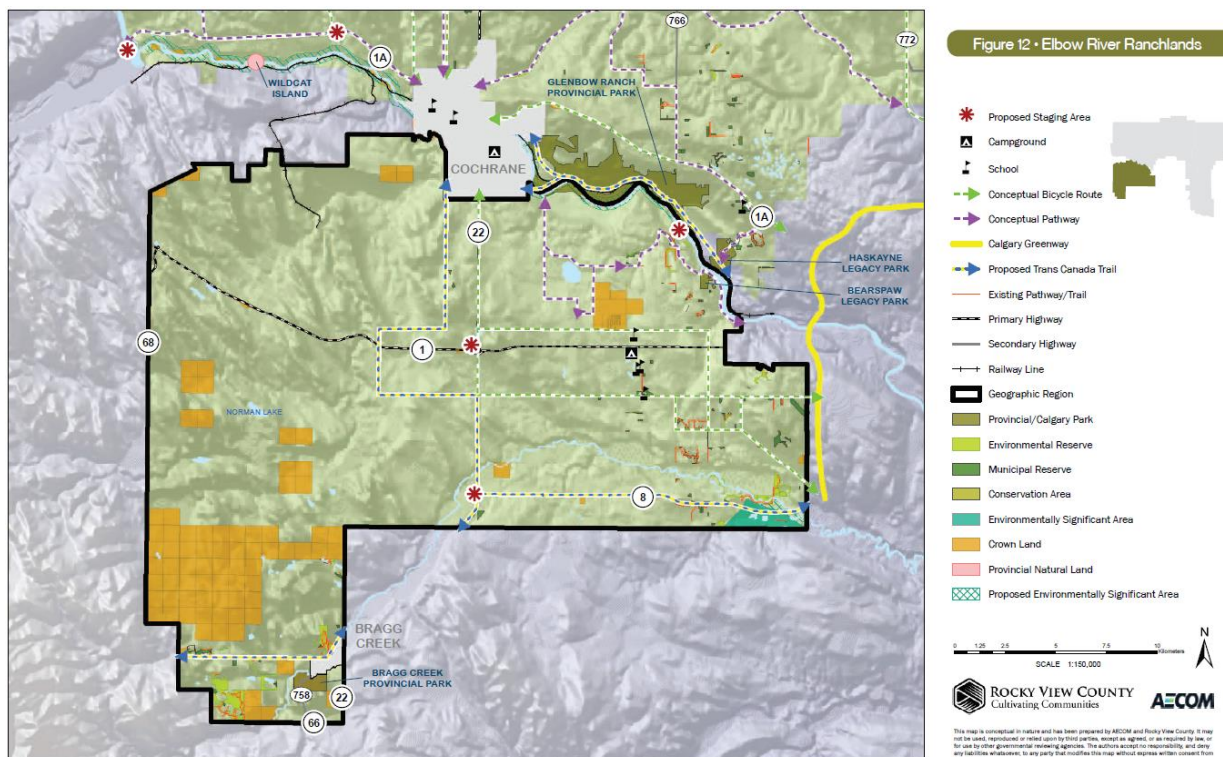
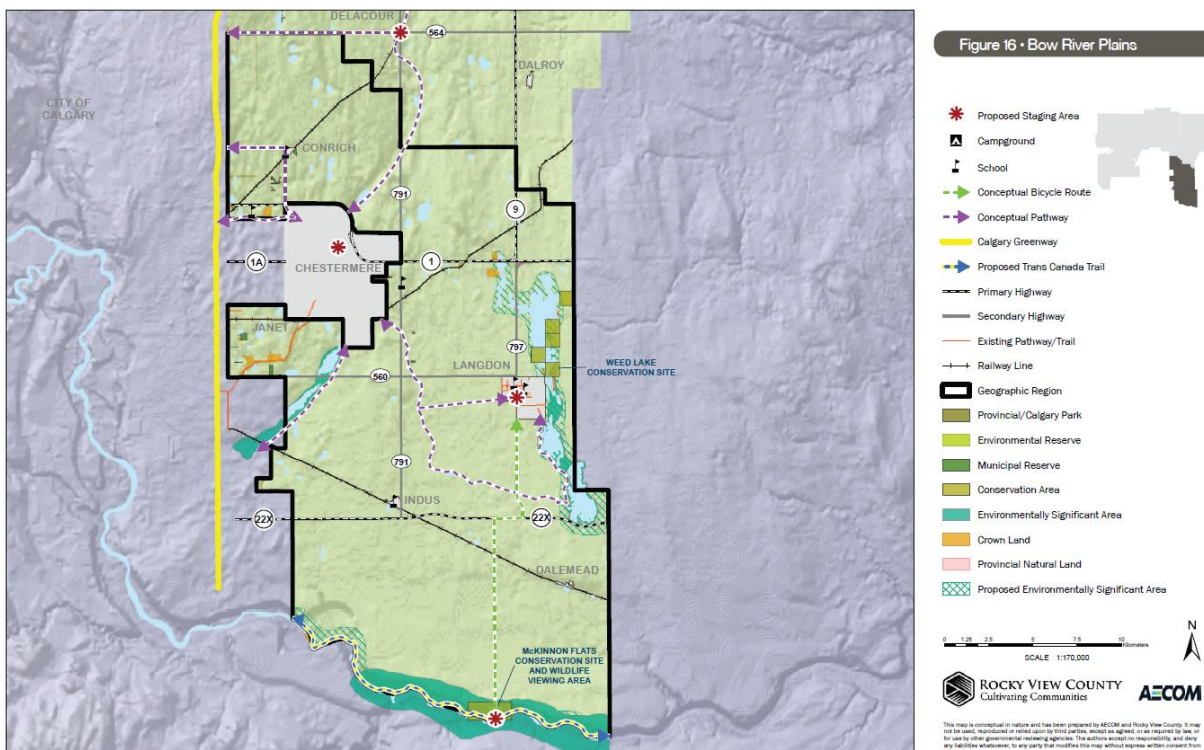


Figure 2. Bow River Plains Region - Proposed Pathways and Trails. Source: Parks and Open Space Master Plan.



Plan Name	Direction
<p>Calgary / Rocky View County Intermunicipal Pathway and Trail Study (2014)</p> <p><i>To prepare a coordinated guide to pathway and trail development.</i></p>	<p>Critical linkages:</p> <ul style="list-style-type: none"> • Calgary to Bragg Creek along Highway 8 (Trans Canada Trail) • Calgary to Bearspaw Reservoir along Bow River • Calgary to Cochrane along the Bow River through Haskayne Legacy Park and Glenbow Ranch Provincial Park • Calgary to Conrich • Calgary to Chestermere and 17 Avenue SE • Calgary to Chestermere along WID Western Headworks Canal • Calgary Greenway along the Transportation Utility Corridor / Ring Road • Calgary (Ralph Klein Park) an Bow River along the irrigation canal • Connection along the Bow River east from Calgary into Rocky View County. <p>Identifies and defines five pathway and trail facility types (in order of regional significance):</p> <ul style="list-style-type: none"> • Regional trails, • Local pathways/trails, • Natural trails, • On-street bikeways, and • Sidewalks. <p>Recommended regional trails, local trails/pathways, natural trails, on-street bikeways, and sidewalks are shown in Figure 3, Figure 4, and Figure 5.</p> <p>The study identifies priorities from short (1-5 years), medium (5-10 years), and long (over 10 years) are also identified.</p> <p>The plan also identifies pathway and trail design standards and maintenance service levels for each of the five facility types.</p>

Figure 3. Proposed Springbank area pathway and trail network. Source: Calgary / Rocky View County Pathway and Trail Study

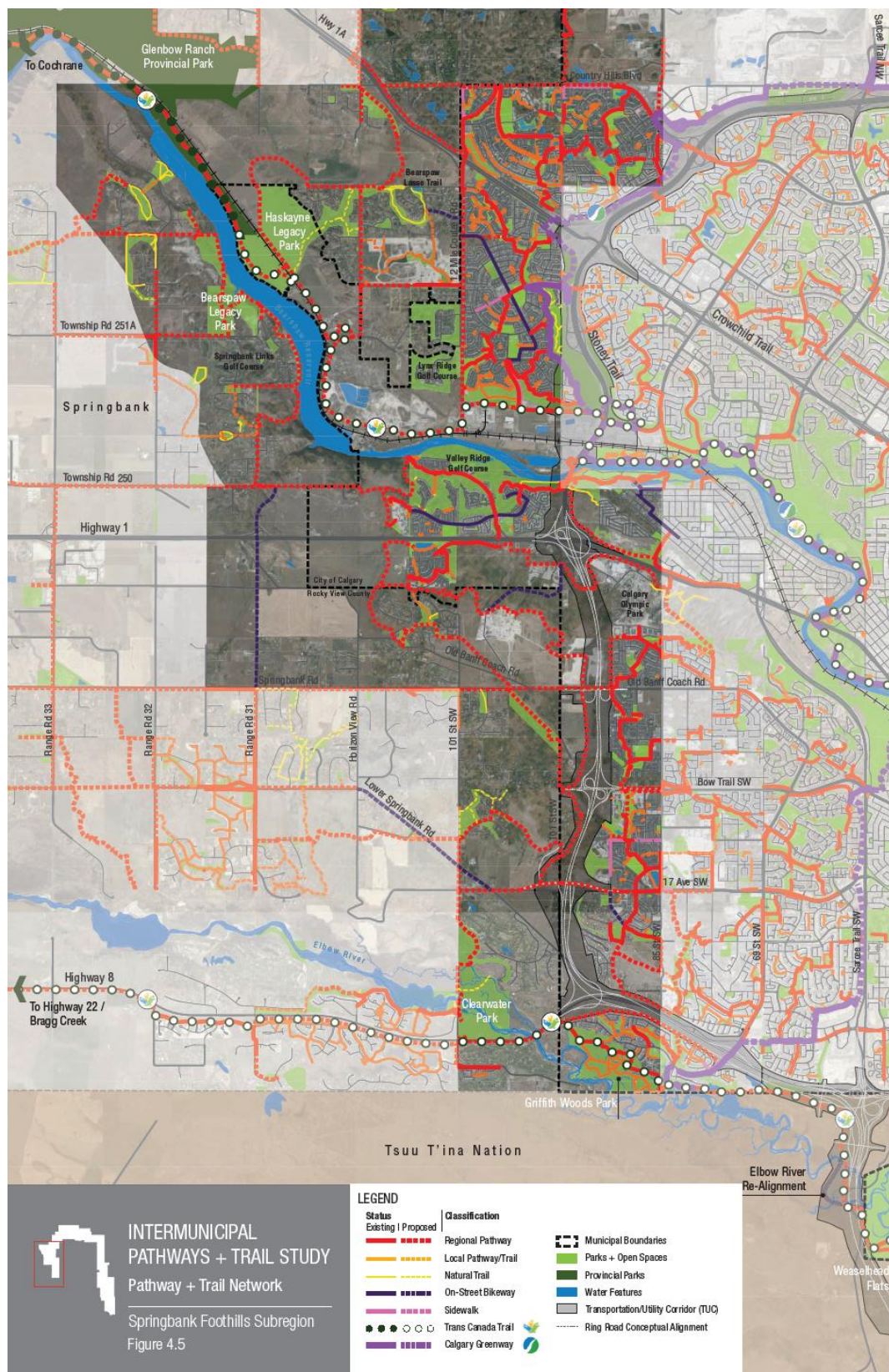


Figure 4. Proposed Calgary to Chestermere area pathway and trail network. Source: Calgary / Rocky View County Pathway and Trail Study

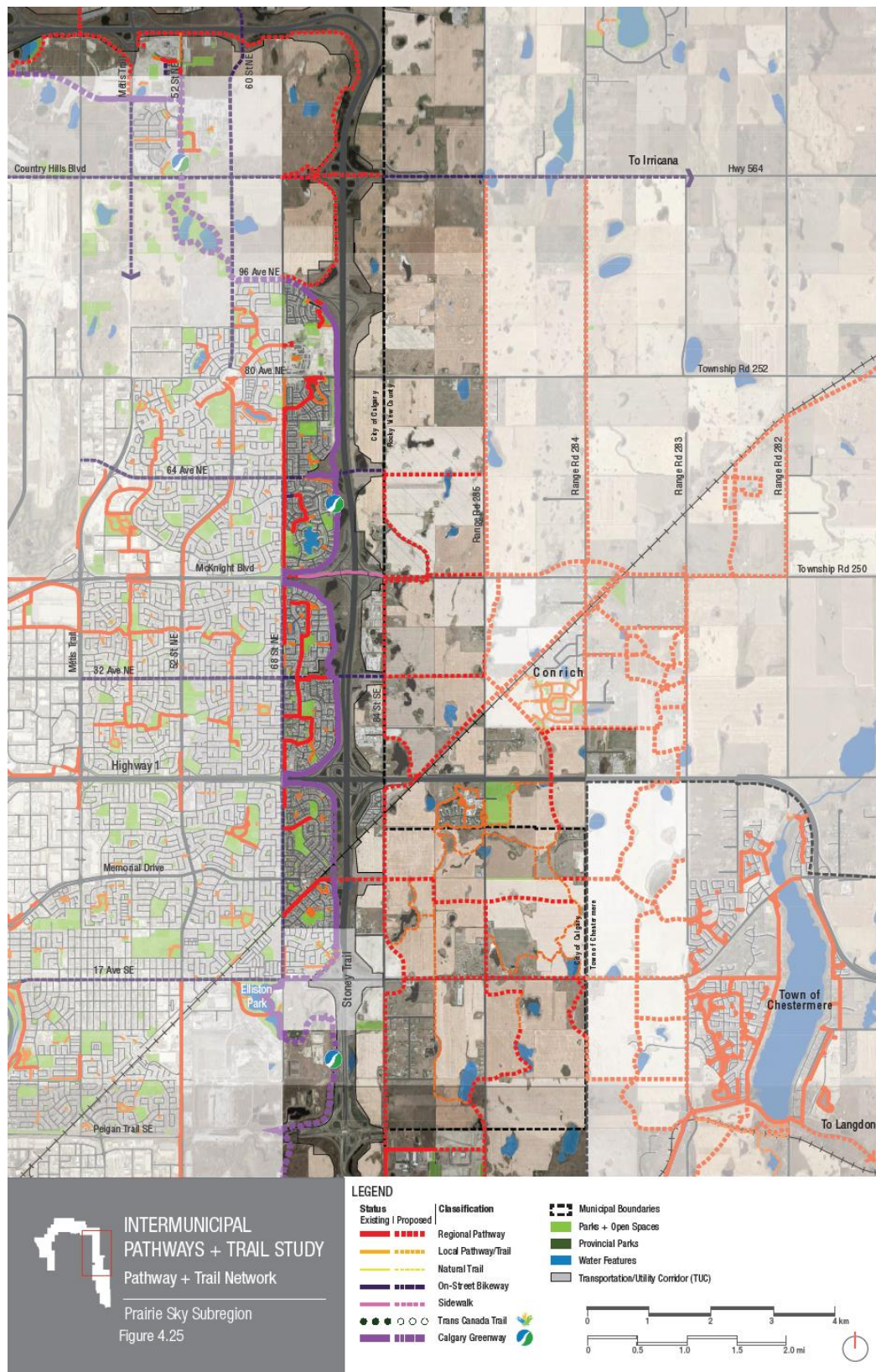
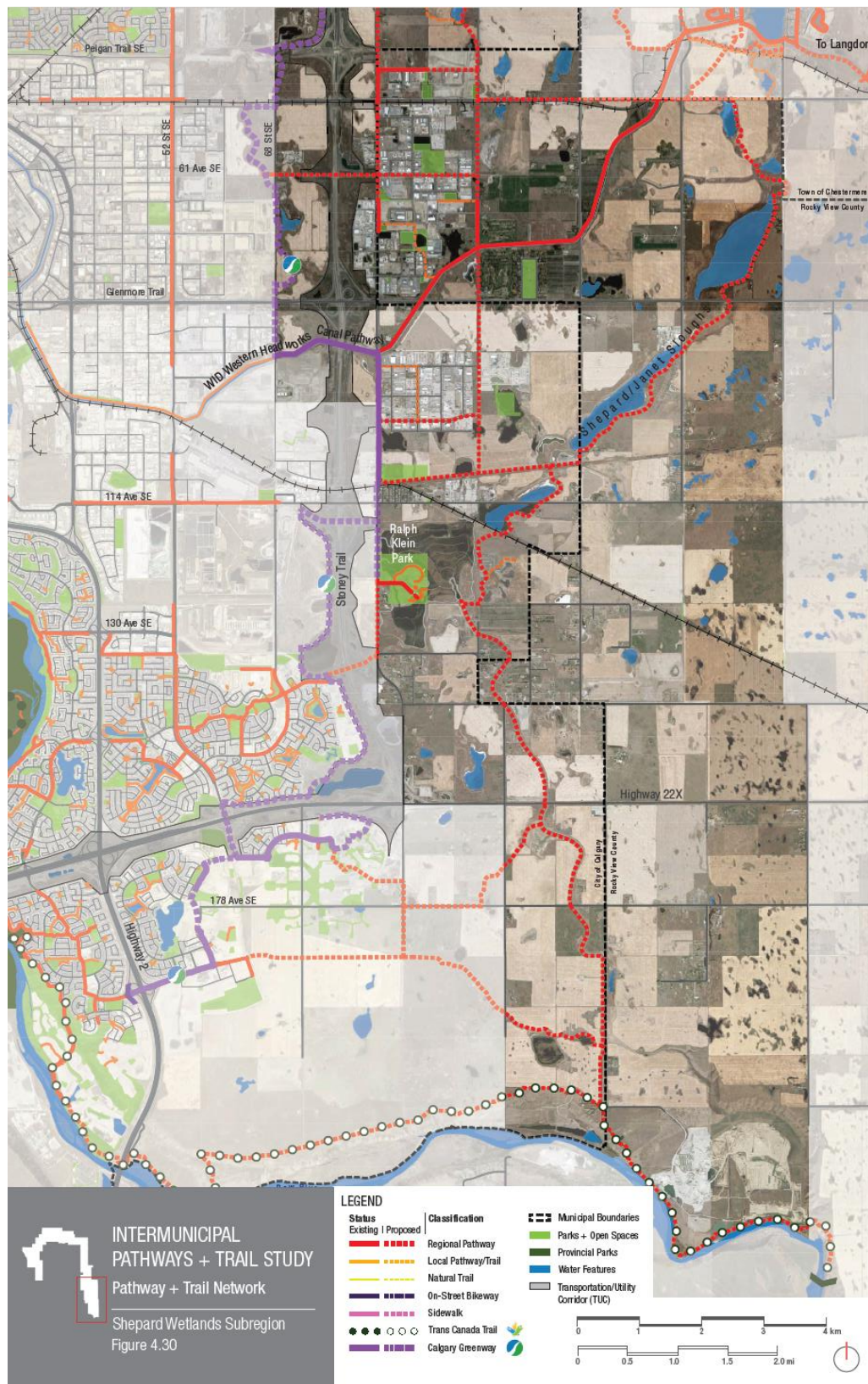


Figure 5. Proposed Shepard area pathway and trail network. Source: Calgary / Rocky View County Pathway and Trail Study



Document Name	Direction and Insight
Recreation and Culture Master Plan (2014 Draft) <i>To guide the provision of recreation and cultural services.</i>	<p>Questions and answers from community engagement:</p> <p>Questions: What are the basic recreational and cultural activities most important for health and community building in rural areas? What are the recreational and cultural activities most important for health and community building in the hamlets?</p> <p>Answers:</p> <ul style="list-style-type: none"> • Connected trails, walking, sledding • Hamlet: pathways and green space. • Lacking/needs improvement: if the county has identified a growth node then they need to grow recreational facilities in that location. Not nearby [but] within walking distance. Partnership with corporations and developers.
Parks and Pathways Planning, Development and Operational Guidelines (2013) <i>To provide direction for the acquisition and development of parks and open spaces; and the continued development and evolution of a regional and local pathway and trail system.</i>	<p>Identifies eight facility types:</p> <ul style="list-style-type: none"> • Regional pathway • Local pathway or trail • Natural trail • Bike route • Bike Lane • Wetland Boardwalk • Equestrian trail • Blue way <p>The plan provides design guidelines and maintenance service levels of each facility type.</p>
Commercial, Office and Industrial Design Guidelines (2010) <i>To provide design guidelines for all proposed mixed-use, commercial, office, and industrial development.</i>	<p>5.1 Gateways should:</p> <ul style="list-style-type: none"> • Coordinate roads and pathways with adjacent municipalities. <p>5.3 Local commercial areas should:</p> <ul style="list-style-type: none"> • Provide improvements to the public realm such as sidewalk or pathways. • Provide well lit and comfortable pedestrian walkways connecting the street to rear parking areas. Share walkways with adjacent sites as much as possible.
Agricultural Boundary Design Guidelines (2014) <i>To minimize land use conflicts that can occur when agricultural and nonagricultural uses are located next to one another through a design process and set of tools.</i>	<p>Site Analysis section asks proponent to identify nearby parks and pathways and future connections to adjacent lands.</p> <p>Within designated municipal reserve: landscaped pathways can provide buffers between agricultural and non-agricultural uses.</p> <p>Definitions:</p> <ul style="list-style-type: none"> • Pathways and trails: Any recognized route that is formally engineered, constructed and hard surfaced. • Municipal reserve: municipally-owned land which may be used by a municipality or school board for any or all of the following purposes: public park, public recreation area, school board purposes, or to separate lands that are used for different purposes.
Servicing Standards (2013)	<ul style="list-style-type: none"> • Identifies any studies that may be required to support a development (p6) • Procedures for road right-of-way construction agreements (p12)

Document Name	Direction and Insight
<i>To guide the design, preparation, and submission of plans and specifications for construction of new infrastructure.</i>	<ul style="list-style-type: none"> • Capital asset management (p12) • Road design guidelines (p47) • Urban design guidelines (p51) • Roadway access and approaches guidelines (p62) • Road classifications, volumes, lanes, surface type, design speed...etc (p67) • Road cross-sections (p69 on) • Low impact development road classifications (p162) • Low impact development road cross-sections (p164)
Policy 304: Roadway Links in New Subdivisions	To provide a policy which maximizes the efficiency of the County's road networks in order to reduce road maintenance costs, and to improve the safety and accessibility into and through country residential and other subdivided areas of the County
Policy 318: Pathway and Trails	<p>Purpose: to effectively administer public pathways and trails within RVC.</p> <p>Policies:</p> <ul style="list-style-type: none"> • Requires public consultation prior to pathway or trail development by project proponent. • All pathways and trails shall be planned, classified, constructed, maintained, insured and inspected in accordance with County standards and requirements. • Pathway and trails may act as alternate route for maintenance and emergency access when required. In these circumstances, pathways and trails shall be constructed to a standard sufficient for maintenance for emergency service vehicles. • Access for emergency service vehicles shall be provided along regional pathways at regular intervals. • Pathway and trail development or enhancement, where feasible and when safety standards can be met, coincide with land development and infrastructure improvement projects. • Subdivision and development proposals shall address pathway and trail needs and connections.
Policy 319: Inspection and Maintenance of Pathways and Trails within County Lands	<p>Purpose: to ensure that all pathways and trails within County lands are inspected regularly and adequately maintained.</p> <ul style="list-style-type: none"> • Documentation of scheduled inspections. • Pathways and trails will be assigned a classification, these classifications dictate maintenance service level. • For County lands with an occupant agreement, occupants shall maintain and operate the lands in accordance to this policy.
Policy 320: Inspection and Maintenance of County Lands	Purpose: to administer a consistent formal process when inspecting, managing, maintaining and operating County owned parks, open spaces and any and all amenities with the exception of pathways and trails located within said lands.

5 Elbow River Ranch Lands Documents

Policy Name	Summary of Relevant Areas
Cochrane / Rocky View County Intermunicipal Development Plan (2001)	<p>Policy 2.7.2.2 (c) - Municipalities will endeavor to identify priorities for potential connections between existing natural areas.</p> <p>Policy 2.9.2.5 Efforts will be made to connect trails and pathway systems with the Plan Area.</p>
Springbank North Area Structure Plan (1999)	<p>Apart from the road network, there is no provision for active transportation facilities in the plan.</p>
Springbank Central Area Structure Plan (2001)	<p>Active transportation considerations within the plan are informed by results from a 1999 Central Springbank Household/Landowner Survey where, “Landowners who use the roads for purposes other than driving are uncomfortable. Thought should be given to how improvements could be made to the current road infrastructure to accommodate other uses and/or development of new pathways and trails.”</p> <p>The plan reiterates the household survey feedback in noting limited active transportation infrastructure in the area, “presently, pedestrians, cyclists, and equestrians intrepidly use road rights-of-way since few walkways exist to connect destination points with Central Springbank”.</p> <ul style="list-style-type: none"> • Section 2.6.5 outlines policies related to walkway development. • Section 2.0.3 outlines several strategies related to land use and pathway development: <ul style="list-style-type: none"> e) Open space and pathway systems will be expanded through future development and the protection of environmentally sensitive areas. f) Connective open space systems including pathways, parks and open areas throughout the community will be established and developed.
Springbank Master Drainage Plan (2016)	<p>Recommendations include that all new development should be restricted to building within the 1:100 year floodplain such as the Bow or Elbow Rivers and their local tributaries.</p>
Harmony Conceptual Scheme (2007) / Harmony Stage 1 Neighbourhood Plan (2008) / Harmony Stage 2 and 3 Neighbourhood Plans (2017)	<p>The Conceptual Scheme proposes a connected regional and local trail network:</p> <ul style="list-style-type: none"> • Regional trails are ‘commuter type’ paved trails that connect to external facilities used for walking, jogging, biking. Located on the periphery. • Local trails will provide connections between residential areas, to key community elements, and connect to regional trail network and are comprised of combination of sidewalks, hard and soft surface trails. • Equestrian trails will be provided along the periphery. Trailheads with parking will be provided. • Subsequent development approval applications will provide components of the trail network as per the principles of this scheme and through further consultation with the Rocky View Trails Association. <p>Residential:</p> <ul style="list-style-type: none"> • Community design is founded on the principle of locating up to 75% of residential units within the village core or a five minute walk (400m) to the village core edge (and 90% within 800m of the village core). <p>The Stage 1 Neighbourhood Plan proposes an interconnected mobility network. Section 2.2.5 and Figure 6 details the Trail System, and some design elements are shown in Figure 7:</p>

Figure 6. Trail system for Phase 1.

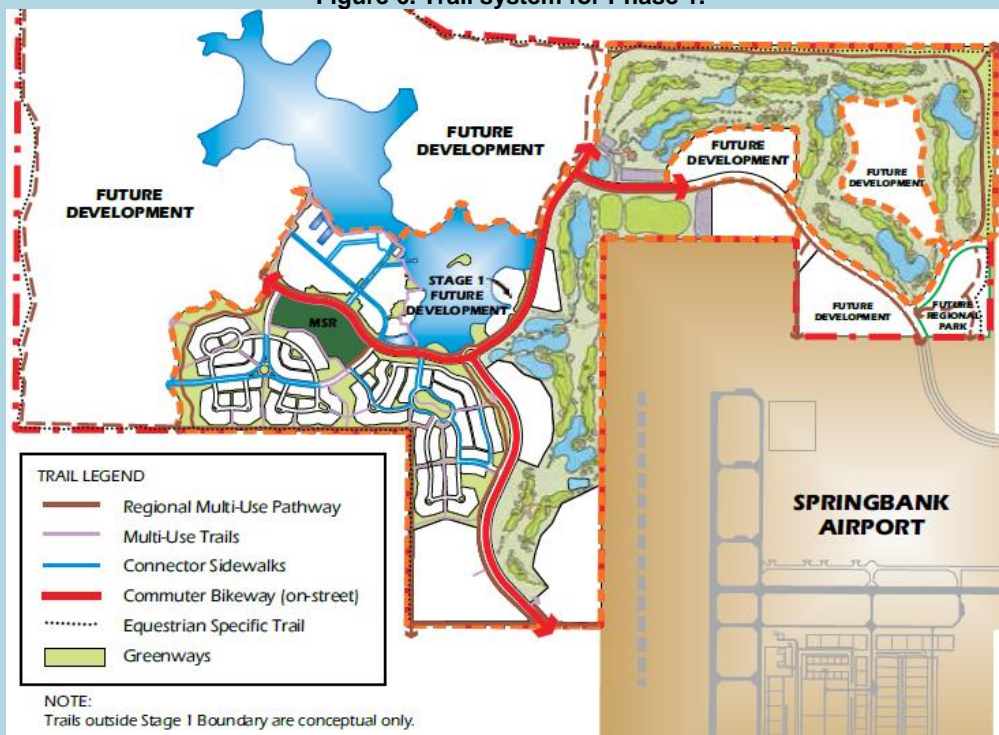
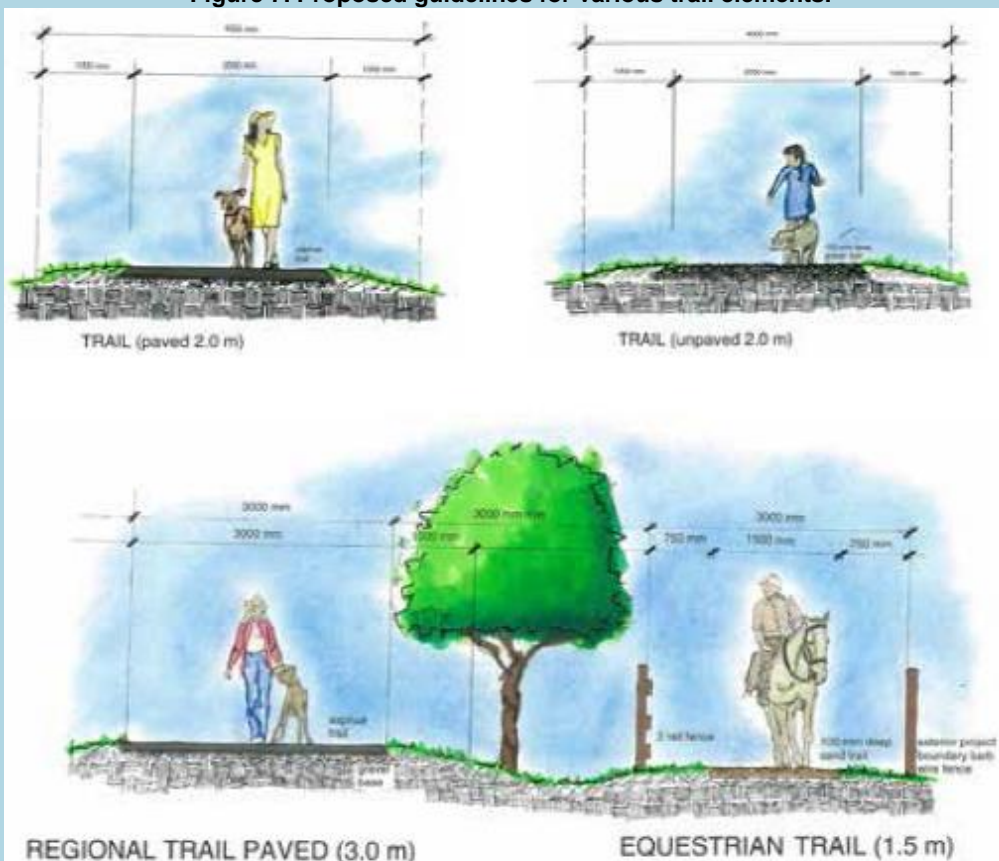
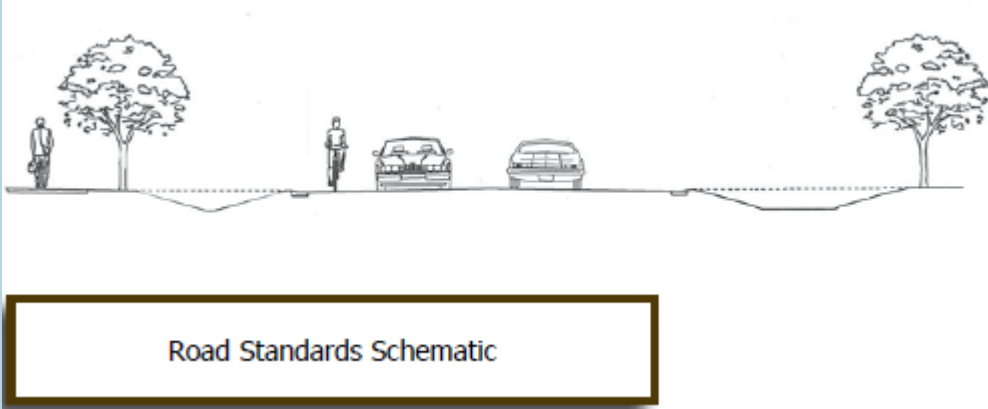
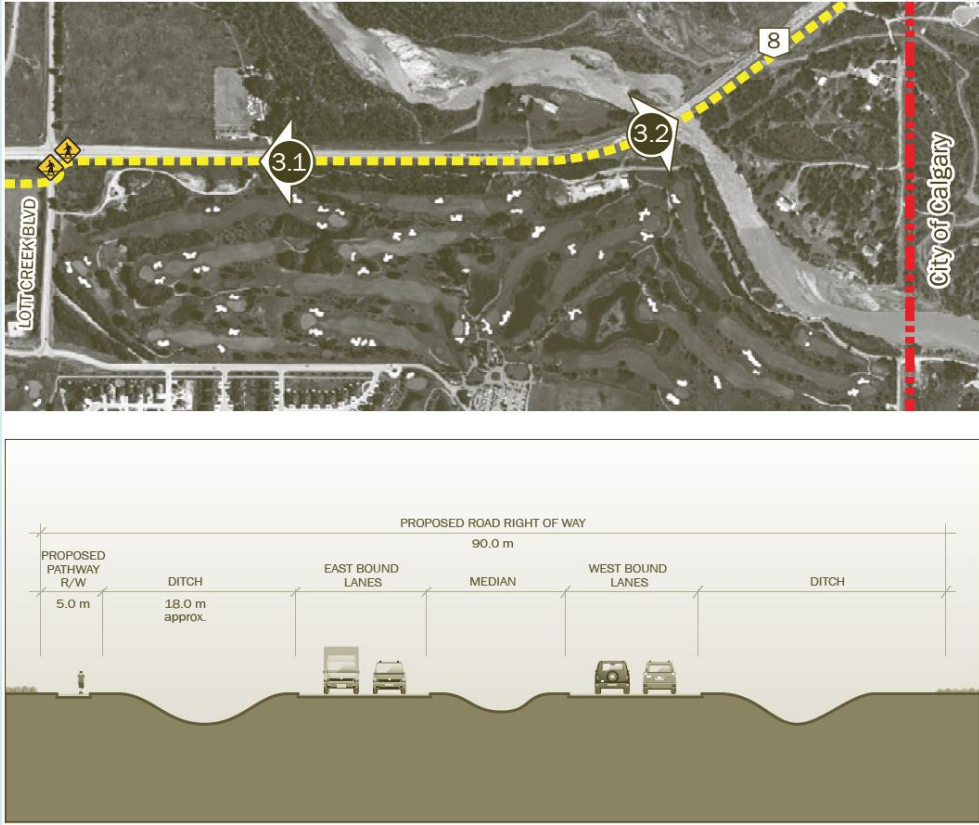
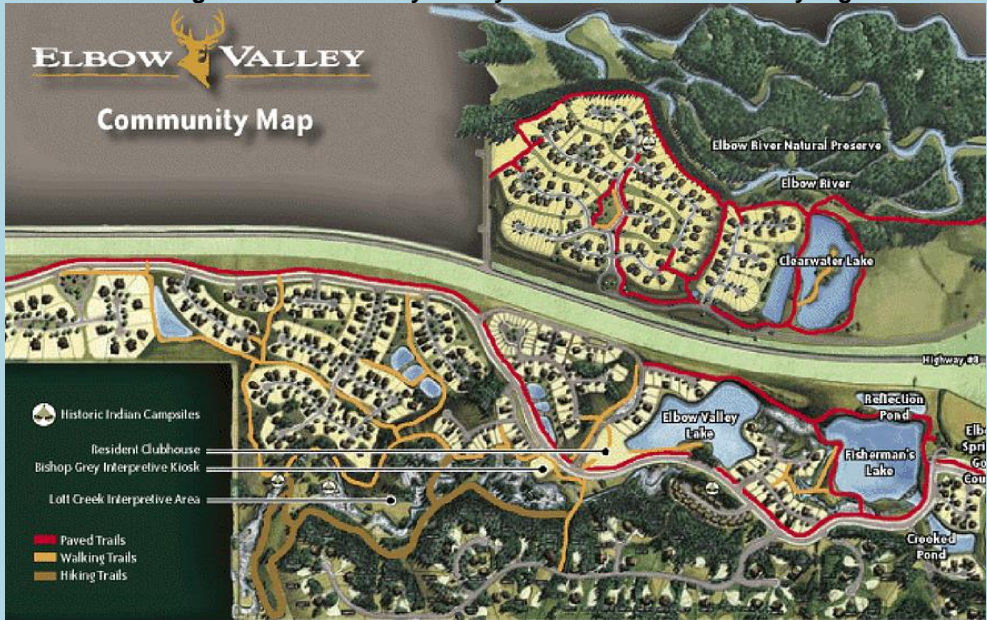


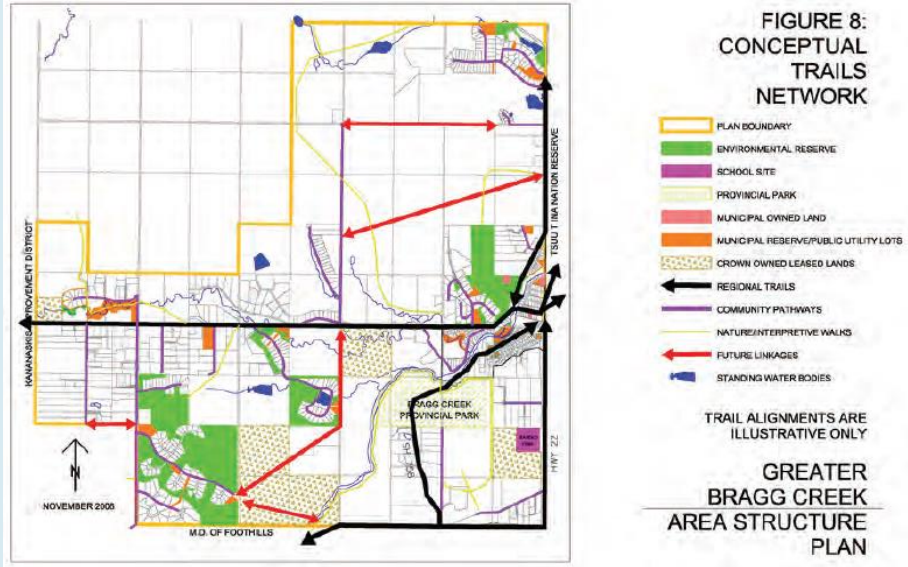
Figure 7. Proposed guidelines for various trail elements.



Policy Name	Summary of Relevant Areas
	<p>3.3.8.3 Road Design Standards key components include:</p> <ul style="list-style-type: none"> • Reduced travel speeds; • Road infrastructure scaled to suit the character of the adjacent land uses; • Consideration for pedestrian corridors and alternate forms of transportation such as bicycles; • Vehicle parking requirements.  <p>Stage 2 and 3 include a regional multi-use pathway with connections to other stages as well as connector sidewalks, and greenways/natural corridors. Stage 3 proposes an equestrian trail along the northern edge of the development.</p>
North Springbank Gate Conceptual Scheme (2014)	Plan includes a conceptual bicycle route along Township Road 250 and local internal pathways, all “in accordance to Rocky View County Servicing Standards”.
Lariat Loop Conceptual Scheme (2005)	N/A - despite mentions of a looped internal pathway and linkages to the regional pathway system there is no pathway system apparent from a desktop review of the area.
Bingham Crossing Conceptual Scheme (2012) / Master Site Development Plan (2013)	The development will be connected to the adjacent areas by a network of regional and local pathways. These regional pathway will be established in the greenbelt that forms the perimeter of the project. The plan also identifies sidewalks.
Morgans Rise Conceptual Scheme (2005)	Concept proposes a regional pathway along the eastern and southern borders and an internal pathways running along local roads and open space in the southern half of the development.
Robinson Road Conceptual Scheme (2007)	Nothing to note – no active transportation links or infrastructure proposed.
Partridge View Conceptual Scheme (2015)	Active transportation provision includes a future 8m Municipal Reserve allocation along Springbank Road to allow for the County’s future pathway system.
North Escarpment Drive Conceptual Scheme (2017)	Nothing to note – no active transportation links or infrastructure proposed.
Grand View Estates	A pathway network is proposed, with a regional north-south connection along Range Road 32.

Policy Name	Summary of Relevant Areas
Conceptual Plan (2005)	
Montebello Conceptual Scheme (2005)	An external pathway runs along the north and east perimeter of the development. An internal pedestrian pathway system is proposed on one side of the length of the internal road network.
Wilson Conceptual Scheme (2007)	Nothing to note – no active transportation links or infrastructure proposed.
Proposed Highway 8 Regional Pathway Report (2012)	<p>The plan recommends a conceptual 5.0 metre bi-directional paved pathway alignment that connects the City of Calgary to Highway 22 along the Highway 8 corridor. An example of cross-section and alignment is provided in Figure 8.</p> <p>Additional recommendations include:</p> <ul style="list-style-type: none"> Establishing a Technical Advisory Group with members from RVC, City of Calgary, Alberta Transportation and Alberta TrailNet. Establishing a committee or advisory group to build consensus and capture interests from a variety of user groups involved in the creation of the pathway. <p>Figure 8. Alignment and cross-section from City limits to Lott Creek Boulevard.</p> 
Elbow Valley Area Structure Plan (1997)	A plan for primarily residential development from lands south of the Elbow River and to the west of the Elbow Springs Golf Course. The lands are proposed as primarily estate and single family residential, open space and recreational (golf course). The area is now fully developed. There are no sidewalks, but a series of paved or gravel trails, as shown in Figure 9Error! Reference source not found..

Policy Name	Summary of Relevant Areas
	<p>Figure 9. Elbow Valley trail system. Source: elbowvalley.org</p> 
Stonepine Conceptual Plan (2001)	<p>A pathway system links all four cul-de-sac neighborhoods with each other and to the open space recreation amenities offered by the Elbow River valley to the north.</p>
Elbow Valley West Conceptual Scheme (2004)	<p>A regional pathway will be provided along the south side of the service road as an extension of the existing regional pathway traversing the residential community to the east. A second pathway will run along the eastern boundary of the north-south public roadway that bisects the plan area and will provide residents to the south of the proposed development with access to the regional pathway and school site located in the northeast corner of the plan area.</p>
Greater Bragg Creek Area Structure Plan (2007)	<p>The plan discusses planning for the improvement to provincial and local roads, and discourages on-street parking. Specific to trails, the plan includes a conceptual trail network with: regional trails (typically paved), community pathways (hard and soft surface), natural / interpretive walks (soft surface), and future trail linkages. The concept is shown in Figure 10.</p>

Policy Name	Summary of Relevant Areas
	<p>Figure 10. Bragg Creek Conceptual Trail Network. Source: Greater Bragg Creek Area Structure Plan</p>  <p>FIGURE 8: CONCEPTUAL TRAILS NETWORK</p> <ul style="list-style-type: none"> PLAN BOUNDARY ENVIRONMENTAL RESERVE SCHOOL SITE PROVINCIAL PARK MUNICIPAL OWNED LAND MUNICIPAL RESERVE/PUBLIC UTILITY LOTS CROWN OWNED LEASED LANDS REGIONAL TRAILS COMMUNITY PATHWAYS NATURE/INTERPRETIVE WALKS FUTURE LINKAGES STANDING WATER BODIES <p>TRAIL ALIGNMENTS ARE ILLUSTRATIVE ONLY</p> <p>GREATER BRAGG CREEK AREA STRUCTURE PLAN</p>
<p>Bragg Creek Revitalization Plan (2015)</p>	<p>Recommendations include:</p> <p>Hamlet-Wide:</p> <ul style="list-style-type: none"> Confirming looped pathway system design, routes and trailhead and embed into County plans and strategic priorities. See Figure 11 for details. <p>Hamlet North:</p> <ul style="list-style-type: none"> Trail and pathway development with looped pathway connection to the Hamlet core. Thematic wayfinding. Riverfront access w/ lookouts. <p>Hamlet Core:</p> <ul style="list-style-type: none"> Basalm Ave Streetscape Improvements Pedestrian pathway connector from Basalm Ave to Town Square Community Centre pedestrian link to Community Centre Park Trail orientation point <p>Heritage Mile:</p> <ul style="list-style-type: none"> County owned lands have potential to become the 'Heritage Mile Park and Trailhead' Enhancing White Avenue to include pathway, lighting, seating, wayfinding <p>Hamlet West:</p> <ul style="list-style-type: none"> Link Hamlet with lands west of Elbow River via a pedestrian bridge Improved pathway conditions linking Hamlet West to the Core and ER walking trails.

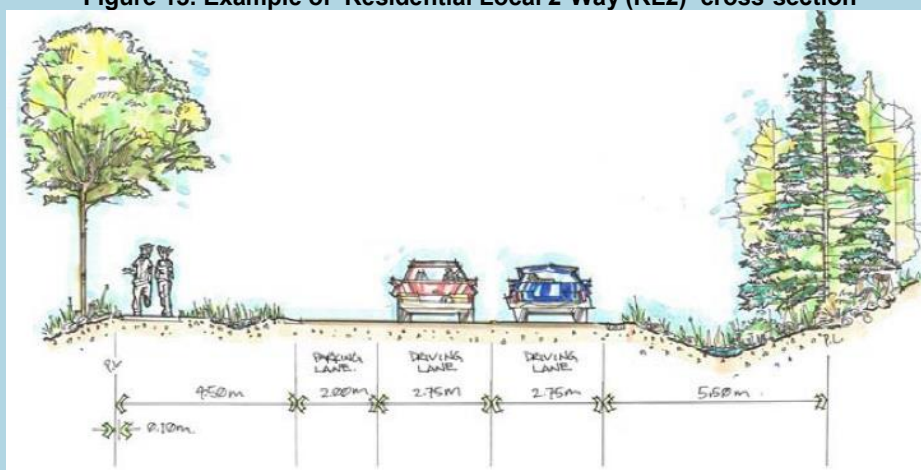
Policy Name	Summary of Relevant Areas
	<p>Figure 11. Circulation and Connectivity Plan. Source: Bragg Creek Revitalization Plan</p> <p>Bragg Creek GATEWAY TO KANANASKIS</p> <p>HERITAGE MILE LOOP Shops Restaurants Hotels Parking & Staging Areas Public Washrooms River lookouts Bragg Creek Community Centre Balsam Avenue Bridge</p> <p>PROVINCIAL PARK LOOP Hiking Trails Camp Sites Natural Scenery Picnic Areas Banded Peak School</p> <p>TRANSCANADA TRAIL</p> <p>NORTH BRAGG LOOP River lookouts Residential</p> <p>WEST BRAGG LOOP Residential Pedestrian Bridge</p> <p>LEGEND HERITAGE MILE LOOP (2000 METERS / 20 MINUTE WALK) RIVER LOOKOUT FUTURE ALIGNMENT (2000 METERS) NORTH BRAGG LOOP (1650 METERS / 20 MINUTE WALK) FUTURE ALIGNMENT (2000 METERS) RIVER LOOKOUT WEST BRAGG LOOP (1650 METERS / 20 MINUTE WALK) FUTURE ALIGNMENT (2000 METERS) RIVER LOOKOUT TRANSCANADA TRAIL BRAGG CREEK PROVINCIAL PARK LOOP (7 KILOMETERS / 2 HOUR AVERAGE WALK) FUTURE ALIGNMENT RIVER LOOKOUT PARKING / STAGING AREA TRAILHEAD POTENTIAL PEDESTRIAN BRIDGES</p> <p>CIRCULATION & CONNECTIVITY PLAN</p> <p>WEST BRAGG TRAILS BALSAM AVE NORTH BRAGG TRAILS REDWOOD MEADOWS EXPANSION AREA BRAGG CREEK PROVINCIAL PARK</p> <p>Trail connections and Trailhead designs are conceptual in nature and may be subject to change depending on future subdivision and development</p>
<p>Bragg Creek Design Standards (?)</p>	<p>3.2.6: Parking and Site Access - Pedestrian Connection Standards:</p> <ul style="list-style-type: none"> g) A direct and continuous pedestrian walkway network shall be established within and adjacent to parking lots to connect building entrances, parking spaces, public sidewalks, and other pedestrian destinations. h) The pedestrian walkway network shall include upgraded pavement treatments, or pavement markings, that contrast with the drive aisle. i) The walkway network should be integrated with the landscaping for the parking area. <p>4.1 Streetscapes :</p> <ul style="list-style-type: none"> • Small curb radii where pedestrian activity high • Future White Ave (Highway 758) and Balsam Ave should consider continuous sidewalks and other traffic calming and landscaping features • River Drive – pedestrian and vehicular connection between River Dr and River Dr North. Future development should consider extending Rier Dr to the west. • Crosswalks should be provided at key pedestrian crossings in hamlet core <p>4.3 Wayfinding and Gateway Features</p> <p>4.4 Civic Nodes and Open Spaces</p> <ul style="list-style-type: none"> • Connections between public spaces and surrounding land uses • Connections w/ Elbow River • Universal accessibility
<p>Moose Mountain Trails Conceptual Scheme (2014)</p>	<p>Nothing to note – very small development area with no active transportation links or infrastructure proposed.</p>
<p>Wintergreen Forest Estates Conceptual Scheme (2015)</p>	<p>Policy 4.2.1.1A six (6) metre wide linear Municipal Reserve shall be dedicated along the eastern boundary of the Plan Area fronting Wintergreen Road to accommodate a future County pathway.</p>

Policy Name	Summary of Relevant Areas
	Policy 4.2.1.2 A six (6) metre wide linear Municipal Reserve shall be dedicated along the northern boundary of the Plan Area fronting Township Road 234 to accommodate a future County pathway.
Wintergreen Redevelopment Conceptual Scheme (2017)	<p>Redevelopment of the former ski hill north of Bragg Creek. Plan consists of three major areas: residential cell, village core cell, and golf cell. Direction include:</p> <ul style="list-style-type: none"> • Connectivity from Residential Cell to Village Core • Significant public spaces such as: public plaza, trail connections in Village Core • Internal road network includes provision for sidewalks on all residential roads.

Figure 12. Pathway and Trail Network

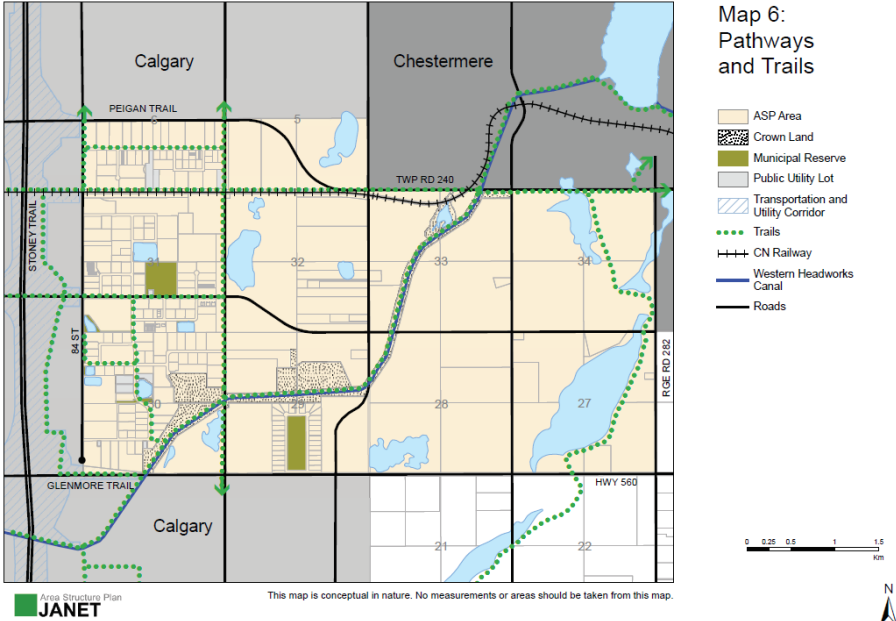


Figure 13. Example of 'Residential Local 2-Way (RL2)' cross-section



6 Bow River Plains Region Documents

Policy Name	Summary of Relevant Areas
(Draft)	<ul style="list-style-type: none"> Potential growth areas have been identified on the east side of Chestermere. Policy 2.3.1.2 – municipalities will identify pedestrian and alternative transportation friendly connections between existing and future park sites, and between park sites and commercial and residential development. Policy 2.3.1.3 – pathway connections will support alternative transportation. Policy 2.3.1.4 – pathway connections across the municipal boundary will connect residents to commercial and recreational amenities with the adjacent municipality. Policy 2.4.1.1 – municipalities will develop compatible design standards for roadways, local streets, and pathways. Policy 2.4.3.2 – municipalities will implement infrastructure that promotes the use and efficient interconnection of alternative transportation within or near to vehicle oriented routes.
Conrich Area Structure Plan (2015)	<p>Goals of the plan include creating “a well-designed, safe, and interconnected transportation network that addresses the needs of residents, motorists, pedestrians, and cyclists”. The plan proposes a network of pathways, trails and sidewalks with regional connections. Pathways and trails are shown in .</p> <p>Policy 18.9 calls for the provision of sidewalks within the road right-of-way in hamlets.</p> <p>Figure 14. Proposed pathways and trails in Conrich. Source: Conrich Area Structure Plan</p> <p>This map is conceptual in nature. No measurements or area calculations should be taken from this map.</p>
Shepard Area Structure Plan (2001)	<p>The Shepard Area Structure Plan is a joint planning effort by the City of Calgary and Rocky View County. The plan has some duplicate plan coverage with the City of Calgary / Rocky View County Intermunicipal Development Plan and Janet Area Structure Plan. The plan area is bounded by the Stoney Trail Transportation Utility Corridor to the west, Peigan Trail to</p>

Policy Name	Summary of Relevant Areas
	<p>the north, 100 and 116 Street to the east, and 146 Avenue to the South. This area is intended to be primarily industrial.</p> <p>Active transportation policies include the provision for regional and local trails, including the development of the Western Canal Headworks Pathways (also referred to as the WID Canal Pathway) and linkages to new and existing residential areas, the Hamlet of Shepard, the Shepard Constructed Wetland Project, the City of Calgary and the Town of Chestermere.</p>
Janet Area Structure Plan (2014)	<p>The plan calls for regional and local sidewalk, pathway, and trail connections to promote cycling and walking. A conceptual network with shown in Figure 15.</p> <p>Figure 15. Janet pathway and trail network. Source: Janet Area Structure Plan</p>  <p>Map 6: Pathways and Trails</p> <p>Legend:</p> <ul style="list-style-type: none"> ASP Area Crown Land Municipal Reserve Public Utility Lot Transportation and Utility Corridor Trails CN Railway Western Headworks Canal Roads <p>Scale: 0 0.25 0.5 1 1.5 km</p> <p>North arrow pointing up.</p> <p>Map labels: Calgary, Chestermere, PEIGAN TRAIL, STONEY TRAIL, 84 ST, GLENMORE TRAIL, TWP RD 240, HWY 560, RANGE RD 285, RANGE RD 282, 27, 28, 29, 30, 31, 32, 33, 34, 21, 22.</p> <p>Area Structure Plan JANET</p> <p>This map is conceptual in nature. No measurements or areas should be taken from this map.</p>
CN Logistics Park Master Site Development Plan (2011)	<p>The plan states that the developer will construct a regional pathway within the MR along the entire southern width of the MSDP area to provide a pedestrian connection between the Conrich Community and the MSDP area, and potentially with the adjoining properties situated north of Twp Rd 250. The pathway is expected to include a paved surface 2.5 m wide.</p>
Emcor Business Park Conceptual Scheme (2013)	<p>Policy 4.3.9: The developer shall explore the provision of a regional pathway on either the west or east side of Garden Road as a condition of the first subdivision application.</p>
Frontier Industrial Park Phase I Conceptual Scheme (2007)	<p>Policy 4.5.2: A potential future regional pathway shall be accommodated in one of two locations that will ultimately provide a connection to the regional pathway that parallels the Western Irrigation Canal:</p> <ol style="list-style-type: none"> 1. The 3.0m regional path right-of-way shall be accommodated along the north part of the CN Rail R.O.W.; or 2. The pathway shall be accommodated in a 3m easement within the 6m setback along the north side of the proposed east/west internal road connecting 84 Street to Range Road 285 (Garden Road), and within a 3m easement within the 6 m setback along the east side of 84 Street connecting the pathway to the anticipated future pathway from the City of Calgary along 50 Avenue.

Policy Name	Summary of Relevant Areas
	4.5.3: A Lot Owners Association shall be incorporated to manage and maintain the pathway system in accordance with the requirement of the MD of Rocky View.
Frontier Industrial Park Phase II Conceptual Scheme (2009)	<p>Policy 4.5.2: A potential future regional pathway will ultimately provide a connection to the regional pathway that parallels the Western Irrigation District canal. The 2.5m pathway shall be accommodated in a 6m easement within the 6m building setback along the north side of the proposed east/west internal road (Frontier Road SE) connecting 84th Street SE to Range Rd. 285 (Garden Road).</p> <p>Policy 4.5.3: A Lot Owners Association shall be incorporated to manage and maintain the pathway system in accordance with the requirements of the MD of Rocky View.</p>
Kleysen Transport Conceptual Scheme (2001)	No active transportation links or infrastructure proposed for this site.
Boychuk Industrial Conceptual Scheme (2004)	The pathway connection running north/south along 84 Street connects to the park area in the SW corner of the adjacent site and the connection running east/west along the SE corner of the site may eventually tie into the Headwaters Canal pathway system.
Conrich Station Conceptual Scheme (2014)	A regional pathway has been identified within the plan area as per the Conrich Area Structure Plan. No provision for pedestrian network due to industrial nature of the development.
South Conrich Conceptual Scheme (2006)	<p>A shale pathway system running through Cell A, is to be registered as Municipal Reserve (MR)</p> <p>The proposed pathways in Cell C are to be protected by registration as Municipal Reserve or as public sidewalks, ensuring that all public lands will be accessible not only to residents of Cell C, but also to all residents of the County. Furthermore, the pathway is designed to connect to adjacent properties, which will facilitate recreational opportunities and pedestrian linkages to surrounding lands. Public walkways will be constructed to the satisfaction of the County. Maintenance of open spaces within Cell C should be the responsibility of a Homeowners Association or Associations to be established at the time of subdivision registration.</p>
Patton Conceptual Scheme (2001)	No specific active transportation linkages or infrastructure included in the plan.
Buffalo Hills Conceptual Scheme (2006)	Includes a 2.0m paved pathway system along municipal reserve connecting open parks, schools, and stormwater ponds. Collector streets include a 1.0m sidewalk. Local streets include a 1.5m sidewalk on one side of the street.
Meadowlands Country Estates Conceptual Scheme (2007)	This open space network will incorporate a ± 13.4 km (± 8.0 mile) dual trail and pathway system. This system will run behind each acreage lot in the residential area, through a ± 15.2 m (± 50 ft) wide setback area on each side of the WID irrigation canal, through a ± 7.6 m (± 25 ft) wide setback area around storm management ponds, and around the perimeter of the plan area. It will cross the WID irrigation canal at three locations and serve to connect all parts of the community. The portion of the system running around the perimeter will be landscaped, if approved by the Municipality, to provide for additional buffering from adjacent lands. A homeowners association will maintain the MR land.
Northglen Estates Conceptual Scheme (1999)	No active transportation linkages or infrastructure included in the plan.

Policy Name	Summary of Relevant Areas
Transport Industrial Park Conceptual Scheme (2003)	The subdivision design includes ± 0.03 acres of linear open space that will be dedicated as municipal reserve. A linear open space will extend eastward from the end of the internal road to the eastern boundary of the plan area. This linear open space will measure 3.0 m in width and will provide a connection between the plan area and the Western Headworks Canal pathway that eventually links to the regional linear park system of the City of Calgary. The linear open space will be constructed by the developer and maintained by a lot owners association.
Wesview Industrial (2008)	No active transportation linkages or infrastructure included in the plan.
Langdon Area Structure Plan (2016)	<p>The plan area includes the expansion of the full-service hamlet of Langdon at the intersection of Highway 560 and Highway 797. Specific active transportation goals include:</p> <ul style="list-style-type: none"> Increasing safety on Centre Street by directing heavy truck traffic to Vale View Road in order to focus Centre Street as a core for the hamlet where it is safe for residents to walk, bike, and drive to local shops and services. Encouraging a safe and well-connected network of streets, sidewalks, and multi-use trails that connect to key locations throughout the community. Encouraging safety on trails and pathways through lighting and clear signage. <p>Part of the future plan vision for Centre Street is to provide a focal point for the community, Specific actions related to that part of the plan vision includes consideration of funding and design strategy for sidewalks and lighting along Centre Street. The plan vision also includes a network of sidewalks and pathways through the community. Actions related to this vision note that local plans should provide for pathway, trail and sidewalk network that aligns with the concept proposed in Figure 16.</p> <p>Figure 16. Pedestrian Network Concept. Source: Langdon Area Structure Plan.</p>

Policy Name	Summary of Relevant Areas
Boulder Creek Conceptual Scheme (2006)	The hamlet internal roads will have a 1.0m monowalk with rolled curb and lighting along both sides. The hamlet collector (connecting to Centre Street) will have a 1.5m monowalk on either side with rolled curb and lighting. A paved pathway will be included along northern boundary.
Mornington Conceptual Scheme (2011)	“Green infrastructure” defines the community’s eastern edge and accommodates a pedestrian pathway system linking to a developing Langdon community pathway system. With the addition of its supportive internal sidewalk system, Mornington will offer its residents a safe and walkable community with pedestrian and bikeway access to amenities in the greater Langdon community. A central “green plaza” functions as a joint use area with its dry storm water retention pond and surrounding landscaped area that is linked to the internal pathway system.
Bridges of Langdon Conceptual Scheme (2016)	Local pathway/trail system runs north-south along canal and east-west at Boulder Creek Drive and along transmission / pipeline ROW in the centre of the development. Pedestrian network includes the provision of sidewalks.
Langdon Crossing West Conceptual Scheme (2005)	Residential roads include 1.0m rolled curb monowalk on one side. Collector roads to include 1.50m rolled curb monowalk on one side.
Langdon East Conceptual Scheme (2005)	<p>Pathways:</p> <ul style="list-style-type: none"> • 9.0m wide running north-south along western boundary of site; • 15.24m pathway running north-south through the centre linking school, residences and business park; • 5.0m pathway running east-west along southern boundary next to existing drainage ditch; and • 5.0m pathway running east-west from northeast corner to business park. <p>Sidewalks</p> <ul style="list-style-type: none"> • Residential collectors to include sidewalks on both sides; • Residential local roads to include sidewalks on one side; and • Business collector to include sidewalk on the western side only.
Langdon Meadows Conceptual Scheme (2006)	<p>Policy 5.5.8 The system of linear parks and walkways may be integrated with stormwater management corridors or works, where appropriate.</p> <p>Policy 5.5.9 Where a pathway system runs parallel within a road right-of-way, that right-of-way may be widened to accommodate a more pleasant pathway experience by meandering it or separating it from vehicular movements.</p> <p>Policy 5.5.10 Pedestrian linkages through an extensive system of sidewalks and park pathways should be encouraged throughout the Planning Area.</p>
Langdon Station Conceptual Scheme (2002)	<p>6.03.5: A pedestrian pathway connection should be provided along the east boundary of the proposed commercial site.</p> <p>6.04.2: The linear open space along Railway Avenue is comprised of both the regional drainage ditch and the dedicated municipal reserves and serves the dual function of a community pathway and the conveyance of storm water.</p> <p>7.04: There are sidewalks along the internal street network.</p>
Leland Business Park Conceptual Scheme (2006)	<p>A pathway is proposed along the edge of the wetland.</p> <p>Numerous pathways have been designed into the concept plan to allow for easy access throughout the development and to areas outside of the</p>

Policy Name	Summary of Relevant Areas
	planning area. While there is no development abutting the development in which to take advantage of a continuous pathway network at this time, the plan does provide for such linkage opportunities should the lands be developed in the future. The Developer will be responsible for the construction of all pathways throughout the plan area. Ongoing maintenance of the pathway system will be the responsibility of the Lot Owners Association that will be established upon subdivision approval.
Indus Area Structure Plan (2016)	The vision for the Area Structure Plan includes maintaining a primarily hamlet and country residential community with in an agricultural region that is supported by commercial, institutional (school) and recreational amenities. Policy 5.7.a states that sidewalks are not required for any new residential development. Additionally, streetlights are also stated as undesired, but green spaces and pathways are encouraged. Policy 5.5.b states that “paths and trails will be constructed, in conjunction with new development, to link residential areas to the school and recreation centre”.
Fulton Industrial Conceptual Scheme (2010)	Future regional pathway linkages provided to connect to the Hamlet and the land to the east. Internal public pathways are provided in the MR surrounding the storm water ponds.
Greenleaf Acres Conceptual Scheme (2006)	No active transportation links or infrastructure proposed.

7 Adjacent Municipality Plans

Plan Name	Direction
Calgary Transportation Plan (2009) <i>To provide direction on the development and enhancement of Calgary's multi-modal transportation system.</i>	<p>Policies include:</p> <p>(3.2 c) The amount, directness, connectivity, accessibility, comfort, character and safety of pedestrian and bicycle routes should be increased.</p> <p>(3.2 d) The quality of pedestrian and bicycle environs should be emphasized in all transportation studies and in all future development or redevelopment plans for Activity Centres, Corridors, Transit Oriented Development sites and residential communities.</p> <p>(3.2 e) Walking and cycling must be integrated with transit services and improve intermodal opportunities at the community, city and regional scales.</p> <p>(3.2 k) The Transportation Department and Parks Business units must co-ordinate the design, operation and maintenance of all pathways (including snow clearing) that form part of the Primary Cycling Network to accommodate the needs of both recreational users and commuters.</p> <p>Map - Primary Cycling Network presents conceptual primary bike routes and regional multi-use pathway routes. Routes connecting to the Study Area include (clockwise from Highway 8):</p> <ul style="list-style-type: none"> • Regional multi-use pathway along Highway 8 • Primary bike route along Old Banff Coach Rd SW • Regional multi-use pathway on both sides of the Bow River • Primary bike route along Country Hills Blvd. NW • Primary bike route along 17 Avenue SE • Regional multi-use pathway along the irrigation canal to Chestermere • Primary bike route along 130 Avenue SE • Regional multi-use pathway along the Bow River
Calgary Bikeway and Pathway Plan (2000) <i>To provide guiding principles relating to the planning, design, and management of Calgary's pathway and bikeway network.</i>	<p>The City of Calgary is currently updating this plan. Relevant guidelines from the current plan include:</p> <ol style="list-style-type: none"> 1. Defining user groups: <ul style="list-style-type: none"> • Pathway users: Regional pathways should be designed and maintained, and retrofitted where necessary, to accommodate multi-use. • Sidewalk users: On roadway bridges, cyclists should be permitted to use the sidewalks where the roadway does not accommodate bikes. 2. Network development: <ul style="list-style-type: none"> • Pathways should be continuous to the greatest extent possible to accommodate recreation, and therefore should avoid on-street linkages. • Bikeways should form a continuous on-street network wherever possible. • For developments with indirect and discontinuous road patterns: <ul style="list-style-type: none"> ○ Continuous and direct routes should be provided by a combination of bikeways, pathways and walkways. ○ Bikeway, pathway and walkway linkages should be designed, lit and maintained to support safe operation. 3. Pathways proposed routes – evaluation criteria:

	<p>Functional criteria:</p> <ul style="list-style-type: none"> • Recreational potential • Connects to other pathways (regional, local) • Connects parks and natural areas to each other • Serves destinations – connect residential areas to schools/college/university, places of employment, shopping, cultural/arts facilities, other residential areas, pathway system or parks. • Provides a pathway/bikeway function, when required <p>Location criteria:</p> <ul style="list-style-type: none"> • Prefer locating on public property: parks, utility right of ways, etc. • Views, aesthetic values • Vegetation – location of major trees • Can link to streets at regular intervals with safe street crossings <p>Pathway route should: Be located adjacent to, but not through, environmentally sensitive areas/important habitat:</p> <ul style="list-style-type: none"> • Avoid steep terrain • Avoid location in alleys, driveways, parking lots • Avoid location in boulevard of a major road with frequent intersections and driveways • Avoid creating a need for a pedestrian/cycle overpass or underpass • Avoid mid-block crossings <p>The Implementation Map identifies linkages into Rocky View County. Clockwise from Highway 8:</p> <ul style="list-style-type: none"> • Preferred TransCanada Trail through the Weaselhead Natural Area • Approved pathways and bicycle lane along 17 Avenue SW • Recommended bicycle lane along Old Banff Coach Road SW • Proposed pathway alignments through Crestview and Valley Ridge • Approved and proposed pathway along the Bow River west • Recommended bicycle lane along Country Hills Boulevard NE (Hwy 564) • Recommended bicycle lane along 84 Avenue NE • Recommended bicycle lane along 32 Avenue NE • Recommended bicycle lane along Memorial Drive NE • Approved pathway along 50 Ave SE • Approved pathway and proposed bicycle lane along 61 Ave SE • Existing pathway along Western Headworks Canal • Approved pathway along 114 Ave SE • Proposed pathway along 130 Ave SE • Proposed pathways connections between Hwy 22X and Bow River
<p>Chestermere Transportation Master Plan (2017)</p> <p><i>To provide an integrated approach to transportation planning and multi-modal opportunities to Chestermere.</i></p>	<p>Proposed active transportation linkages from Western Headworks Canal clockwise:</p> <ul style="list-style-type: none"> • A regional pathway connection along Western Headworks Canal • On-street connections to new developments • Utility corridor multi-use pathway • Multi-use pathway along Chestermere Boulevard • Multi-use pathway connection to Windermere Drive • Multi-use pathway connection via future interchange north along Rainbow Road

- Multi-use pathway connection from Chestermere Boulevard to South of Township Road 243
- Multi-use pathway along Range Road 280
- Multi-use pathway along Merganser Drive East
- On-street connections along Lakeview Rise/Township Rd 240
- On-street connections via new local roads in developments south of Township Rd 240
- Connections along canal
- On-street connections along Range Rd 282