



# BARNARD CONCEPTUAL SCHEME



Bylaw C-6151-2005, Adopted on October 25, 2005

**MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44  
BYLAW C-6151-2005**

A Bylaw of the Municipal District of Rocky View No. 44 to adopt the attached Schedule 'A', the "Conceptual Scheme", pursuant to Divisions 7 and 12 of Part 17 of the Municipal Government Act.

**WHEREAS** the Council of the Municipal District of Rocky View No. 44 has received an application to adopt a Conceptual Scheme to provide a framework for subsequent redesignation, subdivision and development in NE 3-25-3-W5M and a portion of the SE 10-25-3 W5M comprising +/- 198.97 acres (+/- 80.53 ha); as shown on Schedule 'A' attached to and forming part of this Bylaw; and

**WHEREAS** a notice was published on Tuesday, September 20, 2005 and Tuesday, September 27, 2005 in the Rocky View Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for Tuesday, October 25, 2005; and

**WHEREAS** Council held a Public Hearing and have given consideration to the representations made to it in accordance with Section 692, Section 230 and Section 606 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 Conceptual Scheme be adopted to provide a framework for subsequent redesignation, subdivision and development in NE 3-25-3-W5M and a portion of the SE 10-25-3 W5M comprising +/- 198.97 acres (+/- 80.53 ha); as shown on Schedule 'A' attached to and forming part of this Bylaw; and
2. This Bylaw shall come into effect upon the date of its third and final reading thereof.

**DIVISION 2  
File: 05703004/10005 – 2004-RV-245**

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, September 13, 2005, on a motion by Councillor Goode.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, October 25, 2005, on a motion by Councillor Goode.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, October 25, 2005, on a motion by Councillor Branson

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REEVE OR DEPUTY REEVE

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MUNICIPAL SECRETARY

*SCHEDULE 'A'*  
**FORMING PART OF BYLAW C-6151-2005**

A Conceptual Scheme affecting the NE 3-25-3-W5M and a portion of the SE 10-25-3 W5M.

A Land Use Concept and Policy Framework for the NE 3-25-3-W5M and a portion of the SE 10-25-3 W5M comprising approximately  $\pm 198.97$  acres ( $\pm 80.53$  ha).

# **BARNARD CONCEPTUAL SCHEME**

October 2005

Prepared for: M.D. of Rocky View No. 44

Prepared by:  Collins Development Consultants Ltd.

Prepared on behalf of: Jack Barnard

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## Barnard Conceptual Scheme

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## EXECUTIVE SUMMARY

This Conceptual Scheme proposes a residential subdivision on 80.9 hectares (200 acres) comprising approximately 61 residential lots on the Barnard lands (64.75 hectares/160 acres) at a minimum of 0.8-hectare (2-acre) and 15 residential lots on the Samulak lands (16.19 hectares/40 acres), a total of 1.7 hectares (4.2 acres) in municipal reserve dedication and a public utility lot for stormwater management.

### 1. INTRODUCTION

The Barnard Conceptual Scheme is for the N.E. 3-25-3-W5M and a portion of the S.E. 10-25-3-W5M. The Scheme was prepared as directed by the M.D. of Rocky View Council, dated May 11, 2004.

At its meeting on May 11 2004, Council for the Municipal District of Rocky View passed a motion requesting the applicant to prepare a conceptual scheme for the subject lands to be adopted by bylaw as a prerequisite to Council considering the redesignation application of the subject lands. The details of Council's motion are contained in Appendix 2.

#### 1.1 Purpose/Objectives

The Conceptual Scheme provides a comprehensive land use rationale for the future redesignation and subdivision of the 64.75 hectares (160 acres) within the S.E. 10-25-3-W5M and 16.19 hectares (40 acres) to the north within the S.E. 10-25-3-W5M.

The policies set forth in the Conceptual Scheme are intended to guide the development of the subject lands for a residential development and the supporting services and infrastructure. Specific direction is provided to achieve the objectives of the Municipal Development Plan and the North Springbank Area Structure Plan.

#### 1.2 Background

July 19, 2001	Redesignation Application accepted by M.D. of Rocky View from Ranch and Farm District to Residential One District (Barnard Lands)
Aug. 8 – Sept. 10, 2001	1 <sup>st</sup> Circulation to Agencies and adjacent Landowners
April 30, 2002	Council determines that a Conceptual Scheme is not required for the subject lands (Nahal, Barnard, and JD Ranch Lands)

Dec. 5, 2002	Developer Open House held at United Church (objective was to go to M.D. Council in March 2003) ± 22 attendees and M.D. Planner
Dec. 3, 2003	Meeting with M.D. of Rocky View staff and jointly agreed to proceed to Council
Jan. 10-Feb. 10, 2003	2 <sup>nd</sup> Circulation to Agencies and adjacent Landowners
Jan. 13, 2004	1 <sup>st</sup> Reading and established hearing date
Feb. 3, 2004	Redesignation Application from Ranch and Farm District to Residential One District for the subject lands was defeated in a tie vote
May 11, 2004	Council Transmittal of Decision and Motion to require a Conceptual Scheme for N.E. 3-25-3-W5M and portion of S.E. 10-25-3-W5M
November 24, 2004	An Open House was held at the Springbank United Church. This was the second Open House and in spite of advertising this event in both local newspapers, it was poorly attended.
February 21, 2005	A meeting was held with Calgary International Airport Authority and the Springbank Airport Authority. Whereas the Airport originally objected to the previous application (Feb 03, 2004), they acknowledged that the proposal was in conformity with the NSASP and therefore probably will not object to this proposal.

## 2. CONTEXT *(See Figure 1)*

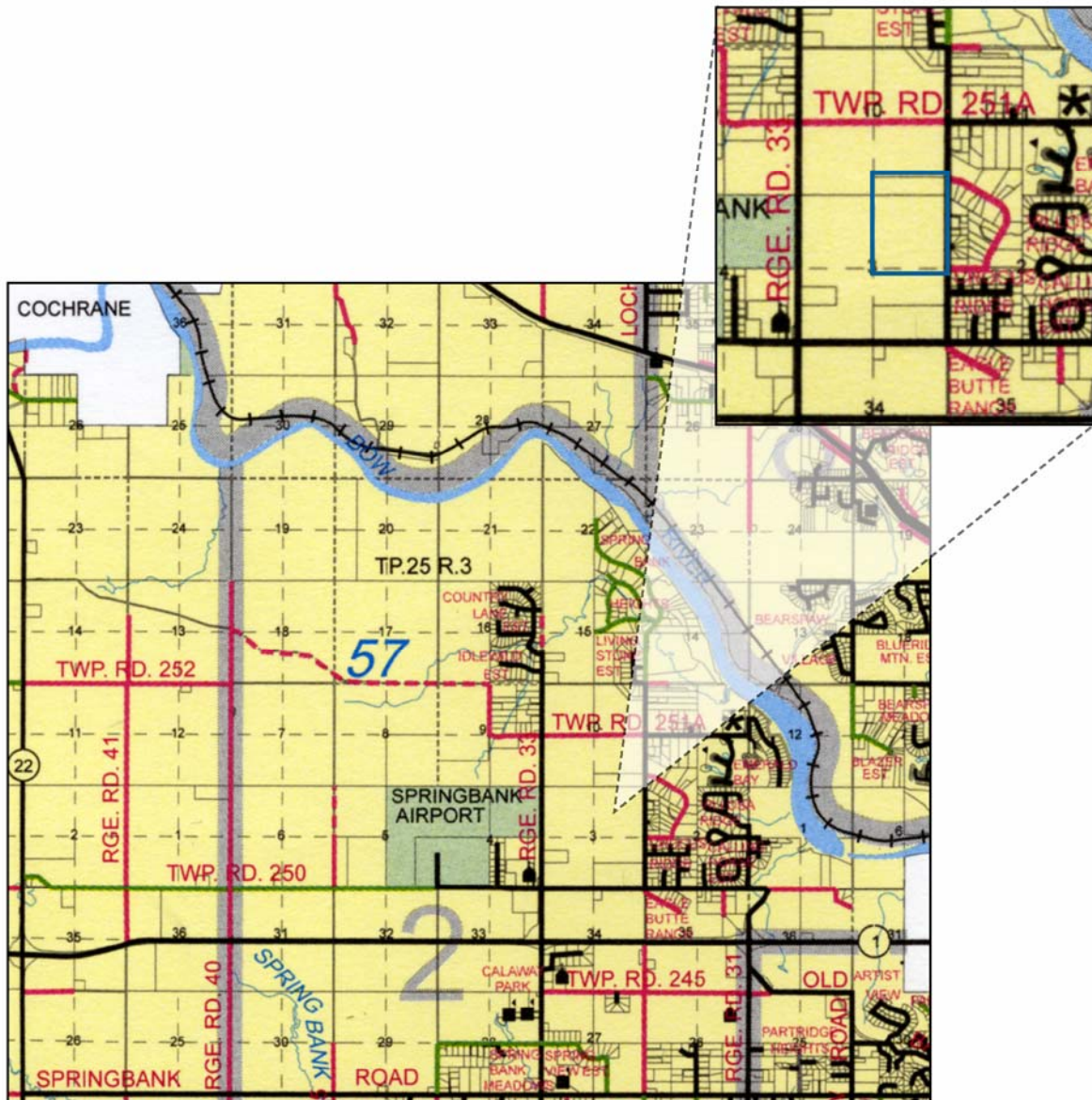
This Conceptual Scheme is to provide supporting land use rationale for the redesignation and subdivision of the N.E. 3-25-3-W5M and a portion of S.E. 10-25-3-W5M in order to accommodate residential subdivision and development.

### 2.1 Site Description

The Barnard Conceptual Scheme is within the Municipal District of Rocky View approximately 4.0 kilometres west of Calgary's west city limit on Range Road 32 and 1 mile north of the Trans Canada Highway.

The Conceptual Scheme represents 64.75 hectares (160 acres) Barnard Lands, & 16.19 hectares (40 acres) Samulak Lands, bounded on the east by Range Road 32 and ½ mile north of Township Road 250. Figure 1 provides a Site Context Plan illustrating the Scheme's location and surrounding lands. The current use of the land is agricultural.





TITLE:

SITE CONTEXT

SCALE:

NTS

LEGAL DESCRIPTION:

NE 3-25-3-W5M + PORTION OF SE-10-25-3-W5M



FIGURE 1

### 2.1.1 Proposed Land Use *(See Figure 2)*

This Conceptual Scheme is to facilitate redesignation of N.E. 3-25-3-W5M from Ranch and Farm (RF) District to Residential One (R-1) District. The remaining 16.19 hectare (40 acre) parcel within the S.E. 10-25-3-W5M will be re-designated at a later date.

### 2.1.2 Surrounding Land Uses

A variety of land uses surround the subject land as identified in the M.D.'s Land Use Bylaw (land use map no.57-SE) as shown in Figure 3.

The 16.19 hectare (40 acre) parcel to the north is designated Ranch and Farm (RF) District and contains a residence with the remaining lands being used for cattle grazing. The land to the east is designated Residential One (R-1) District and Residential Two (R-2) District and is developed with single-family residences. The land to the south is designated Ranch and Farm (RF) District and is an equestrian farm. Lands immediately to the west are designated Ranch and Farm (RF) District and are also a farming operation.

### 2.1.3 Environmental Lands

There are no environmentally significant lands located within or immediately adjacent to the subject property.

## 2.2 Site Assessment

### 2.2.1 Topography

Topography is generally flat with a slight slope from northwest to southeast.

### 2.2.2 Soil Classification

Soils (C.L.I. from A.R.C.). The subject site has Class 2, C; Class 3, T and Class 4, T, E soils. These Canada Land Inventory ratings are as follows:

*Class 2, C* – soils have slight limitations that restrict the range of crops or require modified management practices, primarily due to adverse climate.

*Class 3, T* – soils have moderate limitations that restrict the range of crops that can be grown or require special management practices, primarily due to adverse topography.

*Class 4, T, E* – soils have severe limitations that restrict the range of crops that can be grown or require special management practices or both, primarily due to adverse topography and past erosion damage.



TITLE:

LEGAL DESCRIPTION

SCALE:

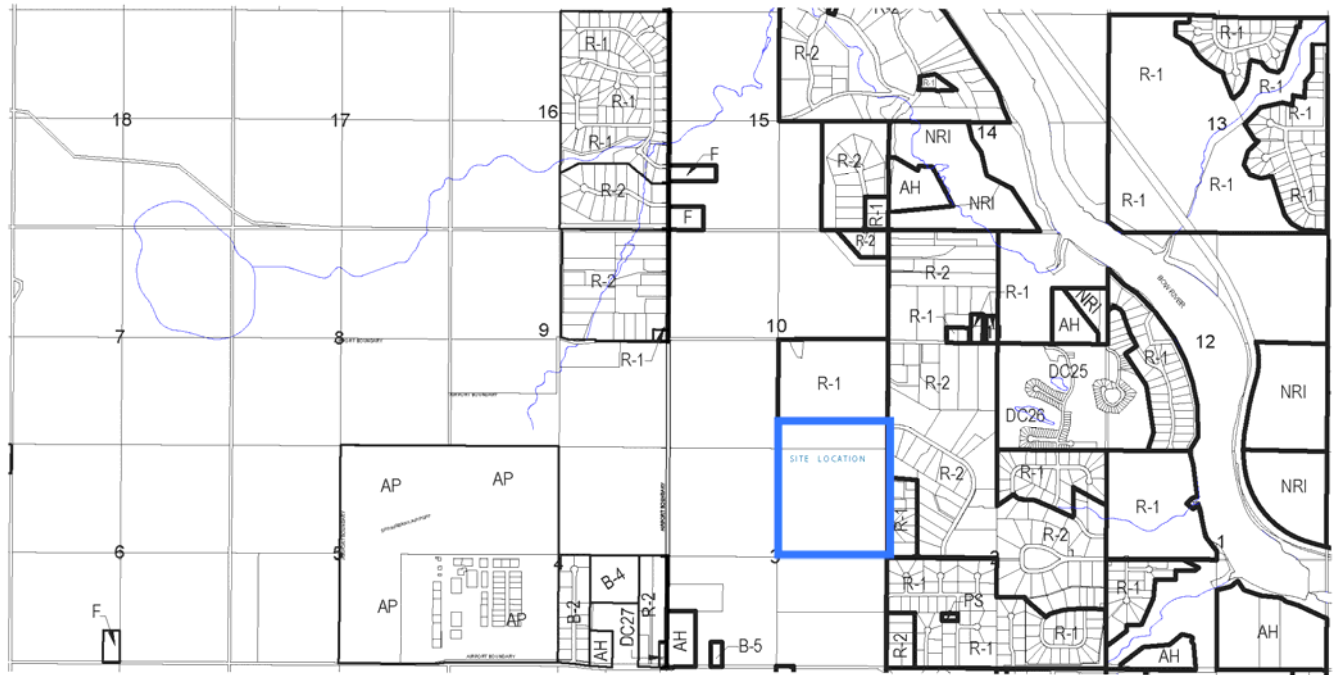
NTS

LEGAL DESCRIPTION:

NE 3-25-3-W5M + PORTION OF SE-10-25-3-W5M



FIGURE 2



TITLE:

SURROUNDING LAND USES

SCALE:

NTS

LEGAL DESCRIPTION:

NE 3-25-3-W5M + PORTION OF SE-10-25-3-W5M



FIGURE 3

### 2.2.3 Environmental Assessment

The subject lands have historically been used for farming operations and there are no known pre-existing environmental issues or concerns on the subject property. Therefore an Environmental Assessment is not required in support of the Conceptual Scheme.

### 2.2.4 Archaeological & Historical Resources

Alberta Community Development has been contacted to determine if a Historical Resources Impact Statement (H.R.I.A.) is required. An H.R.I.A. will be prepared by a qualified archaeologist in accordance with Alberta Community Development requirements and guidelines, as and if required.

**Policy 2.2.4.1** A Historical Impact Assessment may be required for the Planning Area prior to its development which identifies the location of historical resources and the program for the removal, avoidance and/or conservation of these resources. The Historical Impact Assessment shall be prepared by a qualified archaeologist in accordance with Alberta Community Development requirements and guidelines.

## 3. PLANNING & POLICY FRAMEWORK

### 3.1 North Springbank Area Structure Plan

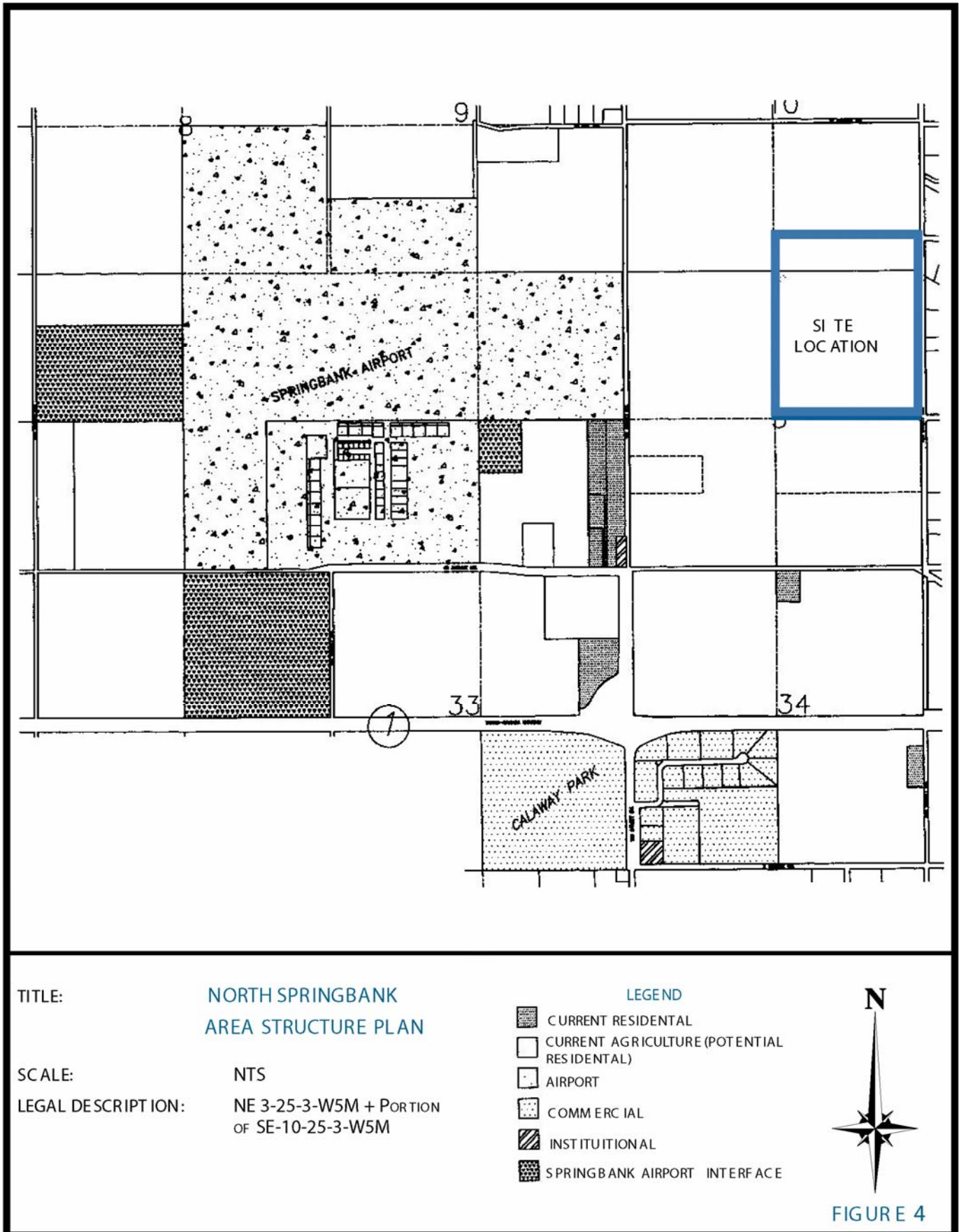
The subject property is located within the North Springbank Area Structure Plan (NSASP), which was approved in 1999. The objective of the NSASP is to establish guidelines against which to measure future development proposals which will maintain the country residential character of the greater Springbank area.

Section 5.0 of the NSASP outlines the future land use concept for the Plan Area (see Figure 4). Section 5.1.2 identifies an east-west development sequence, recognizing that the adjacent lands to the east are already designated and developed as residential. Section 7.0 details the development sequencing for the Plan Area. Policy 7.1 states:

*“The preferred sequence of development within the plan area should facilitate a westerly expanding residential development pattern within the plan area that is contiguous to existing residential development east of Range Road 32.”*

Since this is the first parcel immediately to the west of the existing residential development, it conforms to this policy, as it is contiguous with the existing residential development.





### 3.2 Land Use Bylaw

The current land use designation is Ranch and Farm (RF) District. To accommodate the proposal, the lands must be re-designated to Residential One (R-1) District, which will allow residential lots consisting of a minimum 2 acres in size.

**Policy 3.2.1** Redesignation of land within the Plan Area shall be in accordance with Figure 7.

**Policy 3.2.2** Development of the Planning Area for single family residential development is the preferred development form. Other uses may be considered appropriate where allowed as permitted and discretionary uses under the Residential One (R-1) District of the Land Use Bylaw.

### 3.3 Municipal Development Plan

The Municipal Development Plan (MDP) recognizes three land use strategies throughout the Municipality. Land Use Strategy #3 encourages infill development and the support of policy plans such as area structure plans and implementation tools such as conceptual schemes. Conceptual Schemes guide the development of country residential properties and outline development requirements. These requirements desire comprehensive, coordinated growth that reflects the rural nature of the region.

## 4. CONCEPTUAL SCHEME (*See Figure 5*)

### 4.1 Conceptual Scheme Boundaries

The Conceptual Scheme boundary contains 80.94 hectares (200 acres). In this area, 64.75 hectares (160 acres) lies on the Barnard lands while 16.19 hectares (40 acres) lie to the immediate north – owned by the Samulak family (see Figure 6).

The Barnard Conceptual Scheme provides for up to 61 single-family dwellings on the Barnard Lands, including the site of the existing homestead residence and farm buildings, with a pedestrian walkway, open space areas and a regional pathway.

### 4.2 Design Considerations

This Conceptual Scheme was created through discussions and input from staff at the MD of Rocky View and relevant professionals including stormwater engineers, civil engineers and traffic engineers. In addition to these contributions, community input identified several other objectives. These include:

- Creating a community focused development through the construction of on-site amenities and recreational opportunities.

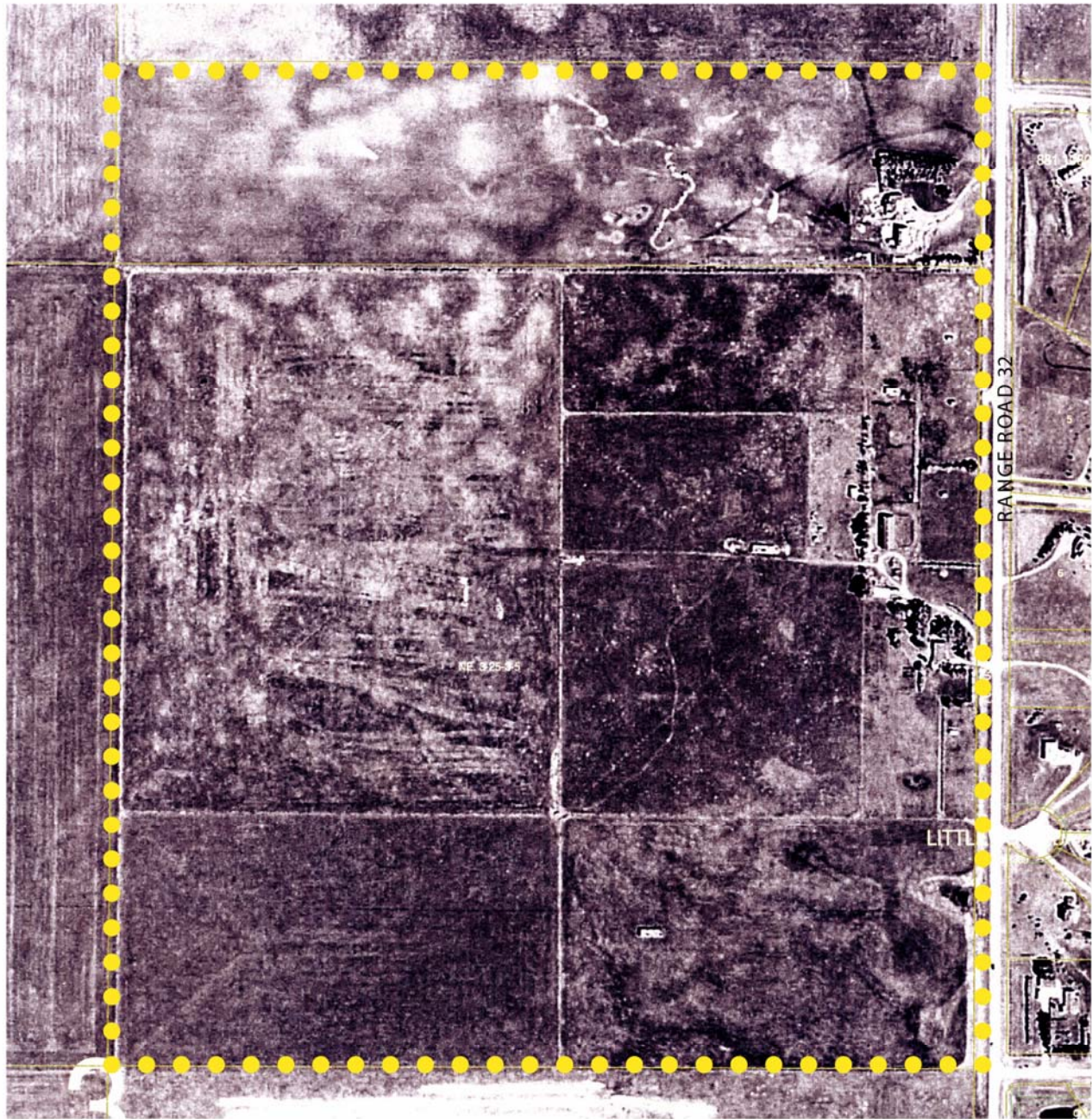


TITLE: BARNARD CONCEPTUAL PLAN  
SCALE: NTS  
LEGAL DESCRIPTION: NE 3-25-3-W5M + PORTION OF SE-10-25-3-W5M



FIGURE 5





TITLE: CONCEPT PLAN BOUNDARIES ON AIR PHOTO

SCALE: NTS

LEGAL DESCRIPTION: NE 3-25-3-W5M + P PORTION OF SE-10-25-3-W5M



FIGURE 6

- Creating a safe neighbourhood for everyone including pedestrians, cyclists, and vehicles by including pedestrian / bike pathways.
- Creating a high quality development by establishing a community character through the use of entry features, lot markers, walkways and parks.
- Creating a well-planned and coordinated development that reflects efficient use of land and infrastructure.

### 4.3 Conceptual Scheme Statistics

The land use statistics for the Conceptual scheme satisfy the MD of Rocky View and Provincial statutory and policy requirements. The land use statistics are as follows (see Figure 7):

#### Land Use Statistics (Barnard Lands):

- Road Widening = 0.42 hectares (1.04 acres)
- Residential = 54.85 hectares (135.6 acres)
- Municipal Reserve = 2.42 hectares (6.0 acres)

#### Land Use Statistics (Samulak Lands):

- Road Widening = 0.11 hectares (0.26 acres)
- Residential = 14.0 hectares (34.6 acres)
- Municipal Reserve = 0.28 hectares (0.7 acres)

**Policy 4.3.1** Where municipal reserves are owing as a result of subdivision approvals for parcels within the Planning Area, the provision of these reserves may be satisfied by the dedication of land and/or by the payment of cash-in-lieu of land.

## 5. LAND USE POLICIES & GUIDELINES

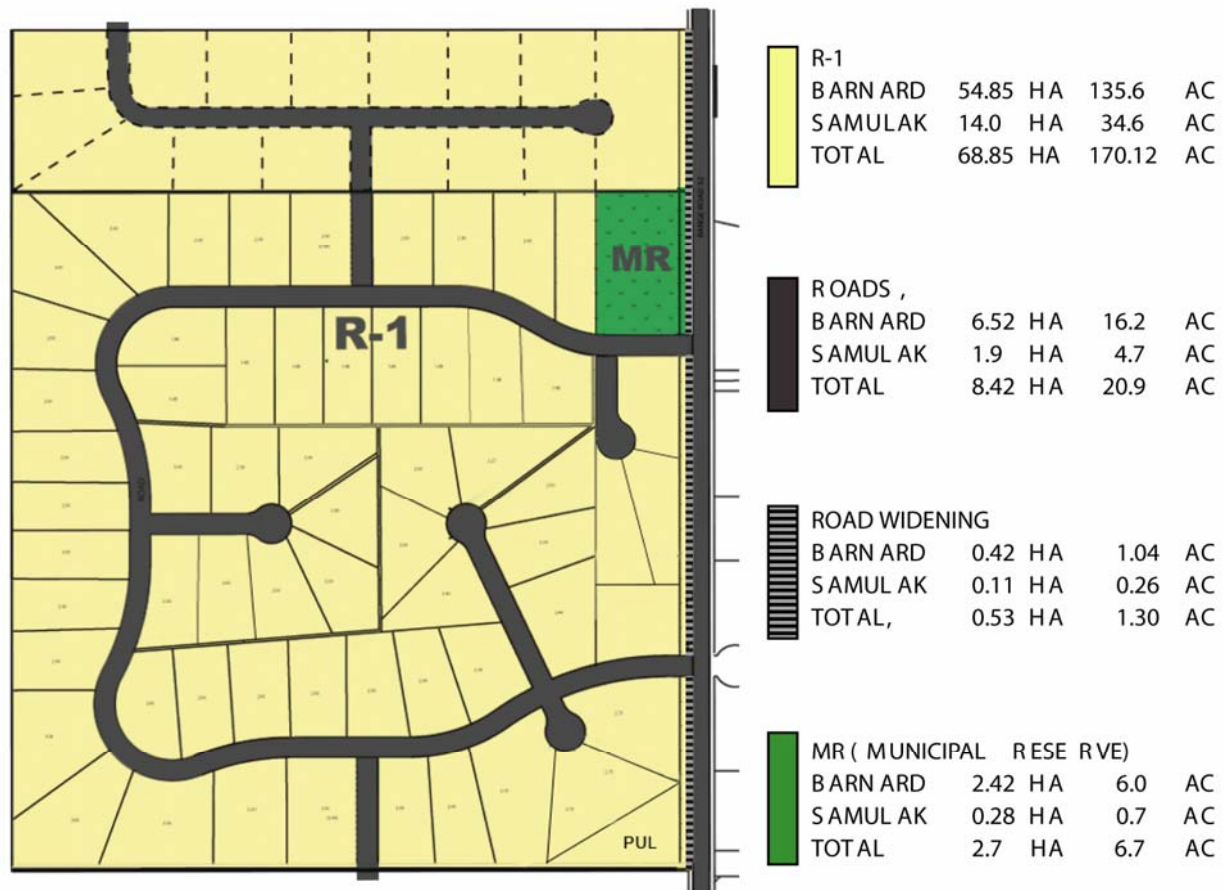
### 5.1 Residential Uses

The Conceptual Scheme provides for minimum lot sizes of 2 acres. The lots will be configured in a manner that best reflects the site conditions, adjacent properties, existing homestead, and the location of road access. Lot configuration will take advantage of existing views without requiring significant alteration of existing grades.

**Policy 5.1.1** Lot layouts are shown in Figure 5 are only conceptual, and may not reflect the lot design, number or sizes of lots proposed in future tentative plans of subdivision.

The final size, configuration and design of individual parcels proposed through subdivision shall be determined at the tentative subdivision plan approval stage.





TITLE:

LAND USE STATISTICS

SCALE:

NTS

LEGAL DESCRIPTION:

NE 3-25-3-W5M + PORTION OF SE-10-25-3-W5M



FIGURE 7

## 5.2 Municipal Reserve (Open Space)

Figure 8 illustrates the Open Space Plan for the development. The open space for the development contains a 1.7 hectare (4.2 acre) park. In addition, there is a 10-meter wide R.O.W. provided on the west side of Range Road 32 that runs the entire length of the quarter section. This pathway will become part of a regional trail as each phase is built out.

The municipal reserve (open space) area is located on the north-eastern boundary. This park area will provide a large open space at the end of an internal pedestrian pathway. The location of the park has been selected to provide an access to Range Road 32 and also to provide a transition to the Samulak lands. This park area will also have the ability to serve as a staging area for school buses if required.

The aggregate area of the proposed open space and walkways is 2.7 hectares (6.7 acres) and will count toward the overall calculation and dedication of Municipal Reserve.

## 5.3 Integration Plan

Integration for future development has been provided by a roadway easement allowing for a possible connection between the Barnard and Samulak lands within the Conceptual Scheme area (see Figure 9). Likewise, provision of access has also been provided to the north (Copperstone Estates) connecting to the Samulak lands. Also, provision has been made for a roadway easement allowing for a possible connection to the lands located south of the Conceptual Scheme area.

The owners of the 16.19 hectare (40 acre) parcel within the conceptual area north of the Barnard lands have not expressed any interest in development at this time, but it seems likely that this land will eventually be subject to future development with single family dwellings.

**Policy 5.3.1** Integration for future developments of the adjoining properties with the Plan Area boundaries shall be in accordance with the Integration Plan of the Conceptual Scheme and to the satisfaction of the M.D. of Rocky View.

## 5.4 Architecture/Landscaping Guidelines

Architectural Controls will be implemented by the Developer in order to ensure pleasing and compatible architectural settings, and quality controls for all development (see Appendix 1).

The development will include some thematic key elements to ensure a high quality community that has a sense of place and individuality. Large entry gate features will both identify the development as well as establish the character of the community.

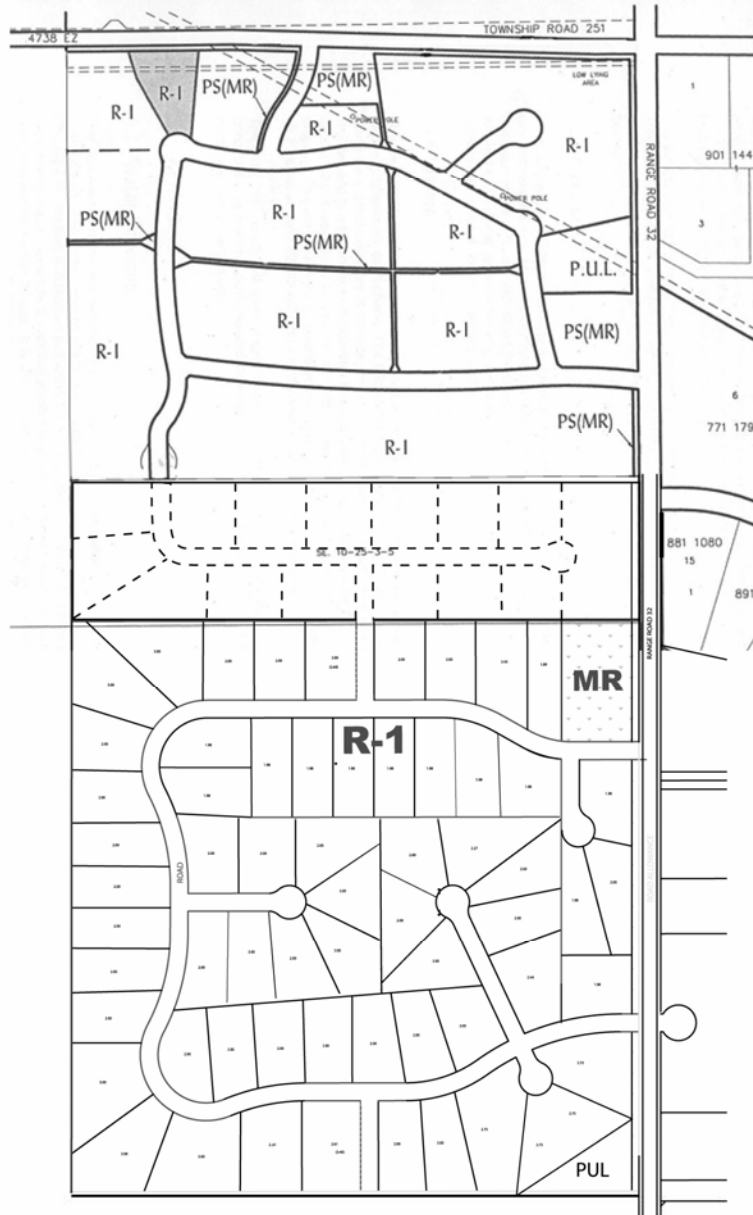


TITLE: OPEN SPACE & PATHWAYS

SCALE: NTS  
LEGAL DESCRIPTION: NE 3-25-3-W5M +  
PORTION OF SE-10-25-3-W5M

BARNARD				
OPEN SPACE	1.7	HA	4.2	AC
PATHWAYS	0.72	HA	1.8	AC
SAMULAK				
PATHWAYS	0.28	HA	0.7	AC
TOTAL	2.7	HA	6.7	AC

FIGURE 8



TITLE:

INTEGRATION PLAN

SCALE:

NTS

LEGAL DESCRIPTION :

NE 3-25-3-W5M + PORTION OF SE-10-25-3-W5M



FIGURE 9

Appendix 1 provides sample illustrations on the proposed thematic elements for the community.

## 5.5 Springbank Airport Interface

When Council reviewed the need for a conceptual scheme for the subject lands, it requested that an evaluation of the relationship between the Springbank Airport and the proposed residential development be carried out.

The Springbank Airport is located southwest of the subject lands and is operated by the Calgary International Airport Authority. It acts as a base for light aircraft operations including flight training, recreational, commercial, charter and air taxi operations using propeller driven aircraft up to 5670 kg (12,500 lb.) gross take-off weight.

A 10 Year Development Plan (2002-2011) for the Springbank Airport has been prepared. Excerpts from this Plan are included as Appendix 3 of this Conceptual Scheme. There are no Airport Vicinity Protection Area (AVPA) regulations that would place restrictions on land use adjacent to the Springbank Airport. As a result, there are no restrictions on the proposed development from this Airport Development Plan.

The North Springbank Area Structure Plan identifies those areas where airport impacts are most significant and delineates these lands as “Springbank Airport Interface” (see Figure 4). Land within the interface zone is exposed to a range of significant impacts. Within these interface zones, special land use policies apply including appropriate land use restrictions. The subject lands are situated outside the interface zone and therefore outside the scope of such special restrictions.

The west boundary of the subject property is located approximately one-half mile from the east property line of the Springbank Airport (see Figure 4).

During the preparation of this Conceptual Scheme, a series of meetings were held with officials of the Calgary Airport Authority. These occurred on January 29, 2004 and February 2005. Correspondence was also received dated September 05, 1997 and August 20, 2001. In addition, an Open House was held on September 09, 2004. The result of these meetings, the correspondence and the open house was that since the proposed residential development was situated outside the Springbank Airport Interface zone, these officials would not be objecting to this proposed development.

The Springbank Airport Community Noise Consultative Committee (SACNCC), active during the preparation of the 10 Year Development Plan, has come up with a set of guidelines that if followed, which would help mitigate any potential aircraft noise complaints. They urge operators of aircraft to:

- Avoid flying over noise sensitive areas such as acreages, farms and residences;
- Utilize the north-south runway 16/34 where possible;
- Avoid performing circuits between 11 p.m. and 7 a.m.;

- Climb to an altitude of 4500' above sea level before initiating a turnout when taking off from Springbank Airport; and
- Carry out no maintenance engine run-ups between 11 p.m. and 7 a.m.

Based on the restriction of this airport to light propeller driven aircraft, the separation of the subject lands from the Springbank Airport Interface, the lack of opposition from the representatives of the Calgary Airport Authority, the Springbank Airport and the guidelines of the Springbank Airport Community Noise Consultative Committee, the impact from aircraft noise and airport operations on these future residents would not be significant. This does not however preclude the possibility of an occasional incidence where an aircraft may stray over acreages, farms or residences for emergency reasons. Therefore with such a possibility in mind, this Conceptual Scheme proposes an additional precaution of registering encumbrances on each lot warning new property owners of the proximity of the airport and occasional impact from aircraft noise.

**Policy 5.5.1** Upon the registration at the Land Titles Office, the Owner shall register an encumbrance on each lot, to the satisfaction of the Calgary Airport Authority, acknowledging the proximity of the Springbank Airport and the potential for aircraft engine noise.

## 5.6 Phasing

The development will be comprised of five phases. Figure 10 illustrates these phases, and provides detailed statistics for each phase.

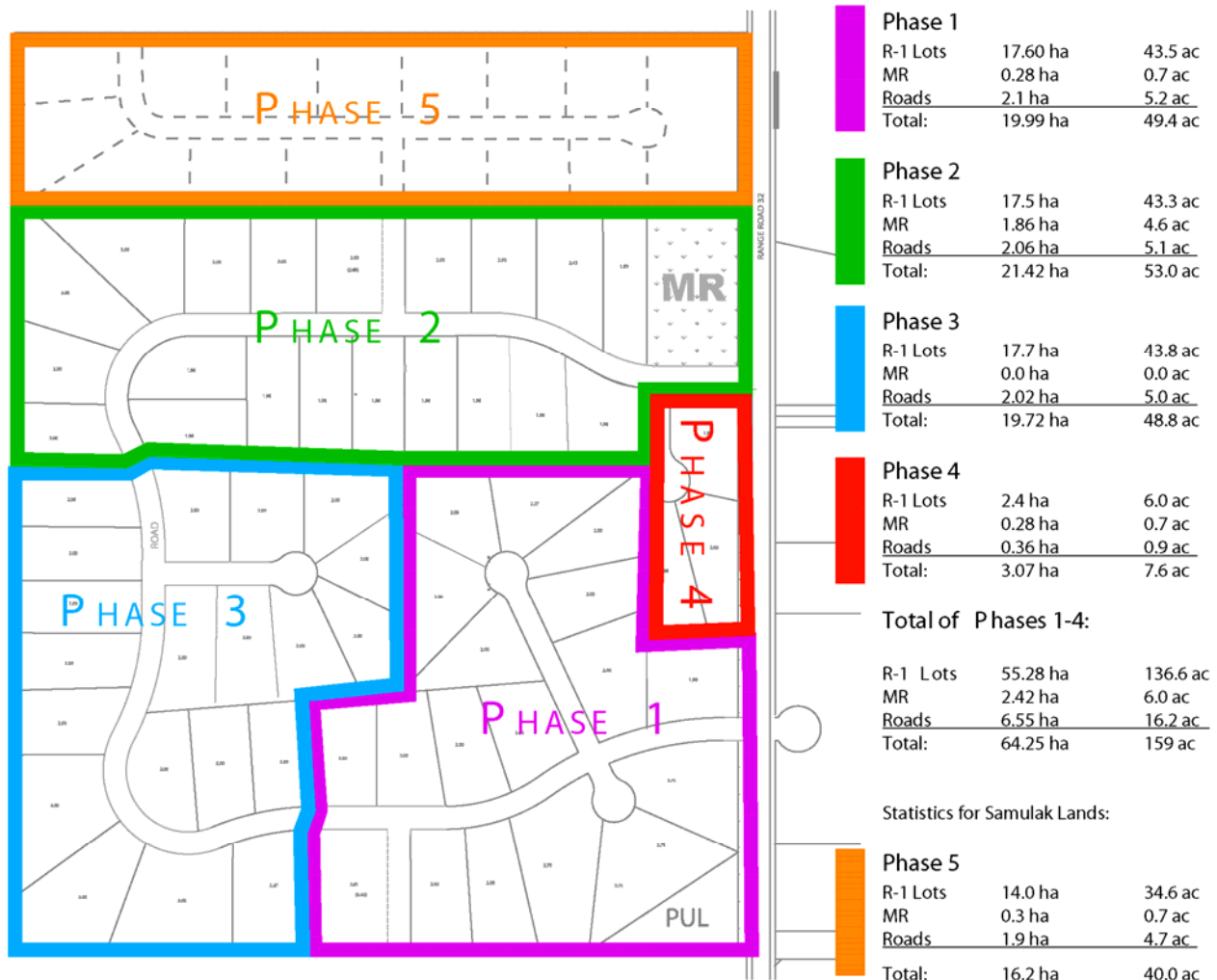
**Phase 1** is situated along the southeast boundary with access to Range Road 32 representing an area of approximately 17.85 hectares (44.11 acres) with the potential for up to 18 country residential lots. This phase will also allow for construction of stormwater facilities and is adjacent to the existing water line operated by North Springbank Water Co-op.

**Phase 2** is situated north of Phase 1 along the northeast boundary of the Barnard lands with access to Range Road 32 representing 16.56 hectares (40.94 acres) and 20 new lots. This phase will provide for a second access to the site from Range Road 32, and a water connection.

**Phase 3** is situated west of Phase 1 and south of Phase 2 and connects the loop road with two access intersections to Range Road 32. Also, Phase 3 represents 17.65 hectares (43.61 acres) and 20 lots plus provision for municipal reserve in the form of a pathway .

**Phase 4** is situated on the Barnard homestead site that consists of 2.8 hectares (6.9 acres). The Conceptual Scheme area illustrates the potential development of three 2 acre lots within the Phase 4 area. In the meantime it will continue to be used as a single residential farmstead site.





TITLE:

PHASING

SCALE:

NTS

LEGAL DESCRIPTION:

NE 3-25-3-W5M + PORTION OF SE-10-25-3-W5M



FIGURE 11

**Phase 5** is situated on the north portion of the Conceptual Scheme area (Samulak lands) representing an area of 16.19 hectares (40 acres) and approximately 14 new lots. Phase 5 is provided with access to the north and south and therefore does not require direct access to Range Road 32 (see Integration Plan – Figure 9). Also, Phase 5 can be developed independently as, if and when the landowner decides. In the meantime, the Owner has expressed an interest in continuing its use as farmland in its current state. Prior to development of this phase, a connection to the internal road network either to the south or north will be required to provide access.

The proposed phasing will allow staged construction. Services, facilities and roads (stormwater management) will be sized to accommodate future phases based on full build out.

**Policy 5.6.1** Phasing of subdivision and development within the Planning Area is matched to a logical progression of servicing. Subdivision and development may proceed outside the phasing sequence established in this Conceptual Scheme provided the required infrastructure is in place and/or available to sustain the planned subdivision and development which will be to the satisfaction of the Municipality.

## 6. INFRASTRUCTURE

### 6.1 Water Services

The proposed development will initially be serviced with potable water by the North Springbank Water Co-op. The water services will be accessed from Range Road 32 and Township Road 251 and provides for a looped system to be developed on a phased basis.

It is understood that as municipal water services for the region become available the development will be required to connect to this regional system.

**Policy 6.1.1** The water supply and distribution system required to service the subdivision within the Conceptual Scheme Area shall be serviced via a piped water system, constructed, licensed and permitted to the satisfaction of Alberta Environment and the Municipality.

**Policy 6.1.2** The domestic water supply for this development shall be provided in accordance with the requirements of the Springbank Interim Strategy, as amended by Council, to the satisfaction of the MD of Rocky View.

## 6.2 Wastewater Services

A geotechnical report, by Curtis Engineering Associates Ltd., for the site has been completed and confirms that individual septic tanks / fields can be used for sanitary effluent from the residences. If required by the MD of Rocky View as a condition of subdivision, further geotechnical analysis will be completed that identifies a septic field location for each lot. It is also understood that in the near future a wastewater collection system will be established in the region, and that existing and future developments will be required to tie into this system. In anticipation of this requirement, the sanitary sewer collection system needed to service this development will be constructed on a phased basis and a deferred services agreement with the MD of Rocky View will be negotiated in this regard.

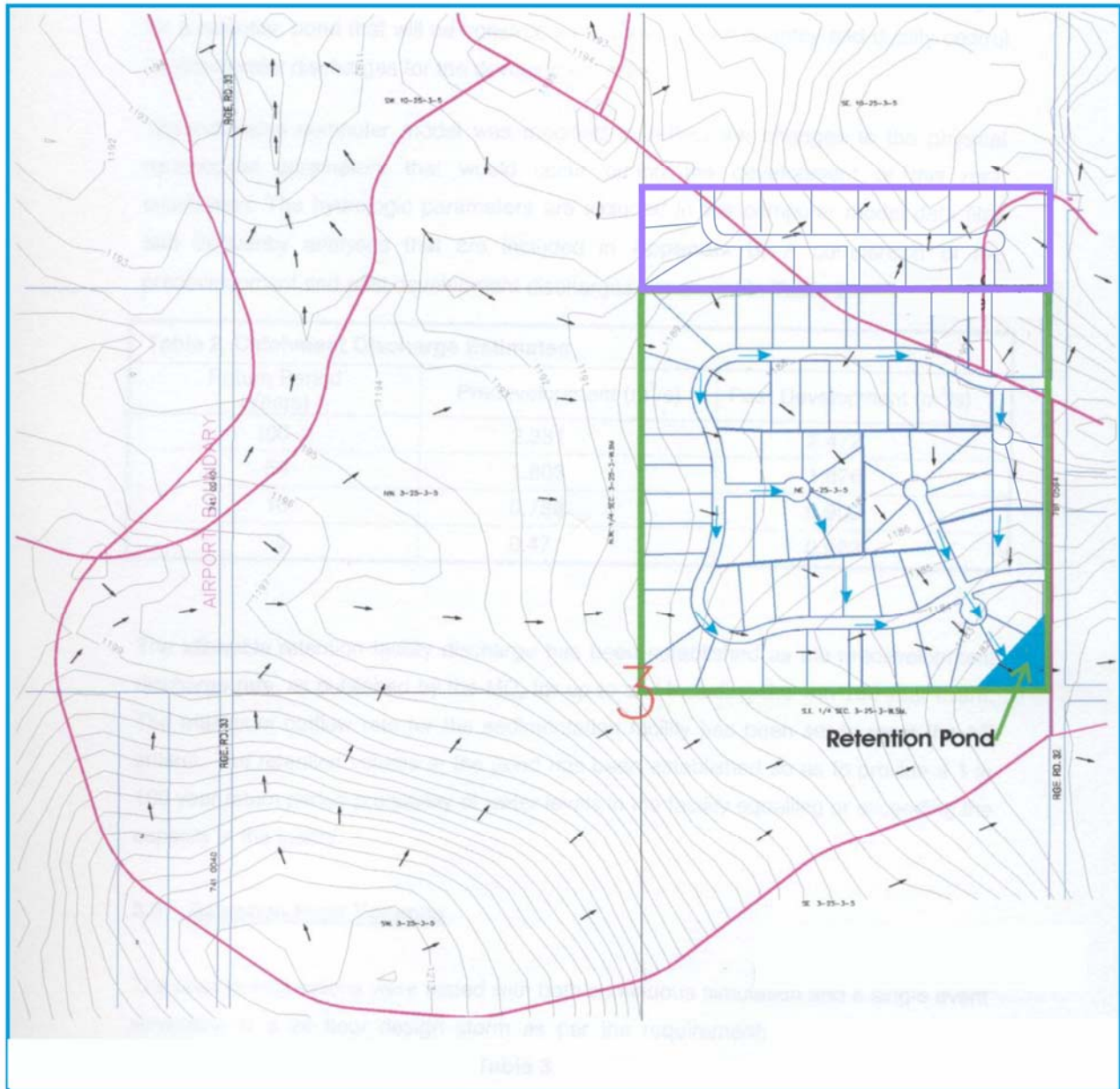
**Policy 6.2.1** Wastewater services shall be provided in accordance with the requirements of the Springbank Interim Strategy to the satisfaction of the Municipality.

**Policy 6.2.2** Percolation and near-surface water-table testing shall be required by the Municipality to verify the suitability of the soil to accommodate residential development. The Municipality will require this testing as a condition of subdivision approval, and it may also be required prior to approval of the final plan of subdivision.

## 6.3 Stormwater Management

A Stormwater Management Plan has been completed for the site by McElhanney Consulting Services Ltd. The Management Plan, included as part of this application, identifies a wet pond located at the southeast corner of the quarter section. Figure 11 illustrates the location of the stormwater management facility, which will be located in the southeast corner of the subject lands. The Stormwater Management Plan will ensure that the post-development conditions are equal to the pre-development conditions.

Should regional stormwater facilities become available, this storm pond could be decommissioned or remain operating in conjunction with the regional facility. A slight ridge runs diagonally across the north property line of the Barnard Property. Drainage to the Barnard lands and the proposed stormwater management facility is naturally separated from the balance of the concept plan area. Stormwater runoff from the John Samulak's land and Copperstone Estates to the north must be considered in stormwater facilities proposed for the northeast corner of the Copperstone Estates development previously approved by Council.



TITLE:

## STORM WATER MANAGEMENT

SCALE:

NTS

LEGAL DESCRIPTION:

NE 3-25-3-W5M +  
PORTION OF SE-10-25-3-W5M

## LEGEND

- PRE-DEVELOPMENT DRAINAGE
- POST DEVELOPMENT DRAINAGE



PLAN SOURCE: DORAN ENGINEERING

FIGURE 11

- Policy 6.3.1** Until the responsibility of the stormwater infrastructure is assumed by the Municipality as part of a regional system, the Home Owners Association shall be responsible for the maintenance and upkeep of this system and they shall be required to lease the public utility lot on which this stormwater facility or infrastructure is located.
- Policy 6.3.2** Stormwater management within the Planning Area shall be addressed in accordance with the requirements of the Springbank Interim Strategy to the satisfaction of the Municipality.
- Policy 6.3.3** The Owner shall provide a Stormwater Management Plan prior to Council approval of a Tentative Plan of Subdivision, prepared by a qualified professional licensed to practice in the province of Alberta, in accordance with Section 700.0 of the Servicing Standards for Residential Subdivisions and Road Construction as approved by Council on May 4, 2004, as amended. The owner is to provide for the implementation of the recommendations of the Stormwater Management Plan and the registration of any overland drainage easements and/or restrictive covenants as determined by the Stormwater Management Plan, all to the satisfaction of the Municipality.

#### 6.4 Solid Waste Management

Garbage disposal services will be provided via a private collection contract with the Home Owners Association.

- Policy 6.4.1** Garbage disposal services shall be provided via a private collection contract with the Home Owners Association.
- Policy 6.4.2** The Applicant shall be required to prepare a Solid Waste Management Plan as a condition of subdivision to the satisfaction of the Municipality.

#### 6.5 Deferred Services Agreement

- Policy 6.5.1** The water supply and distribution system required to service subdivision and development within the Conceptual Scheme area shall be serviced via a piped water system constructed, licensed and permitted by Alberta Environmental Protection. The proposed development will be designed with prebuilt service connections (water & sewage) and the Developer shall sign a deferred service agreement to guarantee connections to future water and sewage services in accordance with the requirements of the Springbank Interim Strategy as a condition of subdivision to the satisfaction of the Municipality.

## 6.6 Transportation

### 6.6.1 Road Standards

The internal road system will be constructed to the MD of Rocky View's Rural Residential Road Standard. Driveways will be provided using culverts suitable for overland drainage requirements.

The looped road provides for easy access, which is winding with large curved corners thereby providing aesthetic site lines, wider frontages on corner lots, and discourages speeding traffic. Also, cul-de-sacs provide alternative layouts, which offer additional privacy. The internal road layout for the subject lands has been designed to provide maximum efficiency and privacy including safety and aesthetic appeal. The internal road will provide two intersections at Range Road 32 and future connection opportunities to lands to the north and south.

**Policy 6.6.1.1** Internal subdivision roads shall be constructed to municipal standards in accordance with the Servicing Standards for Residential Subdivisions and Road Construction adopted by Council on May 4, 2004, as amended.

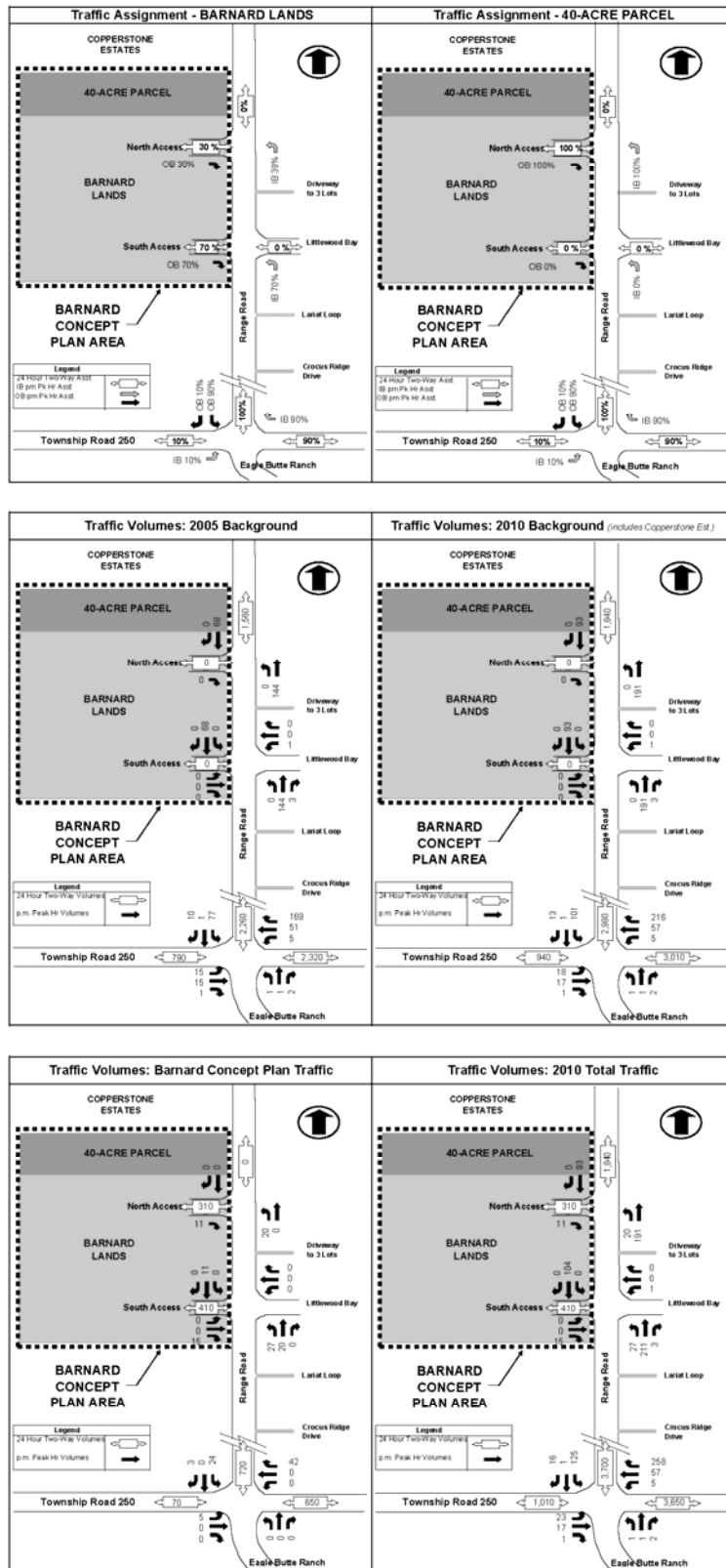
### 6.6.2 Access and Traffic Impact

The proposed development will be accessed from Range Road 32 (see Figure 12). Access is located at a safe distance (greater than 100 metres) from other existing accesses. Each access is located at points where existing grades provide for suitable sight lines. The access roads will be developed as per the Servicing Standards for Subdivisions and Road Construction approved May 4, 2004, as amended. All parcels will gain access from the internal road system, with the exception of the existing farmstead which will continue to have access onto Range Road 32 until such time as Phase 4 is constructed and internal connections can be provided.

Integration for future development has been provided by a roadway easement allowing for a possible connection between the Barnard and Samulak lands within the Conceptual Scheme area. Likewise, provision of a connection to the north (Copperstone Estates) connecting to the Samulak lands has been provided. Also, provision has been made for a roadway easement allowing for a possible connection to the lands located south of the Conceptual Scheme area.

A Traffic Impact Analysis was completed by Eagle Engineering Ltd. and submitted as part of this application. The Traffic Impact Analysis reflects the application for the subject property, which takes into account the potential development of the Conceptual Scheme area. The results of the Traffic Impact Analysis identify the proposed development, along with current traffic, as being within the allowable volumes on Range Road 32 and Township Road 250 as well as having acceptable levels of service (LOS) at each of the affected intersections.

## ACCESS AND TRAFFIC IMPACT



Figures provided by  
Susan Biddle - Eagle  
Engineering

FIGURE 12

The Executive Summary in the Traffic Impact Assessment prepared by Eagle Engineering Corp. reads as follows:

*The level of service (LOS) analysis results indicate that Township Road 250, east of Range Road 32, and Range Road 32, north of Township Road 250, are currently operating at LOS A. Both roads will continue operating at LOS A until and beyond the assumed Concept Plan build-out year in 2010. The unsignalized intersection analysis indicates that all movements at every intersection in the study area will operate at LOS A or LOS B until and beyond the 2010 build-out year horizon, with or without traffic from the Barnard Concept plan area.*

*As a matter of professional courtesy, suggestions for future improvements to widen the area roads and upgrade intersections have been recommended for the Municipality's consideration as part of their capital construction program. It should be noted, however, that Range Road 32 and Township Road 250 are expected to continue functioning safely for some time, with or without Concept Plan traffic, despite the narrow surface width. High volume roads with narrow surface width are commonplace in the municipality and generally function very satisfactorily providing there are no significant vertical or horizontal alignment deficiencies.*

*The geometric review of the study area roads concluded that there are no significant existing operational or safety concerns associated with Range Road 32 and/or Township Road 250 that would be noticeably exacerbated by the addition of traffic from the Barnard Concept Plan developments. Recommendations for addressing development-related traffic impacts, which include access intersection design and minor operational improvements, have been included in the assessment. Suggestions for off-site improvements have also been included for the Municipality's consideration."*

**Policy 6.6.2.1** Access to the subdivision proposed within the Planning Area shall be as shown on Figure 5.

### 6.6.3 Recommended Improvements

The Traffic Impact Assessment recommends some minor improvements and provision for future considerations. The minor improvements consist of a series of signs (stop and yield) at the affected intersections. Future considerations, which were also identified in discussions with the MD of Rocky View, include a future road widening allowance on Range Road 32.

**Policy 6.6.3.1** The Traffic Impact Assessment recommendations for road improvements and/or intersection designs shall be constructed at the expense of the Developer, to the satisfaction of the Municipality.



## 6.7 Private Utilities

### 6.7.1 Shallow Utilities

Shallow Utilities, including underground power, telephone, and gas services will be provided in accordance with the requirements of the shallow utility standards of the subject suppliers and to the satisfaction of the Municipality.

**Policy 6.7.1.1** Shallow Utilities shall be provided by the appropriate utility company providing service to the Planning Area at the sole expense of the Developer in accordance with the requirements of the subject suppliers and to the satisfaction of the Municipality.

**Policy 6.7.1.2** The Developer shall provide all required shallow utility easements and right-of-ways to the satisfaction of the utility provider(s) and the Municipality as a condition of subdivision.

## 6.8 School Service

Schooling will be provided through the existing system via bussing to the satisfaction of the Rocky View School Division No. 41 (RVSD). School bus drop-off and pick-up will also be provided to the satisfaction of the R.V.S.D. which may be located in front of the open space lot located at the north access road adjacent to Range Road 32.

**Policy 6.8.1** Subdivision and development of the Planning Area shall facilitate the delivery of services in accordance with the requirements of the Rocky View School Division No. 41.

## 7. PUBLIC CONSULTATION

### 7.1 Public Open House – No. 1

On December 5, 2002, a public open house was held at the Springbank United Church. The open house was attended by a number of people, of which 5 filled out available registration forms. The majority of questions focused on understanding the proposed development. There were no concerns identified verbally or in the single comment sheet that was completed and submitted.

### 7.2 Public Open House – No. 2

On November 24, 2004 a second public open house was held at the Springbank United Church. In spite of advertising this event in both local newspapers, it was poorly attended. All those in attendance were in agreement with the proposal in general.

## 8. IMPLEMENTATION

The Conceptual Scheme has been designed to be compatible with land use in the area and in compliance with the policies of the North Springbank Area Structure Plan. It is anticipated that the development of the Planning Area in accordance with the provisions of the Conceptual Scheme will maximize the development potential of the Planning Area and create a sustainable residential community, which will be complementary with the adjacent community.

The Conceptual Scheme responds to the existing site conditions by providing suitably sized parcels that will accommodate the development of single-family residences. Also the proposed land use redesignation to Residential One (R-1) District of the Land Use By-law and the future Subdivision Plan will endure in the short and long term. In short, the subdivision and development concept is representative of a long-term commitment for the residential community as proposed.

Subdivision of the Planning Area is guided by the policies herein and implemented through the conditions of subdivision approval by the M.D. of Rocky View.

**Policy 8.1**        The M.D. of Rocky View shall implement the provisions of this Conceptual Scheme through the subdivision approval process.

## 9. POLICY SUMMARY

### Context

**Policy 2.2.4.1** A Historical Impact Assessment may be required for the Planning Area prior to its development which identifies the location of historical resources and the program for the removal, avoidance and/or conservation of these resources. The Historical Impact Assessment shall be prepared by a qualified archaeologist in accordance with Alberta Community Development requirements and guidelines.

### Planning and Policy Documents

**Policy 3.2.1** Redesignation of land within the Plan Area shall be in accordance with Figure 7.

**Policy 3.2.2** Development of the Planning Area for single family residential development is the preferred development form. Other uses may be considered appropriate where allowed as permitted and discretionary uses under the Residential One (R-1) District of the Land Use Bylaw.

### Conceptual Scheme

**Policy 4.3.1** Where municipal reserves are owing as a result of subdivision approvals for parcels within the Planning Area, the provision of these reserves may be satisfied by the dedication of land and/or by the payment of cash-in-lieu of land.

### Land Use Policies and Guidelines

**Policy 5.1.1** Lot layouts are shown in Figure 5 are only conceptual, and may not reflect the lot design, number or sizes of lots proposed in future tentative plans of subdivision.

The final size, configuration and design of individual parcels proposed through subdivision shall be determined at the tentative subdivision plan approval stage.

**Policy 5.3.1** Integration for future developments of the adjoining properties with the Plan Area boundaries shall be in accordance with the Integration Plan of the Conceptual Scheme and to the satisfaction of the M.D. of Rocky View.

**Policy 5.5.1** Upon the registration at the Land Titles Office, the Owner shall register an encumbrance on each lot, to the satisfaction of the Calgary Airport Authority, acknowledging the proximity of the Springbank Airport and the potential for aircraft engine noise.

**Policy 5.6.1** Phasing of subdivision and development within the Planning Area is matched to a logical progression of servicing. Subdivision and development may proceed outside the phasing sequence established in this Conceptual Scheme provided the required infrastructure is in place and/or available to sustain the planned subdivision and development which will be to the satisfaction of the Municipality.

## Infrastructure

### *Utility Services*

**Policy 6.1.1** The water supply and distribution system required to service the subdivision within the Conceptual Scheme Area shall be serviced via a piped water system, constructed, licensed and permitted to the satisfaction of Alberta Environment and the Municipality.

**Policy 6.1.2** The domestic water supply for this development shall be provided in accordance with the requirements of the Springbank Interim Strategy, as amended by Council, to the satisfaction of the MD of Rocky View.

**Policy 6.2.1** Wastewater services shall be provided in accordance with the requirements of the Springbank Interim Strategy to the satisfaction of the Municipality.

**Policy 6.2.2** Percolation and near-surface water-table testing shall be required by the Municipality to verify the suitability of the soil to accommodate residential development. The Municipality will require this testing as a condition of subdivision approval, and it may also be required prior to approval of the final plan of subdivision.

**Policy 6.3.1** Until the responsibility of the stormwater infrastructure is assumed by the Municipality as part of a regional system, the Home Owners Association shall be responsible for the maintenance and upkeep of this system and they shall be required to lease the public utility lot on which this stormwater facility or infrastructure is located.

- Policy 6.3.2** Stormwater management within the Planning Area shall be addressed in accordance with the requirements of the Springbank Interim Strategy to the satisfaction of the Municipality.
- Policy 6.3.3** The Owner shall provide a Stormwater Management Plan prior to Council approval of a Tentative Plan of Subdivision, prepared by a qualified professional licensed to practice in the province of Alberta, in accordance with Section 700.0 of the Servicing Standards for Residential Subdivisions and Road Construction as approved by Council on May 4, 2004, as amended. The owner is to provide for the implementation of the recommendations of the Stormwater Management Plan and the registration of any overland drainage easements and/or restrictive covenants as determined by the Stormwater Management Plan, all to the satisfaction of the Municipality.
- Policy 6.4.1** Garbage disposal services shall be provided via a private collection contract with the Home Owners Association.
- Policy 6.4.2** The Applicant shall be required to prepare a Solid Waste Management Plan as a condition of subdivision to the satisfaction of the Municipality.
- Policy 6.5.1** The water supply and distribution system required to service subdivision and development within the Conceptual Scheme area shall be serviced via a piped water system constructed, licensed and permitted by Alberta Environmental Protection. The proposed development will be designed with prebuilt service connections (water & sewage) and the Developer shall sign a deferred service agreement to guarantee connections to future water and sewage services in accordance with the requirements of the Springbank Interim Strategy as a condition of subdivision to the satisfaction of the Municipality.

#### Transportation

- Policy 6.6.1.1** Internal subdivision roads shall be constructed to municipal standards in accordance with the Servicing Standards for Residential Subdivisions and Road Construction adopted by Council on May 4, 2004, as amended.
- Policy 6.6.2.1** Access to the subdivision proposed within the Planning Area shall be as shown on Figure 5.

- Policy 6.6.3.1** The Traffic Impact Assessment recommendations for road improvements and/or intersection designs shall be constructed at the expense of the Developer, to the satisfaction of the Municipality.
- Policy 6.7.1.1** Shallow Utilities shall be provided by the appropriate utility company providing service to the Planning Area at the sole expense of the Developer in accordance with the requirements of the subject suppliers and to the satisfaction of the Municipality.
- Policy 6.7.1.2** The Developer shall provide all required shallow utility easements and right-of-ways to the satisfaction of the utility provider(s) and the Municipality as a condition of subdivision.
- Policy 6.8.1** Subdivision and development of the Planning Area shall facilitate the delivery of services in accordance with the requirements of the Rocky View School Division No. 41.

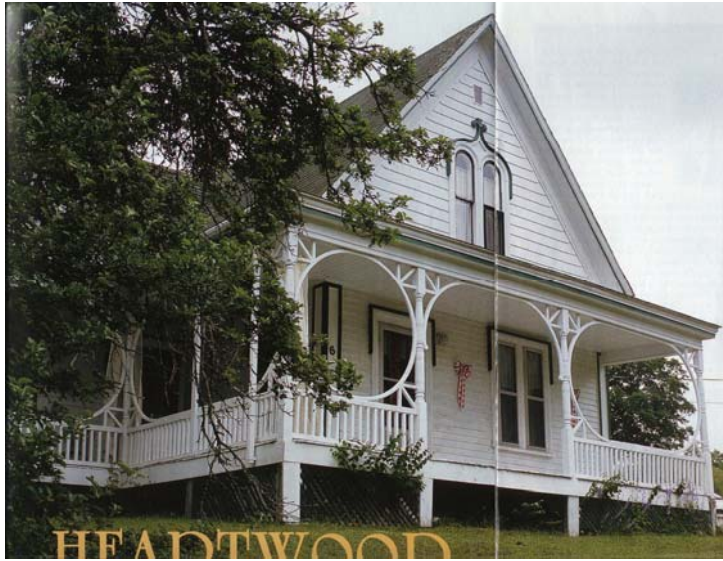
#### Implementation

- Policy 8.1** The M.D. of Rocky View shall implement the provisions of this Conceptual Scheme through the subdivision approval process.

## Appendix 1

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### Architectural / Landscape Samples



Country Style Architectural Theme



Gate Entry Landscaping



## Appendix 2

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### Council's Direction for Conceptual Scheme

### Council's direction regarding this Conceptual Scheme

At its meeting on Tuesday May 11 2004, the Council of the Municipal District of Rocky View No. 44 held a Public Hearing to consider the preparation of a Conceptual Scheme for the Barnard lands and passed the following motion:

"That council request the owner/applicant pay the fee prescribed in the Master Rates Bylaw and prepare a Conceptual Scheme for all the lands contained within NE 03-25-03-W5W and a portion of SE 10-25-03-W5W, to be adopted by bylaw as a prerequisite to Council considering the redesignation application for the subject lands. As part of the Conceptual scheme, the Applicants shall conduct at least one open house prior to first reading of the adopting bylaw, and the Conceptual Scheme should include, but not be limited to, the following items:

- a) A description of all lands contained within the Conceptual Scheme Area;
- b) A future land use scenario that illustrates efficient and comprehensive redevelopment by encouraging an innovative subdivision design that maximizes lot yields, servicing efficiencies, on-site development opportunities and accommodates and/or integrates existing development;
- c) Proposed parcel size and density for the Conceptual Scheme Area;
- d) A description of the proposed internal road hierarchy including its relation to main transportation routes;
- e) A description of a servicing proposal including, but not limited to, public and private water, sewer and other utilities for the Conceptual Scheme Area;
- f) Identification of development issues (i.e. stormwater management, sewage disposal, on-site geotechnical features, hydrogeological conditions, aesthetics, densities) and an assessment of their impact on the surrounding land uses and establishment of appropriate and comprehensive mitigation measures;
- g) Identification and description of Reserve areas (municipal/school/environmental);
- h) Phasing of development;
- i) Policies for implementation of conceptual scheme;
- j) Evaluation of the relationship between the Conceptual Scheme and the Springbank Airport;
- k) Endeavor to assist the Owner of NE 03-25-03-W5W with respect to cost recovery for the planning work required in preparing of the Conceptual Scheme for the 40 acre parcel located within SE 10-25-03-W5W; and,
- l) Any other matter the Municipality deems necessary.

## Appendix 3

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Excerpts from the Springbank Airport 10 yr Development Plan

## THE SPRINGBANK AIRPORT AND THE ENVIRONMENT:

In 1995, Transport Canada conducted an environmental baseline study at the Springbank Airport. This study included an environmental audit to determine compliance with applicable regulations and guidelines, an environmental assessment to review potential environmental impacts from former activities and an environmental investigation into suspected soil and groundwater contamination on the airport property.

The environmental baseline study, and the review of previous work done by others, identified no contamination above the CCME<sup>(1)</sup> 1991 commercial/industrial criteria, or the Alberta Environmental Protection 1994 remediation criteria, at the Springbank Airport. The airport operations comply with existing health and safety and environmental legislation. The Authority is currently preparing an Environmental Management Plan for Springbank Airport. This Plan will help ensure that Springbank Airport continues to operate in an environmentally sound manner.

<sup>(1)</sup> CCME = Canadian Council of Ministers of the Environment

## AIRCRAFT NOISE & LAND USE COMPATIBILITY:

*During the preparation of the Plan, the issue of aircraft noise was discussed on numerous occasions. Most of these discussions occurred during Advisory Committee meetings, and at the Public Open House.*

*Dealing effectively with aircraft noise is an initiative that extends well beyond the purpose and scope of this facility planning document, however, it is an issue that the Authority has identified as being extremely important. Minimizing the noise impact of airport operations while meeting the needs of the aviation community is essential. This will require input and support from a wide range of participants, including the Airport Authority, Nav Canada, Transport Canada, aircraft operators, the MD of Rocky View and area residents. One of the first steps the Airport Authority will take involves reviewing its noise management program for the Springbank Airport.*

### Noise Management

*The Airport Authority has a number of management processes it uses at the Calgary International Airport which are designed to manage noise impacts resulting from airport operations. These processes come together to form an overall noise management program, the main components of which are:*

- ? Regulations and Policies*
- ? Aircraft and Airport Operations*
- ? Public Education and Consultation*
- ? Data Acquisition and Analysis*

*It is the intent of the Airport Authority to review the noise management program to ensure that all of the above components are in place and functioning at Springbank Airport.*

*One key element of a noise management program is already in place at the Springbank Airport. This element is the Springbank Airport Community Noise Consultative Committee (SACNCC), which acts as a bridge between the categories of "Public Education and Consultation" and "Aircraft and Airport Operations". The Airport Authority sees the involvement of the SACNCC as being essential with regard to minimizing the noise impacts of airport operations while meeting the needs of the aviation community. This Committee meets once a year or more frequently if required, and is represented by local residents from*

the surrounding community, representatives from the Municipal District of Rocky View, Transport Canada, airport users / tenants, Nav Canada and The Calgary Airport Authority.

Through this Committee, the Springbank Airport has established recommended practices for aircraft operators at Springbank. While safety considerations may require operators to deviate from the following, operators are encouraged to comply with the following recommended practices on a voluntary basis:

- ? Avoid flying over noise sensitive areas such as acreages, farms and residences;
- ? Utilize runway 16/34 where possible;
- ? Do not perform circuits between 11p.m. and 7 a.m.;
- ? When taking off from Springbank Airport, climb to an altitude of 4500' above sea level before initiating a turnout;
- ? Do not perform maintenance engine run-ups between 11p.m. and 7 a.m.

The Authority asks all operators and users of Springbank Airport to follow good "common sense" flying practices, and to do their part in fostering a harmonious relationship with the surrounding community by taking our neighbors into consideration.

### Land Use Compatibility

*"Airports are unique facilities in that they tend to occupy large parcels of land, have unique site requirements, produce noise, and generate complex safety concerns all of which impact neighboring communities. Because of their unique characteristics, airports cannot be easily relocated."*

*("Airports and Compatible Land Use", Washington State Dept. of Transportation).*



*Controlling land use in areas surrounding an airport is the single most effective method of ensuring compatibility between airport operations and other land uses. There are a variety of land use compatibility issues that can arise. For example, the development of "heavy" industry around an airport is not desirable as emissions of steam, dust and smoke can prove to be safety hazards for aviation activity. Another example is the incompatibility that can exist between airports and residential development; the issue in this case revolves around the aircraft noise generated at airports.*

The control of land uses in the vicinity of airports rests with local governments. In the past, The Province of Alberta recognized the importance of airports and their impact on adjacent lands, and put into place numerous Airport Vicinity Protection Area (AVPA) Regulations. These regulations created a framework for compatible land use planning in the vicinity of airports, and primarily prevented encroachment of residential land uses in the areas around airports. In the mid-1990's, however, the Provincial Government repealed all AVPA's with two exceptions: the regulations relating to the two International Airports – Calgary and Edmonton.

While there never was an AVPA for the Springbank Airport, the need for compatible land use planning in the vicinity of the airport is extremely important.