



# Bingham Crossing

## CONCEPTUAL SCHEME

Rocky View County  
September 2012

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# Introduction



This Conceptual Scheme is intended to provide a foundation for the future land use redesignation and subdivision of lands legally described as the NW  $\frac{1}{4}$  34-24-3-W5M in Rocky View County containing  $\pm 61.8$  ha ( $\pm 152$  acres) and referred to as “Bingham Crossing”. See Figure 1 - Location Plan and Figure 2 Aerial Photograph. It provides a comprehensive policy framework intended to guide and evaluate these future applications. It also addresses details pertaining to servicing (stormwater management, water servicing and sanitary sewers), open spaces, road linkages and networks, definition of general future land uses, and development guidelines.

On June 27, 2006, Rocky View County Council directed the applicant (on behalf of the landowner’s representative) to prepare a Conceptual Scheme for the subject lands. The Conceptual Scheme would be adopted by bylaw, as a prerequisite to any future Council consideration(s) of land use redesignation and subdivision for the lands.

## 1.1 Site History

Known records of the area date back to 1887 with the first homesteader, Mr. William Bingham. In 1902, the quarter was purchased by Mr. David Johnson who built a home on the site and resided there for several years.

Over time, the land has changed ownership but has mainly been used for agricultural purposes. The name Bingham Crossing is a reflection of the original homesteader, Mr. William Bingham.

## 1.2 Background Studies

There has been numerous background studies prepared in support of Bingham Crossing. Each study has been submitted under separate cover, and each is summarized in Section 11 – Background and Supporting Studies.

## 1.3 Conceptual Scheme Purpose and Scope

The Rocky View Municipal Development Plan (MDP) provides the foundation for planning matters and directions in Rocky View County. It allows Council to direct applicants to undertake a Conceptual Scheme process to address the future form and function of a proposed plan. The purpose of a Conceptual Scheme is to ensure that planning, engineering, transportation and any other elements identified by Council are addressed prior to redesignation and subdivision of land.

The objective of this Conceptual Scheme is to establish the policies and guidelines appropriate for developing the NW  $\frac{1}{4}$  34-24-3-W5M as well as establish the NE  $\frac{1}{4}$  34-24-3-W5M as a part of the wastewater system. This plan will guide the future redesignation and subdivision of the plan area.

On June 27, 2006, a Council motion directed the applicant to prepare a Conceptual Scheme document that addresses the following:





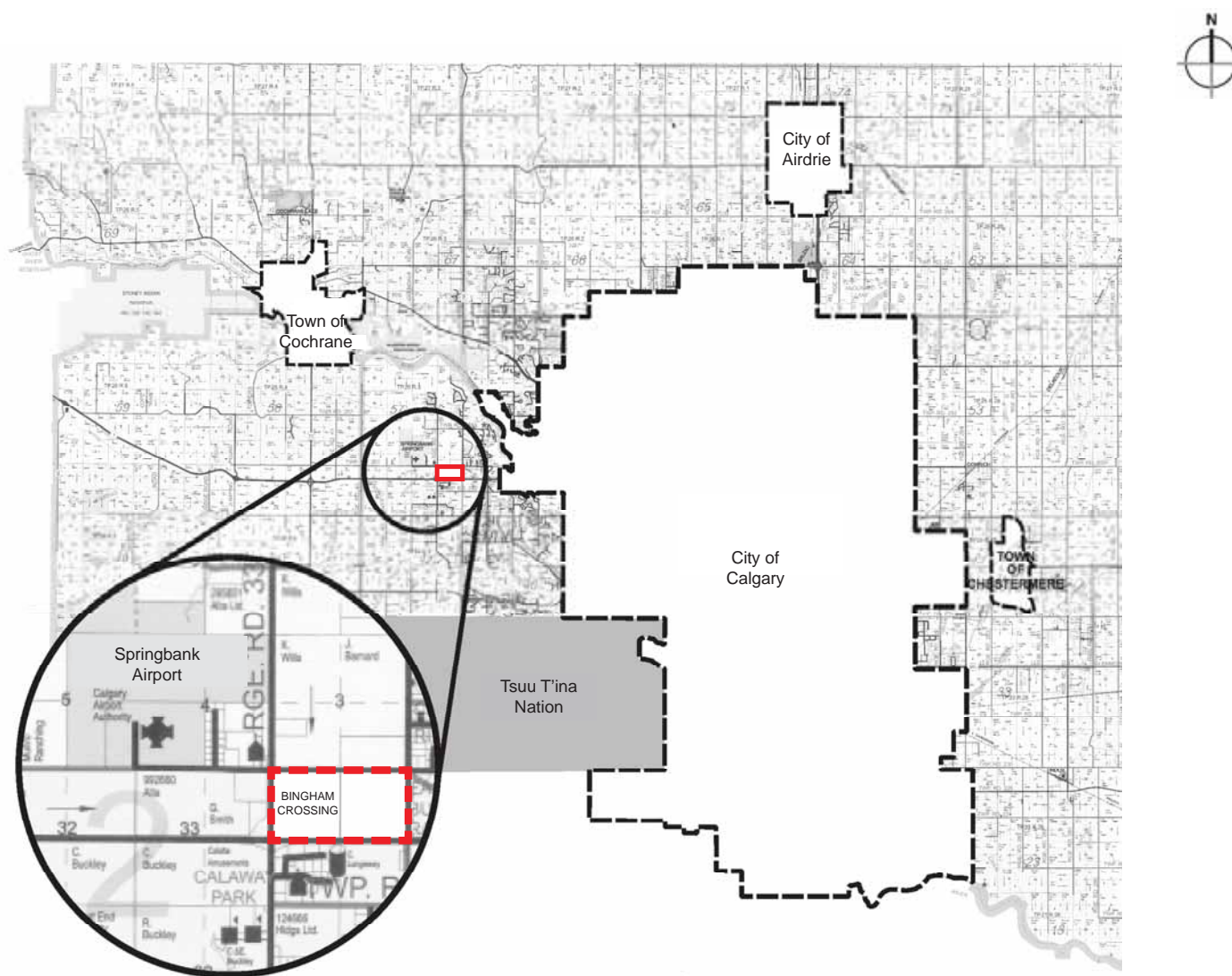


Figure 1: Location Plan

Source: Rocky View County 2011





Figure 2: Aerial Photograph



## THE EXISTING SITUATION

A baseline description and evaluation of matters such as:

- Existing land use
- Ownership
- Existing development
- Springbank Airport
- Topography
- Geotechnical evaluation
- Soils and vegetation
- Agricultural capability
- Existing utilities and transportation routes
- Archaeological and historical consideration
- Adjacent land uses
- Environmental sensitivity and significance
- Phase 1 environmental site assessment
- Any other matters requested by the municipality

## FUTURE DEVELOPMENT

An evaluation and description of the development within the Conceptual Scheme area relating to the following:

- The intended nature of the development
- The viability of the development
- How the development will contribute to Rocky View County achieving its strategic goals
- How the development relates to the North Springbank Area Structure Plan
- How the development will complement and be compatible with the Springbank Airport Master Plan
- Identification of any inter-municipal interests
- How the community will be innovative while efficiently using the land base
- Identification of open spaces and linkages
- Identification of land dedication areas such as PULs, MRs, easements, etc.
- Infrastructure capacity to support the land
- Identification of technical development considerations such as geotechnical evaluation, environmental assessment, historical overview
- How the development will not adversely affect the viability of existing uses on adjacent lands

- A utility servicing strategy to identify water supply, sewage disposal system and solid waste system management
- A stormwater management strategy
- A traffic impact study
- A community services assessment
- Phasing of the development and anticipated build-out
- Addressing on-site and off-site visual impacts
- Location of community mailboxes
- Proposed road names
- Consultation directly and indirectly with affected landowners including a minimum of two public open houses

## REGIONAL MATTERS

To evaluate and describe the following matters relating to areas outside of the Conceptual Scheme boundary:

- Analysis of the regional transportation network
- Regional socio-economic impacts
- The development's impacts upon the surrounding North Springbank community





# Project Area and Description



## 2.1 Location

The subject lands are located within Rocky View County approximately 3.2 km (two miles) west of the boundary of the City of Calgary and adjacent to the TransCanada Highway. The area to be developed (i.e. NW ¼ 34-24-3-W5M) is approximately  $\pm 61.8$  ha ( $\pm 152$  acres) and currently contains one occupied single family residence. The area which is to form part of the wastewater system (i.e. NE ¼ 34-24-3-W5M) consists 58.4 hectares (144 ac).

The subject lands are adjacent to the TransCanada Highway, Range Road 33 and Township Road 250. The Rocky View County 2060 Growth Management Strategy identifies the subject lands as a Major Business Corridor (Growth Management Strategy Nodal Development, See Figure 3). This designation is due to locational advantages along such a significant transportation corridor and the development that is now in place. This location lends itself to non-residential uses as the other three corners of the interchange at Range Road 33 and the TransCanada Highway are currently non-residential. The current uses located at the interchange include:

- Calaway Park,
- Commercial Court, and
- Edge School.

The existing non-residential development is further complemented by the adjacent Springbank Airport, which, in 2009 adopted a Master Plan that will see significant expansion of the airport, both in terms of land area and function. As a result, this area is becoming a major commercial node and employment area within Rocky View County consistent with the goals of the County's Growth Management Strategy.





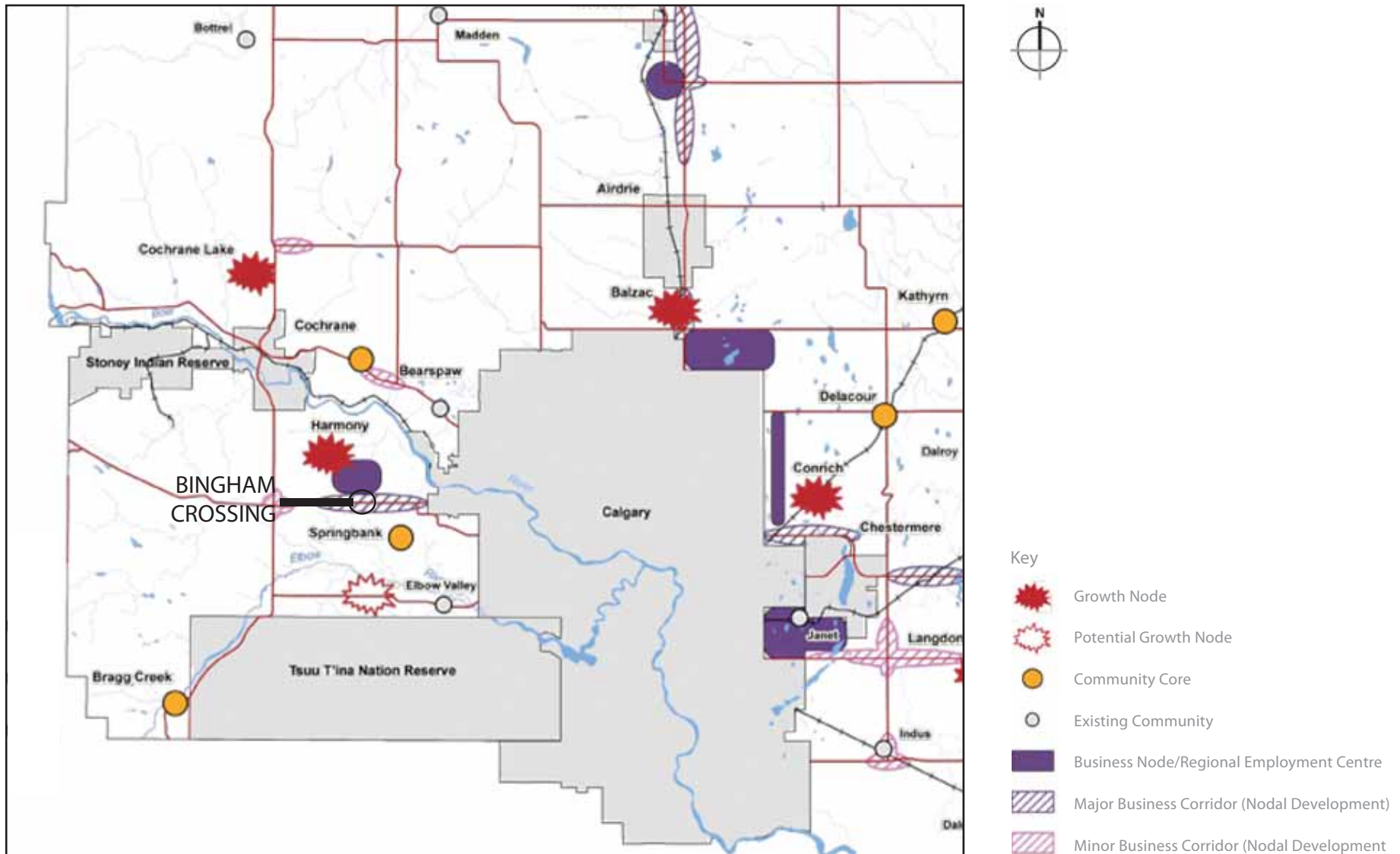


Figure 3: Rocky View County - Growth Management Strategy

This map is conceptual and for illustrative purposes only.



## 2.2 Physical Land Features

The Conceptual Scheme area is approximately 120.24 ha (297 ac) and is relatively flat. The western portion of the plan area generally slopes from the east to the west with an overall grade difference of 10 metres. This portion of the site is to accommodate future development and generally drains to the southwest corner. The eastern half of the site that is to remain undeveloped drains to the north east toward Township Road 250.

The lands have historically been used for agricultural uses but with the changes in the surrounding area to non agricultural uses, future use of the land for farming or ranching purposes is now impractical.

## 2.3 Current Land Uses

The plan area includes two quarter sections and is currently designated as Ranch and Farm District (RF) as shown in Figure 4 - Land Use Map. Based on the Canada Land Inventory for Agriculture the soil is classified as Class 2 and is used for grazing and hay production.



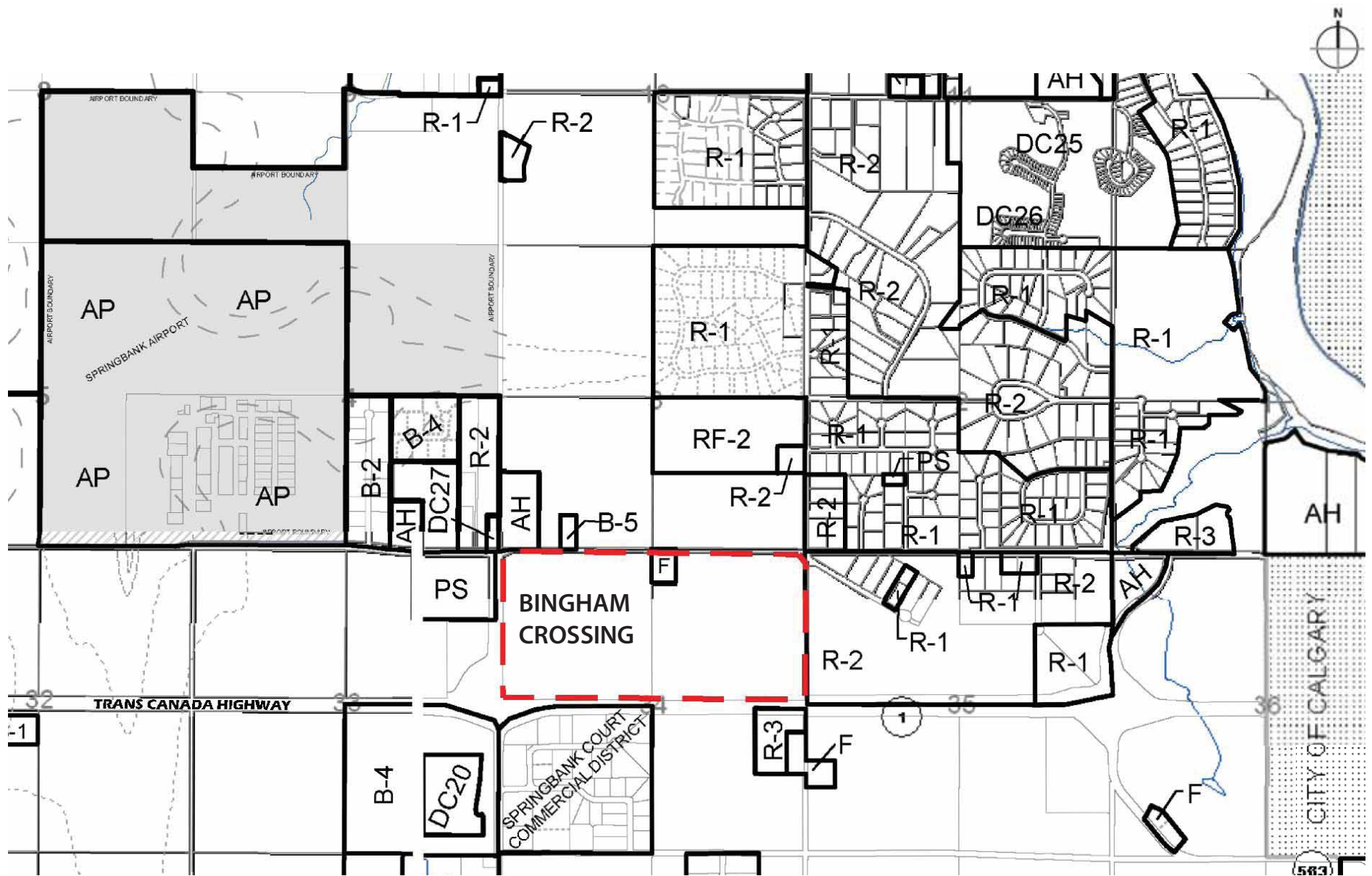


Figure 4: Land Use Map

Source: Rocky View County

This map is conceptual and for illustrative purposes only.



Conceptual Scheme

## 2.4 Adjacent Land Uses

Land adjacent to Bingham Crossing is predominately designated and used for non-residential uses.

In 1984, DC Bylaw 20 permitted Factory Outlet Shopping Centres on the land to the south west, as well as Calaway Park. Provisions were then made to accommodate the development of Commercial Court. Subsequently, the Airport District (AP) was expanded in 2005 to include all of the land associated with the Springbank Airport. The Bingham Crossing proposal will follow the established precedent of developing the land adjacent to the Highway 1/Range Road 33 interchange to non-residential uses. The following is a description of the adjacent, non-residential land uses. See Figure 5 – Context Map for reference.

### Northwest

Springbank Airport (AP) consisting of a wide range of commercial uses including flight training, indoor and outside storage, a restaurant, offices and warehousing. Associated with the Airport are the Noise Exposure Factor (NEF) contours that extend beyond the airport lands. They affect lands to the south and east of the airport and influence the type of future development that may be appropriate.

General Business (B-2) consisting of general business uses including automotive equipment and services, outdoor storage, truck trailer service, warehouse and warehouse stores.

Recreation Business (B-4) including amusement/entertainment, campground, drinking establishment, indoor/outdoor recreation and restaurants.

### North

Agricultural Business (B-5) including agricultural processing, animal health services, farmers market, restaurant (accessory) and retail (accessory).

Church (DC 27) including church, cemetery and parsonage (accessory).

### South

Springbank Commercial Court (C-SC) includes a wide range of commercial/retail/light manufacturing uses such as retail food store, restaurant, conference center, public market, hotel, drinking establishment, light manufacturing, warehouse and warehouse store.

### South West

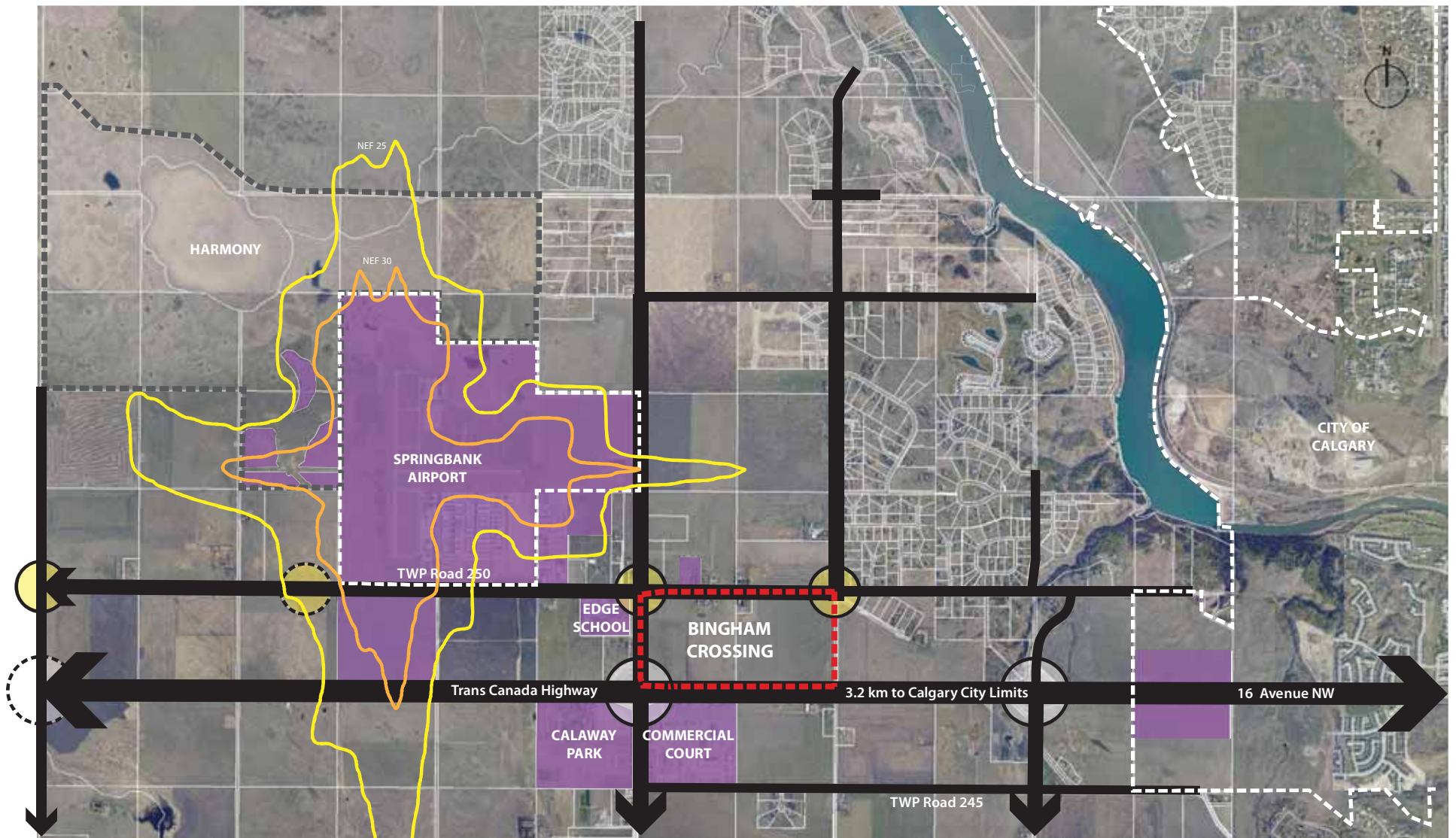
Recreation Business (B-4) including amusement/entertainment, campground, drinking establishment, indoor/outdoor recreation and restaurants.

Factory Outlet Shopping Center (DC-20) permits factory outlets, offices and campground.

In addition to the wide range of commercial uses permitted adjacent to the subject lands, land to the north is designated Ranch and Farm (RF) with the land to the north east designated for a range of country residential uses.







Key

- Existing and Proposed Non-Residential
- Existing Major Intersection
- Proposed Major Intersection
- Existing Interchange
- Proposed Interchange
- Minor Road
- Major Road
- Provincial Road

This map is conceptual and for illustrative purposes only.

Source: Future Road Improvements - North Springbank Area Structure Plan and Central Springbank Area Structure Plan

Figure 5: Context Map

Conceptual Scheme



# 3 The Concept



## 3.1 Vision

Bingham Crossing will be a unique shopping destination and lifestyle centre for the Rocky View community. It will provide meeting places for both residents and visitors to gather in a comfortable village atmosphere. Reflecting the Springbank lifestyle, Bingham Crossing will provide a rural alternative for commercial development with a variety of high quality shops, services and amenities.

Bingham Crossing will offer desirable office, retail and commercial services to the residents and businesses in Rocky View County, and it increase local employment opportunities for those looking to work closer to home.

At the heart of the development lies a unique village centre that has been developed based on a comprehensive set of architectural controls which has resulted in each building including a series of highly developed architectural elements. High quality shops and services will locate here to provide a range of products and services that have not previously been available in Springbank. The core will promote walkability with pathways linking stores, services and amenities that will include gathering places such as restaurants and cafes. The thoroughfares will be attractively landscaped and enhanced with design elements, such as banners, ornamental lighting, and street furniture that create a small intimate village atmosphere.

In addition, Bingham Crossing will satisfy a long standing need for seniors housing in the community by providing an active living community for seniors in Springbank. The seniors' community will include:

- villas
- apartments
- assisted living
- dementia support units

In addition it will include the following facilities:

- wellness center
- spa
- theatre
- salt water pool
- exercise room
- games room

The developer of the senior's community has existing partnerships with Mount Royal University, Mount Royal Music Conservatory, Calgary Opera, Calgary Philharmonic, ATP, Theater Calgary, Glenbow Museum and Cantos. These relationships will be expanded to include the senior's community proposed for Bingham Crossing.







Outside of the core, there will be ample visually appealing open space for the enjoyment of the area residents. To respect the residents to the north of Bingham Crossing, open spaces, pathways and lower intensity uses will be used to buffer the higher intensity uses purposely located nearest to the Trans-Canada Highway.

### 3.2 Development Rationale

The Bingham Crossing concept has evolved recognizing the characteristics of the land, its diminishing ability to maintain agricultural uses, its context with respect to location, its desired role within the municipality identified through policy, wide reaching community input, and the project's design principles.

The subject lands are located in an area which has experienced significant commercial development including Commercial Court, Calaway Park, and the Edge School. Also in the vicinity are the Springbank Airport and Harmony. As shown on Figure 3, Bingham Crossing is located in the node identified as a 'Major Business Corridor' in the Rocky View County 2060 Growth Management Study. Being adjacent to such a major transportation route (Highway #1) plays a large part in this classification. In addition, by clustering the commercial uses where land is less viable for agriculture it reduces the pressure on lands better suited to accommodate the agriculture related activities.

### 3.3 Project Guiding Principles

There have been three fundamental principles that have shaped the Bingham Crossing concept. These are:

#### *Principle #1: Respecting our neighbours, the community and the municipality*

It has been of the utmost importance that wide spread opportunity for ongoing dialogue between our neighbours, the community and the County take place throughout the process of project development. It is recognized that by respecting this principle, only then will the subsequent principles further flourish. The input and dialogue gathered by the various stakeholders has enhanced the resulting concept and has provided Bingham Crossing the opportunity to become a destination the entire community can take pride in.

#### *Principle #2: Create a development that is comprehensively designed, architecturally controlled and environmentally sensitive*

Bingham Crossing will be a comprehensively planned project that is mindful of the various components (retail, services, senior housing, open space and pathways, servicing and transportation) interacting optimally. Architectural controls will be prepared and applied to all of the design elements of the project. In addition, low impact development principles, LEED design criteria and a triple bottom line focus will also be adhered to.

#### *Principle #3: Provide quality and unique services and amenities that enhance the project and the community as a whole*

Bingham Crossing is designed to facilitate a visitor's experience so that it is rich and enjoyable. This will be achieved by creating high quality services and amenities in an atmosphere that is comfortable and in keeping with the community character. Attention to the "small" will be given in order to ensure the "whole" is a benefit to the community.

Bingham Crossing will accommodate services and amenities, including medical facilities, professional offices and social gathering places that many residents have identified as being needed within the community.

Further examples of contribution to the wider community include the development of seniors housing, improved area transportation, the creation of a more diversified tax base and adding significantly to the County's net tax revenue.







# Public Consultation



## 4.1 Process

An extensive stakeholder engagement process is an essential component to the evolution of Bingham Crossing. Conversations and communication has been ongoing with all neighbours and stakeholders throughout the concept development. The public engagement goal is to receive as much input as possible on how to continually improve the design and interface with the community.

In an effort to connect with all interested and impacted individuals and groups, there have been multiple meetings over the past 21 months and will continue as the project evolves. Dialogue has taken place in the format that people are most comfortable: one on one coffee chats, in-home visits, association board meetings, group meetings, open houses, e-mail, phone, and letter. The project also has an up to date website to ensure it is relevant and interactive. Collaboration and dialogue with all stakeholders is fundamental to the success of Bingham Crossing.

Stakeholders that have been directly involved in these discussions are:

- Adjacent and local neighbours and communities
- Adjacent businesses
- West Rocky View Recreation Board
- Springbank Community Planning Association (SCPA)

- Park For All Seasons
- Springbank Community Association
- Springbank Community Association Advisory Committee
- Springbank Heritage Club
- Springbank Police Advisory Committee
- Springbank EMS
- Rocky View School Board
- Edge School
- Rocky View County Administration
- Springbank Airport
- Springbank Airport Business and Pilot's Association
- Alberta Environment
- Alberta Transportation.



## 4.2 Public Meetings

In addition to the many individual interactions taking place, a series of formal and larger public initiatives were also undertaken:

**Door to Door Introductions** – in the fall of 2011 Bingham Crossing owners personally went to over 550 doors of their residential neighbours to provide the opportunity to have personal discussions about Bingham Crossing and to answer any questions and receive input. In addition, an invitation to neighbourhood meetings that were held in October was hand delivered.

**Neighbourhood Meetings #1** – a series of community meetings were held from October 3 - 6, 2011. There were approximately 150 attendees over four days and valuable dialogue and idea exchanging took place. The intent of these preliminary meetings was to share with Bingham Crossing's neighbours the significant changes that have taken place as a result of previous input heard from the community, to solicit further input on how to better the plan moving forward, and to answer any general questions about the process and the plan to date.

**Neighbourhood Meetings #2** – a second series of community meetings were held from Nov 21 - 24, 2011. Building upon the comments we heard during the first round of meetings, a progress update was provided on the project, and a more detailed

concept was displayed and discussed with all participants. Further input and suggestions on how to improve the plan was gathered.

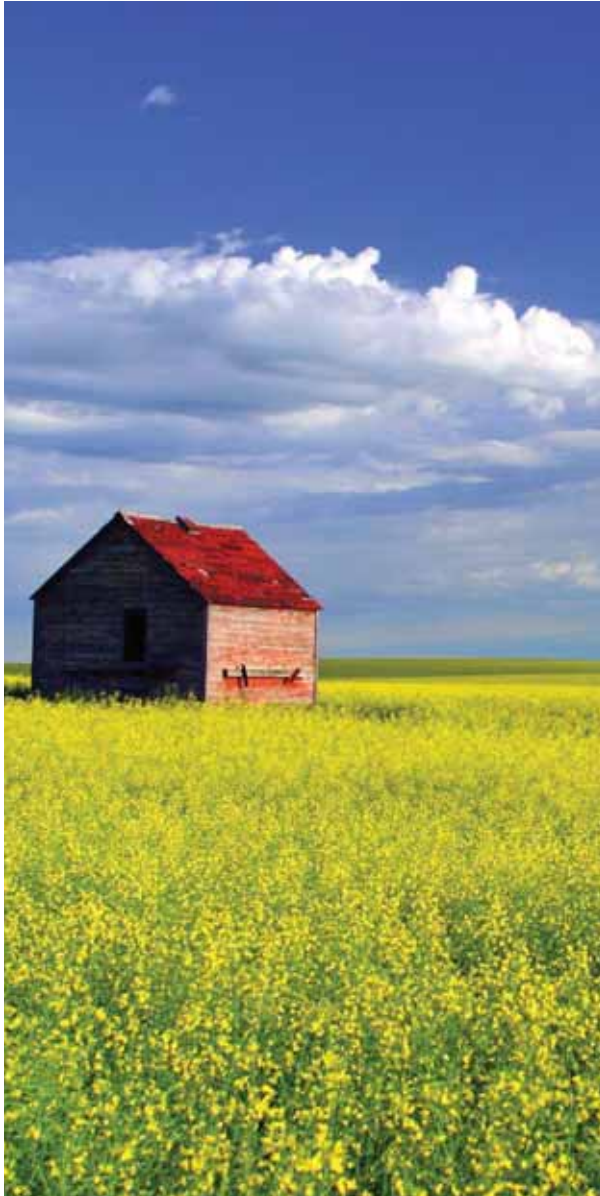
**Open House - February 15, 2012.** The purpose of the open house was to present the contents of the conceptual scheme, the proposed land use district and the North Springbank Area Structure Plan amendment. Materials presented included the plan, renderings and scale model. A team of professionals were available to respond to questions raised by those in attendance.

## 4.3 Process Outcomes

Project owners and team members were on hand at each meeting and were dedicated to understanding the participant's input and to answer all questions. As a result of the stakeholder contribution, many revisions and additions to the plan have been incorporated into the current concept that has greatly enhanced Bingham Crossing as an asset to the community.







As illustrated on Figure 6 the project will include three major components (zones) that, when integrated together, will form a master-planned commercial, business and residential (seniors) development. The project will consist of a retail/lifestyle zone, a highway edge zone, and a neighbourhood buffer zone. Each of the three components will include a different range of uses that smoothly transition and complement one another.

All three components will include a comprehensively designed open space network and will be pedestrian oriented. Bingham Crossing will provide local employment opportunities within Springbank (full time and part time) and social gathering places for the community.

A breakdown of the Concept Plan as outlined in Figure 6 is:

Highway Edge Zone	15 ha
Lifestyle Zone	12 ha
Neighbourhood Buffer Zone	9 ha
Municipal Reserve	4 ha
Open Space	2 ha
Stormwater pond	4 ha
Roadways and road widening	6 ha
Interchange expansion	10 ha
Total	62 ha

In addition, and as noted earlier, the NE ¼ 34- 24- 3-W5M, consisting of 58.4 ha (144 ac), is part of this Conceptual Scheme to be used as part of the sanitary sewer system and is not included in the area calculations above.

The NW ¼ 34-24-3-W5M consists of approximately 52 ha of developable land. The proposal is to dedicate 8% (i.e. 4 ha) as Municipal Reserve with the balance provided by a cash in lieu payment. The exact amount of Municipal Reserve will be determined at the time of subdivision and be subject to the approval of the County subdivision approval authority.

### 5.1 General Design Features

The Bingham Crossing concept plan is a result of community input, the project's vision and guiding principles, site location and characteristics, regional context and policy framework. The development plan has incorporated the following key design features:

#### Comprehensively Planned

Bingham Crossing is a comprehensively planned project that carefully integrates retail, business, and seniors housing within a pedestrian friendly environment. It will include an extensive open space system linked by a series of pathways, sidewalks or trails.







Figure 6: Land Use Plan

This map is conceptual and for illustrative purposes only.





### Architectural Controls

Bingham Crossing is a unique village style development set in a pedestrian oriented environment. Development within Bingham Crossing will be dictated by Architectural Design Guidelines in order to ensure buildings are high quality, sustainable, consistent, and pedestrian scaled.

These guidelines will be enforced with easements, covenants and restrictions that will be included in tenant lease agreements, or with any subdivided land. Emphasis is placed upon the building quality, uniqueness, and variety. Buildings, parking lots, social spaces, and open spaces shall be designed to encourage ease of pedestrian movement at a comfortable scale.

### Sensitive to Existing Residents

There are a number of key elements that have been incorporated into the project that have been specifically designed to recognize the project's location relative to existing residents: buffering and landscaping along the north edge, off road pathways, a neighbourhood edge zone that will include low intensity uses, lighting that is directional and dark sky compliant, roundabouts to promote continuous and safe traffic flow, and dedicated left hand turn bays to direct traffic away from the existing residential area.

### Seniors Community

A senior's community, located in the north west portion of the site, will permit aging in place and provide a range of housing from villas (independent living) to assisted living units. It will form an integral part of the Springbank community and will cater to the many seniors that are looking for an alternative to living on an acreage but wish to remain in the community.

The location within the project will serve as a transition between the retail/business uses to the south and the existing country residential to the north, and will help foster a village atmosphere.

### Employment Area

Bingham Crossing will provide commercial and business uses that will offer many employment opportunities with an aim at providing a local and regional employment hub.

### Gateway

Highway 1 west is recognized as a significant gateway to Rocky View County. The site will play a role in creating a positive impression of the County by integrating landscaping, welcome signage and building design to create an area of visual interest.



### **Pedestrian Friendly**

Pedestrian circulation is defined by a system of sidewalks, pathways, and trails. The linkages will be designed to be safe, intuitive, and attractive to use. The concept illustrates a network around activity spaces to tie the elements of the project together.

### **Open Space System**

Open spaces will be designed with various uses and users in mind. They will be well connected by pathways, trails and sidewalks, and will converge into public gathering places. Various forms of these open spaces will be plazas, sidewalks, courtyards, linear parks and trails.

### **Civic Services**

A complete community should include civic uses. Potential civic uses that may be located in Bingham Crossing include a police substation, a community hall, a fire hall and a medical centre.

### **Mobility and Transit Centre**

Mobility is encouraged throughout Bingham Crossing through a variety of transportation methods such as trails, sidewalks and roadways. Transit stops for regional bus service will be incorporated into the design to recognize the potential of services being established at some

point in the future. Bingham Crossing, working cooperatively with the Springbank Airport and Calaway Park, will establish a regional commuter transit service for its employees as well as other commuters.

### **Dark Sky Policy**

Establish and maintain an outdoor lighting system that respects the County's Dark Sky Policy as well as the International Dark Sky Association guidelines. The intent is to reduce the effects of unnatural lighting on the environment and surrounding community and to cut down on energy usage.

### **LID**

Low Impact Development (LID) principles will be the foundation of the stormwater utility systems within the project. This will include low use water fixtures, reuse of stormwater for irrigation of the landscaping, xeriscaping, bioretention ponds, bio swales, the reuse of rainwater to supply toilets and the potential use of permeable surfaces.

### **LEED**

The buildings in Bingham Crossing will be designed to meet the requirements of LEED for New Construction certification. The project will set the standard for LEED development in the County













and provide a project that demonstrates how an integrated approach to design can be combined to create a comprehensive LEED-based commercial development.

### Easements, Covenants and Restrictions

Through a series of easements, covenants and restrictions that will be implemented by the developer, Bingham Crossing will be developed so that all future tenants and users have a clear idea of their responsibilities with respect to joint use areas, appearance, maintenance and the operation of common facilities, spaces and equipment. This will ensure the long term viability and efficient operation of the project.

### Triple Bottom Line

The triple bottom line approach that uses social, environmental and economic indicators as measures of sustainability, has been used in the development of the project. Socially, Bingham Crossing aims to preserve and enhance local character, improve access to services, provide jobs, and provide public gathering spaces. Environmentally, Bingham Crossing will preserve the natural drainage patterns in the region, conserve energy, efficiently use water, and manage wastewater treatment and disposal with advanced techniques. Economically, Bingham Crossing will construct and maintain all infrastructures related to the project, increase the tax base available to Rocky View County, and provide infrastructure improvements in the neighbourhood.

### Overall Policies

Policy 5.1.1: The design of Bingham Crossing shall incorporate all forms of mobility including pedestrian, bicycle, vehicular and the potential for transit service within the project.

Policy 5.1.2: Development adjacent to the TransCanada Highway shall recognize that this area is an entranceway to the County and the design of uses and buildings shall adhere to the policies of the Highway Edge Zone as set out in Section 5.4.

Policy 5.1.3: All buildings shall meet or exceed the LEED-NC 2009 Certification standard.

Policy 5.1.4: The design of the water, sanitary sewer and storm sewer systems shall be consistent with LID principles and guidelines.

Policy 5.1.5: An outdoor lighting plan shall be completed that demonstrates how the outdoor lighting meets the County's Dark Sky policy and the guidelines of the Dark Sky Association.

Policy 5.1.6: Architectural controls shall be prepared by the developer and be applied to all design elements of the project.





Policy 5.1.7: Landscaping plans shall be included with all development permit applications and address proposed pathways, open spaces, Municipal Reserves and public utility lots.

## 5.2 Neighbourhood Buffer Zone

Located along the entire length of the north edge of the project, the Neighbourhood Buffer Zone will provide a transition area that will consist of ample open space, including a regional trail, a seniors housing facility, as well as other forms of low intensity, low impact uses (offices, small scale commercial) that will be integrated into the overall open space system. Planning of the site has sensitively considered the transition of uses and development densities so they are compatible with the country residential uses to the north.

In addition, access points to the project have been located and designed so that traffic is directed away from the existing residential areas toward Range Road 33 and the TransCanada Highway.

The following policies apply to the interface approach uses within the Bingham Crossing development:

Policy 5.2.1: A neighbourhood buffer zone shall be established along the north boundary of Bingham Crossing and shall provide an effective buffer and transition for the lands to the north.

Policy 5.2.2: In conjunction with the plans that will detail the improvements to each portion of Township Road 250, or in conjunction with the application for any development permit, a landscape plan shall be prepared for the Neighbourhood Buffer Zone. For each phase of development, the landscape plan shall illustrate the location of the open space system, including the regional trail, the landscape components (e.g. plantings, seating areas, trails) and how uses will be integrated into the zone while providing a buffer between the project elements and the existing residential uses to the north.

Policy 5.2.3: Uses located within the Neighbourhood Buffer Zone shall be consistent in form and character (i.e. height, roof lines, building materials) with those that exist within the adjacent residential area.

Policy 5.2.4: The location and design of the access points to the project, adjacent to the existing residential uses, shall be such that they do not interfere with existing access points and direct traffic away from the residential areas to the east of Bingham Crossing.







### 5.3 Lifestyle Zone

The Lifestyle Zone, located within the central portion of the plan area, will provide opportunity and space for enhanced community meeting places. The area will also support active living activities such as walking and bicycling as well as other recreational amenities. Design will focus around pedestrian friendly interactions and will include uses such as coffee shops, boutique stores, and personal service establishments.

The Lifestyle Zone will be the pedestrian focal point of Bingham Crossing. It is an area for shopping and socializing, and will have buildings with varying heights and storefronts with the potential for offices above the main floors. The buildings will be articulated on all sides of the façades and will have street edges with small plazas to enhance the pedestrian experience. Buildings will incorporate trellises, canopies, arcades, and awnings to soften building edges. Building materials will include organic and rustic materials. Shopping streets will have restaurants, cafés and bistros to activate the walking corridors.

This area will hold community events which will foster a sense of community. Opportunities in the forms of rent reduction, subsidies, services-in-kind (e.g. providing free or reduced support services), and partnerships with local community groups will be available to prospective organizations.

The following policies apply to the Lifestyle Zone within the Bingham Crossing development:

**Policy 5.3.1:** Uses shall be located within a pedestrian friendly, market environment that will allow opportunities for interaction, congregating, and socializing through the use of meeting places, public squares, outdoor patios, landscaping, and other design elements.

**Policy 5.3.2:** Buildings contained within the main street shall be varied in height and appropriately articulated with façade treatments on all sides using trellises, canopies, arcades, and awnings to soften building edges materials such as fieldstone, river rock, timber, copper, and slate.

**Policy 5.3.3:** Open spaces shall be a multi-purpose, easily adaptable area for a variety of uses and special events such as: farmer's markets, open air concerts, community events, and informal play and meeting spaces.

**Policy 5.3.4:** The developers of Bingham Crossing should encourage community-oriented or non-profit groups to locate within the civic core area using incentives such as rent reduction, subsidies, services-in-kind, and/or partnerships.



Policy 5.3.5: Neighbourhood-scale recreational, cultural and institutional uses should be encouraged to be located within the Lifestyle Zone.

Policy 5.3.6: In the design of the Lifestyle Zone, emphasis shall be placed on the relationship between the buildings and the street to ensure a pedestrian oriented development.

Policy 5.3.7: The streetscape within the Lifestyle Zone should incorporate elements such as wide sidewalks, benches, bike racks, pedestrian lighting, planters and street trees to enhance the pedestrian experience.

## 5.4 Highway Edge

Located along Highway 1/Range Road 33, furthest from the existing residential and closest to existing industrial and commercial developments, the Highway Edge Zone will accommodate comparatively more significant scale retail uses than the other two zones. Uses locating here will benefit from the large volume of traffic traveling the TransCanada Highway and the high visibility of this portion of the plan area. View corridors will be preserved.

This portion of Bingham Crossing will be designed with coordinated parking, landscaping, lighting and thematic elements. Shops and services, as well as offices, could be interspersed within the shopping area with landscaped parking lots, articulated buildings, pedestrian connections, and low intensity lighting.

The following policies apply to the Highway Edge Zone within the Bingham Crossing development:

Policy 5.4.1: Small format retail uses, offices or business uses may be allowed on smaller parcels to provide a variety of uses within the district.

Policy 5.4.2: Buildings shall use pedestrian scaled elements such as detailed entrances, projections, peaked roofs, and articulated walls to encourage street level presence.

Policy 5.4.3: Landscaping, landscaped parking areas and low intensity lighting shall be integrated throughout this area to ensure a comfortable, positive experience for pedestrians.

Policy 5.4.4: Accommodation and tourist destination uses may be located within the Highway Edge Zone.



**Policy 5.4.5:** An edge condition containing a linear greenbelt and pathways, high quality building design materials, landscaping, fencing, or berms along the TransCanada Highway should preserve view corridors to the entranceway to the City of Calgary and Rocky View County with respect to existing view sheds and landscape corridors. As a gateway to the Rockies, Bingham Crossing will serve as an entryway celebrating the surrounding environment of prairies meeting the mountains.

**Policy 5.4.6:** Buildings along the southerly edge of Bingham Crossing, adjacent to the TransCanada Highway, should complement viewsheds and contribute to the visual interest of the Highway corridor through enhanced architectural detail on each facade of the building. Materials and finishes shall be consistent with major landscape features (Rocky Mountains meets the Prairies), fully screened garbage and loading areas, low intensity, downward directed lighting, and heavily landscaped side and rear yards.

**Policy 5.4.7:** Portions of the commercial uses adjacent to Highway 1 (TransCanada) shall be screened from the highway by a linear park and pathways, and landscaped with trees, fencing, and/or berms to ensure an effective visual barrier and transition that is sensitive to existing viewsheds and landscape character.

## 5.5 Open Space System and Trail Network

Figure 7 generally illustrates the open space system and trail network within Bingham Crossing. The open space network within the project will support a sustainable, walkable and visually appealing place to work, live, shop and play. A regional trail will be constructed along Range Road 250. This regional trail will cross Range Road 33 linking Bingham Crossing to the Edge School and the lands to the west. In addition it will connect to the internal pathways thereby encouraging people to utilize the spaces in Bingham Crossing as social gathering spots.

A second regional pathway is proposed along the west boundary of Bingham Crossing, adjacent to Range Road 33. This pathway will form part of the County's north/south pathway network link Bingham Crossing to the Park for All Seasons and the recreational amenities associated with this regional facility. A key component of the Range Road 33 pathway will be the Trans Canada Highway crossing. Because this crossing is outside the plan area, its location, form and timing will be the responsibility of the County and Alberta Transportation as part of the design of the Range Road 33/Highway 1 interchange improvement.

In determining the design of the open space system, the existing site conditions, topography and discussions with the Rocky View West Recreation Board, Rocky View Schools and Rocky View County

have been considered. Open spaces and the trail system will be provided through the dedication of Municipal Reserve and via agreements with the Merchants Association who will, through caveats, covenants and agreements operate and maintain these portions of the open space.

Open spaces will be designed with various uses and users in mind, including seniors. They will range from active and programmed open spaces to passive, informal and casual open spaces; all will be fully accessible to the public and well linked to promote recreation, gathering and enjoyment.

A natural environment philosophy will inspire the landscape and water management design for the open spaces while maintaining appropriate public uses. A naturalized wet pond will be designed as part of the stormwater facilities.

A multi-use pathway along Range Road 250 will provide opportunity for running, cycling and in-line skating and will form part of a regional linkage noted in the County's Parks and Open Space Master Plan. This pathway will be located within the Neighbourhood Buffer Zone and the associated landscaping will feature native trees and plants interconnected with a pathway/trail system. It will provide an entryway to the development and will buffer the adjacent residents to the north of the development.







Figure 7: Open Space and Trail Network

Key



Public Plaza

Conceptual Scheme



This map is conceptual and for illustrative purposes only.

A pedestrian circulation network will contain traditional sidewalks, and multi-use pathways. This network provides for circulation within Bingham Crossing and links key areas and open spaces within the development. The paved sidewalks will be used by pedestrians within the commercial areas.

The following policies apply to open spaces within the Bingham Crossing development:

**Policy 5.5.1:** The regional pathway and associated crossings, including the crossing of RR 33 will be constructed by the developer in accordance with Rocky View County's Servicing Standards.

**Policy 5.5.2:** The developer shall establish within each lease for every tenant locating with Bingham Crossing, provisions that detail and ensure the ongoing maintenance and operation of all common spaces and facilities.

**Policy 5.5.3:** Public open spaces such as pathways, parks, plazas, courtyards, green roofs, and tree lined streets shall be accessible to the public and provide opportunities for gathering, social interaction and play spaces.

**Policy 5.5.4:** The open space along the south boundary of Bingham Crossing shall function as an important entry providing signature themed elements (signage, accent planting, lighting, and fencing) to identify the development while also serving as a means to screen portions the project from the Trans-Canada Highway.

**Policy 5.5.5:** The open space along the north boundary of Bingham Crossing shall be incorporated into the Neighbourhood Buffer Zone and shall serve to minimize the visual impact of the development for residents adjacent to Bingham Crossing, and to integrate the seniors' community with the rest of the development.

**Policy 5.5.6:** The internal pathway system illustrated on Figure 7 shall be constructed to promote non vehicular movement throughout the site and may consist of sidewalks or pathways constructed to a standard acceptable to the Municipality.

**Policy 5.5.7:** Municipal Reserves and any amenities located within Municipal Reserves will be maintained by the Lot Owners Association, Merchant's Association or such other agency or association responsible for the private lands comprising the development lands under an Agreement with Rocky View County.









# 6 Economics



Bingham Crossing will be a retail, commercial use and office/business park with significant economic benefits for Rocky View County. These benefits will be realized through additional tax revenue from commercial and office/business developments, increased spending dollars being retained in the County, provision of jobs (full time and part time), and improvements to both roads and underground utility structures.

The Phase 1 component of Bingham Crossing is projected to develop approximately  $\pm 25,083 \text{ m}^2$  ( $\pm 270,000 \text{ ft}^2$ ) of retail, office and commercial uses and seniors accommodation. Based on findings in a sustainability study by Thomas Consultants Inc. completed specifically for this project, Bingham Crossing's first phase will:

- for the commercial component, generate approximately \$623,700 more in tax revenue per year than costs,
- for the seniors facility, generate \$13,000 more in revenue than costs; and
- create up to 750 new full time equivalent jobs.

It is expected that employees for the commercial areas will be from the Springbank community as well as from the westerly communities in Calgary (such as Valley Ridge, Crestmont, Cougar Ridge, Springbank Hill). Employees will be a broad cross section of the population, such as students and seniors, local entrepreneurs, medical professionals, and community business owners.

Ultimate build-out of the commercial lands is expected to be approximately 12 years (by 2024). This is estimated to supplement Rocky View County's annual net tax revenue, for both the commercial and seniors facility, by \$3,494,000 per year, and provide over 2,700 full time equivalent jobs in the community according to the economic sustainability analysis.

The commercial uses at this location create municipal benefits:

- It is consistent with Rocky View County's identification of this area as a growth corridor (Rocky View 2060 - Growth Management Strategy).
- It contributes to Rocky View County's economic growth strategy of concentrated development in strategic locations.
- It is a high-visibility gateway site on a high-volume highway (the TransCanada Highway).
- It will serve as a transition area between urban uses to the east in the City of Calgary and rural uses further to the west in Rocky View County.
- This project provides opportunities for people to work nearby where they live.
- It will generate non-residential property taxes for Rocky View County.









## 7.1 Transit and Mobility

Mobility is encouraged throughout Bingham Crossing through a variety of transportation methods such as trails, transit and roadways. A centrally located transit centre for regional bus service will be located within the Lifestyle Zone with transit stops located so that a 400 metre walking distance to all shops and services is maintained. Transit service within Bingham Crossing will be supplied by a private service that will also be available for other uses in the area (e.g. Springbank Airport, Calaway Park, Commercial Court).

**Policy 7.1.1:** Upon completion and occupancy of 80% of the retail, commercial and office space, the developer shall provide fee for service private transit to the Plan Area as well as those adjacent uses that wish to participate in regional transit.

**Policy 7.1.2:** Fee for service, private transit service internal to the Plan Area shall be provided with transit stops located 400 metres from all shops and services.

## 7.2 Roadways

The Bingham Crossing project is located adjacent to the TransCanada Highway and has tremendous exposure. A detailed Traffic Impact Assessment (TIA) has been prepared in support of this Conceptual Scheme and submitted to Rocky View County under separate cover. Recommendations from the TIA provide direction for internal road sizing and the regional road network improvements.

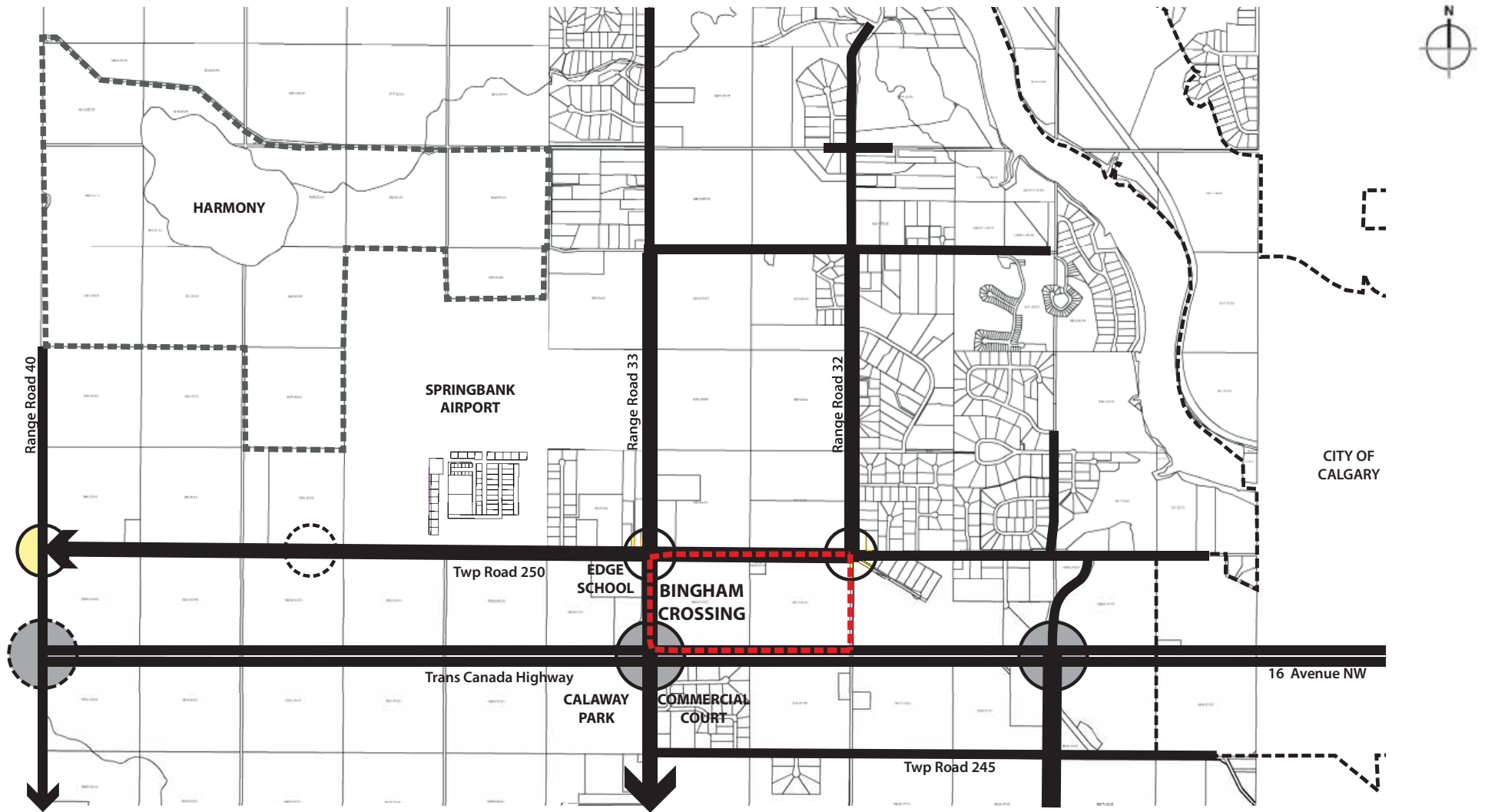
### 7.2.1: Regional Network

Bingham Crossing is well served by an established network of regional roads as shown on Figure 8.

The TransCanada Highway is adjacent to the south boundary of the plan area. It is a four lane divided highway with limited access points. Range Road 33 runs along the west side of the site and is under the jurisdiction of Rocky View County. It is currently developed as a paved two lane rural road. The site is bounded on its north boundary by Township Road 250 which is also currently a paved two lane rural road. Both Township Road 250 and Range Road 33 have been designated as Major Collector Roads by Rocky View County and will be upgraded to a standard consistent with that County designation.







This map is conceptual and for illustrative purposes only.

Source: Future Road Improvements - North Springbank Area Structure Plan and Central Springbank Area Structure Plan

#### Key

- Minor Road
- Major Road
- Provincial Road

- Existing Major Intersection
- Proposed Major Intersection
- Existing Interchange
- Proposed Interchange

Figure 8: Regional Road Network



Conceptual Scheme

Rocky View County and the area developers jointly funded a study of the regional road network in the Springbank area. The Regional Road Network study established the long-term road network needed to support development in the area. Direction for growth areas was provided by Rocky View County planning staff using approved or proposed developments to calculate growth probabilities.

The study provided Rocky View County guidance on major and collector roadway locations, needs, and right-of-way requirements. The study also established anticipated intersection configurations, intersection control, and estimated construction costs. Rocky View County will use this information to guide development as it proceeds, as well as to develop cost sharing policies and cost monitoring procedures so the cost for the necessary infrastructure is shared equitably amongst area developers.

A functional study of the Highway 1/Range Road 33 interchange was commissioned by Alberta Transportation. It was presented to Rocky View County's Infrastructure and Operations Committee who accepted the findings and recommendations of the study. A staged improvement plan has been recommended for the interchange that will reflect ongoing needs and growth in the region. The study has considered access options to Bingham Crossing relating to the staged improvements to the Highway 1/Range Road 33 interchange. A recommendation for allowance of a right-in/right-out access on Range Road 33 was presented as part of the study conclusions.

The Bingham Crossing development will require upgrades to the regional network. These improvements are detailed in Section 7.2.3.

#### 7.2.2 Internal Road Network

Within the development there will be two main spine roads: an east-to-west road through the central area of the site and a gateway entrance running north-south also through the central area of the site. Smaller commercial access roads will run through the site from these main spine roads to individual buildings and parking lots. This internal network is shown on Figure 9.





Figure 9: Internal Road Network

This map is conceptual and for illustrative purposes only.



Conceptual Scheme



### 7.2.3 External Road Network

Bingham Crossing is located at the intersection of three major roadways; the TransCanada Highway, Range Road 33 and Township Road 250. This being the case, access to and egress from the project will be focused on allowing traffic to use these roadways, but ultimately directing traffic back onto the TransCanada Highway away from the existing country residential area.

Access and egress from the adjacent roadways has been carefully considered. Surrounding residents have been consulted and have provided input into the external road network and the means whereby they can access the project. This input played a significant role in the design solutions proposed. This includes the use of roundabouts, dedicated turn lanes to direct traffic away from existing residential, and improvements to the Highway 1/Range Road 33 interchange.

Improvements to the external road network will be carried out in stages to coincide with the phasing of the project. Improvements that will occur as part of phase 1 and illustrated on Figure 10 include:

- New ramp from the TransCanada Highway onto Range Road 33
- Berm along new ramp

- Roundabouts at Range Road 33 and the new ramp, Range Road 33 and Township Road 250, and at the south end of the overpass
- Improved cross sections (new pavement/wider shoulders) on Range Road 33 from the new ramp to Township Road 250 and on Township Road 250 from Range Road 33 to the first access to Bingham Crossing)
- Dedicated right hand turn lane from the new ramp to the right in/right out access of Range Road 33
- Right in/ right out access off Range Road 33
- Dedicated left hand turn slot from the exit onto Township Road 250

Prior to the full development of Bingham Crossing, as set out in this Conceptual Scheme, the following improvements, as shown on Figure 11, shall be required:

- Subject to Alberta Transportation support, upgrading of the TransCanada Highway/Range Road 33 interchange to a standard sufficient to accommodate anticipated traffic flows
- Four laning of Range Road 33 from the TransCanada Highway to Township Road 250
- Four laning of Township Road 250 from Range Road 33 to the easterly access to the plan area

- Either the installation of a two lane roundabout or the installation of traffic lights and requisite turn lanes at the intersection of Range Road 33 and Township Road 250
- Construction of a two lane roundabout at the Township Road 250 access/exit to Bingham Crossing
- Construction of a two lane dedicated left turn lane from the most easterly exit from Bingham Crossing onto Township Road 250

The timing of the noted improvements will be determined as development proceeds and will be based on updates to the Transportation Impact Analysis (TIA) submitted with future redesignation applications, development permit or subdivision applications.

The following policies shall apply to the local road network for Bingham Crossing:

Policy 7.2.3.1: Accesses to the Bingham Crossing project shall be generally as shown on the Conceptual Scheme.

Policy 7.2.3.2: A roadside development permit shall be applied for before access is granted for new approaches.

Policy 7.2.3.3: All external roads shall be constructed and maintained in accordance with Rocky View County's Servicing Standards, as amended, at the developer's expense.





Figure 10: External Road Improvements Phase One

This map is conceptual and for illustrative purposes only.



Policy 7.2.3.4: All roads within Bingham Crossing shall be within private road allowances and shall be fully accessible to the public.

Policy 7.2.3.5: Transportation network improvements shall be as recommended in the TIA as amended or updated, or as otherwise required by Rocky View County and Alberta Transportation (where applicable) when impact is a result of Bingham Crossing development.

Policy 7.2.3.6: Timing and cost obligations for improvements shall be determined at the Subdivision and/or development permit stage for each phase of development.

Policy 7.2.3.7: Recommendations for traffic network improvements in the TIA shall be revisited if development scenarios in the region are significantly modified from the models utilized in the TIA.

Policy 7.2.3.8: An update to the TIA shall be provided with all future redesignation applications, and with each subdivision or development permit application.







Figure 11: External Road Improvements Ultimate

This map is conceptual and for illustrative purposes only.



## 8

# Servicing and Utilities



Bingham Crossing will be a fully serviced development and will include a piped water supply, a fully charged hydrant system, sanitary sewer servicing, and stormwater management facilities. A master water and sanitary servicing plan will be prepared prior to initial subdivision approval, and updates will be provided for each subsequent phase of development. The project will connect to a piped water supply provider and will incorporate the collection and reuse of stormwater for toilet water and irrigation purposes within the site. The design, construction and maintenance of utilities will be the sole responsibility and cost of the developer, with no costs borne by Rocky View County.

## 8.1 Domestic Water Supply

At full build-out of the Bingham Crossing project, there will be a demand of up to 90 acre-feet (111,000 cubic metres) of domestic water annually. The total volume of 90 acre-feet will be delivered through Calalta Waterworks Ltd. which operates a water supply and treatment facility, located across the TransCanada Highway, at the Calaway Park site. The capacity for Bingham Crossing has been reserved within the Calalta system.

For the first Phase of Bingham Crossing 47 acre feet are required. This volume has been purchased from Calalta and will be delivered through the existing water main that runs from Calalta, across the TransCanada Highway and north along Range Road 33. The balance of the water that would be

needed to develop future phases has been secured via a memorandum of understanding. Bordeaux Developments Ltd will transfer 43 acre feet (53,000 cubic metres) to Calalta who will, in turn, deliver the water to Bingham Crossing via its existing infrastructure.

The water supply will feed a treated water and fire protection reservoir within the Bingham site, as shown on Figure 12. A distribution pump house will be located adjacent to the reservoir that will supply water to a looped internal water system that will be developed as part of the Bingham project.

Bingham Crossing recognizes the value of water as a limited natural resource and will implement low water consumption principles into the site design. These will include low maintenance or xeriscape landscaping, mandatory water meters, low flow water fixtures (for example, toilets, sinks, showers, appliances), and rainwater collection areas for irrigating open space.

Further, as an alternative to using treated water originating from the Elbow River, the reuse of reclaimed water for toilet and urinal flushing was explored. After considerable effort was expended pursuing this environmentally sensitive approach to water reuse, it was determined that such a proposal was premature until such time as the regulatory authorities provided a consistent and uniform approach to water reuse. As such, water is to be supplied to Bingham Crossing through a licensed supply, delivered through an approved treatment,



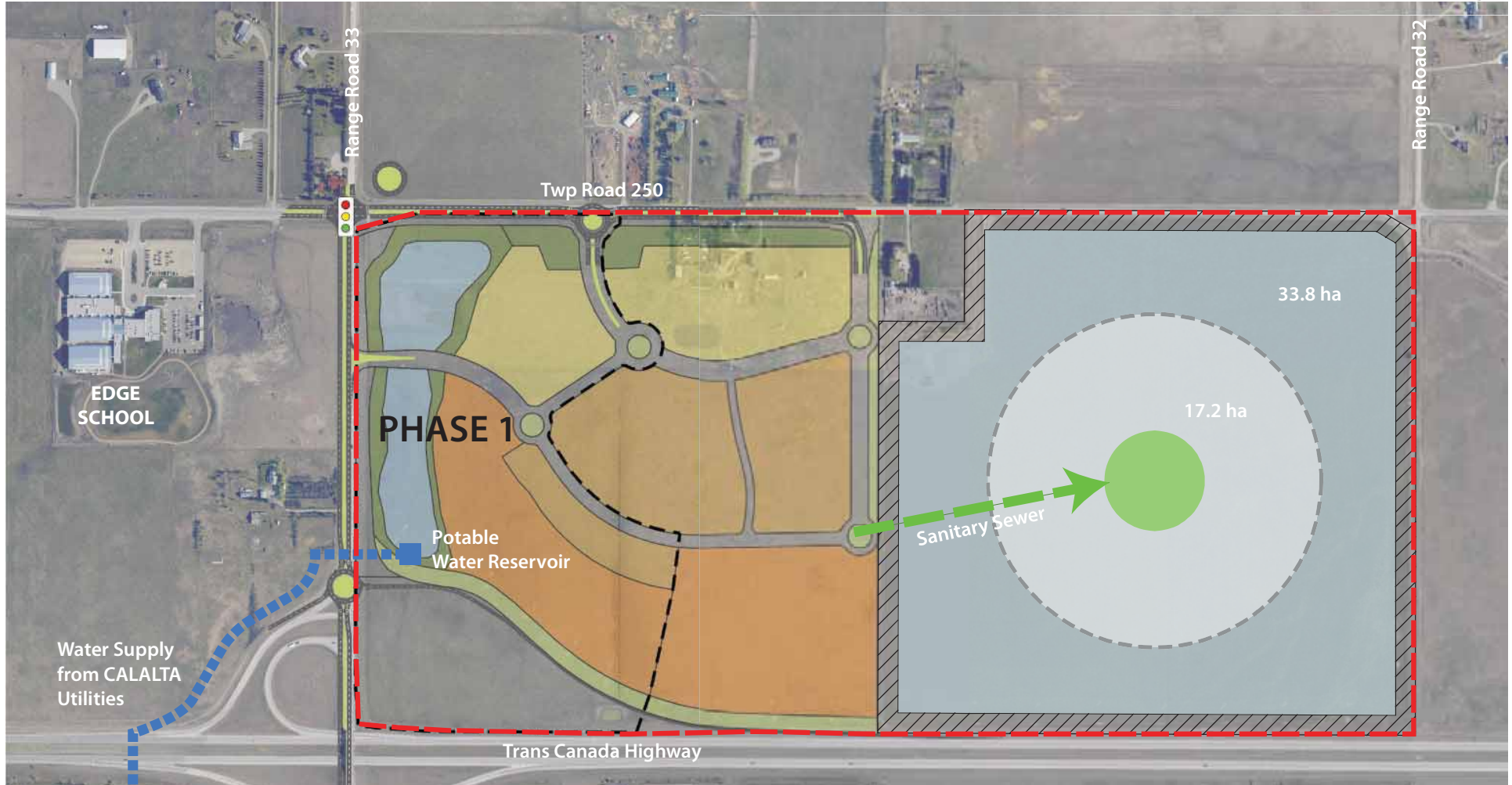


Figure 12: Potable Water and Sanitary Sewer

This map is conceptual and for illustrative purposes only.

Key

- //// 30 m Irrigation setback
- Irrigation for an average year = 17.2 ha.
- Treated effluent zone and wastewater treatment facility
- Residual capacity for wet years = 33.8 ha.







storage and distribution system. The potential for water reuse will be pursued further, with the objective of using reclaimed water as a supply for toilet and urinal flushing.

All potable water, fire protection water and delivery components will be paid for by the developer and Rocky View County will not be requested to finance or incur debt for these components.

The following policies will be applied to water services for Bingham Crossing:

**Policy 8.1.1:** Water services for all phases of Bingham Crossing shall be from an approved piped water supply system.

**Policy 8.1.2:** Fire suppression infrastructure shall be provided through a charged hydrant system that is consistent with Rocky View County policy (C-7152-2012, as amended) and standards.

**Policy 8.1.3:** Water conservation measures shall be implemented through architectural controls and include, but are not limited to, low maintenance or xeriscape landscaping, mandatory water meters, low flow water fixture.

**Policy 8.1.4:** A water servicing analysis shall be submitted to Rocky View County in conjunction with each land use redesignation application.

**Policy 8.1.5:** An agreement relating to the Bingham Crossing utility including system design criteria, overall water system ownership, ownership of lands accommodating utility components, system financing, and system operations shall be executed between Bingham Crossing Properties Inc. and Rocky View County prior to the initial development permit or subdivision approval.

**Policy 8.1.6:** The developer, in cooperation with the Municipality, will continue to explore the reuse of water for toilet and urinal flushing.

## **8.2 Wastewater Collection, Treatment and Disposal**

Sanitary sewer servicing will be accommodated through on-site collection, treatment, and disposal. Treated effluent will be dispersed through a spray irrigation system onto land located within the eastern part of the plan area.

This wastewater treatment plant will be constructed as part of Phase 1 and sized to be able to be expanded as the project proceeds. The facility will be an advanced wastewater treatment plant that will incorporate flow equalization, biological treatment, and membrane filtration. Effluent from the development will meet or exceed the standards dictated by Alberta Environment.

The treated effluent will be spray irrigated onto land east of Bingham Crossing owned by the developer. Forage crops will be planted, as specified by a



professional agrologist, and used as a method of evapotranspiration in the disposal of the treated effluent. Equalization storage will reduce and moderate peak inflows and will optimize the size of the treatment works, providing a more consistent flow rate and improved performance. Treated effluent will be stored in ponds that will be used to provide a consistent flow to the spray irrigation system and to store the treated effluent over the winter months. The treatment and disposal facilities will be componentized, thereby allowing parallel expansions with future phases.

Hydrogeological and agricultural assessments have been completed that assess the hydrologic and soil conditions of the site and the appropriate application rate that will be used in spraying the treated effluent onto the land. These reports have been prepared consistent with Alberta Environment and County standards and will be used as the basis in the issuance of the required permits.

The spray irrigation system will be oversized (i.e. increased storage capacity and land area for irrigation to accommodate for years where higher than normal precipitation rates occur.

The following policies will be applied to sanitary services for Bingham Crossing:

**Policy 8.2.1:** The sanitary sewer system shall consist of collection, treatment and disposal systems designed and operated to the satisfaction of Alberta Environment and the County.

**Policy 8.2.2:** Prior to the issuance of a development permit or the registration of a subdivision, all necessary licenses and permits required for the sanitary sewer system shall be obtained from Alberta Environment and the County.

**Policy 8.2.3:** Prior to the issuance of any development permit or the registration of any subdivision, the developer shall provide the County with assurance to its satisfaction that the land that is to receive the treated effluent prohibiting the use of the land for any use other than being part of the sewage disposal system.

**Policy 8.2.4:** Effluent treatment and disposal works shall be phased and sized to accommodate the flows projected for each phase of the project.

**Policy 8.2.5:** The sanitary sewer system shall be constructed, operated, and maintained by the developer. An agreement on the ongoing operation, maintenance and ownership of the utility will be made between the developer and Rocky View County prior to the issuance of a development permit or the registration of a subdivision.





### 8.3 Stormwater Management

An overall Stormwater Management Drainage Plan has been undertaken to accommodate and integrate the stormwater runoff in the Bingham Crossing project. The stormwater ponds and the entire underground piping network associated with on-site stormwater will be designed, constructed, maintained and financed by the developer.

The Stormwater Master Drainage Plan considers on-site flow conveyance and storage facilities that allow for the runoff leaving the site to be consistent with the pre-development runoff rates as well as overall volume control.

Runoff from the site and adjacent public roads currently drains to two different receiving water bodies via separate drainage courses. Approximately  $\pm 53.8$  ha ( $\pm 132.9$  acres) of land currently drains toward the southwest corner of the site and enters the existing ditch/gully system that ultimately reaches the Elbow River. The remaining  $\pm 11.5$  ha ( $\pm 28.4$  acres) of land currently drains toward the northeast corner of the site and enters the ditch/gully system that ultimately reaches the Bow River through a coulee system. The post-development drainage areas may vary slightly from the pre-development areas and appropriate accommodation for pre-development runoff rate and volume control will be made.

The stormwater management system proposed for the Bingham Crossing project is to be designed using:

- rain gardens, trap lows and bioswales;
- a minor (piped) and
- major (overland) system.

Curb and gutter and catch basins along roadways and in parking areas will convey runoff to a stormwater storage facility (wet pond). A portion of the stormwater will be conveyed to green spaces for irrigation purposes.

LID (Low Impact Development) techniques will be employed throughout the project. This will include techniques such as using rainwater to irrigate the landscaping within the project, the use of rain gardens, bioretention areas, trap lows within parking lots. These Low Impact Development techniques will be designed to result in no net increase in the volume of stormwater leaving the plan area compared to the pre-development volume.

The following policies will apply to the development of the stormwater management system for the Bingham Crossing project:

**Policy 8.3.1:** The project shall include an overall stormwater management system including minor/major systems, rainwater capture and reuse for on-site irrigation, Low Impact Development features and a stormwater pond located toward the north west corner of the plan area.

**Policy 8.3.2:** The volume of stormwater leaving the site shall be the same as the volume that left the site when it was in its natural state.





Policy 8.3.3: With the submission of each subdivision or development permit application, a Stormwater Management Plan that addresses the area included in the subdivision or development application shall be submitted for review and approval by Rocky View County.

Policy 8.3.4: Development of individual commercial and institutional lots shall require a Site Drainage Plan and, at the discretion of the County, an Overland Drainage Plan to be submitted for review and approval by Rocky View County.

Policy 8.3.5: As stormwater discharge from the site eventually enters the Elbow River, stormwater leaving the site shall be required to meet the water quality standards of the Elbow River Basin Watershed Management Plan.

## 8.4 Shallow Utilities

Bingham Crossing will be fully serviced at each phase with shallow utilities being natural gas, electricity, telephone, and fibre optic services. Connections to each utility will be provided by extensions from existing services in the area.

The following policies will apply regarding the provision of shallow utilities:

Policy 8.4.1: Each phase of the development shall be fully serviced with electrical, natural gas, telephone, and fibre optic connections.

Policy 8.4.2: Locations for easements for shallow utility extensions shall be determined at the subdivision stage.

Policy 8.4.3: Electrical power shall be transmitted by underground power cables.

## 8.5 Solid Waste Management

Solid waste will be managed by the developer's property manager in conjunction with the Merchants Association and enforced by specific provisions in tenant leases. A Waste Management Plan will be prepared and used as the basis for solid waste management for the development. Included in the Plan will be the methods to be used in reducing the amount of waste generated by the project and how materials can be recycled or reused.

Further, during construction of the project, waste minimization will be encouraged through building industry environmental practices.

The following policy will apply to waste management practices at Bingham Crossing:

Policy 8.5.1: A waste management plan shall be prepared by the developer and used as the foundation for solid waste management within Bingham Crossing.

## 8.6 Emergency Services

Protective services for Bingham Crossing will be provided through Rocky View County and its urban neighbours. Policing services are provided by County Peace Officers who are responsible for enforcing municipal bylaws and provincial statutes. In addition to County Protective Services, there are three RCMP detachments that service the County. The closest detachment to Bingham Crossing is located in the Town of Cochrane and an offer will be extended to the RCMP to locate a district office within rent free space within Bingham Crossing. Private security and closed circuit cameras will further enhance on-site security for Bingham Crossing.

Ambulance service within the County is the responsibility of Alberta Health Services. Fire service to Bingham Crossing will be provided by Rocky View Fire Services at Station 71 located at the Springbank Airport and Station 74 in Elbow Valley. Mail will be delivered by Canada Post via a commercial and office system.

Policy 8.6.1: The developer shall extend an offer for a rent free district office to the RCMP.

Policy 8.6.2: There shall be owner funded on-site security.



# 9 Implementation



The provisions of this Conceptual Scheme will be implemented through:

- An amendment to the north Springbank Area Structure Plan;
- Adoption of the Bingham Crossing Conceptual Scheme; and
- The preparation of a new land use district specific to Bingham Crossing and the approval of redesignation applications.

## 9.1 North Springbank Area Structure Plan Amendment

An application to amend the North Springbank Area Structure Plan (NSASP) has been submitted to the County in conjunction with this Conceptual Scheme. Since it was adopted in 1999, 13 years ago, there have been three amendments to the NSASP, all of which amended the Land Use Map to permit non-residential development. The past amendments included:

1. Expansion of the commercial uses adjacent to the airport (2002);
2. The establishment of the Edge School (2005); and
3. A portion of the golf course and the commercial facilities within the Harmony project (2008).

The NSASP makes specific reference to the need for the Plan to change including:

*“the development of the Plan lands will vary as the locational factors and the site suitability of the lands to support and sustain a proposed land use are evaluated by different proponents for development.”*

*“it is expected that with periodic review and amendment, the Future Land Use Plan Concept will remain current.”*

Like the three previous amendments to the NSASP approved by the County, the proposed amendment would permit non-residential development in select locations that are influenced by their priority to the Springbank Airport and the TransCanada Highway.

As demonstrated by the previously approved changes, amendments to the NSASP are justified based on the Plan’s recognition that in order for it to remain current, it needs to be adjusted to reflect changing conditions within the area and the County.

## 9.2 Conceptual Scheme

A Conceptual Scheme is not a statutory plan but is adopted by Council by bylaw in order to provide policy direction. The Bingham Crossing Conceptual Scheme sets out the overall vision for the project, the rationale for its development, an overall land use plan supported by numerous technical studies, the level and extent of the public engagement process and the means whereby the provision of the Conceptual Scheme can be implemented.



### 9.3 Land Use Redesignation

In recognition of the unique nature of Bingham Crossing, and in consultation with County staff, a new land use district has been prepared that reflects the specific nature of the project. The current land use application addresses only the first phase of project and would accommodate approximately  $\pm 33,444 \text{ m}^2$  ( $\pm 360,000 \text{ ft}^2$ ) of the commercial/retail/seniors housing components, storm pond and open spaces. Subsequent applications, requiring input from adjacent residents and land owners, would be needed before any development beyond the first phase would be approved.

In order for any development to proceed beyond that outlined on Figure 13, additional land use applications will be required. The extent of each land use application will be established based on market conditions, consultation with the Springbank community and County staff. Each redesignation application will be accompanied by a series of technical reports that address traffic, stormwater management, water supply and sanitary sewer.

Policy 9.3.1: The following shall be submitted with each redesignation application:

- a concept plan that generally illustrates the location of all internal roads, open spaces and buildings

- a Stormwater Management Plan that addresses the area that is the subject of the redesignation application
- an update of the Transportation Impact Assessment
- the Bingham Crossing Architectural Guidelines
- a servicing strategy that identifies the means whereby the area that is the subject of the redesignation application is to be provided with sanitary sewer service and water supply, and how the approach is consistent with the overall strategy prepared in conjunction with this Conceptual Scheme.

### 9.4 Development Permit and Subdivision Applications

A report that details key site design elements will be submitted with each application for a development permit or subdivision application within Bingham Crossing. This report will ensure that the approved plan meets the goals of the Conceptual Scheme. It will provide general details regarding building locations, open spaces, pedestrian connectivity and vehicle parking and circulation, and will help to maintain consistency on subsequent subdivision and development permits.

Policy 9.4.1: The following items shall be submitted in a report with each development permit or subdivision application:

- a site plan that shows the general integration of key site design elements such as general building locations, pedestrian elements, open space features
- public amenities to be provided for the subject phase
- a pedestrian circulation plan
- a landscaping plan, in accordance with Section 26 of the Land Use Bylaw, for Municipal Reserve parcels, open spaces, pedestrian circulation components, and parking areas that integrates stormwater infrastructure as recommended by the Stormwater Management Plan for that phase
- a parking lot plan, in accordance with Section 30 of the Land Use Bylaw
- updated calculations for municipal reserve owing status detailing the amount of land is being provided as credit municipal reserve dedication and/or a cash-in-lieu payment. As well as updated calculations of the amount of land deferred for MR owing in future phase(s).





Policy 9.4.2: Notwithstanding 9.4.1, the County may issue a Development Permit for Stripping and/or Grading within any portion of the development provided the County has endorsed a Construction Management Plan and a site plan, and a Stormwater Management Plan as required by Section 9.4.1.

## 9.5 Phasing and Timing

The Bingham Crossing development is anticipated to be developed in phases over approximately 20 years giving time for construction and marketing of future phases, as well as a required population massing in the identified trade area.

Policy 9.5.1: Phase One of Bingham Crossing should be generally consistent with Figure 13.

Policy 9.5.2: A regional trail shall be developed in phases that correspond with the phasing of the development along the entire northerly boundary of the NW ¼ 34-24-5-W5M.

Policy 9.5.3: Prior to the approval of a Development Permit or subdivision application associated with a phase of development within the Bingham Crossing Conceptual Scheme area, a Master Site Development Plan must be considered and adopted by the County for that phase.

Policy 9.5.4: Development Permit(s) for stripping and grading may be approved in advance of requirement for additional infrastructure.

Detailed landscape plans will be submitted to Rocky View County prior to construction outlining the surface treatment (or interim use) for lands being held for future phases. The adjoining boulevards to these areas may feature street tree plantings, sod, mulches, and fence panels in strategic locations. The interior of the parcels may employ such landscape elements as native crops and grasses, berming and fencing in maintaining the appropriate character for the development and ensuring a suitable interface with the existing developed portions of the site.



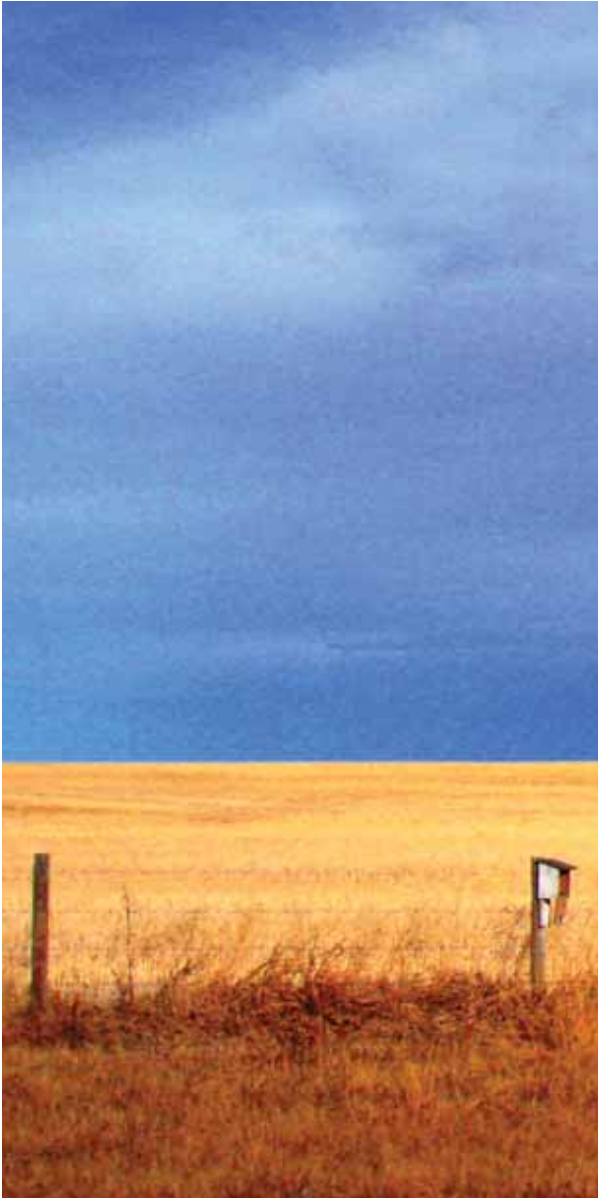


Figure 13: Phase 1 Detail

This map is conceptual and for illustrative purposes only.



# 10 Interpretation of the Plan



## 10.1 Map Interpretation

Unless otherwise specified, the boundaries or locations of any symbols or areas shown on a figure or map are approximate only and shall be so interpreted.

## 10.2 Policy Interpretation

Where “shall” is used in a policy, the policy and the actions that it requires are considered mandatory.

Where “should”, “may” or “is encouraged” are used in a policy, the policy and action are considered optional, but the general intent is compliance except where unique circumstances, such as an impractical or impossible situation, require a different course of action.







# 11 Policy Review



The Bingham Crossing Conceptual Scheme falls within several municipal policy areas including Rocky View 2060 – Growth Management Strategy, the North Springbank Area Structure Plan, the Municipal Development Plan, the Rocky View County/City of Calgary Intermunicipal Development Plan, the Rocky View County Economic Development Strategy, Parks and Open Space Master Plan, Commercial Design Guidelines, and the Calgary Metropolitan Plan. These policies provide guidance for planning and development in the subject area. This section explores how the Bingham Crossing Conceptual Scheme meets the goals and intent of these policy documents.

## 11.1 Rocky View 2060 - Growth Management Strategy

On June 18, 2009, the final Growth Management Strategy was presented to and endorsed by Rocky View Council. It has been developed to provide a land use vision for Rocky View County that uses the principles of sustainability, smart growth and triple bottom line decision making. It takes into consideration current planning that is underway, such as the Calgary Regional Partnership and the Provincial Land Use Framework. The purpose of the document is to establish a long term vision for Rocky View while respecting anticipated growth over the next 50 years.

The County endorses policy that uses Smart Growth principles to guide development. Smart Growth endeavors to improve our quality of life, preserve the environment and be economically responsible. The principles encourage growth that is fiscally, environmentally and socially sustainable, and acknowledges the linkages between development and quality of life. Bingham Crossing is located in proximity to country residential development, as well as the planned complete community of Harmony. The location of local residential communities will support the commercial and employment nature of the development.

Bingham Crossing will contain a mix of uses including commercial, seniors/residential, office/business and open spaces integrated with pathways, trails and potential transit stops that will provide employment opportunities, transportation choices and pedestrian linkages to surrounding areas. The development will use green building strategies to assist in protection of the environment.

Providing a well-planned commercial development will make a significant contribution to the non-residential tax base to Rocky View County.

The compilation of the values of residents and Smart Growth principles with municipal background reports and best practice research led to the development of Rocky View County's Growth Management Strategy Themes. Specific



themes regarding existing infrastructure and economic viability relate to Bingham Crossing. Bingham Crossing is located at the intersections of the TransCanada Highway, Range Road 33 and Township Road 250. The road infrastructure, consisting of an established network of regional roads, currently exists to support the development. Other infrastructure such as water, power, natural gas, electricity, etc., is readily available through extensions from existing services in the area. The development will provide employment opportunities that will assist in strengthening the economic sustainability of the County.

These themes relate to the triple bottom line approach that will be used to analyze future developments. The Triple Bottom Line Approach uses social, environmental and economic indicators as measures of sustainability. The following explores the measures as they correlate to the development.

## **SOCIAL**

Bingham Crossing will provide employment opportunities, increasing job prospects in the area.

Bingham Crossing will be attractively designed containing a mix of uses that includes retail, office/business, extensive open spaces and wet ponds integrated with pathways and trails. Walkable street design in the core of the development combined with civic parks and open spaces will provide places

for people to bump into one another and contribute to a sense of community.

Local recreational opportunities such as walking and cycling trails, wet ponds, skating rinks, gathering spaces, and plazas will be available to residents in the area.

## **ENVIRONMENTAL**

Bingham Crossing will respect the environment through the application of low impact development design principles for stormwater, LEED Certified buildings, stormwater reuse for landscape irrigation and toilet flushing, and energy conservation measures. The project will be designed to mimic natural drainage systems and will have ample open space. Wastewater will be treated by an on-site wastewater treatment plant that will treat effluent to a quality that is in excess of that required to meet existing Provincial standards for ground disposal of effluent. Stormwater quality will also meet or exceed existing Provincial standards.

## **ECONOMIC**

A mix of uses will contribute positively to Rocky View County's tax base as the development proposes an increase in commercial and office business development for the area.

The Growth Management Strategy Map (Figure 3) identifies four Major Business Corridors. The location of Bingham Crossing is consistent with the location of the Major Business Corridor along the TransCanada Highway (Highway 1) west of the City of Calgary.

Bingham Crossing is consistent with the vision for a Major Business Corridor. It is designed as a concentrated node adjacent to the interchange at the intersection of the TransCanada Highway and Range Road 33. The location has prominent visibility from Highway 1, which is a busy corridor to the Rockies and beyond. Signature theming will celebrate and enhance this location, taking advantage of the visibility from the highway and will also buffer the residential areas to the north and east from highway noise.

Adjacent uses and developments such as the Edge School, Commercial Court, Harmony, and the Springbank Airport offer a market base for the area, and the prominent location along the TransCanada Highway provides access to regional and Provincial markets. Bingham Crossing will play a role in diversifying the tax base within Rocky View County providing retail and employment opportunities for residents in the area.





## 11.2 North Springbank Area Structure Plan

The North Springbank Area Structure Plan (NSASP) is a statutory plan regulated by the Municipal Government Act. It accompanies the broad based objectives of the Municipal Development Plan and is a more detailed framework for the pattern of development in an area. It sets the strategy for redesignation, subdivision and development applications, and has provision to undertake an amendment to the plan when it is technically deemed to be non-conforming. Section 1.4 of the NSASP indicates that as a guideline for development, the NSASP should be revisited when land use planning issues emerge as time progresses. Further to this, the NSASP cannot contemplate all future impacts and, therefore, allows for the flexibility of requesting a further review of policies that may require further study.

The proposed Bingham Crossing Conceptual Scheme is consistent with the NSASP's general objectives in terms of ensuring standards and development guidelines for commercial based business development and preserving the functional integrity of the TransCanada corridor.

The future land use concept in the NSASP for Bingham Crossing contemplates this land as potential residential. The project incorporates a senior's housing project, and then transitions to more highway-adjacent appropriate uses. This

Conceptual Scheme proposes commercial uses in a comprehensively designed development which will attract people who work, live, shop and recreate close to home thereby contributing to a more sustainable way of life.

### 11.2.1: Business Land Use

The NSASP supports a general idea that stand-alone commercial developments may provide goods and services to the local community, the travelling public or a recreational market. The Conceptual Scheme aligns with this idea by suggesting a development that will provide services to area residents and compliment the increased growth of the Springbank Airport.

One of the NSASP Plan Objectives states that a goal is "to establish a framework of land use, subdivision and development policies to guide and manage development in the vicinity of the Springbank Airport, which ensures restrictions around the airport are minimized and provides alternative land uses for restricted areas" (Section 3.5). The Bingham Crossing Conceptual Scheme endeavors to provide an alternative to residential land use in an area already impacted by both the Springbank Airport and the TransCanada Highway. This alternative is also in keeping with the NSASP Plan Objective that states a goal is "to establish policies for lands adjacent to Highway #1 which respect and preserve the functional integrity of this transportation corridor" (Section 3.7).

The proposed Bingham Crossing Conceptual Scheme is deemed to be inconsistent with policy 5.1.4 of the NSASP which states that "Commercial based business development shall be restricted to these areas already designated south of Highway 1, those lands impacted by airport operations as described in Section 5.1.3 and on the airport itself". Therefore, a site specific amendment process, being undertaken concurrent with the Conceptual Scheme, is in conformance with Section 5.4.6 of the NSASP and Council's direction of June 27, 2006.

NSASP policy also indicates that the Plan was intended to be reviewed regularly "...in order to verify that the Plan objectives and policies are current, effective and consistent with other statutory plans...". Since the NSASP was adopted in 1999, there have been a number of amendments that have been approved by the County. Each of these amendments has been made to permit non-residential uses within the plan area. Bingham Crossing is a further refinement of the plan consistent with the Plan's direction to carry out regular reviews to ensure the Plan remains current.

### 11.2.2: Highway 1 Interface

Bingham Crossing is located adjacent to Highway 1. The lands within this area are subject to specific provisions in order to ensure the safety and function of the highway are not impeded and that future land uses do not impair its function. Bingham Crossing



will respect these policies. In conjunction with Rocky View County and other area developers, a study of the regional road network in the Springbank area has been commissioned. Further to this, the study will also consider ultimate access/egress to the site. A green perimeter will be located adjacent to the TransCanada Highway. This will contain a linear greenbelt consisting of, landscaping, and berming along the length of the site. This visual amenity will provide a safety zone between the site and the TransCanada Highway and enhance the gateway to Springbank.

### 11.3 The Municipal Development Plan

The broadest statutory policy document relevant to this proposal is the Municipal Development Plan (MDP).

Relevant MDP goals include:

*“to accommodate growth and change in the Municipality with sound land use planning; and encourage and facilitate appropriately-located business development, which contributes to the economy of the Municipality.”*

#### 11.3.1: Business Development

Regarding business development, the MDP states its goal is “to encourage and facilitate business opportunities which enhance and strengthen the economy of the Municipality”.

Promotion of a diversified business base is beneficial to the economy of the County and should allow for the growth of a variety of commercial uses. Specifically, highway commercial may be considered as long as it respects the safety and efficiency of the highway corridor and considers the rural character of the area.

One of the main business development policies is that “the Municipality supports the development of its commercial and industrial land base, and will continue to identify and facilitate commercial and industrial development opportunities in the Municipality through:

- a) continued economic development initiatives;
- b) cooperative ventures with neighbouring urban and rural municipalities that strengthen the regional economy; and
- c) undertaking a locational study to identify appropriate areas for business development, time permits”.

Phase 1 of the proposed business portion of Bingham Crossing will contribute approximately  $\pm 33,444 \text{ m}^2$  ( $\pm 360,000 \text{ ft}^2$ ) of retail, residential, service, entertainment, and leisure opportunities. Benefits to Rocky View County will be attained through the direct impact of having services available within the County and also the economic spin-off effects of employment and related spending within the local economy. This development will contribute to the economic well-being of the

County and also provide direct benefit in the form of additional non-residential tax base.

#### 11.3.2: Open Space and Recreation

The open space and recreation goal stated within the MDP is “to support the retention and enhancement of open spaces and recreational facilities in the Municipality”.

Further policies include:

- *“the Municipality will encourage the amalgamation and linking of open spaces where appropriate; and*
- *through the development of a regional recreational trail system, the Municipality encourages trails as passive recreational opportunities within existing and developing communities.”*

These goals have been instilled in Bingham Crossing. Significant open spaces have been designed to provide connectivity as part of an integrated open space system throughout the County to provide both active and passive recreation spaces.



## 11.4 Inter-municipal Development Plan

The Inter-municipal Development Plan (IDP) was approved by both of Rocky View County and the City of Calgary Councils in 1996 as a collaborative document. The IDP policies are designed to ensure that planning within areas of mutual interest is conducted appropriately and in a collaborative manner.

The proposed Bingham Crossing development is located within the Area B notification zone of the IDP. While detailed joint planning is not required in this area, the IDP indicates the City of Calgary must be provided an opportunity to comment and provide recommendations for land use policies and applications. The involvement of the City of Calgary will occur through the formal circulation process, as well as being invited to attend public engagement opportunities.

In addition to being located within a notification area, the proposed Bingham Crossing site is within a Primary Highways Zone. Relevant policies within the IDP indicate that development should address the development guidelines and design themes in the “Improving Calgary’s Entranceways” study (e.g., landscaping, signage, architectural treatment, screening of outside storage). These guidelines will form part of the foundation for Bingham Crossing’s design guidelines and will be enhanced through the design process.

The 1996 Inter-municipal Development Plan is currently under review with a draft document being considered by both the City of Calgary and Rocky View County Councils. The policies under the proposed IDP are similar to those in the current plan in that Bingham Crossing is within the notification zone with the Highway 1 West corridor continuing to be an area that requires special design considerations.

## 11.5 Economic Development Strategy

The Economic Development Strategy is a general reference document approved by Council (updated in 2003) to guide and facilitate economic growth. This document is particularly relevant to the proposed Bingham Crossing development because it identifies the Springbank Airport and surrounding area as a growth node for economic development. This Strategy highlights the roles played by the TransCanada Highway and the proximity to both the City of Calgary and the Town of Cochrane as significant economic opportunities. While the report does not specify what type of development would be appropriate for this area, it does include tourism, retail, entertainment, and business parks, among other industries, as potential opportunities for the County identified through a public process.

Bingham Crossing has a diversity of retail, service, seniors housing, entertainment, and leisure

opportunities, and is in keeping with the Economic Development Strategy. This proposal will also complement, rather than duplicate, the existing business uses in the area. The proposed businesses are significantly different from:

- the Highway commercial business park to the south of the TransCanada;
- the Calaway Park entertainment facility; and
- the Springbank Airport and associated businesses on-site.

The proposed Bingham Crossing businesses are distinctive from these local businesses and will provide services to local employees and residents that may only be served within the City of Calgary currently. Thus, the proposed Bingham Crossing development will be a local benefit to the existing community.

## 11.6 Springbank Airport Master Plan 2009- 2029

The Springbank Airport Master Plan guides the planning and development of the airport over the next 20 years. The airport currently functions as a “satellite airport” which complements the operations of the Calgary International Airport. The Master Plan discusses that land development initiatives are being proposed in the airport vicinity implying that this area is in transition and will be experiencing





additional development. Also, as part of the Master Plan process, areas for future airport development have been explored and integrated into the current airport. Ultimately, the Springbank Airport may be located within a much more urban environment. In order for proposed developments to be compatible with the airport, effective land use planning is important. Coordination and communication between all parties including local developers, residents, business owners, and Rocky View County will aid in achieving the goal of ensuring compatible land use in the area of Springbank Airport.

Continued growth of the airport in terms of aircraft movements and the development of land (for airport business) will be complementary to Bingham Crossing, as Bingham Crossing will provide additional and supportive services for employees, passengers, instructors, and trainees using and conducting business with the airport through businesses locating in the office park area. To further support these businesses, various options for shopping, dining and recreating will be close by and easily accessible from the airport and businesses in Bingham Crossing. Bingham Crossing with its expansive green spaces also provides a suitable interface for the airport buffering adjacent existing residential uses from the airport and airport operations. Bingham Crossing, in combination with the Springbank Airport, will be a draw for the area offering a unique mix of opportunities and services.

### 11.7 Parks and Open Space Master Plan

In 2011 the County endorsed the Rocky View County Parks and Open Space Master Plan. It provides guidance for the development of an interconnected system of parks and open spaces for the benefit of residents and visitors alike. The Master Plan identifies park and open space standards in terms of areas required for neighbourhood, community and regional parks as well as the provision of open space for open space, pathways/trails, cultural resources and river access.

Bingham Crossing is identified as being located within the Elbow River Ranchlands Region. This region is in the western portion of the County and includes the Hamlet of Bragg Creek and the communities of Elbow Valley and Springbank. Section 5.2 of the plan identifies a need for a regional biking and walking trail along Range Road 250 which is the northern border of Bingham Crossing. This pathway will be constructed as a part of the overall trail network of the development.

### 11.8 Rocky View Amenity Study

Endorsed by the County in October 2009, the Amenity Study considered a range of essential amenity services including:

- Parks and Open Space
- Recreation

- Family and Community Support Services
- Culture, Art and Heritage
- Civic Institutional
- Emergency and Protective Services
- Waste and Recycling
- Public Transit and Mobility.

Within these categories the study evaluated specific amenity services, programs and facilities.

These amenities are benchmarked against municipalities with either similarity to Rocky View's proposed growth nodes or the County in general. From this research and interdepartmental coordination, a made in Rocky View solution was recommended that supports the creation of complete communities and ensures that all residents of the County have access to the appropriate levels of amenity services.

For the Springbank area, the Amenity Study examined the faculties and services available as compared to a predefined list of amenities. The following summarizes the conclusions of the Study relative to the Springbank area:

*"most of the recommended amenities have been met or exceeded to support a core in Springbank."*

*"Focus for this core should be placed on outdoor recreational amenities, connecting trails and creating these existing spaces as gathering spaces within the community for expanded community programs and services."*





### 11.9 Commercial Design Guidelines

In 2010, Rocky View County adopted its Commercial Design Guidelines. These guidelines were intended to raise the visual quality and value of non-residential development in the County.

The principles of these guidelines are to encourage designers to respond to the existing natural and built environment by considering all four seasons, and by locating buildings and other site elements to minimize the impact on natural areas. The guidelines also encourage consideration of both vehicles and pedestrians by using simple, clear and consistent signage for multiple modes of transportation and to increase the quality building design and provide visual interest, especially on the sides of buildings facing public roadways.

The guidelines focus on promoting development that is contextually relevant, sensitive to the natural environment, and pedestrian friendly. They include guidelines that cover the following details of site design:

1. **Site Layout** - Bingham Crossing is comprehensively designed to be sensitive to surrounding development; provide well-connected pedestrian walkways; contain buildings that are oriented towards a main street; and work with existing topography to maintain natural drainage patterns.

2. **Site Landscaping** – Bingham Crossing will include stormwater design methods that integrate and enhance the parks and green spaces in the development. It will include clear and wide pedestrian pathways and sidewalks and will have consistent and clear signage. Lighting will be at a pedestrian scale on main streets, and parking lots will be broken up with soft and hard landscaping and will be “dark sky” compliant.
3. **Building Design** – Buildings in Bingham Crossing will comply with the requirements for LEED certification. Through architectural guidelines, Bingham Crossing will enforce maximum building heights with pitched roofs that provide appropriate pedestrian friendly proportions. Buildings will be articulated to create visual interest and will support the ‘small town feel’ of the development.

The Commercial Design Guidelines document contains special design guidelines, two of which directly relate to Bingham Crossing. These guidelines include Highway Development, and Local Commercial. Bingham Crossing is located adjacent to Highway 1 and it will be following the Guidelines by maintaining highway sight lines, providing internal roads, and providing double-frontage facades.



Bingham Crossing is also intended to provide local commercial amenity. Guidelines will be met by incorporating a traditional main street with wide sidewalks, public gathering spaces, and quality street furniture throughout.

### 11.10 Summary

The Bingham Crossing Conceptual Scheme is a continuation of the County's expressed interest in identifying activities that will contribute to a more diverse tax base and on the potential locations that are best suited to accommodate these economic drivers. Since the early 2000s its master plans, strategies, and schemes have identified the key components that will combine to create complete communities, an important ingredient being economic sustainability. The 2003 Economic Development Strategy identified the area in the vicinity of the Springbank Airport and the TransCanada Highway as an ideal location for a variety of non residential uses. Shortly thereafter, in 2005, the County approved ASP and land use amendments that saw new development occur adjacent to the Springbank Airport.

In 2008 the County policies continued to evolve with additional changes that allowed more non residential development in the vicinity of the Airport (i.e. the Edge School and Harmony). In 2009 the County approved an overall strategy that specifically identified the Airport and the Trans Canada Highway/Range Road 33 as an area well suited for commercial development. This growth strategy was complimented in 2009 and 2011 by open space and amenity studies that identified the Springbank area as being well served with recreational amenities and an open space system. With the addition of Bingham Crossing, the economic component needed to achieve the objective of creating a complete community will have been fulfilled.





# 12 Background and Supporting Studies



Several sub-consultant studies have been undertaken in support of this Conceptual Scheme. The complete copies of each study have been submitted to Rocky View County under separate covers with the Conceptual Scheme application. However, summaries of each study are provided below.

## **HISTORICAL RESOURCES OVERVIEW:**

### **Bison Historical Services**

A Historical Resources Overview (HRO) was completed by Bison Historical Services. The purpose of the study was to determine the potential for significant historical items, artifacts and/or events to have occurred on the subject lands. The HRO undertook a comprehensive review and concluded that the potential for encountering intact historical resources on-site is low. The report recommended clearance for the project and that no additional historical resources impact assessments are required.

## **PHASE 1 ENVIRONMENTAL SITE ASSESSMENT:**

### **Base Property Consultants**

A Phase One Environmental Site Assessment (ESA) was completed by Base Property Consultants. The review considered historical uses on the site, the possibility for certain contaminants, known environmental records, and a site visit. The report concluded that no significant environmental impairment exists on the subject site. The report also recommended that specific measures be undertaken with future demolition and clean up of existing buildings.

## **GEOTECHNICAL SITE ANALYSIS:**

### **McIntosh Lalani Engineering Ltd.**

McIntosh Lalani Engineering completed a geotechnical evaluation for the subject lands to assess the general subsurface soil conditions and provide geotechnical construction guidelines for the proposed development. The report concluded that, from a geotechnical perspective, the lands are suitable for non-residential development.

## **BINGHAM CROSSING RETAIL OPPORTUNITY STUDY:**

### **Thomas Consultants Inc.**

The purpose of this report was to serve as an Appendix to the original retail study (Springbank Retail Opportunity Study) that was completed in March 2007. This report updated local market conditions related to new retail development, local market conditions related to new retail development, new residential development, changes in consumer expenditure patterns, and demographic trends.

## **BINGHAM CROSSING ECONOMIC SUSTAINABILITY ANALYSIS**

### **Thomas Consultants Inc.**

The Economic Sustainability Analysis was conducted to assess the overall impact of the Bingham Crossing in terms of:

- Employment Generation through both the development/construction phases as well as operating phase.
- Tax Revenue for the Rocky View County.



- Cost of Community Services for Rocky View County.

### **SPRINGBANK RETAIL OPPORTUNITY STUDY**

#### **Thomas Consultants Inc.**

The purpose of this report was to identify the retail opportunity for the proposed site by undertaking the following:

- Identify the strengths and weaknesses of the site.
- Identify a trade area and the tourist market segment.
- Assess the role and function of existing retail centres within the trade area.
- Determine the strategic positioning using the above data and integrating global retail trends and concepts.
- Estimate the retail opportunity magnitude (i.e. supportable floor space) and anchor store functions (such as retail, food/beverage, entertainment, etc.) to set the stage for the overall development.

### **TRANSPORTATION IMPACT ANALYSIS**

#### **Bunt & Associates**

The transportation impact assessment (TIA) was prepared to investigate the impact of the proposed Bingham Crossing development on the adjacent transportation network in the short-term horizon with Phase 1 development on site at the 2015

horizon year and a long term horizon with full build out of the site, approximately 20-year horizon (2035) as per the Rocky View County Transportation Model.

The work program included a site visit to assess existing conditions, and a comprehensive analysis process to identify any necessary mitigation issues. The end product was a transportation plan detailing traffic impact on the surrounding local network.

### **MASTER DRAINAGE PLAN**

#### **Urban Systems Ltd.**

This report outlines the proposed drainage concepts to accommodate the runoff generated by Bingham Crossing. It will serve as the basis for future development and it is expected that final design will be consistent with the proposed drainage concepts in this report. This report identifies pre-development peak flow rate and volume and specifies the maximum allowable post-development flow rate and volume for the proposed development, while providing a design that closely mimics the existing hydrological regime.

The fundamental design parameter is to restrict stormwater discharge flow rates and average annual volume into the existing drainage courses to that equal to the pre-development levels.

### **TECHNICAL MEMORANDUM – Water Servicing**

#### **Urban Systems Ltd.**

Bingham Crossing has an approved water supply from Calalta Waterworks Ltd. The Water Servicing technical memo examines the projected water

demand and the ways and means whereby rain/stormwater can be used to supplement the approved supply. Key is the use of rain/stormwater in the toilets thereby significantly reducing the need for treated water coming from Calalta Waterworks Ltd. Current and anticipated legislation is summarized along with the process required to be able to utilize rain/stormwater for toilet flushing.

### **TECHNICAL MEMORANDUM – Wastewater Servicing**

#### **Urban Systems Ltd.**

This report examines the means whereby the effluent from Bingham Crossing can be collected, treated, stored and disposed of. It examines Alberta Environment standards relative to effluent quality treatment options to meet or exceed the quality of the effluent, and using an analysis of the area that is to receive the treated effluent, the land area required for the spray irrigation system that will dispose of the treated effluent in an environmentally sensitive manner.

### **WASTEWATER IRRIGATION – Irrigation Land Classification**

#### **Paragon Soil and Environmental Consulting**

Bingham Crossing proposes to spray irrigate land adjacent to the development as the means to dispose of the project's treated effluent. A soil investigation of the proposed receiving land was conducted in order to determine the suitability of the wastewater for irrigation, assess the land's suitability for irrigation and to establish the appropriate irrigation rates.







**URBAN**  
systems