



# **Buffalo Hills Comprehensive Development Conceptual Scheme**



**Bylaw C-6288-2006, Adopted July 11, 2006**

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**MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44  
Department of Planning and Community Services**

**MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44**  
**BYLAW C-6288-2006**

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

**WHEREAS** the Council deems it desirable to amend the said Bylaw, and

**WHEREAS** the Council of the Municipal District of Rocky View No. 44 has received an application to adopt a Comprehensive Development Conceptual Scheme to provide a policy framework to guide and evaluate future development within the SE 33 and E 1/2 28-24-28-W4M comprising approximately +/-473 acres; and

**WHEREAS** the Council deems it desirable to adopt the Comprehensive Development Conceptual Scheme; and

**WHEREAS** a notice was published on Tuesday, June 13, 2006 and Tuesday, June 20, 2006 in the Rocky View Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for Tuesday, July 11, 2006; and

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

**NOW THEREFORE** the Council enacts the following:

1. That the Comprehensive Development Conceptual Scheme be adopted to provide a framework to guide and evaluate future development within the SE 33 and E 1/2 28-24-28-W4M comprising approximately +/- 473 acres, as shown on Schedule 'A', attached to and forming part of this Bylaw.
2. The Bylaw comes into effect upon the date of its third reading.

**Division: 5**

**File: 04333001, 04328001/004/013/014-2005-RV-175**

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, June 6, 2006, on a motion by Councillor Solberg.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, July 11, 2006 on a motion by Councillor Solberg .

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, July 11, 2006 on a motion by Councillor Neustaedter.

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REEVE OR DEPUTY REEVE

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MUNICIPAL SECRETARY

**MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44  
BYLAW C-6288-2006**

**SCHEDULE "A"**

A Comprehensive Development Conceptual Scheme for SE 33 and E 1/2 28-24-28-W4M comprising approximately +/- 473 acres.

# **Buffalo Hills Comprehensive Development Conceptual Scheme**

**SE 33, NE 28, and SE 28, Tp24-Rge28-W4M**

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**Spearpoint Holdings Ltd.**

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Gibbs Gage Architecture  
Business and Commercial Area Design

Bunt and Associates  
Transportation Engineering

Morrison Hershfield  
Development Engineering

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## Preface

Buffalo Hills is a proposed mixed use community located in the East Rocky View corridor. The 475-acre site is strategically located between the Town of Chestermere and the City of Calgary at the future Highway #1/Rainbow Road interchange. As such, the site is an important resource within the MD of Rocky View's "Chestermere" economic development corridor and an important early connector to the East Rocky View Utility Network.

This Comprehensive Development Conceptual Scheme has been prepared to conform with the goals and policies of the approved Calgary-Chestermere Corridor Area Structure Plan (ASP). The approved ASP provides for development of business and institutional uses near Highway #1 and fully-serviced residential development on the remainder of the site. The ASP encourages integrated stormwater and open space planning to achieve linear parks and pathways linking uses throughout the development. The Buffalo Hills Comprehensive Development Conceptual Scheme incorporates this mix of business commercial, institutional, recreational, residential and open space uses in accordance with key ASP policies.

The Buffalo Hills Conceptual Scheme incorporates three separate landholdings. The planning process has been led by the major landowner – Spearpoint Holdings. Spearpoint Holdings is a partnership of the original rural farm owner/operator's family with seasoned professionals in the real estate and development financing industries.

The planning process for Buffalo Hills first involved the meshing of Spearpoint's vision for the property with the goals and guidelines of the approved Area Structure Plan. Meetings were held with other landowners within the proposed plan area to obtain support and participation. Planning concepts and studies evolved "in synch" with Council authorization to prepare the Conceptual Scheme and with events leading to construction of the East Rocky View Utility Network. Spearpoint hosted a public open house meeting in October 2005 to share draft development concepts with neighbours in the East Rocky View area. Technical studies including a Staged Master Drainage Plan and Traffic Impact Assessment were completed and changes were made to the Conceptual Scheme in response to technical and public review. Spearpoint hosted a second public house meeting in early 2006 prior to a Public Hearing of Council to consider approval of the Conceptual Scheme.

This Conceptual Scheme provides a blueprint for future land use and development within the Buffalo Hills community. The following components summarize the key features of the plan.

- Comprehensively planned mixed-use community in conformity with the Calgary-Chestermere Corridor Area Structure Plan.
- Fully-serviced community with wastewater and potable water connections to the East Rocky View Utility Network.
- Single family residential, multi-family residential, institutional, retail commercial, general business (auto services, office, etc), athletic parks, linear parks and

- pathways, public and private schools site, naturalized stormwater ponds, public utility lots, sites for possible recreation center, fire hall, municipal building, etc.
- Provision for a residential population of approximately 3,648 people in 1,440 dwelling units with a density of 2.5 units per gross acre in residential community areas of the plan.
  - Mix of  $\pm 1/4$  acre single dwelling lots and low-density rowhouses in residential areas. Medium density condominiums located in the Buffalo Hills Common commercial and mixed-use area closer to Highway #1.
  - Provision for ultimate build-out of Buffalo Hills Common for up to 340,000 sq. ft. of public and private institutional uses (churches, private schools, etc) and up to 640,000 sq. ft of general commercial, office, hotel, and large format retail commercial uses located near the future Highway 1/Rainbow Road interchange.
  - Retention of natural contours and incorporation of natural drainage systems into a stormwater management and recreational open space system.
  - Capture and re-use of annual precipitation for irrigation of green spaces.
  - Provision of a system of linear parks and pathways throughout the community and linked to existing and future adjacent residential areas.
  - Creating a roadway and servicing infrastructure that can be extended and linked to adjacent development areas.
  - Naming of public streets and parks to celebrate the critical role of the buffalo and water resources in the history of the native people and early settlers of the area.

In the spirit of the approved Calgary Chestermere Corridor Area Structure Plan, this Conceptual Scheme recognizes the need for multi-jurisdictional cooperation to manage urban development pressures within an increasingly integrated economic region.

Implementation will provide the mix of land uses, facilities, services, amenities, and infrastructure required to ensure a viable, cohesive and sustainable community within East Rocky View. Implementation will be achieved through the conceptual scheme map and policy statements contained in the balance of this Conceptual Scheme report.



## 1.0 Introduction

### 1.1 Purpose

The purpose of this Conceptual Scheme document is to provide a comprehensive planning framework for future development of the lands illustrated in Figure 1. This Conceptual Scheme, sometimes referred to herein as a "Concept Plan", is a planning document that is adopted via bylaw by the Council of the Municipal District of Rocky View No. 44. It addresses planning and development issues such as generalized land uses, infrastructure provision, environmental issues, traffic, and the impact of the development on surrounding land uses and surrounding communities. This Conceptual Scheme is intended to provide clear and concise policy direction for development of the subject lands.

### 1.2 History

On May 03, 2005, MD of Rocky View Council considered a redesignation application and approved the following motions which established the terms of reference for this Conceptual Scheme document.

*"That council request the Applicant to pay the fee prescribed in the Master Rates Bylaw and prepare a Conceptual Scheme for the area noted on the attached map showing the Conceptual Scheme boundaries, for three quarter sections including the SE ¼ of Section 33, the NE ¼ of Section 28 and the SE ¼ of Section 28, located at the northwest corner of HWY #1 and Rainbow Road (Range Road 283), consisting of approximately 473 acres located within the Calgary-Chestermere Corridor Area Structure Plan (CCCASP). The Conceptual Scheme will be adopted by bylaw as a prerequisite to Council considering redesignation and subdivision applications for the subject lands. As part of the Conceptual Scheme, the Applicant shall include policies regarding implementation, consistency with the Calgary-Chestermere Corridor Area Structure Plan and conduct at least one open house prior to first reading of the adopting bylaw (the open house must be advertised in the official newspaper of the Municipality). The Conceptual Scheme should be prepared in a format acceptable to the Municipality and include, but not limited to, the following items:*

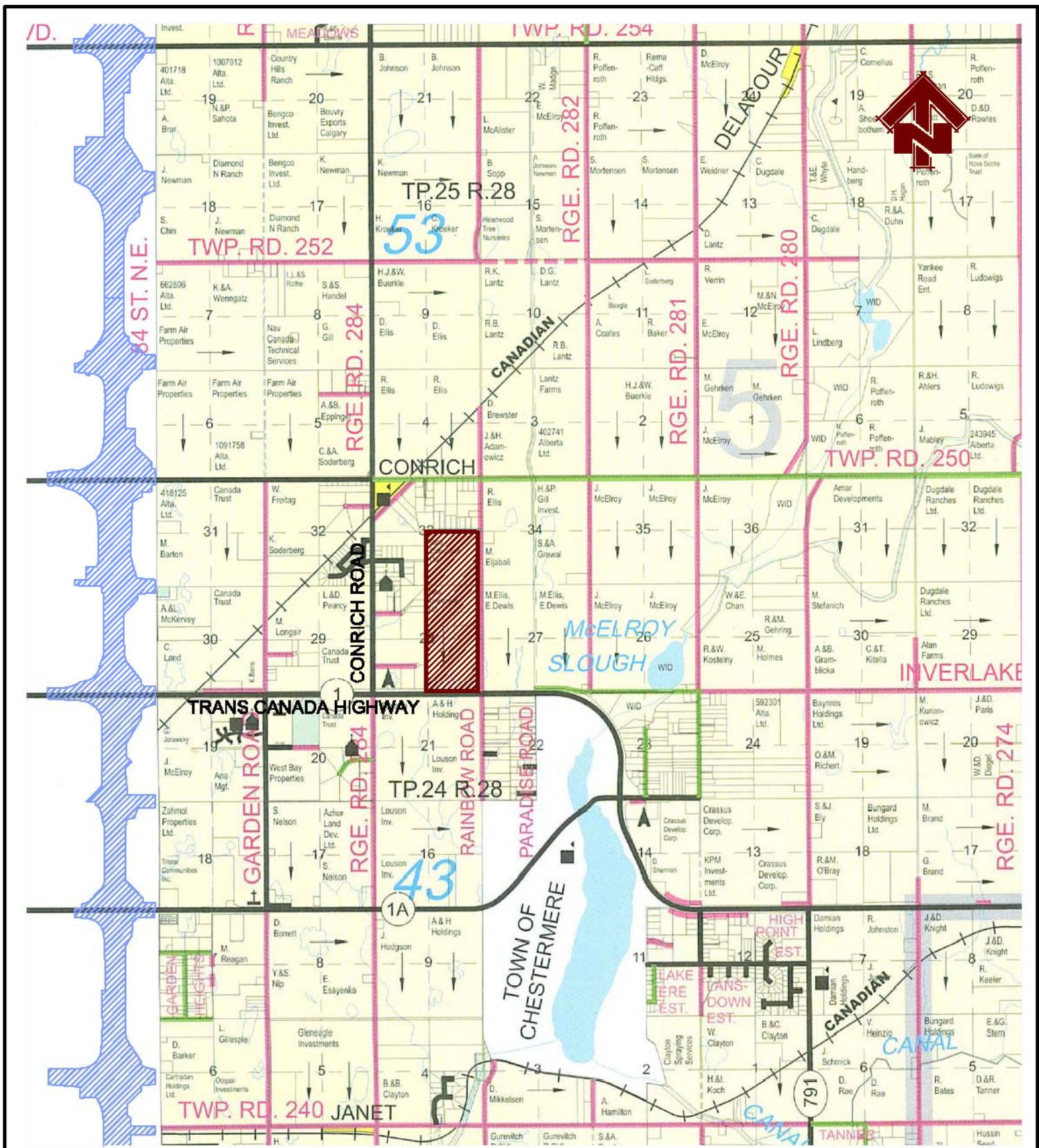
- i. Impacts on the regional, as well as the local, road network;*
- ii. Opportunities to extend water and wastewater servicing to areas adjacent to the proposed development;*
- iii. Measures to ensure that the proposed development will not adversely affect the viability of existing uses on adjacent lands; and*
- iv. Any intermunicipal interests that may arise as a result of the development of the lands, to the satisfaction of both municipalities;*
- v. A future land use scenario including lot design and configuration, parcel size and density;*

- vi. *Proposed open space (including active and passive open areas, natural areas and pedestrian linkages to other existing or potential adjacent developments);*
- vii. *Dedicated lands including, but not limited to, conservation easements, public utility lots, Municipal/school reserves; and if necessary, environmental reserves;*
- viii. *Development phasing, illustrating full build-out;*
- ix. *Innovative and efficient proposed access and internal road circulation over both the immediate and long term;*
- x. *Measures to ensure the integration of the proposed development with existing and adjacent development in a manner that ensures compatibility with adjacent land uses;*
- xi. *Mitigation measures such as landscaping treatment, screening and/or berming necessary to address any on- or off-site visual impacts, including site lines from existing adjacent developments;*
- xii. *Identification and preservation of existing sightlines and views;*
- xiii. *Any and all constraints to development including, but not limited to geotechnical, environmental and hydrogeological constraints; and archaeological or historically significant features;*
- xiv. *A Site Management Plan guided by an adopted Master Drainage Plan, that will determine Best Management Practices for stormwater management;*
- xv. *Water and wastewater servicing strategies, including identification of rights-of-way required for future tie-in to a regional municipal system as and when available;*
- xvi. *A Traffic Impact Study that addresses the location of existing and future transportation networks detailing traffic generation and its cumulative impacts on the road network, including necessary improvements;*
- xvii. *A Landscaping Plan;*
- xviii. *Architectural guidelines;*
- xix. *Mail box locations;*
- xx. *Road names;*
- xxi. *Input from all directly and indirectly affected landowners within and adjacent to the conceptual scheme area throughout the preparation of the conceptual scheme, including a minimum of one (1) open house to gain feedback on the proposal; and*
- xxii. *Any other matter the Municipality deems necessary.*

*That Council request the Applicant to pay the fee prescribed in the Master Rates Bylaw and authorize Staff to prepare an Area Structure Plan Amendment for the area noted on the attached map showing the Conceptual Scheme boundaries, for three quarter sections including the SE ¼ of Section 33, the NE ¼ of Section 28 and the SE ¼ of Section 28."*

### **1.3 Objectives**

- a) To provide a comprehensive land use, subdivision, and development framework for the Conceptual Scheme Area in accordance with the Rocky View Council's terms of reference approved in May 2005;
- b) To accommodate future development that is consistent with the MD of Rocky View Municipal Development Plan and the approved Calgary-Chestermere Corridor Area Structure Plan;
- c) To ensure that new development will be compatible within the broader Calgary-Chestermere Corridor area context, including existing and planned land uses on lands adjacent to the Conceptual Scheme Area;
- d) To undertake community information and consultation in order to ensure land use policies and subdivision design will respond appropriately to any community concerns;
- e) To identify any significant development constraints in the Conceptual Scheme area and determine the impact of such constraints on future development.



**SUBJECT LANDS**

**Figure 1  
Municipal Location**

**Buffalo Hills Comprehensive Development  
Spearpoint Holdings Ltd.**

## 2.0 The Conceptual Scheme Area

### 2.1 Regional Location

The Buffalo Hills Comprehensive Development Conceptual Scheme Area is located in the Municipal District of Rocky View at the northwest corner of Highway #1 and Rainbow Road. The Area is located 4.0 kilometres (2.5 miles) east of the current City of Calgary boundary, and 0.8 kilometres (0.5 miles) west of the Town of Chestermere boundary (see Figure 1 - Municipal Location, and Figure 2 - Airphoto).

### 2.2 Land Use, Subdivision and Ownership

The Conceptual Scheme Area includes 433 acres of existing agricultural lands held by Spearpoint Holdings Ltd. in three quarter section titles and legally described as SE 33, NE 28, and SE 28, Township 24, Range 28, West of the 4<sup>th</sup> Meridian (see Figure 2 – Airphoto). The Area also includes two 20-acre “Agricultural Holdings” parcels that front onto Rainbow Road as illustrated in Figure 3. These parcels currently accommodate the Rainbow Boarding Kennels and the Alta Genetics Conrich cattle facilities. Existing legal parcels within the Conceptual Scheme Area are summarized in the following table.

PARCEL	HECTARES	ACRES	LEGAL	LAND USE
1	61.9	153 acres	SE 28-24-28-W4M	RF
2	48.6	120 acres	NE 28-24-28-W4M	RF
3	64.7	160 acres	SE 33-24-28-W4M	RF
4	8.1	20 acres	Portion of NE 28-24-28-W4M	AH
5	8.1	20 acres	Portion of NE 28-24-28-W4M	AH
Total Area	191.4	473 acres		

### 2.3 Land Use Context

The general vicinity of the Plan Area has experienced development pressures in recent years related to the desirable regional location between the City of Calgary and the Town of Chestermere. Long-term annexation proposals have been submitted by both the City of Calgary and the Town of Chestermere as shown in Figure 3. These annexation proposals demonstrate the regional urbanization pressure in this area yet do not directly involve the Buffalo Hills Plan Area.

Lands immediately west and north of the Plan Area are being developed for country residential dwellings. Recreation Business (B-4) District and Agricultural

Holding (AH) District parcels to the west accommodate a commercial campground business and dwellings fronting Highway #1. Lands to the south of Highway #1 are a mix of agricultural, country residential and urban uses (see Figure 3 – Existing Land Use Context).

The Lilydale chicken farm confined feeding operation (CFO) is located 600 metres northwest of the Plan Area in NW 33. There is a residential setback of 417 metres from the chicken barns or manure facilities which will not affect future development within the Plan Area.

## **2.4 Existing Structures**

Existing structures within the Scheme Area include existing farmstead residential buildings and barns located in SE 28 near Highway #1, buildings associated with the Rainbow Kennels operations, and buildings associated with the Alta-Genetics cattle breeding facility.

All landowners in the Plan Area have indicated that existing buildings and operations will be removed at the time of future subdivision and development. The Alta-Genetics facility includes significant buildings which may remain in operation for 5 to 10 years.

## **2.5 Topography and Drainage**

The character of the Plan Area includes rolling plains with low hills and a small number of seasonally wet low areas that retain water during the spring and early summer months and drain south toward Highway #1.

A Wetland Ecological Assessment by Westhoff Engineering Resources Inc. (November 2005) characterizes four low areas in the Plan Area as ephemeral to seasonal ponds of low to moderate environmental significance. The report recommends incorporation of these wetlands in a stormwater management plan for ecological and flood control benefits and long-term maintenance of the local hydrological regime. The report indicates that “From an ecological perspective the study wetlands may all be suitable for stormwater management purposes provided that they are protected from excessive inputs sediments and other pollutants, and that their natural hydroperiods are maintained”

## **2.6 Surficial Geology**

The surficial geology of the Scheme Area is mapped by Morin (1986) as the Crossfield Formation described as glacial till and associated stratified sediment, with a grain size composition of 30 to 50 percent sand, 30-40 percent silt and 25-50 percent clay. The bedrock beneath the site is the Paskapoo/Porcupine Hills Formation which is mapped as including bentonitic siltstones, sandstone, monor shale and coal beds.



Water wells in the vicinity of the Plan Area appear to be completed within 10.7 to 116.8 m (35 to 383 ft) below ground level, with a calculated average depth of 51.8m (170 feet), primarily in sandstone units of the Paskapoo/Porcupine Hills formation. Shallow groundwater flow is expected to be toward the southeast towards Chestermere Lake. (Waterline Resources Inc., 2005).

## **2.7 Archaeological and Historical**

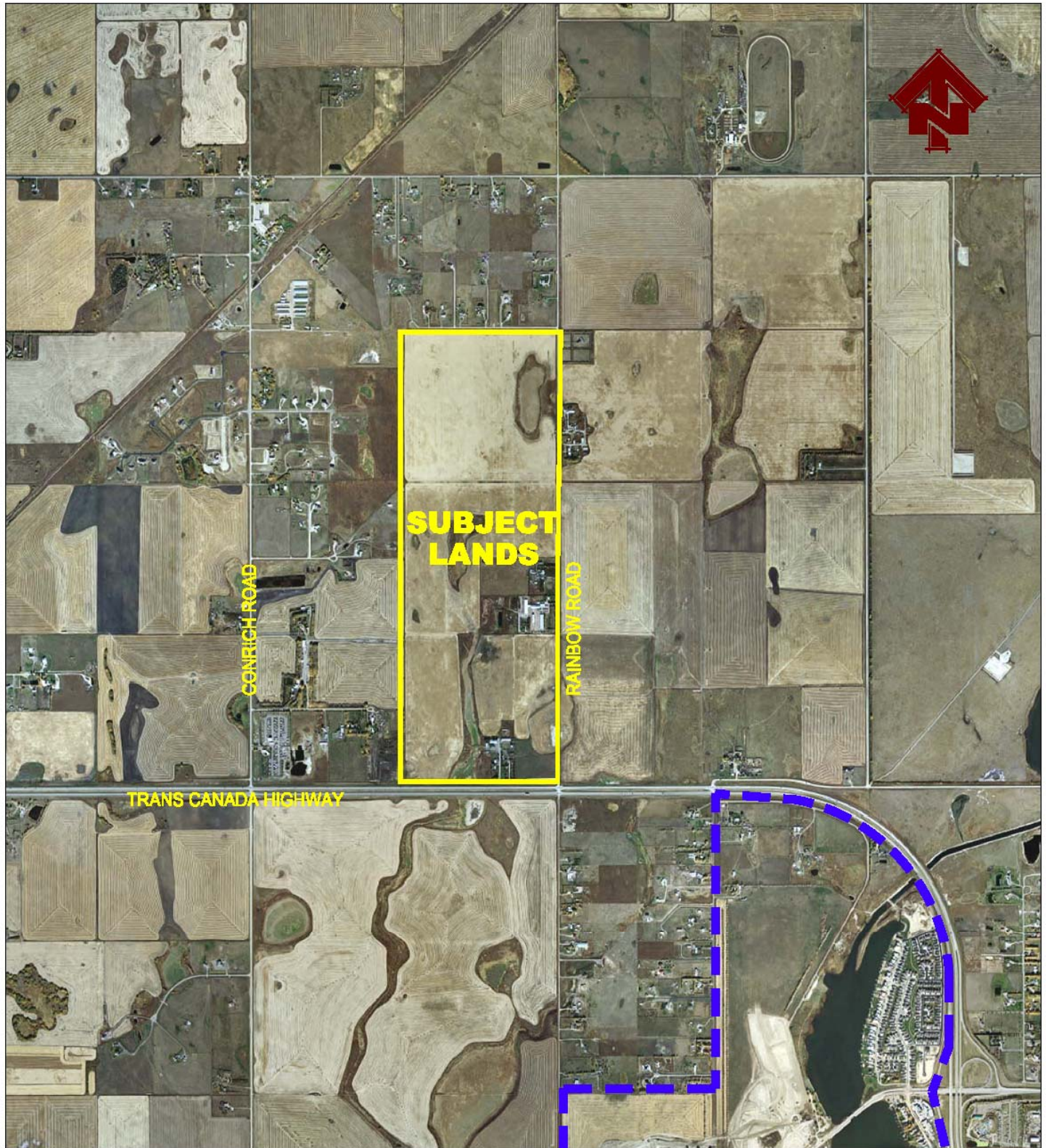
There are no known historical or archaeological resource sites in the vicinity of the subject lands. The character and agricultural history of the land does not support the likelihood of such resources being found on the property.

Alberta Community Development has been contacted and asked to provide direction regarding the potential for any historical or archaeological resources.

## **2.8 Environmental Site Assessment**

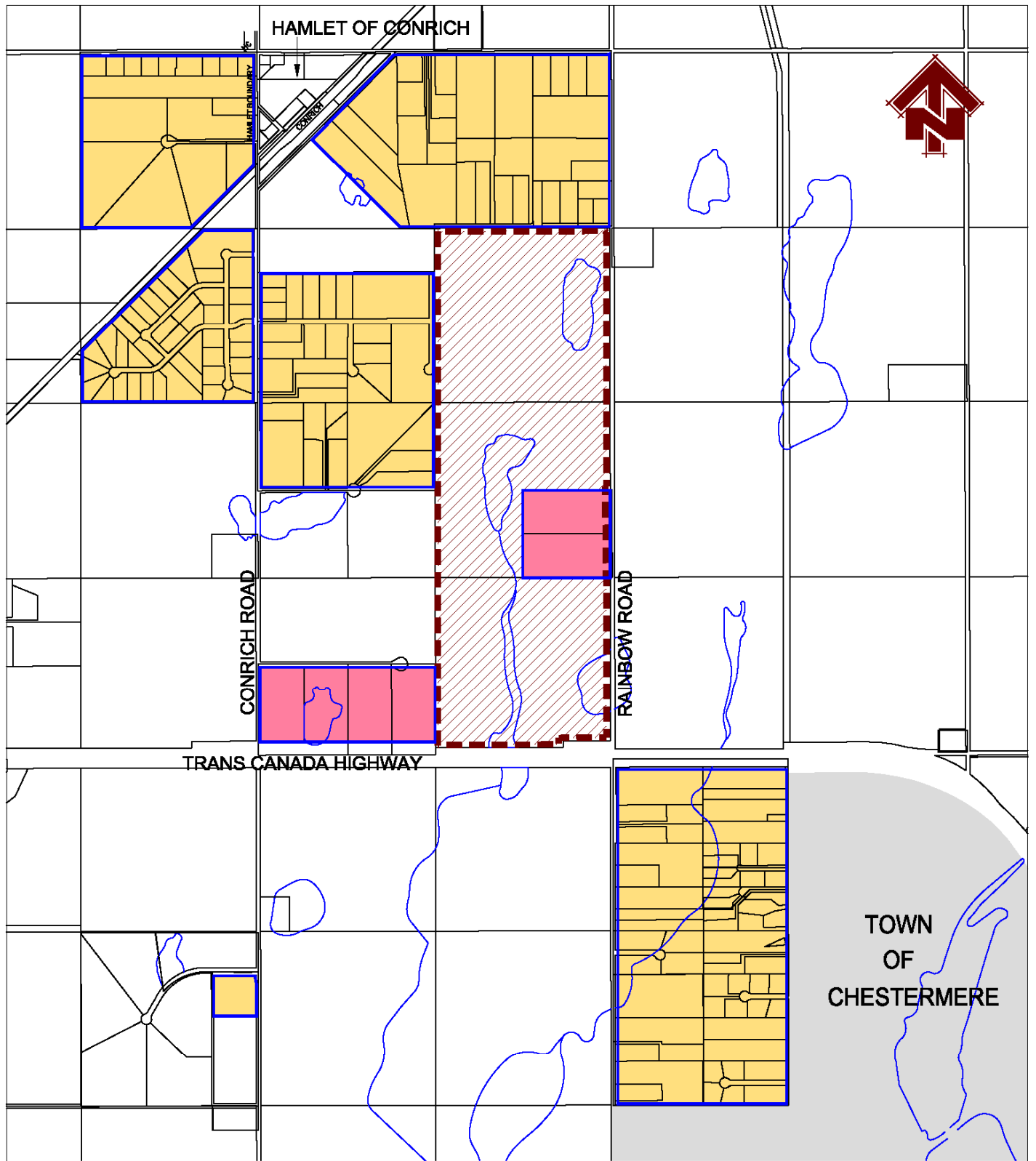
An Environmental Site Assessment has been completed for SE 28-24-28-W4 by Aqua Terre Solutions Inc. (August 2004). Based on discussion with the landowner at that time and a review of historical air photos, it was determined that the remainder of the Spearpoint Holdings lands had been in continuous agricultural production, had not accommodated any industrial activities and did not require further environmental assessment.

In SE 28 the study identified potential environmental concerns associated with residential and agricultural activities including a former above-ground storage tank (AST) building, a former agricultural burn area, and a soil disposal pile. A hand-auger soil testing program was undertaken around these locations and all samples were laboratory tested. Identified soil impacts were excavated and removed off-site by Hazco Environmental in October 2004. Results of soil samples collected at the limits of excavations at all three locations met the CCME (2003) Residential/Parkland soil guidelines and the CCME (2003) Agricultural soil guidelines.



**Figure 2:**  
**AIRPHOTO**  
**BUFFALO HILLS**  
**COMPREHENSIVE DEVELOPMENT**  
Spearpoint Holdings Ltd.  
April 2006









-  SUBJECT LANDS
-  RESIDENTIAL ACREAGE LOTS
-  BUSINESS COMMERCIAL
-  FARM / AGRICULTURAL

Figure 3:  
**EXISTING LAND USE**  
 BUFFALO HILLS  
 COMPREHENSIVE DEVELOPMENT

### 3.0 Existing Policies

The Conceptual Scheme Area is subject to the land use policies contained within the Calgary Chestermere Corridor Area Structure Plan (CCCASP). Any development in Scheme Area should also respond to Rocky View's economic development policies and Alberta Transportation's Highway #1 Access Management Study. Policies and findings of these studies have been reflected in the proposed Buffalo Hills Comprehensive Development Conceptual Scheme. Highlights of these policies and findings are noted in this section.

#### 3.1 The Calgary-Chestermere Corridor Area Structure Plan

The proposed Plan Area is designated "Agricultural Transition Policy Area" and "Highway #1 Policy Area" under the approved Calgary-Chestermere Corridor Area Structure Plan (CCCASP - see Figure 4: Existing ASP Policy).

CCCASP Section 5.1 states that the MD will consider "comprehensive conceptual scheme" proposals for future residential and business/institutional uses within the Agricultural Transition policy area and the Highway #1 policy area. All development must be serviced with communal services (i.e., potable water distribution and sanitary sewer treatment systems). The municipality will not consider "piecemeal" subdivision proposals within these policy areas.

The CCCASP contains guidelines for Comprehensive Developments and a process for accommodating comprehensive developments within the Plan Area. The ASP describes Comprehensive Development:

*"...lands within the [CCCASP] Plan Area are owned in comparatively large blocks by a single landowner or group of landowners and in many cases, these blocks of land have been assembled for investment purposes that are tied to development aspirations. As a result, increasing interest is being shown in development of larger parcels of land for comprehensively planned developments for uses other than agriculture (p.15). Comprehensive developments "do not represent premature conversion, are beneficial to the Municipality, are comprehensive in nature, are compatible with existing and future lands uses envisioned within the ASP, and comply with the policies within this Plan" (p15). Lands within the Agricultural Transition Area are "still predominately agricultural in nature" but "are expected to continue in transition with the potential for Comprehensive Developments to occur". "Business and institutional development applications within business development nodes will be required to provide conceptual schemes to demonstrate all aspects of the proposal including aesthetics, land use compatibility, environmental, transportation, and servicing components" (p.15).*

## 5.1 GENERAL LAND USE POLICIES

Eight (8) policy areas have been identified within the Plan Area, allowing for different types of development. Associated requirements vary, in order for development to be considered by Council. The following table summarizes each land use, the type of development allowed for, and the servicing required.

Table 1 Servicing Requirements by Type of Development

Policy Area	Type of Development	Servicing Required
Agricultural Priority	premature conversion of agricultural land discouraged	
	separation of farmsteads and first parcel out considered	individual water wells and private waste-water disposal systems
	given strong justification, comprehensive conceptual scheme for business/institutional/residential uses considered	communal servicing
Agricultural Transitional	comprehensive conceptual scheme for business/institutional/residential uses considered	communal servicing
Residential Infill	subdivision of up to 5 lots	individual water wells and private waste-water disposal systems
	over 6 lots with conceptual scheme	communal servicing
Residential Growth	more detailed policy plans proposed for Paradise/Rainbow Road area, Garden Heights, and the areas surrounding the Hamlet of Conrich	communal servicing
	comprehensive conceptual scheme	communal servicing
Hamlet of Conrich	new development discouraged except as provided for in Land Use Bylaw	individual water wells and private waste-water disposal systems
Highway 1 and 1A	comprehensive conceptual scheme for business/institutional uses	communal servicing
Comprehensive Development	comprehensive conceptual scheme for business/institutional/residential uses	communal servicing
Policy Review	to be determined pending design of alignment of future eastward extension of Peigan Trail	to be determined

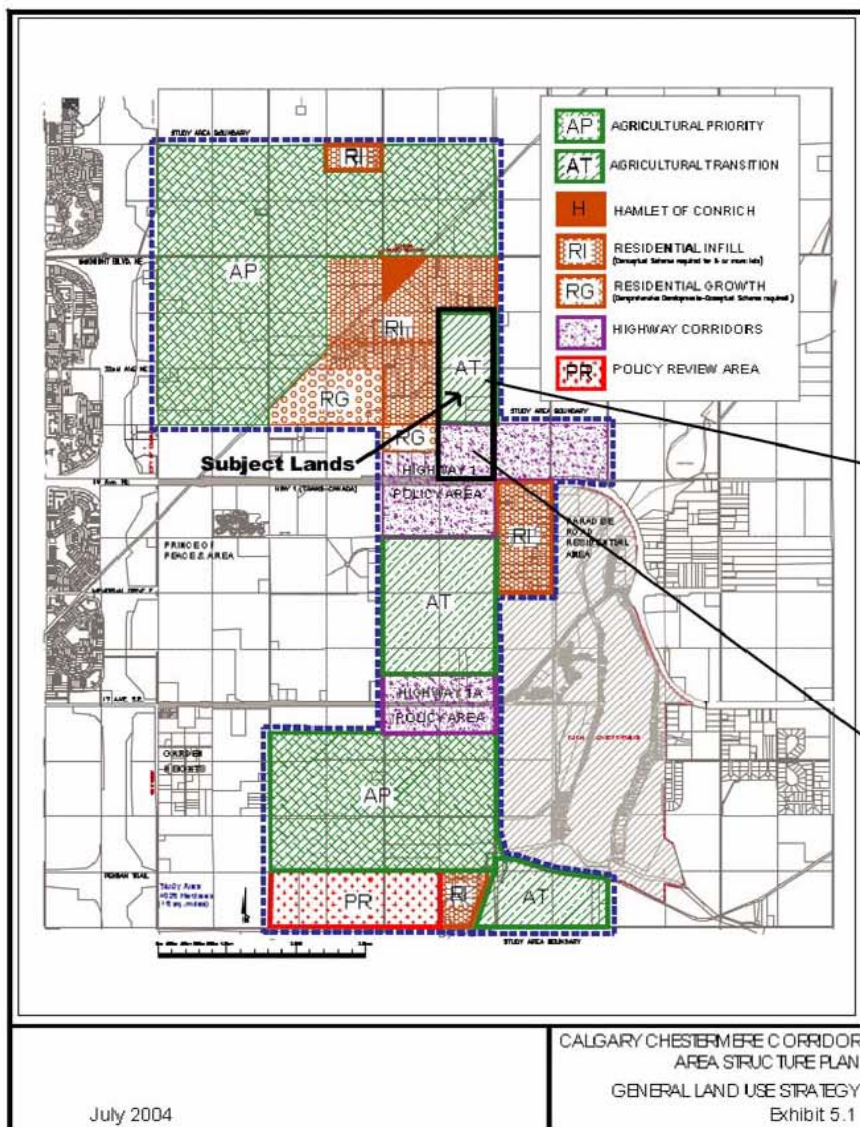


Figure 4:  
EXISTING ASP POLICIES  
BUFFALO HILLS  
COMPREHENSIVE DEVELOPMENT

### **3.2 Rocky View-Calgary Intermunicipal Development Plan**

The majority of the Plan Area (SE33 and NE 28) is not affected by the Intermunicipal Development Plan. The SE 28 “Highway 1 Policy Area” is subject to the “Area B – Notification Zone” policies of the Intermunicipal Development Plan. This will provide the City of Calgary with a formal opportunity to review and comment on proposed development within the Highway #1 Policy Area. The IDP indicates that the City of Calgary’s design guidelines from the “Improving Calgary’s Entranceways” will be applicable to business and institutional developments within the Highway #1 Policy Area.

### **3.3 Rocky View Economic Development Strategy**

The MD of Rocky View Economic Development Strategy (page 21) identifies the Chestermere area as a “General Area of Growth”. The Buffalo Hills Comprehensive Development Conceptual Scheme will forward the interests of the MD as identified by the following economic development statements:

- a) “A growing interest in the residential potential of this area is a primary strength. The Trans Canada No.1 Highway, Highway 1A and proximity to the City of Calgary are also key assets for highway commercial and development that will complement residential growth.”
- b) “Residential growth extending east from the City of Calgary and west from the Town of Chestermere are a primary consideration for continued economic growth.”

### **3.4 Highway #1 Access Management Study**

Alberta Transportation’s “Highway #1 Access Management Study” (October 2002) has identified the conceptual highway and arterial roadway access system to support future development in the vicinity of the proposed Plan Area.

- i. Highway #1 is planned to become a full freeway in the future;
- ii. Rainbow Road is the designated location for a future grade separated interchange that will support future urban residential growth planned in the west Chestermere area;
- iii. The long-term 8-lane status of the highway will require a 90 metre right-of-way including a remaining 30 metre widening from SE 28 subject land;
- iv. Future frontage roads are recommended abutting the 90 metre highway right-of-way to provide continuous collector or arterial road access between interchanges;
- v. Parcels abutting the future interchange have been identified as requiring extended development review to allow the development of interchange functional plans and associated property protection requirements.

## **4.0 Development Concept**

### **4.1 Vision**

Buffalo Hills is a fully-serviced, mixed-use community located on the Trans Canada Highway at the gateway to the East Rocky View/Chestermere/Calgary urban region. This comprehensively planned community incorporates a mix of residential, business, institutional, public service and recreational public parkland uses. Large estate-style lots front onto quiet local roadways with sidewalks, front yard trees and connections to linear parks and off-street pathways. A continuous linear park system extends through the centre of the community, providing off-street pedestrian and cycle access to the local school and community services located at the Common. A series of ponds serve stormwater management, aesthetic, ecological and recreational functions within the community. Names of public streets and parks in Buffalo Hills celebrate the critical role of the buffalo and water resources in the history of the native people and early settlers of the area.

Buffalo Hills Common is a regional business and institutional centre located adjacent to the new Highway #1/Rainbow Road interchange. The Common accommodates a range of regional retail, general commercial, office, institutional and public service uses serving the local community and the broader East Rocky View region. The Common is served by excellent connections to the regional road system via Rainbow Road, Trans Canada Highway, McKnight Boulevard and the East Calgary Freeway. Multi-family residential units provide for a broad range of demographic, socio-economic, and lifestyle within the community. The Buffalo Hills Landowner's Association maintains the community hall, public parks, stormwater and irrigation systems throughout the area. Stormwater is recirculated to irrigate parks and landscaped areas. High quality building design and landscaping is evident throughout the community. The importance of water and building designs that incorporate elements of indigenous prairie building styles serve as visual organizing principles to make Buffalo Hills a premiere community in the region, and a landmark at this strategic gateway to the East Rocky View/Chestermere/Calgary urban region.

### **4.2 Comprehensive Development Features**

The development concept for Buffalo Hills is intended to meet the requirements for "Comprehensive Development" designation under the Calgary-Chestermere Corridor Area Structure Plan. Figure 5 illustrates the following comprehensive scale and design opportunities:

- i. Business and institutional uses in conformity with the proposed Highway #1 Policy Area designation. These uses will make effective use of visual exposure to Highway #1; provide appropriate land use transition between the highway and residential areas, and be designed to allow safe access

to the Highway #1/Rainbow Road intersection and future grade-separated interchange.

- ii. With comprehensive planning, natural drainage patterns may be retained throughout the site with minimal regrading. This linear open space system will serve stormwater management, public recreation, and pedestrian movement functions while connecting activities and destinations throughout the community.
- iii. In accordance with CCCASP requirements, all development will be serviced by communal water and wastewater systems. Development will tie to the new East Rocky View Utilities Network.

### **4.3 North and South Buffalo Hills Residential Areas**

Proposed residential areas are illustrated in Figure 5. North Buffalo Hills includes all areas located north of the proposed 32<sup>nd</sup> Avenue alignment. South Buffalo Hills includes all land between the proposed 24<sup>th</sup> Avenue and the 32<sup>nd</sup> Avenue alignment. Within North and South Buffalo Hills the predominant land use will be single family residential dwellings. A local retail convenience centre and low-density multi-family residential units may also be appropriate.

Single family lots are envisioned to be fully-serviced suburban estate lots of  $\pm 1/4$  acre. Low-density multi-family development will include semi-detached and townhouse units to a maximum of 2-storeys in height.

Overall density of residential development within North Buffalo Hills and South Buffalo Hills residential areas is envisioned to be in the range of 2 to 3 units per gross acre.

### **4.4 Buffalo Hills Common**

The proposed Buffalo Hills Common – a Regional Business and Institutional Centre is illustrated in Figure 5. Figure 6 provides a more detailed illustrative land use concept for future development of the Common.

The Buffalo Hills site is located at a highly strategic location on the future regional roadway system and at the gateway to the East Rocky View / Chestermere / Calgary urban region. Rainbow Road will become one of the few points of access and egress to/from the Trans Canada Highway. Buffalo Hills is one of the only sites in the Calgary-Chestermere corridor that can offer the combination of accessibility, visual exposure, comprehensive land planning, and municipal services that are required to support a regional business and institutional centre.

Buffalo Hills Common will be well separated from existing regional centres located 6 to 7 miles to the west within the City of Calgary (Sunridge, Franklin, and Marlborough). The market area for Buffalo Hills Common will include all areas served by the East Rocky Utilities Network which is being designed to accommodate 100,000 persons. The trade area for the centre will extend into

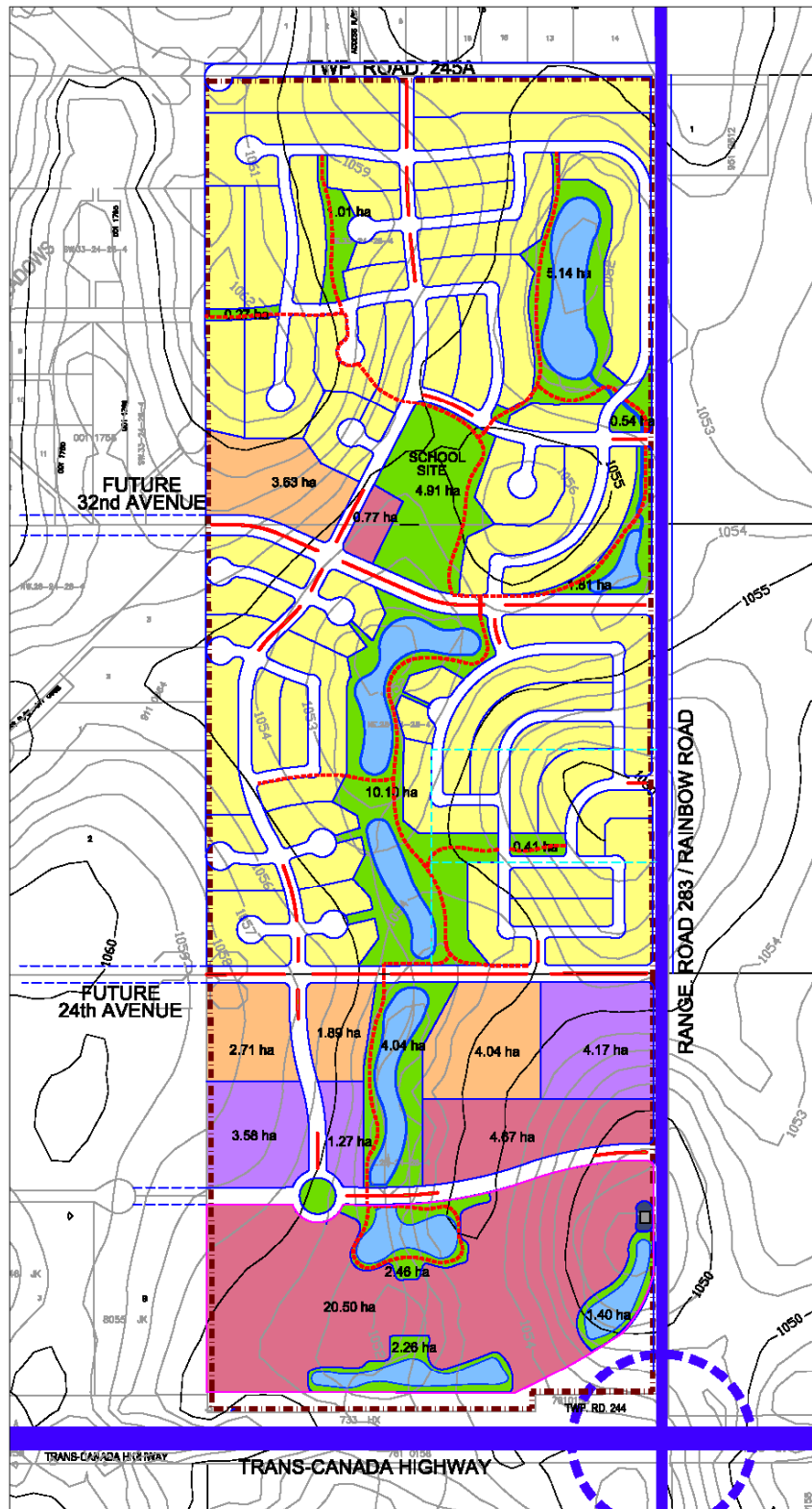
Calgary in the west, to the Balzac area to the north, the Town of Strathmore to the east, and the Town of Chestermere to the south. Visual exposure and access to/from the Trans Canada Highway will provide convenient access to/from a large market area and capture additional pass-by traffic on the highway that will support retail, business and institutional land uses.

Figure 6 illustrates a range of possible developments and activities that could occur in Buffalo Hills Common. General Business sites could accommodate a regional and community retail goods and services, offices, restaurants, recreational and entertainment activities, personal services, financial and business services, auto sales and service businesses, and related uses. Immediate demand is anticipated for uses such as a large hardware/home improvement store, garden centre, and factory outlet shopping centre. Institutional sites could accommodate private schools, educational campuses, churches, health care facilities, offices, government offices, and public services such as libraries, fire hall, or municipal offices.

Multi-family residential sites are located at the north end of Buffalo Hills Common. These sites will increase the diversity of households in Buffalo Hills, provide opportunities to live in close proximity to employment, shopping and entertainment, and provide an ideal physical transition between business uses and single family residential areas. Multi-family development within the common of 4 storeys and 30 units per net acre will generally be appropriate. Development of greater height or density may be appropriate where traffic, overshadowing and other impact issues are addressed to the satisfaction of the Development Authority.

- Policy 4.4.1**     *Land uses within SE33 and NE28 shall include primarily residential dwellings and associated uses such as parks, schools, utilities, and local convenience commercial.*
- Policy 4.4.2**     *Land uses within SE 28 shall include business, commercial, institutional, public service and compatible multi-family residential dwellings.*
- Policy 4.4.3**     *All development within the Conceptual Scheme shall conform to the Comprehensive Development policies of the Calgary-Chestermere Corridor Area Structure Plan.*
- Policy 4.4.4**     *Development within SE28 (Buffalo Hills Common) shall be governed by a Direct Control District that will establish landscaping, architectural control, and other means to ensure that development will enhance the visual character of the land as viewed from Highway #1 and from adjoining properties.*
- Policy 4.4.5**     *Overall density of residential development within SE33 and NE 28 shall be in the range of 2 to 3 units per gross acre.*





N.T.S.

Figure 5:  
LAND USE AND TRANSPORTATION

BUFFALO HILLS  
COMPREHENSIVE DEVELOPMENT

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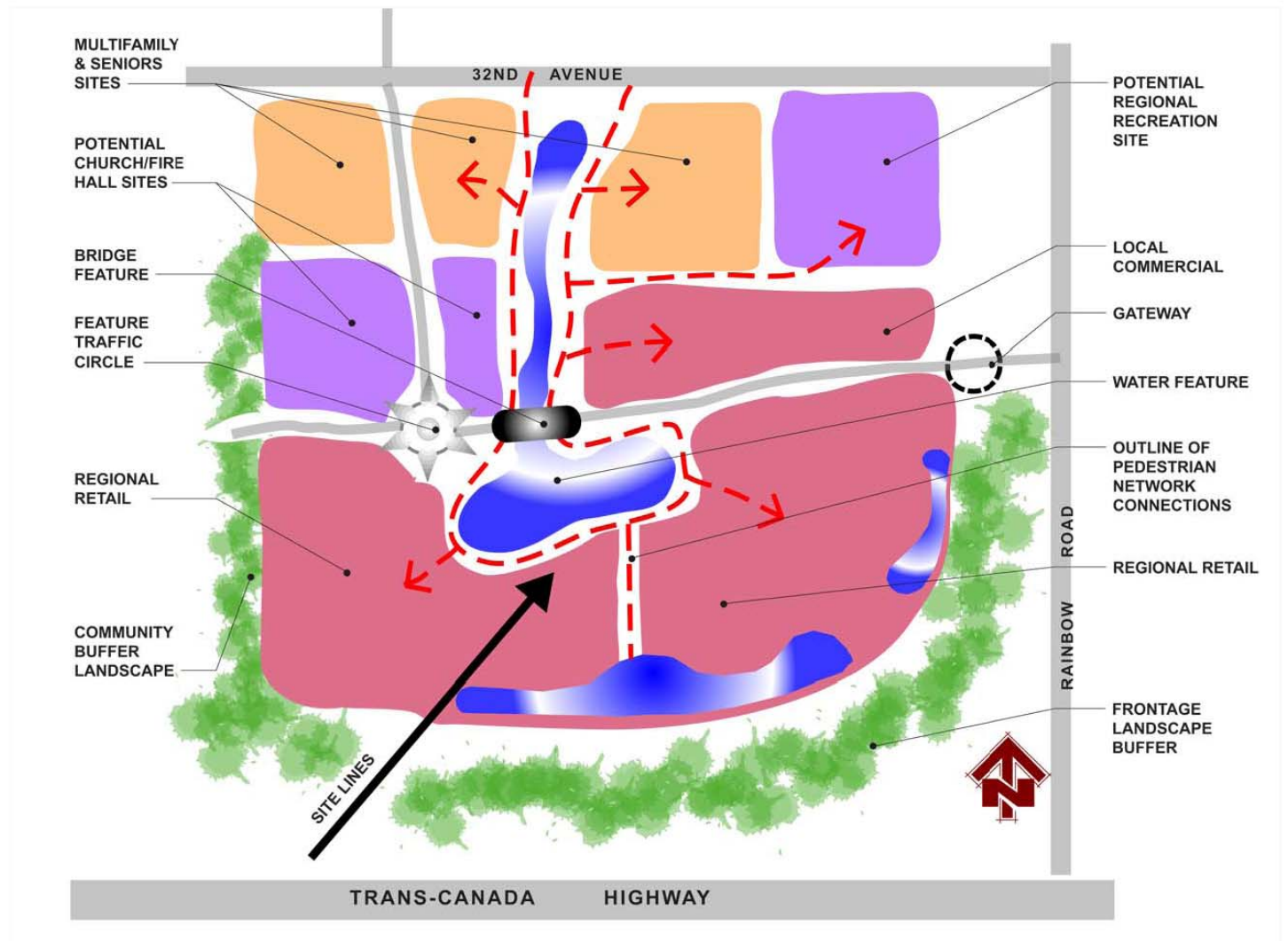


Figure 6:  
BUSINESS AND INSTITUTIONAL AREA

BUFFALO HILLS  
COMPREHENSIVE DEVELOPMENT

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#### **4.5 Public Municipal Reserve Parks and Schools**

The Municipal Government Act (MGA) allows a municipality to require that a landowner/developer allocate and dedicate up to 10% of land being subdivided for purposes of providing public parks.

Municipal Reserve parks and school sites will be provided as illustrated in Figure 5. The plan accommodates 10% of the gross plan area in municipal reserve parks and school sites. A 12-acre school site is located just north of 32<sup>nd</sup> Avenue in a location that is central to the community and easily accessible for school buses. The majority of public parkland will be located within the continuous linear park system. A regional, off-road trail system will provide recreational opportunities and connect key destinations within the community.

All municipal reserve parks will be dedicated to the MD of Rocky View and will be managed and maintained by a Landowner's Association to be established by the developer.

- Policy 4.5.1 A detailed municipal reserve landscape plan shall be provided to the satisfaction of the MD in support of subdivision or development approvals.***
- Policy 4.5.2 Any landscape plan submitted in accordance with Policy 4.5.1 should incorporate native and indigenous plant material.***
- Policy 4.5.3 A 2.0 metre paved regional pathway will be constructed by the developer within the central municipal reserve park.***
- Policy 4.5.4 Municipal Reserve will be provided in full pursuant to the provisions of the Municipal Government Act.***
- Policy 4.5.5 The municipality will take ownership of the Municipal Reserve park system.***
- Policy 4.5.6 Membership in a Landowners' Association shall be a requirement of any new subdivision or development within the Conceptual Scheme Area. A Landowners' Association shall be permanently responsible for municipal reserve parkland, which includes maintenance and liability protection, pursuant to an agreement with the Municipality.***
- Policy 4.5.7 Design of school sites should be undertaken in consultation with the Rocky View School Division and in accordance with Rocky View School Division standards.***

#### 4.6 Integration with Adjacent Land Uses

The Buffalo Hills Concept Plan is compatible with, and integrated with existing and future adjacent land uses. Examples of this integration include:

- a) Highway frontage business development is a logical extension of existing and future business parcels to the west of Buffalo Hills.
- b) Buffalo Hills internal road network has been designed to connect or extend to existing or future roads located west of the site.
- c) Buffalo Hills residential lots are designed to front onto existing or planned/registered roads along the north and/or west boundary of the site.
- d) Buffalo Hills stormwater servicing has been designed to accept runoff from adjacent lands located within the same catchment basin.
- e) Buffalo Hills water and wastewater servicing has been designed to allow for extension to adjacent lands if/when appropriate in the future.
- f) Buffalo Hills will accommodate a local wastewater lift station that will accommodate flows from adjacent lands with this wastewater catchment area.
- g) Parks, trails and/or sidewalks will connect Buffalo Hills parks, schools and services to adjacent residential areas.

#### 4.7 Subdivision, Density and Population

Figure 7 illustrates the ultimate subdivision concept for the Buffalo Hills plan area. Table 1 provides a statistical breakdown of proposed land uses within the Plan Area.

**Table 1:**  
**Land Use Statistics**

	ha	ac	%
Single Family	74.57	184.3	39%
Low Multi-Residential	3.63	9.0	2%
Multi-Residential Sites	8.64	21.3	4%
Institutional Sites (2)	9.02	22.3	5%
Business/Commercial Sites (3)	25.56	63.2	13%
Parks, Schools and Ponds (1)	31.33	77.4	16%
PUL (Sanitary Lift Station)	1.6	4.0	1%
Public Roads	37.69	93.1	20%
Total	192.04	474.5	100%

1 Includes municipal reserve parks (10% of gross site) and stormwater facilities.

2 Includes regional churches, private schools, recreation centre, fire hall,

3 Includes regional and community retail goods and services, offices, hotel, auto sales and service, etc.

The residential areas of Buffalo Hills would accommodate a total of approximately 800 units at a density of 2.5 units per gross residential acre (320 residential acres x 2.5 upga). In addition, multi-family units in the Buffalo Hills Common area could total 640 units (21 acres x 30 units per net acre). Estimated total units and population in Buffalo Hills at ultimate build-out of the community is 1,440 units and 3,648 people (800 single family and low density multi-family units @ 2.8 persons per unit and 640 medium density multi-family units @ 2.2 persons per unit).

The proposed business and institutional areas of Buffalo Hills represent 13% and 5% respectively of the Buffalo Hills land use allocation. These lands would accommodate approximately 340,000 sq. ft. of institutional development at a standard floor-to-site ratio of 0.35. Business and commercial areas would accommodate approximately 640,000 sq. ft. of commercial floorspace at a standard commercial floor-to-site ratio of 0.25, along with additional hotel rooms.

***Policy 4.7.1 Subdivisions within the Conceptual Scheme Area shall be in general conformity with the block configuration illustrated in Figure 7.***

***Policy 4.7.2 Detailed road design and exact size of individual parcels shall be determined at the subdivision stage without amending this Conceptual Scheme.***

## **4.8 Architectural Guidelines**

Proposed architectural guidelines are intended to create a distinctive "Prairie Style" image for Buffalo Hills Common. The vision of the overall development is one that expresses and relates to the surrounding regional prairie context. Elements of prairie style architecture are intended to be expressed through the use of rural based building form / massing, colors / materials and incorporating indigenous planting materials to further enhance the overall consistent visual expression.

### ***i) Building Setbacks Adjacent to Highway #1 and Agricultural Lands***

The following minimum building setbacks will apply to all new development in order to ensure spacious setbacks from public roadways and to provide for greater setbacks than are normally required under the Land Use Bylaw where sites abutting Highway 1 or agricultural lands adjacent to the Conceptual Scheme Area.

Minimum from any highway right of way or highway frontage road	10 metres
Minimum from existing agricultural operations	20 metres

**ii) Landscaping**

Buffalo Hills Common will accommodate a broad range of commercial, institutional and retail potentials. The water and wetland elements, which are central to the master planning of the district, will form the pedestrian linkages and feature components in creating a truly unique, comprehensive and high quality development. The following landscape guidelines are intended to provide a comprehensive unifying visual aesthetic to Buffalo Hills Common:

- a) Landscaping on each lot shall be concentrated in the "Front Yards" in a manner that complements the fronting exposure or the wetland features;
- b) No outdoor display areas, storage areas or parking areas shall be allowed within landscaped yards;
- c) Planting of trees and shrubs within landscaped areas shall be in accordance with, or exceed landscaping standards of the Rocky View Land Use Bylaw;
- d) The developer shall implement the landscaping plan to the satisfaction of the Municipality.

**iii) Highway 1 / Rainbow Road Guidelines**

Due to the interface of Buffalo Hills Common with Highway 1 and Rainbow Road, the visual treatment on these development sites will be subject to the following development guidelines. These guidelines are intended to promote and ensure achievement of a coordinated and pleasant visual presence toward these high volume public roads.

- a) Loading bays, service areas, garbage facilities must be partially and completely screened by the use of screen walls / enclosures and strategically situated landscaping.
- b) Parking areas should be situated to reduce the overall visual impact from Highway 1 and Rainbow Road.
- c) Building design emphasis should be on those building elevations that are openly visible from Highway 1 and Rainbow Road while promoting the theme of "Prairie Style Architecture".
- d) Within any single parcel, the colors, materials and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
- e) All buildings shall be permanent structures with good quality commercial grade exterior finishes. This would include, stucco, pre-cast concrete, brick / stone masonry, metal panel products, siding and colored split face concrete block. Wood, unfinished concrete may be used as secondary material only.
- f) Facades of building which exceed 30 metres measured horizontally, and facing public roads, shall incorporate plane projections or recesses having a depth of at least 2% of the length of the facade and extending at least 20% of the length of the elevation.

- g) Facades of buildings facing onto Highway 1 or Rainbow Road shall include at least three of the following architectural elements:
  - i. color change
  - ii. texture change
  - iii. material module change
  - iv. expression of architectural or structural bay through a change in plane
  - v. provision of a feature architectural element indicative of "Prairie Style Architecture".
- h) Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads.
- i) Roofs should have at least two of the following features:
  - i. raised parapets to conceal roof planes and rooftop equipment.
  - ii. overhanging eaves extending past the supporting wall.
  - iii. sloping or pitched roofs with two or more roof slope planes.
  - iv. provision of a feature architectural element indicative of "Prairie Style Architecture".
- j) Each primary building entry shall have a clearly defined main public entrance featuring at least two of the following:
  - i. canopy or portico
  - ii. overhang or arcade
  - iii. raised parapet over entry
  - iv. outdoor amenity area
  - v. upgraded window glazing areas
  - vi. provision of a feature architectural element indicative of "Prairie Style Architecture".

**iv) Parking Lot Guidelines**

In an effort to reduce the negative impact of large parking lots, the following guidelines would be required for all large scale parking areas:

- a) Landscaped islands are required at the ends of parking modules.
- b) The maximum length of a parking module without a landscape swale or island shall be 26 parking stalls.
- c) The minimum width of a landscape swale or island within a parking area shall be 2 metres.
- d) Trees shall be planted within parking areas at a ratio of 1 tree per 30 parking stalls.

**v) Lighting Plan**

The MD of Rocky View supports a "dark sky" policy in order to conserve energy, reduce lighting overspill beyond site boundaries, and promote the visibility of

stars and night skies. The following guidelines would be in effect to respect this objective:

- a) Exterior lighting should be designed to conserve energy, reduce glare and up lighting.
- b) All development will be required to demonstrate that the overall site lighting design reduces spill-over glare.

**vi) Signage**

Signage guidelines are intended to promote and ensure achievement of a coordinated and consistent visual expression throughout all parts of Buffalo Hills Commons. The following guidelines will apply to all development within the Buffalo Hills Common

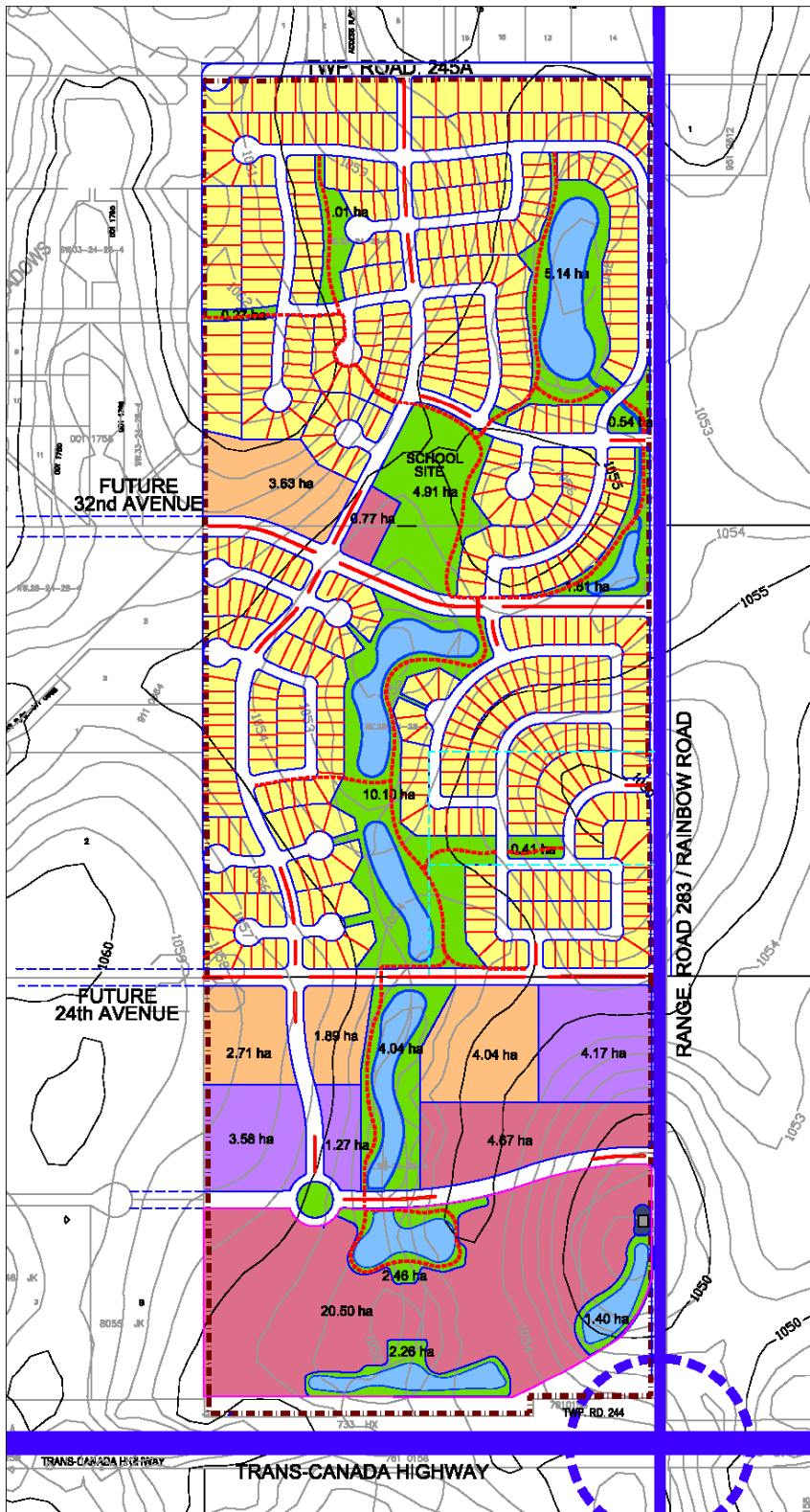
- a) Signage shall be subject to approval as part of the Development Permit process to match the design and materials of the buildings.
- b) Signage should be constructed of permanent, high quality material and designed such that signage proliferation will not create an excessive or garish appearance from public roads.
- c) No signage shall project higher than the roof height of the building to which it is attached.
- d) Signage should include multi-tenant identification signs, gateway signs, entry, corner, directional signs, corporate pylon signs, fascia signs, wall signs and message signs. Roof signs and projecting signs will not be acceptable.

***Policy 4.8.1 Development standards and architectural guidelines described in this plan shall be registered against the title of all properties and shall be implemented and administered by the developer and/or a Landowners' Association.***

## **4.9 Community and Place Naming**

A community/neighbourhood and street naming application is provided in Attachment 2. The community name "Buffalo Hills" has been chosen to commemorate the history of the buffalo and the First Nations in Southern Alberta, and the legacy of the early settlers who came here looking for a better way of life for themselves and their children.

This historical theme is proposed to be carried through in the naming of places throughout the community including streets, parks and neighbourhoods. Street names for example include Buffalo Hills Drive, White Buffalo Way, Painted Tipi Terrace, Buffaloberry Row, and Star Child Lane. The proposed regional business and institutional centre name is Buffalo Hills Common. Historical place name references for parks, ponds and pedestrian trails include Rubbing Stone Park, Buffalo Wallow Walk, and Pemmican Park.



N.T.S.

## LEGEND

- - - - - CONCEPT PLAN BOUNDARY
- FUTURE GRADE-SEPARATED INTERCHANGE
- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- BUSINESS & COMMERCIAL
- INSTITUTIONAL
- PARKS, OPEN SPACE, & SCHOOLS
- PUBLIC UTILITY LOT
- STORMWATER PONDS
- - - - - OFF-STREET TRAIL SYSTEM

Figure 7:  
**ULTIMATE SUBDIVISION**  
BUFFALO HILLS  
COMPREHENSIVE DEVELOPMENT

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## **5.0 Infrastructure**

### **5.1 Roadways**

Existing and planned regional and local roadways are illustrated in Figure 7.

A Traffic Impact Assessment, (Buffalo Hills Conceptual Scheme, Traffic Impact Assessment – Bunt and Associates Engineering (Alberta) Ltd., December 2005) has been prepared in support of this Conceptual Scheme and submitted to the MD of Rocky View under separate cover. The TIS was prepared to address the location of existing and future roadway transportation networks and establish the necessary improvements to accommodate the proposed site-generated traffic from the Buffalo Hills development.

#### ***i) Regional Roadways***

Regional roadways that will serve future development in the Calgary-Chestermere Corridor area are illustrated in Attachment 1. This regional roadway system was approved by Rocky View Council as part of the Calgary-Chestermere Corridor Area Structure Plan and is consistent with Alberta Infrastructure and Transportation's plans for the Highway #1 corridor (Highway 1:10 and 1:12 Access Management Study, Alberta Transportation, October 2002). The Buffalo Hills Concept Plan accommodates all future regional roadways as proposed in the above-noted municipal and provincial transportation plans. In particular, development of Buffalo Hills will support implementation of the following links in the regional road system.

- Rainbow Road from Highway #1 to McKnight Blvd – Minor arterial road
- 32<sup>nd</sup> Avenue from Rainbow Road to East Freeway – Major arterial road
- 24<sup>th</sup> Avenue between Rainbow Road and Garden Road – Collector Road
- Highway #1 Service Road from Rainbow Road to Conrich Road – Collector road.

Alberta Infrastructure and Transportation is currently undertaking detailed design for the East Freeway (see Attachment 1) which is to be constructed within the Calgary Transportation and Utility Corridor (CTUC) within the next 3-5 years. The East Freeway will connect Highway 1A to Highway#2/Stoney Trail in the first stage, with interchanges at Highway 1A, Highway 1, and Township Road 250/McKnight Boulevard.

#### ***ii) Local Roadways***

Local roadways will be an important part of the unique rural character of the Buffalo Hills community. Proposed local and collector internal roadway standards are illustrated in Figure 8.

Local residential roads will provide an 8 metre carriageway within a 15.0 metre right-of-way. The carriageway will be contained by rolled curbs and will accommodate one lane of traffic in each direction and a narrow lane for casual

parking and/or bicycles on one side of the road. An integrated sidewalk will be located on one side of every local residential road.

Collector roads are intended to be used primarily at community entry points where traffic will be somewhat higher than on local roads and where a visual sense of community arrival is desirable. Collector roads will include a treed median, one lane of traffic in each direction, one narrow parking/bicycle lane in each direction, and an integrated sidewalk on both sides of the road as illustrated in Figure 8.

**iii) Traffic Impact Assessment**

The existing road network, allowing for “background traffic” to increase at a typical rate of 5 percent per year, will accommodate a number of defined Phase 1 Buffalo Hills development scenarios with minor changes to the intersection of Rainbow Road and the Trans Canada Highway. These Phase 1 development scenarios are illustrated in the following table.

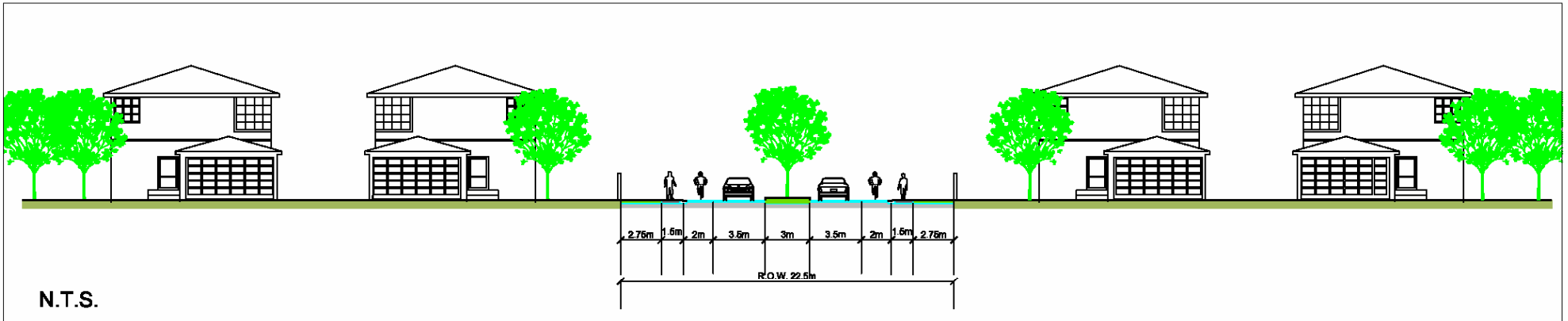
Scenario	Development	Timing	Assumptions
Commercial and Residential	320,000 sq. ft. commercial and 45 residential units	2008	No Rainbow Road connection to Hwy 1A Background traffic increases by 5%/year
Commercial Only	520,000 sq. ft. commercial	2010	No Rainbow Road connection to Hwy 1A Background traffic increases by 5%/year
Residential Only	400 units	2010	No Rainbow Road connection to Hwy 1A Background traffic increases by 5%/year Captures 25% of growth in the area per year 450 units/year developed in the area

Once the capacity of the existing unsignalized intersection at Rainbow Road and Trans Canada Highway is reached, further development may require a grade separated interchange at the Rainbow Road/TCH intersection. As shown in the table, a grade-separated interchange is expected to be warranted during the 2009-2010 period. This is based on the assumption that a water supply system will be in place by 2008.

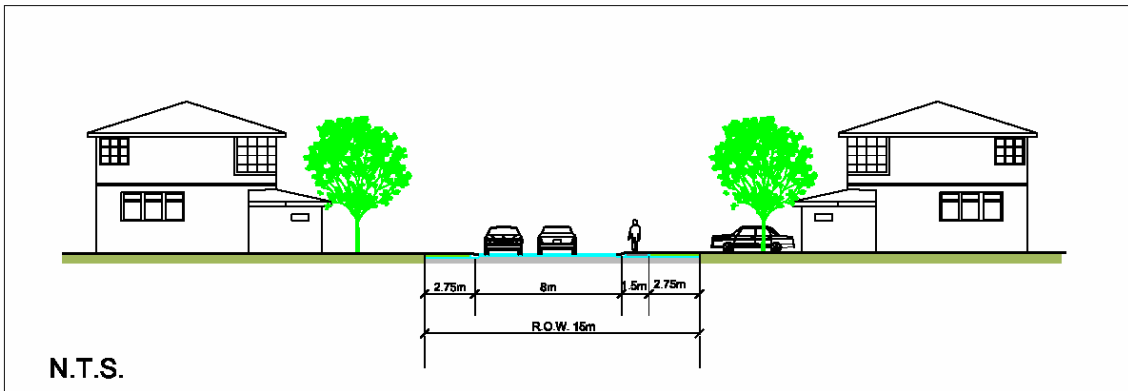
**Policy 5.1.1**     *Development shall satisfy the requirements of Alberta Infrastructure and Transportation with respect to protecting the function of Highway #1.*

**Policy 5.1.2**     *Development shall provide required road rights-of-way and road widening to the satisfaction of Alberta Infrastructure and Transportation and the MD of Rocky View.*

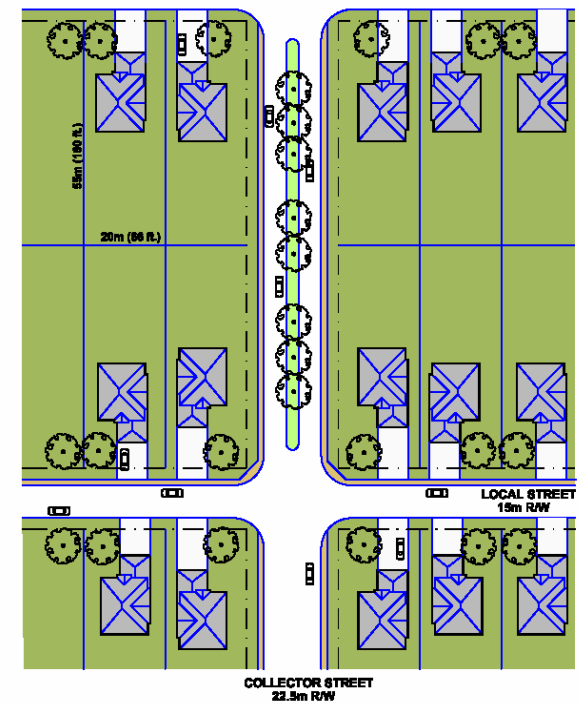
- Policy 5.1.3**     *All regional roadways within and adjacent to the Concept Plan area will be developed to MD of Rocky View standards.*
- Policy 5.1.4**     *A minimum 36 metre right-of-way shall be required by the Municipality for Rainbow Road and for the future alignment of 32<sup>nd</sup> Avenue.*
- Policy 5.1.5**     *Access to the subdivision shall be generally in accordance with Figure 7. Direct access from lots to Highway #1 will not be permitted.*
- Policy 5.1.6**     *Development of Buffalo Hills will be staged to proceed in accordance with the capacity of regional roadways to accommodate traffic to/from the development.*
- Policy 5.1.7**     *The developer will provide a Traffic Impact Study (TIS) in support of each stage of development to identify improvements to the road system required to accommodate proposed development.*
- Policy 5.1.8**     *Approval for new direct access to Rainbow Road or 32<sup>nd</sup> Avenue will be restricted based on the recommendations of a Traffic Impact Study, at the discretion of the municipality.*
- Policy 5.1.9**     *The development will provide and maintain appropriate emergency vehicle access in accordance with Municipal standards.*
- Policy 5.1.10**    *The developer shall dedicate lands required for intersectional upgrades at Rainbow Road and Highway #1 as a condition of subdivision.*
- Policy 5.1.11**    *Complete road systems shall be constructed by the developer to the satisfaction of the MD of Rocky View.*
- Policy 5.1.12**    *A Transportation Off-Site Levy shall be paid by the developer to the Municipality in accordance with the Transportation OSL Bylaw, as amended.*
- Policy 5.1.13**    *Cost sharing and/or Endeavours To Assist will be considered where oversized infrastructure is provided beyond what is required for the development, at the sole discretion of Council.*
- Policy 5.1.14**    *A functional design study for the future Highway #1/Rainbow Road interchange may be required to the satisfaction of AIT at the time of initial subdivision approval in SE28-24-28-W4M.*



**COLLECTOR STREET WITH MEDIAN**



**LOCAL STREET**



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**Figure 8:**  
**INTERNAL ROAD STANDARDS/ STREETSCAPE**

**BUFFALO HILLS  
COMPREHENSIVE DEVELOPMENT**

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**April 2006**

## 5.2 Stormwater Management

The proposed stormwater management concept is illustrated in Figure 9. A Staged Master Drainage Plan, (SMDP for Buffalo Hills Subdivision - Westhoff Engineering Resources Inc. December 2005) has been prepared in support of this Conceptual Scheme and submitted to the MD of Rocky View under separate cover. The SMDP describes an integrated stormwater management approach to manage runoff from the proposed development by incorporating wetlands, rain harvesting and re-use.

The drainage strategy for Buffalo Hills includes the following items:

- Incorporation of the existing wetlands into the stormwater management system as retention and treatment systems, recognizing that modifications may be required;
- Capture and re-use of the annual precipitation for irrigation of green spaces, irrigation of gardens and landscaped area, etc.
- Provision of an overland escape route for emergency flows;
- All drainage to be conveyed by overland systems including curb and gutters along streets and crossing intersections, curb cuts, swales between lots, and through green spaces, and roadside ditches along major roadways;
- All ponds combined to be handling the runoff resulting from a 1:100 year design storm event;
- Combined, the wetlands and additional ponds shall provide treatment for Total Suspended Sediment (TSS) and meet current targets to reduce TSS loadings to receiving streams;
- Best Management Practices including the use of vegetated swales for removal of sediments, installation of erosion and sediment controls, and an eco-system friendly approach regarding the use of fertilizers and pesticides will be used throughout the development.

***Policy 5.2.1 All stormwater management shall be in accordance with Alberta Environment's Best Management Practices and the MD of Rocky View's Servicing Standards for Subdivision and Road Construction.***

***Policy 5.2.2 A Site Implementation Plan (SIP) will be required in support of each phase of subdivision to the satisfaction of the Municipality.***

***Policy 5.2.3 Stormwater management ponds and facilities shall be located on a Public Utility Lot and maintained and operated by a Landowners' Association.***



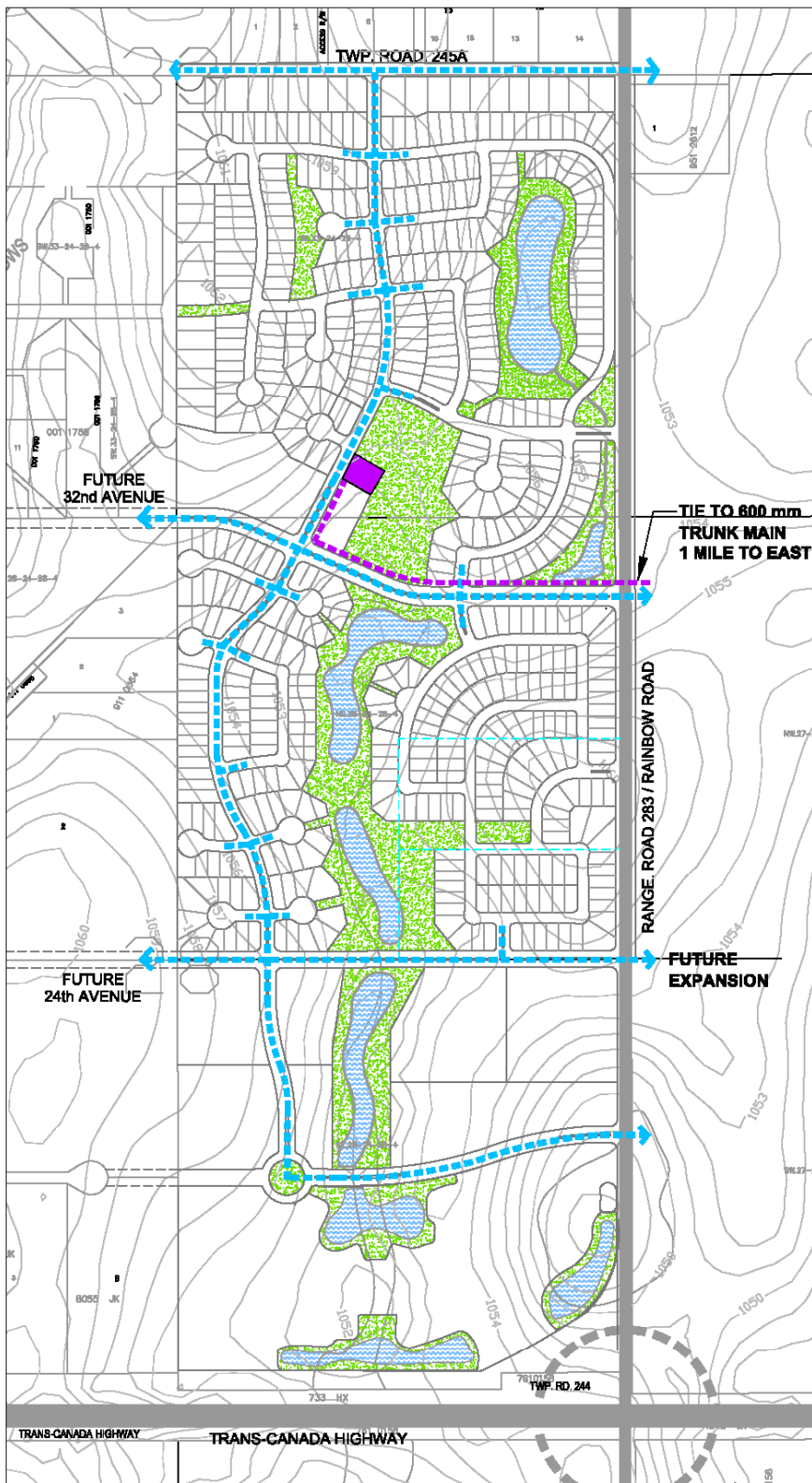
- Policy 5.2.4**     *The area at the High Water Level (HWL=NWL+1 metre) shall be the limit of the Public Utility Lot while the buffer surrounding each of the stormwater storage facilities shall be part of the municipal reserve parkland dedication.*
- Policy 5.2.5**     *Stormwater Management for the Buffalo Hills Conceptual Scheme area shall be on the basis of “Volume Maximizing Regime (VMR) with optimizing water available for re-use” strategy. A zero discharge concept demonstrating water conservation is proposed and encouraged for implementation.*
- Policy 5.2.6**     *It is recognized that there are stormwater allocations existing for Chestermere Lake, a waterbody that is an integral part of the Western Irrigation District (WID) system. Any discharge into the irrigation works will require meeting limits as to peak flows, volumes and chemical content and requires approval from the WID.*

### **5.3 Water Supply**

The proposed Buffalo Hills water distribution system is illustrated in Figure 10. Potable water will be supplied from the proposed East Rocky View Utilities Network currently being planned to follow the alignment of the East Rocky View Regional Wastewater Transmission Main. This system will draw raw water from a new surface water intake on the Bow River south of Langdon and distribute treated water from an upgraded Langdon Waterworks water treatment plant to a series of regional treated water storage reservoirs. These regional reservoirs would distribute treated water and fire flows to area communities.

The servicing concept for Buffalo Hills will provide a system of 150 and 200mm internal water lines. These local lines will tie to the 600mm Rocky View water trunk main located one mile to the east of the Plan Area via 300 and 400mm lateral connection lines arranged on a grid pattern to ensure even coverage. A local water reservoir may be required within the Buffalo Hills Conceptual Scheme in order repressurize water for distribution.

- Policy 5.3.1**     *Water shall be supplied by a municipal potable water system or a communal piped distribution system to the satisfaction of the MD of Rocky View and in accordance with the Alberta Water Act.*
- Policy 5.3.2**     *The developer shall obtain all necessary Municipal and Provincial approvals for potable water supply for commercial purposes.*



N.T.S.

## LEGEND

- DISTRIBUTION MAINS
- TRANSMISSION MAINS
- RESERVOIR

**Figure 10:**  
**WATER SUPPLY**  
 BUFFALO HILLS  
 COMPREHENSIVE DEVELOPMENT

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- Policy 5.3.3**     *Limited commercial development with low water requirements and/or residential development may be served from groundwater well supply on an interim basis where alternative municipal systems are not available.*
- Policy 5.3.4**     *All developments shall require a water supply system sufficient to meet fire flow requirements*

## **5.4 Wastewater**

The proposed wastewater collection system is illustrated in 11.

Wastewater services will be provided by the East Rocky View Regional Wastewater Transmission Main. This system is currently under construction. Wastewater trunk mains are located one mile east and ½ mile north of the Buffalo Hills Concept Plan area. These trunk lines will discharge to the Langdon wastewater treatment plant.

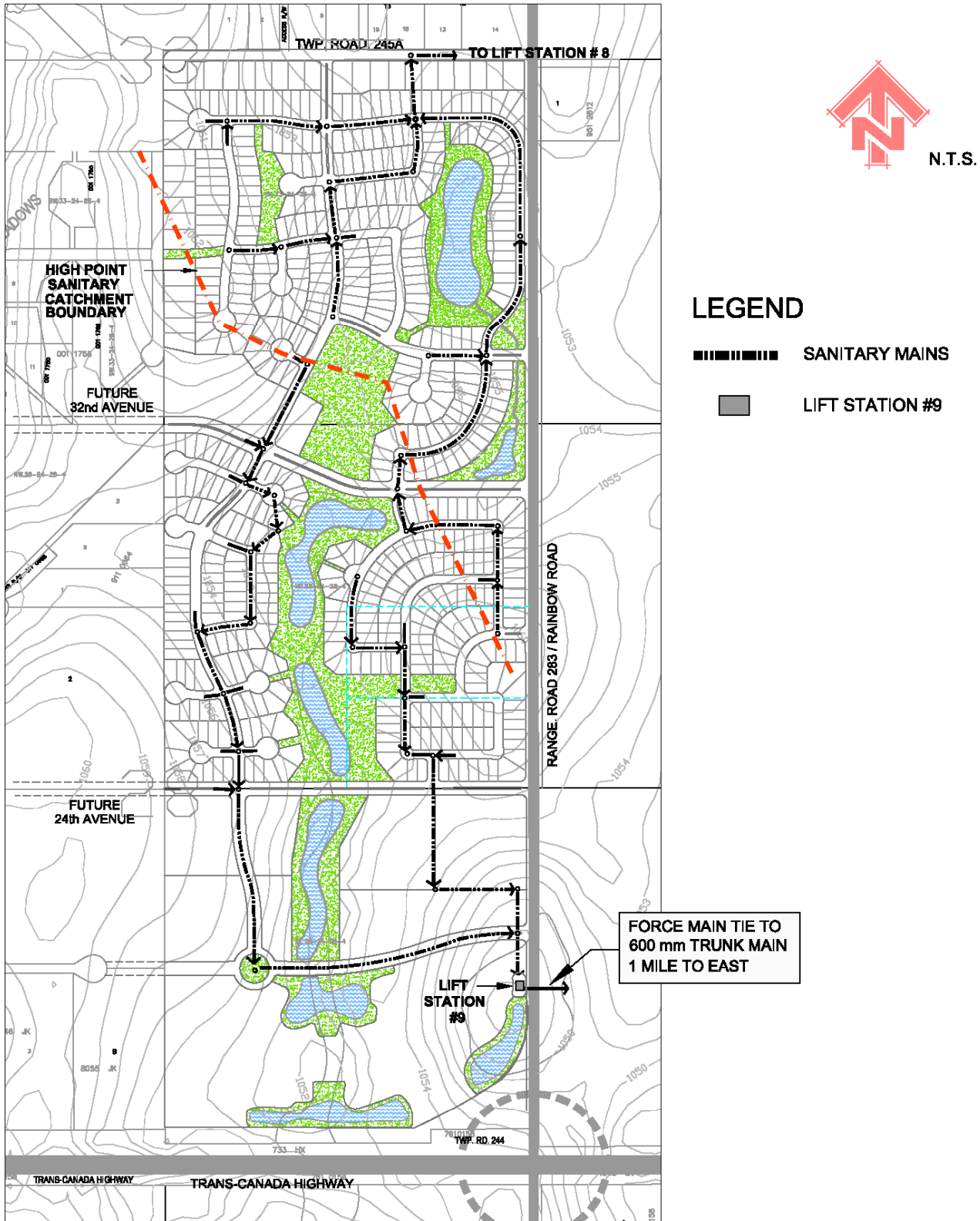
The Buffalo Hills Plan Area contains two local catchment areas for wastewater services. The southern 2/3 of the property will drain to a Lift Station #9 to be located at the southeast corner of the Plan Area. A forcemain will connect this lift station to the wastewater trunk main located one mile to the east of Rainbow Road. The northern 1/3 of the property will drain by gravity to Lift Station #8 to be located to the north of the Plan Area.

- Policy 5.4.1**     *All development shall require a communal wastewater collection and treatment system.*
- Policy 5.4.2**     *Sanitary Wastewater systems shall be designed in accordance with applicable municipal, provincial, and federal standards and shall be provided to the satisfaction of the MD of Rocky View.*

## **5.5 Shallow Utilities**

Shallow utility services including electric power, natural gas, telephone, cable and high speed internet services will be provided by local utility companies. A mix of underground utilities and overhead power lines will be located within easements to be established in front yards parallel to the road right-of-way.

- Policy 5.5.1**     *Shallow utilities shall be provided at the sole expense of the developer within appropriate rights-of-way established at the subdivision stage.*



5.6 Solid Waste

Solid Waste Management will be the responsibility of property owners via the Landowners' Association. The Landowners will contract with a solid waste disposal service for residential disposal services. Non-residential uses may choose to contract a commercial waste disposal service.

***Policy 5.6.1 A Deferred Servicing Agreement (DSA) shall be registered against each individual title describing the lot owner's obligations for participation in a possible future solid waste handling system.***

5.7 Community, Protective and Emergency Services

The MD of Rocky View currently provides community and social services through the Family and Community Support Services program, and recreational services through a system of local Recreation District organizations. The "Municipal District of Rocky View – 2005 Community Needs Assessment Survey" (HarGroup Management Consultants) examined MD services related to Family and Community Support Services (FCSS), Recreation, Library Services, Municipal Lands and Specialized Transportation. The purpose of the survey was to better understand how and why residents use community services and identify important community issues to contribute to a long-term comprehensive service plan in Rocky View.

Police service for Buffalo Hills will be provided by the Royal Canadian Mounted Police and MD of Rocky View Special Constables.

Fire protection is currently provided by the City of Calgary Fire Department under an intermunicipal agreement with the MD of Rocky View. Fire protection water supply for the area will be provided from the East Rocky View Utilities Network via fire hydrants to be located throughout the community.

***Policy 5.7.1 New subdivisions shall meet the criteria and requirements for on-site fire fighting measures as determined by the MD of Rocky View.***

***Policy 5.7.2 Development Permit plans will be encouraged to consider and incorporate principles of Crime Prevention Through Environmental Design (CPTED).***

***Policy 5.7.3 Land for the provision of library, community hall, athletic arenas, fire hall, or other community services may be considered by the Municipality for incorporation into subdivision plans. Subject to municipal priorities, community services and facilities would complement the Buffalo Hills business and institutional land uses.***

- Policy 5.7.4     The developer will endeavour to collaborate with the municipality, the Chestermere-Conrich Recreation Board, local school divisions, and other community and social service agencies in the provision of school sites, recreation services, and community and social services within the Buffalo Hills community.***
- Policy 5.7.5     Along with other agencies and jurisdictions, the Municipality shall monitor the needs of residents and of developments within the Conceptual Scheme area over time to ensure appropriate levels of community, protective and emergency services are maintained.***

## **6.0 Implementation and Phasing**

### **6.1 Process**

Implementation of this Conceptual Scheme will occur through the land use redesignation and subdivision approval processes. This Conceptual Scheme provides a framework of policies and requirements that complement the policies contained in the Calgary-Chestermere Area Structure Plan. These policies will guide subsequent subdivision and development approval processes to achieve phased development of a comprehensive development within the MD of Rocky View.

It is anticipated that two Direct Control District bylaws will be adopted for the Buffalo Hills Comprehensive Development Conceptual Scheme Area. Separate Direct Control Bylaws will be prepared for the residential land uses and for the non-residential land uses. This will ensure that all lands within the Conceptual Scheme are subject to coordinated development requirements and obligations under a Residential Landowners' Association and a Business Landowners' Association. The Direct Control Districts will contain performance requirements and development guidelines that are consistent with the land use policies, development concepts, architectural and landscaping concepts contained in this Conceptual Scheme.

***Policy 6.1.1     The MD of Rocky View shall implement this Conceptual Scheme through the land use redesignation, subdivision, and development approval processes.***

***Policy 6.1.2     A Landowners' Association shall be established to assume eventual responsibility for common lands and infrastructure at the time of subdivision.***

***Policy 6.1.3     Once the Buffalo Hills Conceptual Scheme has been adopted by Council, the CCCASP will be amended to remove the lands from the "Agricultural Transition" policy area and identify them as "Comprehensive Development" policy area. Policies within the adopted Conceptual Scheme will then guide the future land use redesignation, subdivision and development of the lands.***

### **6.2 Viability and Rationale**

Early development of Buffalo Hills under a long-term phasing plan is appropriate today for the following reasons:

- a) Development will extend existing Conrich area residential development areas toward Rainbow Road – a planned major arterial roadway that will serve the broader area.

- b) Development at Buffalo Hills provides an opportunity to introduce a more comprehensively planned mix of lot sizes and housing types into the Calgary/Chestermere corridor and the Conrich area in particular.
- c) Buffalo Hills is one of the few sites east of Calgary that will support a comprehensively planned regional business and institutional centre. Planning for a regional centre must start early to establish a market position for national businesses.
- d) The MD of Rocky View is building a significant new wastewater system and planning a new water system that will serve the Plan Area. Early development of Buffalo Hills will provide immediate economic support for this new municipal infrastructure.

### **6.3 Rocky View Interests**

The Rocky View Economic Development Strategy (page 21) identifies the Chestermere area as a “General Area of Growth” and identifies the following specific development interests.

- “A growing interest in the residential potential of this area is a primary strength. The Trans Canada No.1 Highway, Highway 1A and proximity to the City of Calgary are also key assets for highway commercial and development that will complement residential growth.”
- “Residential growth extending east from the City of Calgary and west from the Town of Chestermere are a primary consideration for continued economic growth.”

The Economic Development Strategy (page 75) recognizes that “expanding businesses in the City of Calgary and City of Airdrie are looking at new locations in Rocky View for various reasons (lower taxes, more space, better access to markets and major transportation corridors, less red tape).” The Buffalo Hills development of fully-serviced residential lots and will represent a new type of fully-serviced and comprehensively planned mixed-use development that can help Rocky View to realize the following types of municipal economic benefits:

- service the day-to-day convenience needs of the growing number of local residents residing in the East Rocky View area
- provide high quality architectural design and an appropriate Rocky View landmark at a highly visible regional gateway location
- support for significant economic investment and construction activity within the MD of Rocky View
- increase in the non-residential assessment base and business taxes to offset the burden from residential land uses
- provision of new jobs and permanent commercial employment within Rocky View
- support for investment in new water and wastewater servicing systems for the East Rocky View area.

## **6.4 Regional and Intermunicipal Interests**

The Buffalo Hills Conceptual Scheme conforms to the policies of the Calgary-Chestermere Area Structure Plan (CCCASP). The CCCASP has been circulated to both the City of Calgary and the Town of Chestermere and amendments have been adopted to the satisfaction of both urban municipalities. Therefore, it is not anticipated that either Calgary or Chestermere will be unduly impacted by implementation the Buffalo Hills Conceptual Scheme.

The proposed Buffalo Hills Common Regional Business and Institutional Centre located in SE-28 adjacent to Highway #1 is located within “Area B – Notification Zone” of the MD of Rocky View / City of Calgary Intermunicipal Development Plan (IDP). The intent of this policy is “to ensure that development in both municipalities along these highways addresses the development guidelines and the design themes contained in the “Improving Calgary’s Entranceways” study.

***Policy 6.4.1 Land use redesignation and development permit applications located within SE28 will be circulated to the City of Calgary for review in accordance with the MD of Rocky View/City of Calgary Intermunicipal Development Plan.***

***Policy 6.4.2 Land use redesignation and development permit applications located within SE28 will be circulated to the Town of Chestermere for review in accordance with the existing understanding between Rocky View and Chestermere.***

***Policy 6.4.3 The MD of Rocky View and the Town of Chestermere share a common interest in the physical quality of development that is visible from Highway #1. All development on sites within SE28 will address the guidelines and design themes in the “Improving Calgary’s Entranceways” study to the satisfaction of the Development Approval Authority.***

## **6.5 Construction Management Plan**

A Construction Management Plan shall be prepared to address dust control, noise, truck routes and access to the site, and potential for interference with any nearby residential areas.

***Policy 6.5.1 A Construction Management Plan shall be provided by the developer to the satisfaction of the MD of Rocky View prior to issuance of a Stripping and Grading Permit.***

## **6.6 Phasing**

Subdivision and development of Buffalo Hills will occur in phases that are logically related to the provision of infrastructure. Anticipated phasing is

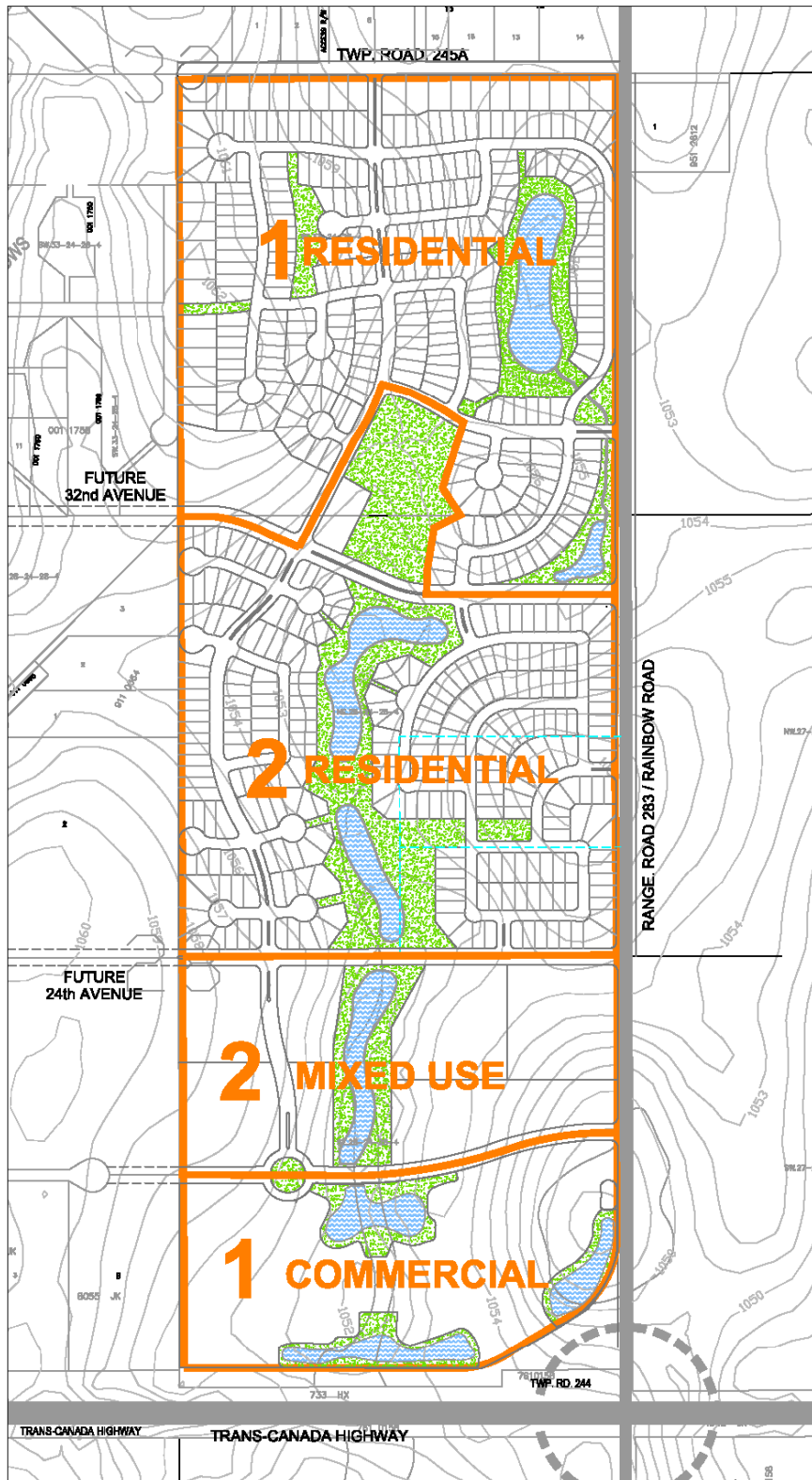


illustrated in Figure 12. Although a phasing strategy is illustrated in this Conceptual Scheme, phasing will be subject to market demand where the developer pays all costs associated with infrastructure to service each phase.

Phase 1 is expected to commence with development of the North Buffalo Hills residential area in SE32 (north of the future 32<sup>nd</sup> Avenue). Depending on the strength of initial market demand some commercial development may also be warranted in the Buffalo Hills Common area in Phase 1. Phase 1 development will be restricted to traffic generation levels that can be accommodated by the existing road system with improvements prior to construction of a grade-separated interchange at Rainbow Road and Highway #1. These development levels are described in Section 5.0 of this Conceptual Scheme and may vary to some extent in the future based on interim improvements to the regional road system and the results of any updated Traffic Impact Assessment to the satisfaction of the MD of Rocky View and Alberta Infrastructure and Transportation.

Subsequent phases will extend roadway, water and wastewater infrastructure toward the west and the centre of the Buffalo Hills community.

- Policy 6.6.1**     *Development of the Conceptual Scheme Area shall generally be in accordance with Figure 12. Subject to provision of all infrastructure requirements a change in phasing shall not require an amendment to this Conceptual Scheme.*
- Policy 6.6.2**     *Initial subdivision of each phase shall create roads and road rights-of-way, municipal reserve and utility parcels, and create blocks for further subdivision. As marketing dictates, lots shall be subdivided from larger blocks within approved phases. The general layout shown in Figure 7 - Subdivision Plan shall be maintained while the number, size and layout of lots shall be determined through the subdivision approval process.*
- Policy 6.6.3**     *The Municipality may require updates to either the Traffic Impact Assessment or the Stormwater Management Plan at each stage of subdivision.*



N.T.S.

**Figure 12:**  
**PHASING CONCEPT**  
**BUFFALO HILLS**  
**COMPREHENSIVE DEVELOPMENT**  
 Spearpoint Holdings Ltd.  
 April 2006

## 7.0 Public Consultation

Public consultation during preparation of the Buffalo Hills Conceptual Scheme included two public open house meetings.

A Public Open House was held at the Prince of Peace Hall from 4:00-8:00PM on October 6, 2005. The purpose of this open house was to discuss the early concept plan with immediately adjacent neighbours and to adapt the plan to accommodate the preferences of neighbours wherever possible. Notices were mailed directly to all adjacent landowners. A Canada Post mail drop was delivered to all households in the Conrich RR#6 area. About 50 people attended this open house. Brown and Associates Planning Group held six additional phone discussions with neighbours. One comment sheet was filled out by an adjacent landowner who indicated “full support” and “planning is sound and will create a quality development adjacent to us”.

Many discussions with neighbours occurred at the open house and resulted in detail modifications to road connections and interface conditions at the edge of the Concept Plan area.

A second public open house meeting was held at the Prince of Peace Hall on April 5, 2006. The purpose of this open house was to present refinements to the plan that had been made as a result of the previous input from neighbours and changes to the plan in response to the MD of Rocky View's technical circulation process. The April 2006 open house was advertised in the Rocky View Weekly and Chestermere Anchor newspapers.

## 8.0 Policy Summary

- Policy 4.4.1**     *Land uses within SE33 and NE28 shall include primarily residential dwellings and associated uses such as parks, schools, utilities, and local convenience commercial.*
- Policy 4.4.2**     *Land uses within SE 28 shall include business, commercial, institutional, public service and compatible multi-family residential dwellings.*
- Policy 4.4.3**     *All development within the Conceptual Scheme shall conform to the Comprehensive Development policies of the Calgary-Chestermere Corridor Area Structure Plan.*
- Policy 4.4.4**     *Development within SE28 (Buffalo Hills Common) shall be governed by a Direct Control District that will establish landscaping, architectural control, and other means to ensure that development will enhance the visual character*

- of the land as viewed from Highway #1 and from adjoining properties.*
- Policy 4.4.5** *Overall density of residential development within SE33 and NE 28 shall be in the range of 2 to 3 units per gross acre.*
- Policy 4.5.1** *A detailed municipal reserve landscape plan shall be provided to the satisfaction of the MD in support of subdivision or development approvals.*
- Policy 4.5.2** *Any landscape plan submitted in accordance with Policy 4.5.1 should incorporate native and indigenous plant material.*
- Policy 4.5.3** *A 2.0 metre paved regional pathway will be constructed by the developer within the central municipal reserve park.*
- Policy 4.5.4** *Municipal Reserve will be provided in full pursuant to the provisions of the Municipal Government Act.*
- Policy 4.5.5** *The municipality will take ownership of the Municipal Reserve park system.*
- Policy 4.5.6** *Membership in a Landowners' Association shall be a requirement of any new subdivision or development within the Conceptual Scheme Area. A Landowners' Association shall be permanently responsible for municipal reserve parkland, which includes maintenance and liability protection, pursuant to an agreement with the Municipality.*
- Policy 4.5.7** *Design of school sites should be undertaken in consultation with the Rocky View School Division and in accordance with Rocky View School Division standards.*
- Policy 4.7.1** *Subdivisions within the Conceptual Scheme Area shall be in general conformity with the block configuration illustrated in Figure 7.*
- Policy 4.7.2** *Detailed road design and exact size of individual parcels shall be determined at the subdivision stage without amending this Conceptual Scheme.*
- Policy 4.8.1** *Development standards and architectural guidelines described in this plan shall be registered against the title of all properties and shall be implemented and administered by the developer and/or a Landowners' Association.*
- Policy 5.1.1** *Development shall satisfy the requirements of Alberta Infrastructure and Transportation with respect to protecting the function of Highway #1.*
- Policy 5.1.2** *Development shall provide required road rights-of-way and road widening to the satisfaction of Alberta Infrastructure and Transportation and the MD of Rocky View.*

- Policy 5.1.3**     *All regional roadways within and adjacent to the Concept Plan area will be developed to MD of Rocky View standards.*
- Policy 5.1.4**     *A minimum 36 metre right-of-way shall be required by the Municipality for Rainbow Road and for the future alignment of 32<sup>nd</sup> Avenue.*
- Policy 5.1.5**     *Access to the subdivision shall be generally in accordance with Figure 7. Direct access from lots to Highway #1 will not be permitted.*
- Policy 5.1.6**     *Development of Buffalo Hills will be staged to proceed in accordance with the capacity of regional roadways to accommodate traffic to/from the development.*
- Policy 5.1.7**     *The developer will provide a Traffic Impact Study (TIS) in support of each stage of development to identify improvements to the road system required to accommodate proposed development.*
- Policy 5.1.8**     *Approval for new direct access to Rainbow Road or 32<sup>nd</sup> Avenue will be restricted based on the recommendations of a Traffic Impact Study, at the discretion of the municipality.*
- Policy 5.1.9**     *The development will provide and maintain appropriate emergency vehicle access in accordance with Municipal standards.*
- Policy 5.1.10**    *The developer shall dedicate lands required for intersectional upgrades at Rainbow Road and Highway #1 as a condition of subdivision.*
- Policy 5.1.11**    *Complete road systems shall be constructed by the developer to the satisfaction of the MD of Rocky View.*
- Policy 5.1.12**    *A Transportation Off-Site Levy shall be paid by the developer to the Municipality in accordance with the Transportation OSL Bylaw, as amended.*
- Policy 5.1.13**    *Cost sharing and/or Endeavours To Assist will be considered where oversized infrastructure is provided beyond what is required for the development, at the sole discretion of Council.*
- Policy 5.1.14**    *A functional design study for the future Highway #1/Rainbow Road interchange may be required to the satisfaction of AIT at the time of initial subdivision approval in SE28-24-28-W4M.*
- Policy 5.2.1**     *All stormwater management shall be in accordance with Alberta Environment's Best Management Practices and the MD of Rocky View's Servicing Standards for Subdivision and Road Construction.*

- Policy 5.2.2** *A Stormwater Management Plan will be required in support of each phase of subdivision to the satisfaction of the Municipality.*
- Policy 5.2.3** *Stormwater management ponds and facilities shall be located on a Public Utility Lot and maintained and operated by a Landowners' Association.*
- Policy 5.2.4** *The area at the High Water Level (HWL=NWL+1 metre) shall be the limit of the Public Utility Lot while the buffer surrounding each of the stormwater storage facilities shall be part of the municipal reserve parkland dedication.*
- Policy 5.2.5** *Stormwater Management for the Buffalo Hills Conceptual Scheme area shall be on the basis of "Volume Maximizing Regime (VMR) with optimizing water available for re-use" strategy. A zero discharge concept demonstrating water conservation is proposed and encouraged for implementation.*
- Policy 5.2.6** *It is recognized that there are stormwater allocations existing for Chestermere Lake, a waterbody that is an integral part of the Western Irrigation District (WID) system. Any discharge into the irrigation works will require meeting limits as to peak flows, volumes and chemical content and requires approval from the WID.*
- Policy 5.3.1** *Water shall be supplied by a municipal potable water system or a communal piped distribution system to the satisfaction of the MD of Rocky View and in accordance with the Alberta Water Act.*
- Policy 5.3.2** *The developer shall obtain all necessary Municipal and Provincial approvals for potable water supply for commercial purposes.*
- Policy 5.3.3** *Limited commercial development with low water requirements and/or residential development may be served from groundwater well supply on an interim basis where alternative municipal systems are not available.*
- Policy 5.3.4** *All developments shall require a water supply system sufficient to meet fire flow requirements*
- Policy 5.4.1** *All development shall require a communal wastewater collection and treatment system.*
- Policy 5.4.2** *Sanitary Wastewater systems shall be designed in accordance with applicable municipal, provincial, and federal standards and shall be provided to the satisfaction of the MD of Rocky View.*

- Policy 5.5.1**      *Shallow utilities shall be provided at the sole expense of the developer within appropriate rights-of-way established at the subdivision stage.*
- Policy 5.6.1**      *A Deferred Servicing Agreement (DSA) shall be registered against each individual title describing the lot owner's obligations for participation in a possible future solid waste handling system.*
- Policy 5.7.1**      *New subdivisions shall meet the criteria and requirements for on-site fire fighting measures as determined by the MD of Rocky View.*
- Policy 5.7.2**      *Development Permit plans will be encouraged to consider and incorporate principles of Crime Prevention Through Environmental Design (CPTED).*
- Policy 5.7.3**      *Land for the provision of library, community hall, athletic arenas, fire hall, or other community services may be considered by the Municipality for incorporation into subdivision plans. Subject to municipal priorities, community services and facilities would complement the Buffalo Hills business and institutional land uses.*
- Policy 5.7.4**      *The developer will endeavour to collaborate with the municipality, the Chestermere-Conrich Recreation Board, local school divisions, and other community and social service agencies in the provision of school sites, recreation services, and community and social services within the Buffalo Hills community.*
- Policy 5.7.5**      *Along with other agencies and jurisdictions, the Municipality shall monitor the needs of residents and of developments within the Conceptual Scheme area over time to ensure appropriate levels of community, protective and emergency services are maintained.*
- Policy 6.1.1**      *The MD of Rocky View shall implement this Conceptual Scheme through the land use redesignation, subdivision, and development approval processes.*
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- Policy 6.1.3**      *Once the Buffalo Hills Conceptual Scheme has been adopted by Council, the CCCASP will be amended to remove the lands from the "Agricultural Transition" policy area and identify them as "Comprehensive Development" policy area. Policies within the adopted Conceptual Scheme will then guide the future land use redesignation, subdivision and development of the lands (CCCASP)*

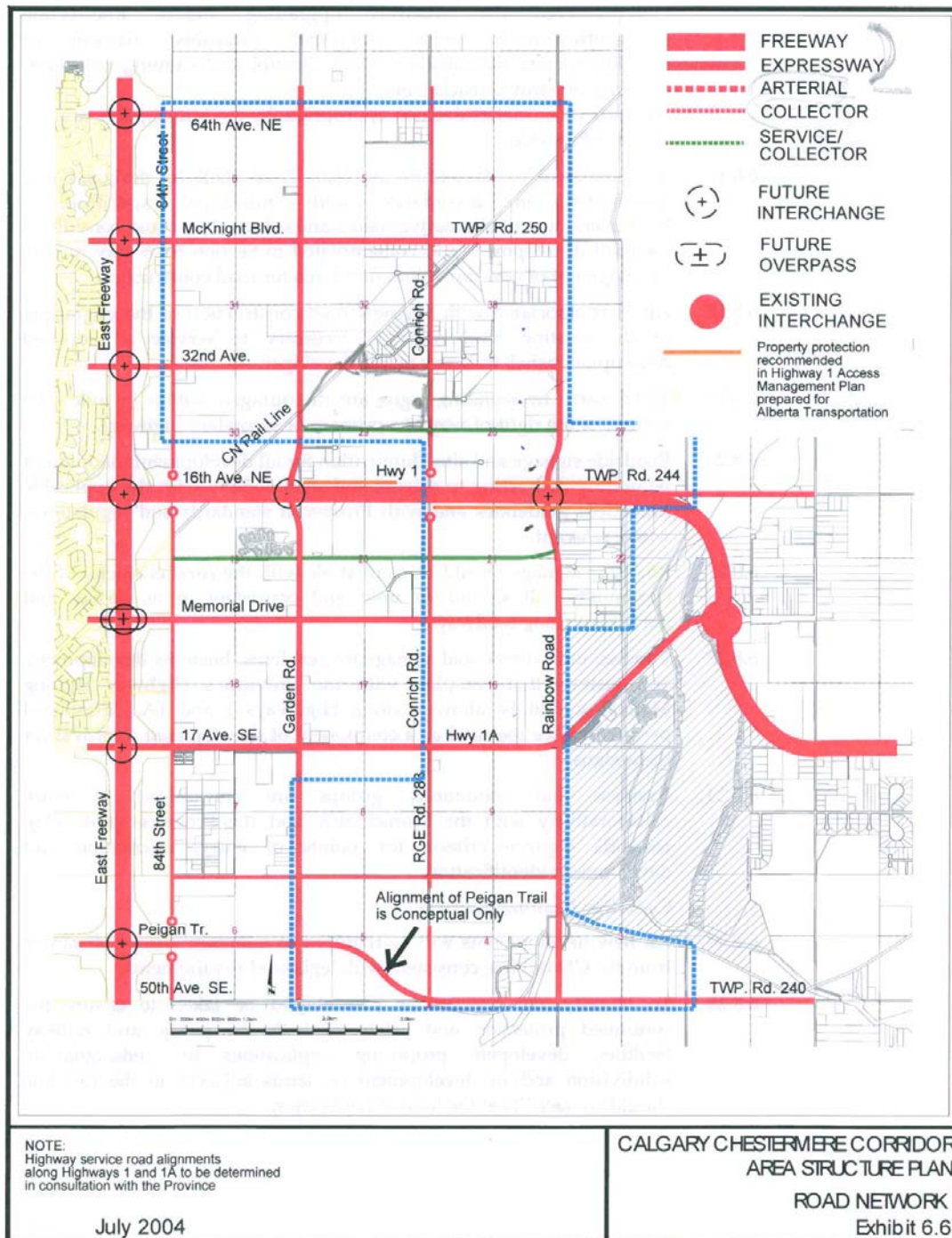


- Policy 6.4.1** *Land use redesignation and development permit applications located within SE28 will be circulated to the City of Calgary for review in accordance with the MD of Rocky View/City of Calgary Intermunicipal Development Plan.*
- Policy 6.4.2** *Land use redesignation and development permit applications located within SE28 will be circulated to the Town of Chestermere for review in accordance with the existing understanding between Rocky View and Chestermere.*
- Policy 6.4.3** *The MD of Rocky View and the Town of Chestermere share a common interest in the physical quality of development that is visible from Highway #1. All development on sites within SE28 will address the guidelines and design themes in the “Improving Calgary’s Entranceways” study to the satisfaction of the Development Approval Authority.*
- Policy 6.5.1** *A Construction Management Plan shall be provided by the developer to the satisfaction of the MD of Rocky View prior to issuance of a Stripping and Grading Permit.*
- Policy 6.6.1** *Development of the Conceptual Scheme Area shall generally be in accordance with Figure 12. Subject to provision of all infrastructure requirements a change in phasing shall not require an amendment to this Conceptual Scheme.*
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- Policy 6.6.3** *The Municipality may require updates to either the Traffic Impact Assessment or the Stormwater Management Plan at each stage of subdivision.*

# ATTACHMENT 1: REGIONAL ROADWAY SYSTEM

CALGARY-CHESTERMERE CORRIDOR  
AREA STRUCTURE PLAN

Schedule 'A' of Bylaw C-5887-2004



## ATTACHMENT 2: NEIGHBOURHOOD AND ROAD NAMING APPLICATION

PROJECT LEGAL DESCRIPTION:	Three quarter sections including the SE 1/4 of Section 33, the NE 1/4 of Section 28 and the SE 1/4 of Section 28, located at the northwest corner of HWY #1 and Rainbow Road (Range Road 283), consisting of approximately 473 acres located within the Calgary - Chestermere Corridor Area Structure Plan (CCCASP).
PROJECT PROPOSED NAME:	BUFFALO HILLS
PROPOSED OPTION:	BUFFALO SPRINGS
HISTORICAL REFERENCES FOR PROPOSED PROJECT NAME:	To commemorate the history of the buffalo and the First Nations in Southern Alberta, and the legacy of the early settlers - who came here looking for a better way of life for themselves and their children.
HISTORICAL REFERENCES FOR PROPOSED OPTION:	To commemorate the importance of water to the buffalo, First Nations and early settlers of Southern Alberta

	PROPOSED STREET NAME	HISTORICAL REFERENCES FOR PROPOSED STREET NAME
1	Buffalo Hills Drive (Dr)	Vast buffalo herds once roamed the hills that are visible to the west of "Buffalo Hills". These foothills provided pasture in summer and winter, when warm Chinook winds afforded abundant grazing land.
2	White Buffalo Way (Wy)	1. White Buffalo was a Sitsika Medicine Man. He is immortalized in a painting by George Catlin, which is in the collection of the Smithsonian American Art Museum, Washington, DC. 2. The birth of a white buffalo calf was seen as an auspicious event by First Nations. (The muzzle and eyes of a white buffalo calf are black. An albino buffalo has a pink nose and light eyes.)
3	Nitsitapii Boulevard (Bl)	Blackfoot for the "Real People", the traditional name used by the Blackfoot Confederacy to identify themselves.
4	Rainbow Spirit Parkway (Py)	Echoes both the beliefs of the First Nations and the name of "Rainbow Road", which forms the eastern boundary of "Buffalo Hills"
5	Sarcee Parade	1. Allied historically with the Blackfoot Nation, the Sarcee were properly referred to as the Tsuu T'ina. The aboriginal lands of the Sarcee were to the west, between the Blackfoot and Stoney hunting grounds. 2. Sarcee Camp was a military training camp which opened just prior WWI. Sarcee Camp was located on a roughly triangular piece of land at the north-east corner of the Sarcee Indian Reserve (now Tsuu T'ina First Nation), bounded on the south-west by the Elbow River.
6	Stoney Indian Trail (Tr)	The Stoney Indian Trail meandered south along the eastern foothills of the Rockies from Morley, winding between the Livingstone Range & Porcupine Hills north of Cowley, skirting Waterton Lakes National Park and continuing south past Chief Mountain into Montana. Along the Trail, a summer hunting party Stoney could be a mile or more in length, including men, women, children, extra horses and dogs.

7	Big Snake Terrace (Terr)	In 1909, Edward and Mabel Bruce moved from England to a farm beside the Blackfoot Reserve (Sitsika Nation) near Gleichen. Big Snake was a Sitsika Chief who became a friend of the Bruce family. When Michael Bruce was born in 1911, Big Snake was so thrilled that he gave them a pair of baby moccasins for Michael. The moccasins, with their beaded soles, were Big Snake's way of saying he hoped Michael would never have to walk - he would always have a horse to ride.
8	Dancing Sun Wynd	The symbol of the "dancing sun", an image of transformation, was developed in the First Nations community, and honours their unique cultural gifts and faith stories. The name also reflects the importance of the Sun Dance to the Blackfoot.
9	Pinto Pony Crescent (Cr)	The domestication of the horse caused a profound change in the First Nations way of life. In pattern, each Pinto is unique because its dual-colored coat is comprised of white areas combined with any other of the basic coat colors of horses. After the arrival of horses on the plains, great wild herds infused with the flashy color pattern of the Pinto began to appear.
10	Star Child Lane (Ln)	A sacred Blackfoot myth explains the origin of the Pleiades constellation. Six brothers were so sad at their treatment on earth that they did not wish to be people any longer. They decided to be stars and were welcomed into the Sun Man's tipi.
11	Wild Rose Crescent (Cr)	In the 1930s, Alberta school children chose as the Wild Rose as the provincial flower. The name "Wild Rose Crescent" commemorates the much-loved children, of both First Nations people and early settlers, who died by disease, accident and war.
12	Big Bend Crescent (Cr)	The main task of the NWMP in Southern Alberta between 1874-85 was to establish and maintain amicable relations with First Nations, destroy the whiskey trade, and prevent frontier wars. Representing their contribution, this street name commemorates the Big Bend NWMP Detachment which was located on the Belly River, northeast of Waterton Park, on the southern border of the Blood Indian Reserve (Kanai Nation).
13	Painted Tipi Terrace (Terr)	The designs painted on Blackfoot tipis connect them with the Spirits in the world around them. In 1909, when Edward and Mabel Bruce arrived at Gleichen, the tipis on the Blackfoot reserve were directly across from their farm house. Mabel Bruce, a talented and prolific photographer, took photos of these beautifully painted tipis.
14	Walking Coyote Crescent (Cr)	Around 1872 in Montana, a Pend d'Oreille named Walking Coyote saved the lives of a few buffalo calves. When Walking Coyote led the herd to Browning, the Indian Agent became very interested in the idea of breeding buffalo. That agent sent Walking Coyote to see a rancher on the Sun River near Haystack Butte. Here, Walking Coyote rested up his small herd for the trek across the mountains. He led them over Cadotte's Pass, 150 miles, and into Flathead Indian Country. Two bulls and four cows survived the journey. Ten or 12 descendants were purchased from Walking Coyote by Pablo and Allard in 1883, and became North America's last wild herd. In an effort to prevent the extinction of wild bison, the Canadian government purchased the Pablo-Allard herd. In 1909, they were shipped to Elk Island and Buffalo National Parks.
15	Medicine Wheel Circle (Cir)	"Medicine wheel" describes a variety of aboriginal stone structures, examples of which are found in Southern Alberta. Commonly, a medicine wheel is comprised of a central cairn or circle of stone, with rows of other stones radiating outwards. The purpose of the medicine wheels remains unknown.
16	Prairie Fire Heights (Hts)	1. The name "Blackfoot" is descriptive of moccasins that became black from prairie-fire ash. 2. Although prairie fires renewed the grassland forage for the buffalo, they were extremely dangerous. In about 1912, when Edward and Mabel Bruce lived beside the Blackfoot reserve at Gleichen, they witnessed a prairie fire that travelled 45 miles in 45 minutes.
17	Buffaloberry Row	The silver buffaloberry is a shrub or small tree that grows in Southern Alberta on riverbanks and in coulees. The bright red, pea-sized berry is sometimes made into jelly.

18	Rubbing Stone Court (Crt)	The street faces Rubbing Stone Park (see number 29, below)
19	Beaver Bundle Place (Pl)	In Blackfoot religion, a symbol of sacred power was the medicine bundle. The beaver was one of the animals that was regarded as particularly endowed with sacred power. The Sun Dance among the Blackfeet is generally similar to that performed by other First Nations but one difference is that some of the symbolism is derived from beaver bundle ceremonialism.
20	Old Gladstone Mews	1832 - 1911. Born in Montreal, William Shanks "Old Glad" Gladstone travelled widely with the Hudson's Bay Company throughout Western Canada. For many years, he was a boat builder at Fort Edmonton and Rocky Mountain House. Later, he worked as a carpenter in helping to build Fort Whoop-up and Fort Macleod. He was a very colourful character of Southern Alberta. One of his grandsons was Senator James Gladstone.
21	Nellie Riviere Court (Crt)	This street name commemorates the women, First Nations, Metis and others, who were the unsung heroes of Southern Alberta. Nellie Riviere (1877 - 1940) is representative of these women. Among her many acts of kindness, she was a midwife, cared for orphaned children and injured animals, and nursed people to health using Indian herbal medicines. Born in Bow River, NWT, she was associated by family or friends with many historic figures. She was the daughter of William Gladstone II, the well known NWMP scout and interpreter in Fort Calgary. Her uncle was Lone Man, who staunchly defended his father-in-law, the Cree Chief Big Bear. "Blue-Flash-of-Lightning", the wife of "Kootenai" Brown who was the visionary for Waterton Park, lived with Nellie until her death.
22	Drumming Grouse Place (Pl)	One of the best known wilderness sounds, the drumming of ruffed grouse can be heard in small bluffs of aspens in the open prairies.
23	Bull Head Place (Pl)	1. Bull Head was a Sarcee head chief who affixed his mark to Treaty No. 7. 2. James F. Macleod, N.W.M.P. commissioner who resided at Fort Macleod from 1874-80, was known to the Blackfoot as "Bull Head".
24	Pete LaGrandeur Court (Crt)	1890 - 1957. The son of homesteaders, Pete grew up at LaGrandeur Crossing, a stage coach stop on the Oldman River just west of the Peigan Reserve (Piikani Nation) at Brocket, AB. At the 1924 Calgary Stampede, Pete won the Canadian Bucking Horse Championship and the Canadian All-Around Champion. Pete was inducted into the Canadian Rodeo Hall of Fame in 1991.
25	Bill Vroom Place (Pl)	The Blackfeet called the grizzly bear <i>nitakyaio</i> , or "real bear". The grizzlies were driven off the prairies into the mountains. By the 1960s, there were less than 100 grizzlies remaining in Banff. Although Bill (1931 - 1998) had only a grade 9 education, with the careful observations he collected from his back country experiences as the son of SW Alberta homesteaders and his work as a Banff warden, he became a recognized expert in grizzlies. In 1974, Parks Canada assigned Bill to the Cascade grizzly study. The findings of this study helped biologists understand the needs of the grizzly bear and prevented their extinction in Banff.
26	Andy Russell Court (Crt)	1915 - 2005. The son of homesteaders, as well as a prolific author and wildlife photographer, Andy was the recipient of the Order of Canada. In an attempt to maintain the ecological, geographical and cultural integrity of a landform central to the Blackfoot of Southern Alberta, Andy fought against the building of the Oldman River dam. The river's name is from <i>Napi</i> ("Great Spirit" or "Oldman"), a cultural hero of the Blackfoot who they believed had supernatural powers.

NO.	PROPOSED REGIONAL CENTRE NAME	HISTORICAL REFERENCES FOR PROPOSED REGIONAL CENTRE NAME
27	Buffalo Hills Common	Buffalo Commons is an academic proposal to restore a large part of the drier portion of the Great Plains to native prairie shortgrass. The plan envisages the US federal government buying out the most marginal of plains land, and turning it into a giant reserve for buffalo and First Nations people.

NO.	PROPOSED GREEN SPACE NAME	HISTORICAL REFERENCES FOR PROPOSED GREEN SPACE NAME
28	Many Bright Beads Wash	Brightly coloured, intricate beadwork was a characteristic of Blackfoot women's art. Beadwork decorated valued possessions ranging from war shields for horses to cradle boards for babies. A <i>wash</i> is a dry bed of water, which only runs during times of rain.
29	Rubbing Stone Park	Buffalo rubbed against large rocks to remove their molting hair. The property adjacent to "Buffalo Hills" has at least one rubbing stone on the property.
30	Buffalo Wallow Walk	A depression caused by buffalo rolling in very shallow water or mud. Shallow sloughs in the vicinity of "Buffalo Hills" could have been used by buffalo as "wallows".
31	Pemmican Park	Pemmican was made by the Blackfoot from dried meat which was pounded into a powder and mixed with melted buffalo fat and berries. When stored in skin bags, it was edible for years.



## ATTACHMENT 3: OCTOBER 2005 PUBLIC OPEN HOUSE REPORT

The Chestermere Anchor

OCT 17, 2005

### Like a good neighbour

By Deb Jeffery

In the spirit of good neighbour relations, owners and planners of the proposed Buffalo Hills development held an open house recently to meet adjacent landowners, answer questions and put rumours to rest.

The open house, October 6 at the Prince of Peace Hall, was attended by Buffalo Hills planners, as well as representatives of Spearpoint Holdings, majority owner of the almost 500 acres of land located at the northwest corner of Highway 1 and Rainbow Road.

Primary landowners, Robert Vandekerhove and partner, Wayne Smithies, flew in from Vancouver to attend the open house and meet their neighbours face-to-face. A steady stream of interested people took the opportunity to check out large scale preliminary plans available for viewing.

"(We) wanted to introduce the development concept to the local community and especially neighbours before submitting anything to the MD Rocky View," said Ron Wrigley, principal planner with Brown and Associates Planning Group.

The concept plan includes single family and multi-family residential lots, business and commercial, parks, open space and storm water ponds. The development will tie into the East Rocky View Wastewater

Line, currently under construction.

"We want to make sure what we're doing won't offend anyone," said Smithies.

"A lot of people are wondering what's going on," said Vandekerhove, citing the "silly rumours" regarding the project as one reason for the meet and greet with the development's neighbours and adjacent landowners.

"It's an opportunity for them to give input," said Vandekerhove. "We believe in the good neighbour policy."

One neighbouring family appreciated the consideration shown by the developers. Carole Ellis-Drury is one of three sisters who own four quarters of adjoining property. Ellis-Drury came to the open house to get a "clearer idea what they're thinking about."

Ellis-Drury, Eleanor Dewis and Myrna Ellis own the land north of Highway 1 that has been in their family since about 1912.

"Everything's up front and out on the table," said Ellis-Drury, who called the preliminary plans a "quality approach."

"It looks good," said Ellis-Drury. "It looks to me that they've got a good plan here."

Ellis-Drury said she likes the "good-size" lots and proposed commercial area, as well as the potential new interchange on Highway 1. "It looks like they're really planning for the future," said Ellis-Drury. "I think they have a lot of good ideas."



Deb Jeffery photo  
Sisters Carole Ellis-Drury and Eleanor Dewis look over plans for the proposed Buffalo Hills development at an open house held October 6 at Prince of Peace Hall. The Ellis family land is adjacent to the proposed development.