



ROCKY VIEW COUNTY

SPRINGBANK AREA STRUCTURE PLAN

Summer 2023 | DRAFT

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INTRODUCTION

1 PLAN ORGANIZATION

The Springbank Area Structure Plan (the Plan or ASP) is organized in three parts followed by five appendices.

Part I: Introduction

This Part outlines the Plan’s purpose; boundaries; policy terminology; relationship to other plans; the public engagement process; and key issues, opportunities, and design ideas that informed the Plan preparation process. It also contains a description of the development of the Springbank area from its early beginnings to today. Finally, it presents a vision of what Springbank would be like in the future and outlines 16 broad goals that would help achieve this vision.

Part II: Plan Policies

This Part is the core of the Plan, containing policies to guide development in the Springbank Plan Area. It sets direction on land use, design & interface principles, management of natural & community infrastructure, transportation & servicing, and community safety for the Plan area. Each section contains a description of its purpose and intent, a list of objectives, and a series of policies addressing the subject matter.

Part III: Implementation

This Part presents the Plan implementation process, covering the following items:

- Local plan areas and requirements;
- Plan monitoring and review;
- Non-statutory actions for further work that will supplement the Plan policies and assist in achieving the Plan vision, goals, and objectives; and
- Intergovernmental affairs and regional planning considerations.

Appendices

Appendix A: Definitions

Appendix B: Local Plan Requirements

Appendix C: Infill Development Criteria

Appendix D: Planning Springbank

Appendix E: Local Plans in the Springbank Plan Area

2 PLAN PURPOSE

An area structure plan (ASP) is a statutory document approved by Council and adopted by Bylaw. The purpose of this Plan is to outline the vision for the future development of Springbank in relation to matters such as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements. This ASP provides Council, applicants, and the public with an overall strategy when considering land use changes, subdivision, and development. When making decisions regarding development within an ASP, Council must consider the plan and a wide range of other factors such as the goals of the County, County-wide growth, and the ability to provide servicing. This ASP implements the higher-level policies and requirements of the South Saskatchewan Regional Plan, the Calgary Metropolitan Region Growth Plan, the Rocky View County/City of Calgary Intermunicipal Development Plan, and the County's Municipal Development Plan. The land use strategy set out in this ASP implements the vision for Springbank by detailing the physical organization of land uses with regard to general land uses, the approximate boundaries of the land use areas, and the policies that inform the development in each area.

An ASP does not predict the rate of development within the plan area; ultimately, growth is determined by market demand, which reflects the overall economic climate of the region. Through the process of preparing this Plan, several opportunities were provided to landowners, residents, adjacent jurisdictions, and other stakeholders for input on the development of policy. It is important that the vision, goals, and policies contained in the Plan address the interests of residents and stakeholders in the ASP area, as well as the interests of those in other parts of the County.

3 SPRINGBANK VISION AND GOALS

Springbank Vision

The following vision statement provides an idea of what Springbank could look like in the future:

Straddled by the Bow and Elbow Rivers, Springbank will offer a rural lifestyle that blends residential uses with its agricultural heritage. High-quality design, viewsheds and open space will all be promoted to ensure that the beauty and tranquility of Springbank is preserved.

Further development will safeguard Springbank's precious natural environment and will prioritize sensitive watershed, wildlife, and natural habitat management. Acreages will continue to be the main housing option in the community, but with Open Space Residential development offering a further choice that emphasises the establishment of community and open spaces. Agricultural land uses will continue to be supported, and new development will respect existing agricultural operations.

Business uses will be carefully managed and will be predominantly located near the Springbank Airport and along Range Road 33. Residents and visitors will enjoy an extensive active transportation network linked with open space and community focal points. Lands adjacent to the city of Calgary will be reserved for future comprehensive development that is compatible with Springbank's unique character, while integrating into the urbanized environment and major transportation corridors within the city. New development will utilize efficient servicing and transportation infrastructure to ensure that growth is fiscally and environmentally sound. Future County-led local plans will ensure comprehensive planning and inclusive engagement with residents and landowners in the key development areas of the community.

Goals

There are **16 goals** that guide the Springbank ASP. These goals are based on:-

- policy direction of the Calgary Metropolitan Region Growth Plan, the Rocky View County/City of Calgary Intermunicipal Development Plan, and the County's Municipal Development Plan;
- the existing physical characteristics of the area; and
- the key issues, constraints, and opportunities identified during the planning process.

The goals are as follows:

Land Use Strategy

1. Continue to develop Springbank as a distinct and attractive country residential community, with tranquil neighbourhoods and thriving business areas developed at appropriate locations.
2. Promote a strong sense of place by preserving heritage assets and expanding community focal points, open space connections, and recreational opportunities.
3. Ensure an ordered approach to development through the implementation of well-defined and compatible land uses, together with appropriate transition between land uses.
4. Support the County's goal of achieving financial sustainability through rational extensions of development and diversification of the tax base in the Springbank area.
5. Ensure that new development aligns with the direction of municipal and regional policies and plans.
6. Collaborate and engage with landowners and adjoining jurisdictions throughout the planning process to build consensus on new development.

Community Character and Appearance

7. Complement the character and appearance of Springbank through high-quality design that:
 - a. preserves and enhances the existing landscape and natural environment;
 - b. recognizes and blends with the immediate surroundings and vistas; and
 - c. supports efficient use of land and encourages provision of accessible public spaces.
8. Provide for attractive and high-quality scenic corridors into the Springbank community along the Highway 1 corridor as well as community corridor running north-south along Range Road 33 from Rocky Range View to Township Road 244.

Housing

9. Respect the existing built environment but explore the use of alternate forms of residential development, such as open space residential and mixed-use development.
10. Establish a framework for the sensitive and orderly infilling of fragmented residential lands to provide for efficient lot sizes that are reflective of a country residential community.

Business

11. Ensure sustainable and sensitive growth of the Employment Areas in a way that is supported by market trends, desired growth size, and limitations of servicing.

Agriculture

12. Support agricultural uses until alternative forms of development are determined to be appropriate. Support diversification of agricultural operations as a means of retaining an agricultural land base.
13. Promote the development of smaller agricultural operations within residential, community, and business uses to maintain the rural character of Springbank.

Transportation Network

14. Create a well-designed and safe transportation network that maximizes local and regional connectivity for residents, motorists, pedestrians, and cyclists.
15. Ensure connectivity of the open space system and pathway connections to adjacent communities and natural features.

Servicing

16. Provide for potable water, wastewater, and storm water infrastructure within the Plan area in a safe, cost-effective, and sustainable manner.

Environment

17. Demonstrate sensitivity and respect for environmental features, particularly through protection of wildlife corridors, the existing groundwater resource, and drainage patterns within the Bow and Elbow River watersheds.
18. Protect, conserve, and enhance existing natural amenities and minimize impacts on natural areas through sensitive development.
19. Integrate the naturalized open space with active and passive recreation.

4 PLAN AREA

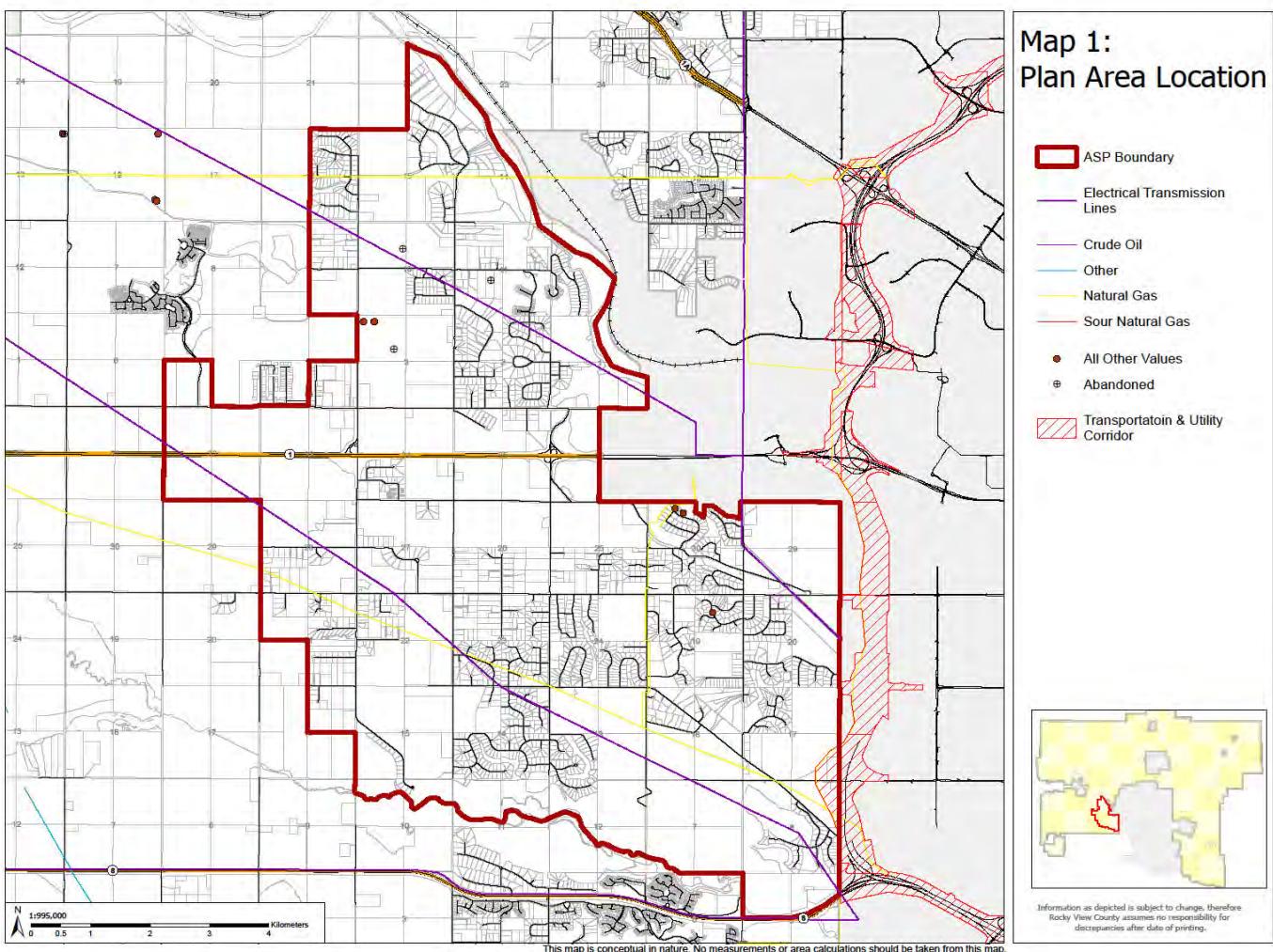
The Springbank Plan Area applies to the lands contained within Map 01: Plan Area Location, and Map 02: Air Photo. Springbank ASP policies are to reference the lands within the Springbank Plan Area boundaries.

The Springbank Plan Area boundary is generally defined by the Bow River to the northeast and the Elbow River to the south, with the city of Calgary boundary establishing the eastern edge. Along the irregular western boundary, the Plan area abuts the Springbank Airport, the Harmony development, and agricultural lands. The Harmony development, which provides for residential, employment, recreational, and community land uses, does not form part of this ASP; it is instead guided by its own non-statutory plan: the Harmony Conceptual Scheme. The Springbank Airport, while operated by the Calgary Airport Authority under long-term lease, is Federal Land, and as such, also does not form part of this ASP. However, this Plan recognizes the importance the Springbank Airport plays within the community, County, and the region.

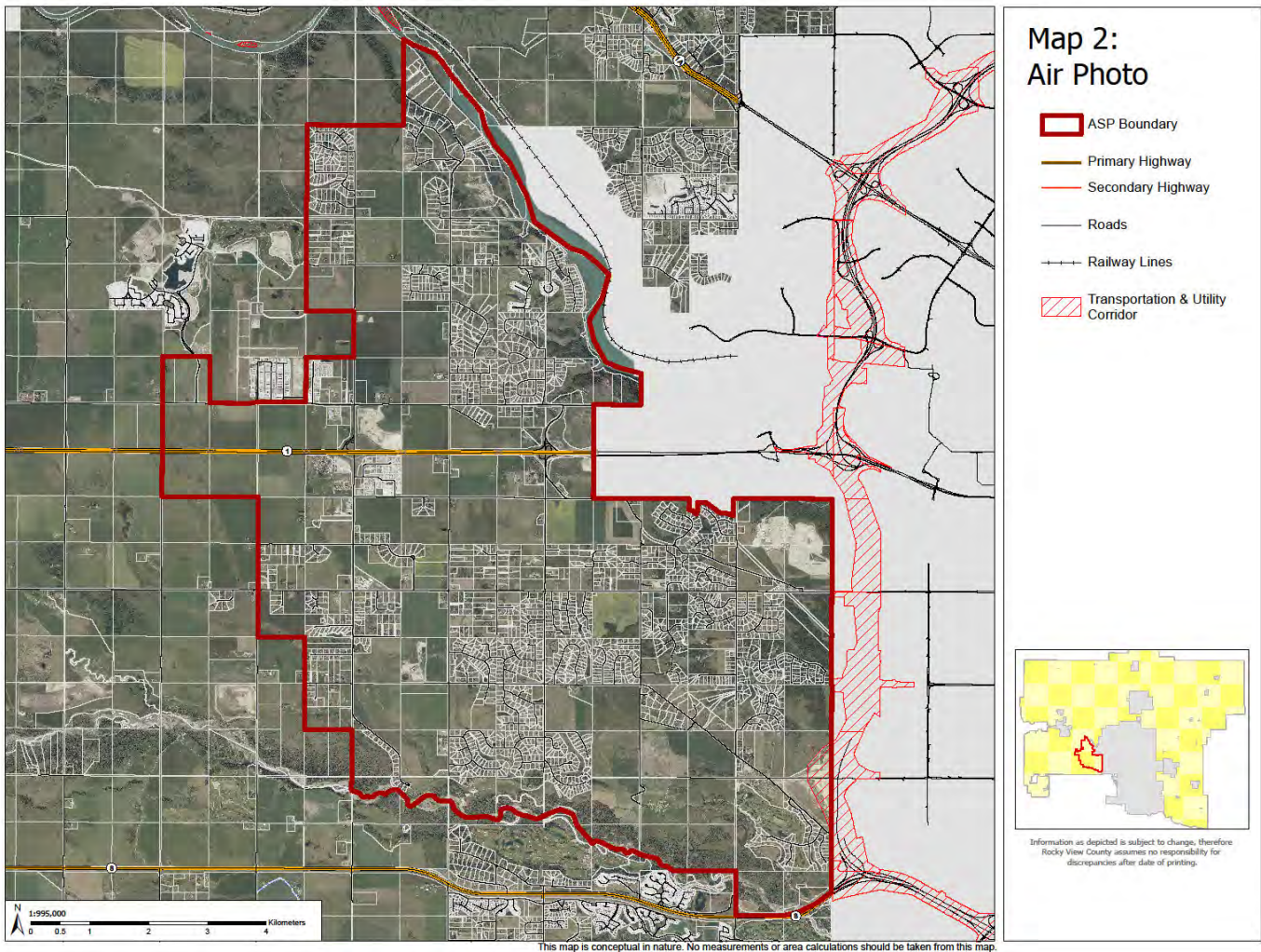
The TransCanada Highway (Highway 1) runs east to west through the Plan area, while Stoney Trail NW lies immediately east of the Plan area. This regional transportation infrastructure provides the primary access into the Plan area.

The Springbank Area Structure Plan encompasses an area of approximately 8589.15 ha (21,224.24 ac) (Table 01).

Map 01: Plan Area Location



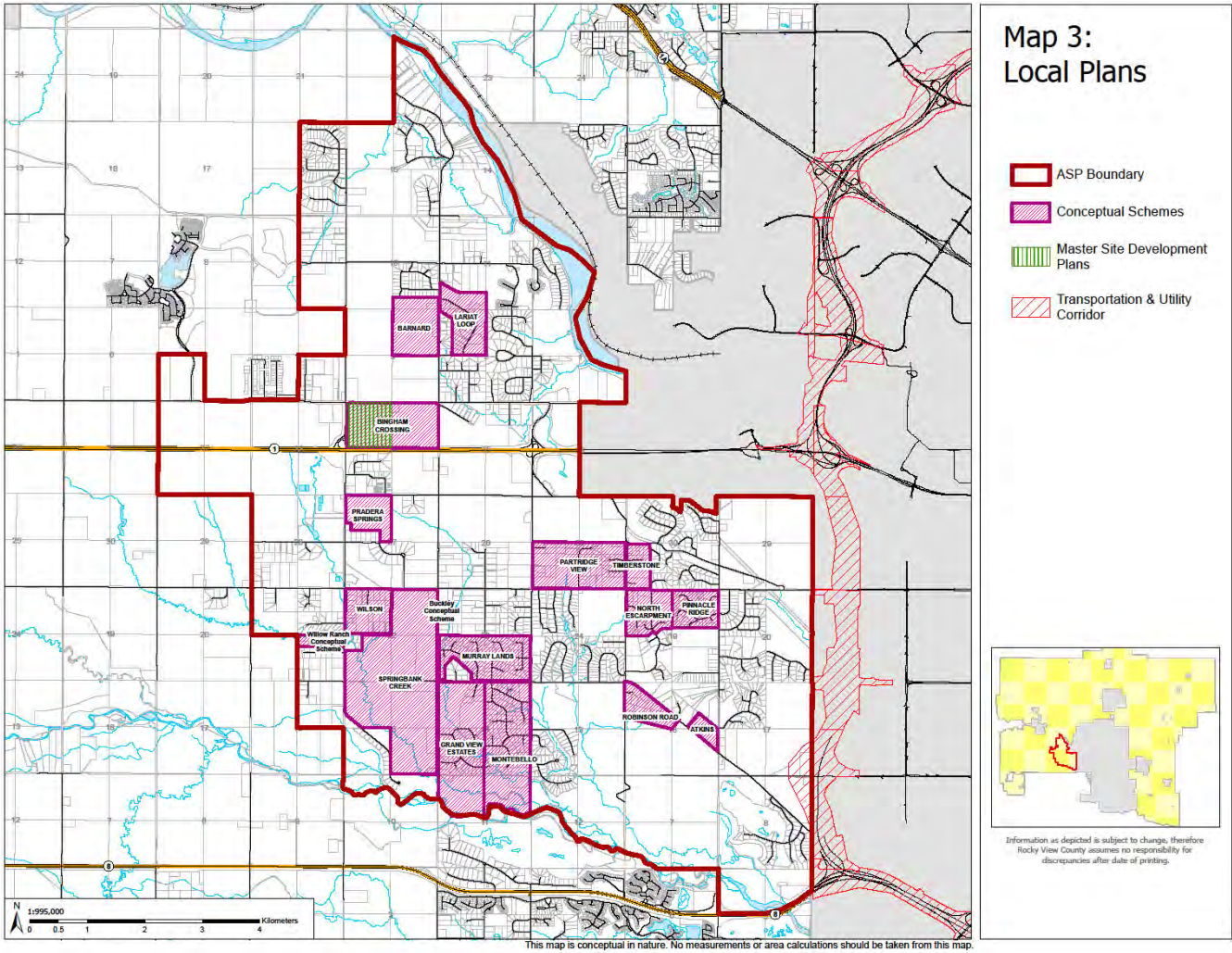
Map 02: Air Photo



Existing Local Plans

Adopted local plans within the Springbank Plan Area, as shown on Map 03, are listed in Appendix E.

Map 03: Local Plans



PLAN AREA MAPS:

The boundaries and locations of areas shown on the maps within the Plan boundary are not intended to define exact areas, except where they coincide with clearly recognizable features or fixed boundaries such as municipal boundaries, property lines, roads, or utility rights-of-way.

Furthermore, the locations of symbols depicting specific features on the maps are approximate only, not absolute, and should be interpreted as such. The precise location of these boundaries and areas will be determined by the County at the time of local plan consideration and approval.

5 SPRINGBANK CONTEXT

History

The productive land and the river valleys of Springbank were the basis for settlement of both indigenous and non-indigenous people. The Peigan people of the Blackfoot Nation and Stoney Nakoda Nations hunted in the Springbank area for the buffalo that grazed the plains, which provided for their food, clothing, fuel, and shelter. Other animals that lived along the rivers, such as deer and elk, were another supply of food and clothing.

The Dominion Lands Act of 1872 encouraged significant settlement of the Canadian Prairies in the late 19th century, and non-indigenous settlers were drawn to Springbank for its productive agricultural lands.

With the extension of the Canadian Pacific Railway in 1886, the area became an attractive location for settlement. Many homesteaders journeyed west by train from eastern Canada and Europe to capitalize on the offer of rich agricultural land throughout Alberta. This optimism came to define Springbank's role in the region as a hinterland of agricultural production for the Calgary region and beyond.

By the early 1900s, Springbank had become a productive and socially vibrant agricultural community. Agriculture was based on pastureland and fertile cropland, followed by the introduction of dairy farming as a primary agricultural pursuit.

Springbank's growth throughout the 20th century was heavily influenced by the growth of Calgary. It initially played an important role in supporting agricultural products to the Calgary population, which had grown to 90,000 people by the 1940s. The rapid expansion of the oil industry from the late 1940s onwards led to a population boom in Calgary, with resultant pressures for residential development in Springbank. Rural land was cheaper to buy, taxes were low, and improved roads made the commute to Calgary manageable. The construction of the TransCanada Highway through Springbank in 1957 perhaps had the most dramatic impact on development pressures in providing improved connectivity with the city.

The Calgary Regional Planning Commission initially sought to discourage rural residential development by setting a minimum parcel size of 20 acres in 1963. By 1971, however, the restriction had been replaced with an allowance for seven four-acre lots per quarter section. In 1984, regional policy was again relaxed to allow further subdivision in rural areas, thereby facilitating further fragmentation of agricultural lands in Springbank.

Throughout the 1990s, the growth of country residential acreages increased, with approximately 1,000 new lots being created over the decade, the majority of which were between two and four acres in size. This growth continued with the adoption of the North Springbank ASP and the Central Springbank ASP by Rocky View County Council in May 1999 and October 2001, respectively. The North Springbank ASP covered a relatively small portion of Springbank and established a growth management strategy to accommodate agricultural, residential, institutional, and commercial land uses around the Springbank Airport. The Central Springbank ASP provided the framework for the development of further country residential development and covered much of the Springbank community that we see today. However, development within Springbank has slowed recently, as shown by the modest population increase between 2013, where the census-recorded population was estimated at 5,697, and 2018, where the population stood at 5,847.

Alongside residential growth, business development first emerged in Springbank in the 1980s. Calaway Park was established adjacent to Highway 1 and Range Road 33, and later, a range of business uses were established at Commercial Court immediately to the east.

Over time, business uses also developed around the Springbank Airport. The Airport opened in 1971, and responsibility for airport operations was transferred under lease from the Government of Canada to the Calgary Airport Authority in 1997. Since then, businesses have grown within the airport lands, while various industrial storage uses have also been established at Mountain View Trail adjoining the Airport.

Existing Land Use

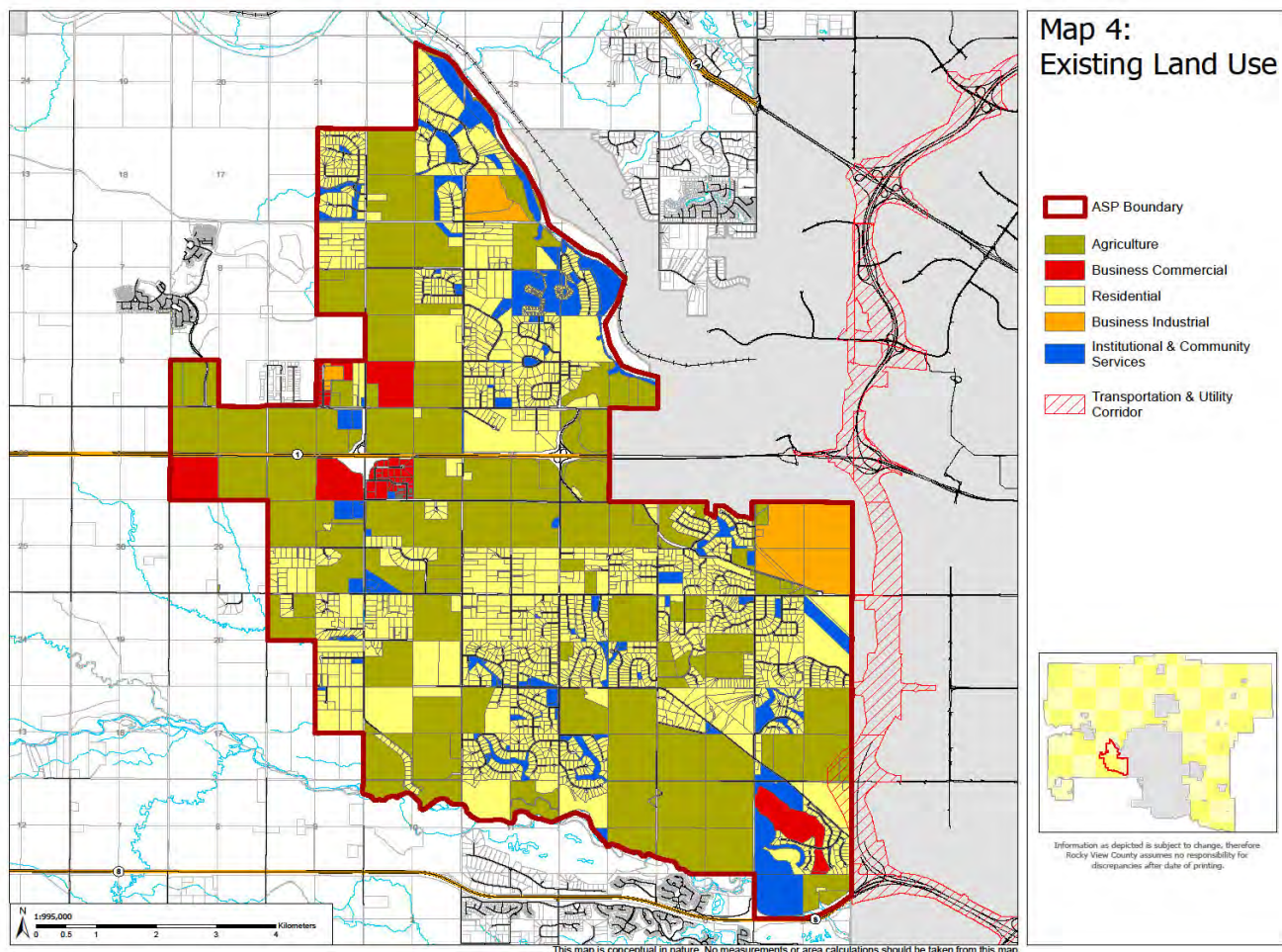
Map 04: Existing Land Use shows the land uses present within the Springbank ASP area at the time of adoption of the Plan. Springbank has predominantly developed as a Country Residential community and is defined as such within the Municipal Development Plan. While many areas in the community are comprehensively planned two-acre subdivisions, others feature varying lot sizes indicative of incremental subdivision.

The Plan Area is outside of the Preferred Growth Areas identified in the Calgary Metropolitan Region Growth Plan, which stipulates the location of Employment Areas. However, Employment Areas may be considered outside of Preferred Growth Areas in certain circumstances. Currently, the Springbank Airport Employment Area is identified in the Regional Growth Plan and the Municipal Development Plan; however, only a small area immediately southeast of the Airport has so far been planned or developed for business uses. Furthermore, the lands within the Highway 1 corridor are identified as an Employment Area within the Municipal Development Plan, and this area covers the Calaway Park amusement park and business uses within Commercial Court immediately south of Highway 1.

Although local plans have been adopted for further business development within the Highway corridor, this development had not yet commenced at the time of this Plan's adoption. Nonetheless, as business development occurs around the Plan Area, such as within the Harmony development, employment opportunities in the vicinity of Springbank will increase.

Agricultural lands have been fragmented by residential and business development, and the viability of larger agricultural operations continues to be impeded by competing business and residential development.

Map 04: Existing Land Use



PLAN POLICIES: LAND USE

6 LAND USE STRATEGY

Purpose

The land use strategy implements the vision for the Springbank ASP by detailing the physical organization of land uses in the Plan area as identified on Map 05. The strategy identifies general land uses, the approximate boundaries of the land use areas, and the policies that inform the development in each area.

The land use strategy provides for a comprehensively planned community in Springbank that reflects its existing country residential and agricultural base, but also provides some limited alternative development forms. The residential areas of Springbank will continue to develop in the traditional Country Residential and new Open Space Residential forms, providing a range of opportunities for rural living. Surrounding the Springbank Airport, regional business services will continue to develop and serve the local and regional market, provide local and regional employment opportunities, and contribute to the County's fiscal goals. The Highway 1 / Range Road 33 intersection is also identified as a node for the growth of further business services.

Residential areas will be composed entirely of single-family dwellings with the potential to explore alternative residential forms in future development areas. The Springbank ASP plans for an approximate population of 17,154 with an average density of gross 1.02 uph (0.41 upa); this target was determined through planning and engineering reviews, as well as stakeholder consultation and feedback. Final densities will be determined with the preparation of local plans.

The estimated population density and land uses identified in this strategy are outlined in Table 01 and Table 02.

Future Development Areas are areas where future growth of the Springbank community may be considered, but there is currently limited infrastructure and/or policy support for this growth. The areas have been identified due to their potential to provide a transition between existing development and to maximize previous or future investment in infrastructure. The County recognizes that growth in these areas will require further input and support from residents, the Calgary Metropolitan Region Board, provincial agencies, and the City of Calgary.

Policies

General

- 6.1 To provide a holistic, efficient, and thorough approach to community development in Springbank, local plans (conceptual schemes and master site development plans) must be prepared in accordance with Section 27 and Appendix B of this Plan. Conceptual schemes and master site development plans within the Plan area shall be adopted by bylaw and appended to the Plan.
- 6.2 A conceptual scheme is not required within areas when the proposed subdivision or development is located within a Country Residential Infill area; or, where the subdivision meets the criteria for a first parcel out or agricultural use in accordance with the Municipal Development Plan.

Table 01: Springbank Population Density at Full Build-Out

Area	Gross Residential Area		Developable Residential Area**		Developable UPA (UPH)				Estimated New Dwelling Units	Estimated Population*
	Hectares	Acres	Hectares	Acres	Gross Acres (UPA/UPH)		Developable Acres (UPA/UPH)			
Country Residential Land Use	1224.11	3024.83	856.87	2117.38	0.35	0.87	0.51	1.25	1069	2,887
Country Residential Infill Land Use	1867.57	4614.85	1274.83	3150.18	0.34	0.85	0.51	1.25	1591	4,296
Open Space Residential Land Use	1033.86	2554.73	413.54	1021.89	0.60	1.48	1.50	3.71	1533	4,139
Sub Total	4125.54	10194.41	2545.25	6289.45	0.41	1.02	0.67	1.65	4193	11,322
Existing Communities & Other Land Uses (Agriculture, Community Core, Employment, Future Development, Institutional)	4463.62	11029.83								
Existing Population - 2018 Census data										5,832
Total	8589.15	21224.24							4193	17,154

* Assumed 2.7 people per household as per Census data.

** Developable Residential Area is generally 30% less of Gross Residential area to account for MR, ER, Roads, Utilities & other Infrastructures, except for Open Space Residential Land Use, where it is 20% less after removing 50% for open space.

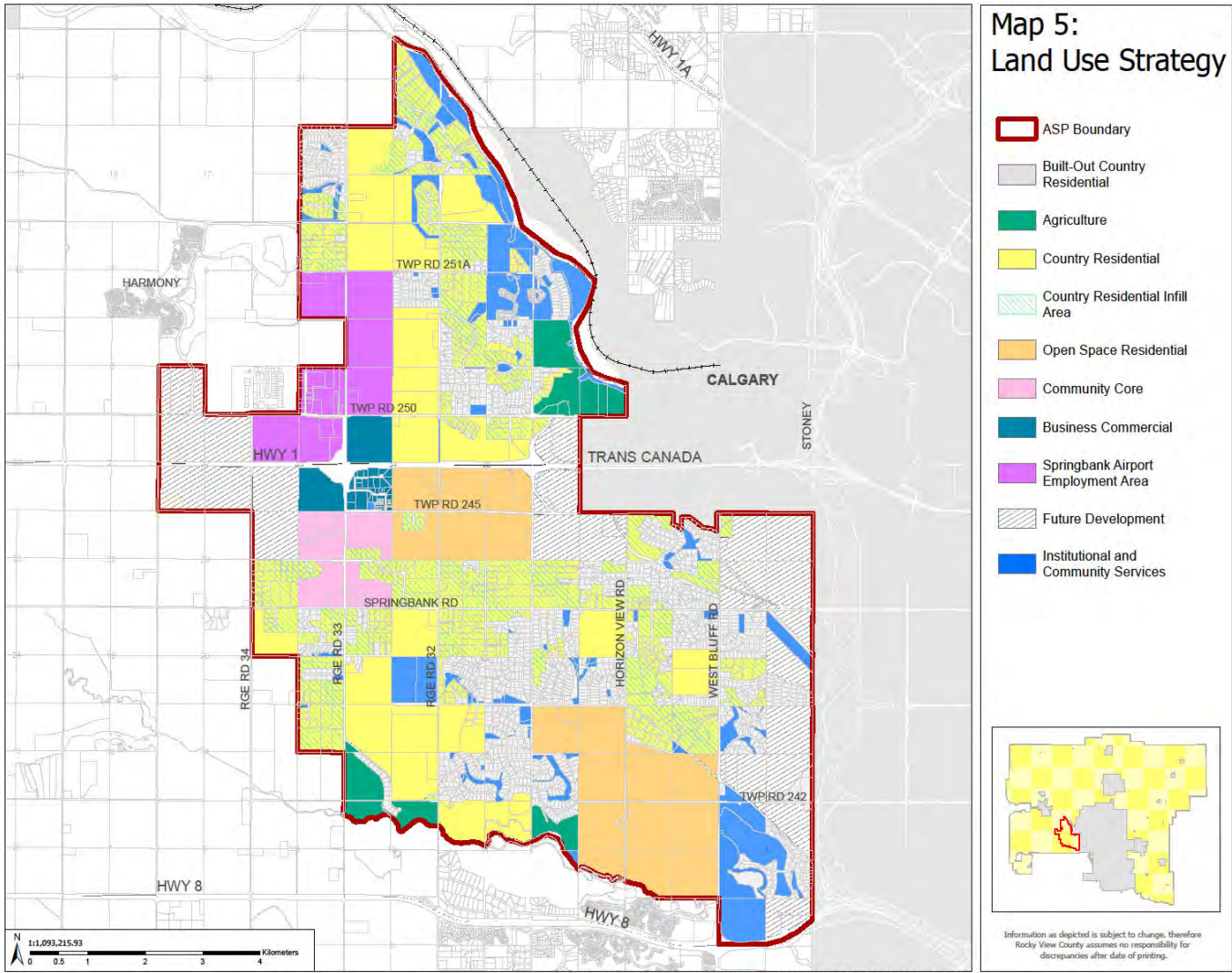
Table 02: Land Use Scenario - Land Use Category

LAND USE TYPE	AREA	
	hectares	acres
Agricultural	357.42	883.20
Business Commercial	153.10	378.33
Country Residential	1,224.11	3,024.83
Country Residential Infill*	1,867.57	4,614.85
Community Core	216.37	534.66
Existing Communities	1,322.54	3,268.06
Future Development	1,222.84	3,021.71
Institutional and Community Services	756.50	1,869.35
Open Space Residential	1,033.86	2,554.73
Springbank Airport Employment Area	434.84	1,074.52
Total	8,589.15	21,224.24

Table Notes:

- Reference Map 05 –Land Use Strategy.
- All areas are approximate and should be considered as “more or less”.
- Total area in hectares may vary from total area in acres due to conversion factors.
- Percentage may not total 100% due to rounding of figures.

Map 05: Land Use Strategy



7 RESIDENTIAL

Residential development will continue to accommodate moderate population growth with a focus on retaining the existing country residential form in Springbank. Residential development will be entirely comprised of single family homes; however, opportunities may exist for other housing types and densities in future development areas that are carefully planned and are in keeping with the rural character of Springbank. The General Residential Policies apply to all proposed residential type within this section.

Objectives

- Maintain single detached dwellings as the only housing form in Springbank and preserve the rural lifestyle of residents living on acreages and agricultural parcels.
- Facilitate efficient use of land and environmentally sensitive developments that can accommodate persons of all ages and abilities.
- Maintain those portions of the Springbank area that are identified as built-out, as they continue to be desirable places for residential living.
- Ensure that the impact of business development and higher density housing forms on country residential development is minimized through the implementation of appropriate interface policies and design guidelines.
- Ensure that redesignation and subdivision proposals within Country Residential areas are sensitive to existing residential properties and are supported by the appropriate planning framework.
- In appropriate locations, provide criteria for the subdivision of larger parcels within existing Country Residential subdivisions.
- Achieve servicing efficiencies and minimize impacts on environmental features through support of Open Space Residential development as an alternative form of residential development.
- Promote Open Space Residential development as a means of providing increased open space and an interconnected, publicly accessible, active transportation network.
- Employ a County-led Conceptual Scheme process for Open Space Residential development to ensure robust collaboration with area landowners and inclusive engagement with the wider community.

Policies

General

- 7.1 Residential development shall be in accordance with Map 05: Land Use Strategy.
- 7.2 All residential development shall be consistent with the General Residential Development policies outlined in this section.
- 7.3 Lands suitable for residential development are classified into five categories: Built-Out Country Residential, Country Residential, Country Residential Infill, and Open Space Residential. Any application to re-classify lands from its potential land use, identified on Map 05, to another residential land use category shall require an amendment to this Plan, as guided by Municipal Development Plan policies.
- 7.4 Residential redesignation and subdivision applications should provide for development that:
 - a) provides direct access to a road, while avoiding the use of panhandles;
 - b) minimizes driveway length to highways/roads;
 - c) removes and replaces existing panhandles with an internal road network when additional residential development is proposed; and
 - d) limits the number and type of access onto roads in accordance with the County policy.

- 7.5 For developments where panhandles exist or are proposed in accordance with Policy 7.4, Road Acquisition Agreements should be registered at the time of subdivision to secure future road alignments.
- 7.6 No new residential buildings shall be permitted within the floodway or flood fringe identified on Map 06: Environmental Areas.

Local Plans

- 7.7 All redesignation and subdivision applications on lands identified for residential development require a local plan or infill country residential development plan in accordance with this section, Section 26, Section 27, and Appendix B.

Built-Out Country Residential

A portion of lands within the Springbank area have built-out to the fullest desired potential. These lands, identified as Built-Out Country Residential on Map 05: Land Use Strategy, are generally 3.50 acres or less in size, and are largely developed with a dwelling and associated servicing and transportation infrastructure.

Policies

- 7.8 Lands within areas identified as Built-Out Country Residential areas shall not subdivide further.
- 7.9 Notwithstanding Policy 7.8, where existing lots hold a land use designation that permits further subdivision, proposals may be considered to create lots meeting the purpose and intent of that land use district.

Country Residential

Country residential acreages continue to be a desirable development form and existing residential areas are gradually building out to their fullest extent. Although this Plan has sought to explore different development forms to enhance the community, in many areas it would be unachievable to continue agricultural operations or to promote more compact development due to the historic fragmentation across the ASP area.

Previous country residential development in Springbank has often developed in a piecemeal fashion, preventing comprehensive planning of subdivisions and limiting the provision of efficient road networks, environmentally sensitive servicing solutions, and connected pathway systems.

In those areas where country residential continues to be supported, in accordance with Map 05: Land Use Strategy, this Plan seeks to ensure that proposals are undertaken in an orderly manner supporting efficient use of infrastructure and promoting more pedestrian-oriented design.

Policies

7.10 Development of Country Residential areas shall:

- a) be guided by a local plan, in accordance with Section 26 and Appendix B;
- b) minimize lot grading and incorporate the natural contours of the land into the residential design;
- c) demonstrate consideration and accommodation of wildlife corridors as identified in Map 07: Wildlife Corridors;
- d) provide a servicing proposal in accordance with the County Servicing Standards with connection to piped water and wastewater systems provided whenever possible;
- e) provide stormwater and drainage solutions that are consistent with the Springbank Master Drainage Plan;
- f) promote high quality design through consistent architectural themes across the subdivision particularly relating to building appearance, lot layout, landscaping, and streetscape. Architectural controls shall be implemented to address these matters, together with ensuring compliance with the Transition policies (Section 13) and Scenic and Community Corridor policies (Section 14) of this Plan;
- g) provide design measures to minimize adverse impacts on existing agriculture operations in accordance with the County's Agricultural Boundary Design Guidelines; and
- h) identify any potential impacts from airport operations and, where applicable, mitigation measures for those impacts.

7.11 Where the opportunity exists to provide connections to an existing or planned active transportation route, municipal reserve dedication in Country Residential areas should be provided by a full dedication of land to facilitate the establishment of fully functional pathways and open space areas within a development.

7.12 The minimum parcel size for Country Residential development shall be 0.80 hectares (1.98 acres).

Country Residential Infill

Historical subdivision approval in Springbank has resulted in fragmented pockets of country residential and small agricultural parcels. Incremental development in these areas divides viable agricultural land, impacts agricultural operations, and creates an inefficient settlement pattern with limited connectivity.

This section addresses the issues related to fragmented land and provides policies to enable a gradual transition to a more orderly and efficient development pattern within County Residential Infill Areas.

Policies

- 7.13 These policies apply to the lands identified as Country Residential Infill Areas on Map 05: Land Use Strategy of this Plan.
- 7.14 Applications for redesignation and subdivision of Country Residential Infill parcels should be supported by submission of a Residential Infill Development Plan.
- 7.15 The Residential Infill Development Plan shall apply to an area determined by the County at the time of redesignation application and should include, at a minimum, all residential or small agricultural acreages that are adjacent to the application area, excluding Built-Out Country Residential areas. The Plan shall:
 - a) provide a subdivision concept that demonstrates the proposal will facilitate an efficient lot layout and future road alignment;
 - b) demonstrate consideration of the opportunities and constraints identified in the subject lands in Appendix C;
 - c) confirm conformity with the Springbank Master Drainage Plan;
 - d) include necessary information and technical documentation to address water supply, sewage treatment, and stormwater management requirements in accordance with the County Servicing Standards and related Council policies;
 - e) provide design measures to minimize adverse impacts on existing agriculture operations in accordance with the County’s Agricultural Boundary Design Guidelines; and
 - f) identify any potential impacts from airport operations and, where applicable, outline corresponding mitigation measures;
 - g) include an assessment of the municipal reserve status for the infill development area and adjacent lands, as appropriate, with the assessment also indicating route alignments with adjacent lands and opportunities to implement the Active Transportation Plan: South County.
 - h) provide a report that documents the consultation process undertaken to involve area landowners in the preparation and/or review of the infill development plan.
- 7.16 The minimum parcel size in the Country Residential Infill area shall be 0.80 hectares (1.98 acres).

RESIDENTIAL INFILL DEVELOPMENT PLANS:

Non-statutory plans that accompany a land use redesignation application and are used to comprehensively address a limited set of specific planning issues. They address the practical difficulty of multiple parcel ownership, and the burden of plan preparation falling on a single owner of a limited amount of land. Residential infill development plans require consultation with owners within the Plan area, are required to be adopted by resolution of Council, and will be retained by the County to guide future subdivision approval.

Open Space Residential

Open Space Residential design sensitively integrates housing with the natural features and topography of a site by grouping homes on smaller lots, while permanently preserving a significant amount of open space for a variety of conservation, recreation, and small-scale agricultural uses. Principles of Open Space Residential development recommend that half or more of the buildable land area to be designated as permanent open space. Servicing efficiencies are achieved through reduced individual lot footprints and reduced infrastructure requirements while open space areas provide increased opportunities for on-site storage and treatment of stormwater. Open Space Residential residential development is intended to safeguard Springbank's precious natural environment and will prioritize sensitive watershed, wildlife, and natural habitat management.

Two areas have been identified for Open Space Residential development. These areas are largely intact quarter sections with potential for connected pathways, wildlife corridors, open space and roads; the areas are also of a sufficient size to accommodate buffers and transition areas with existing country residential development. The characteristics of the two areas are described in further detail below:

Area 1: Township Road 245

The first Open Space Residential area comprises approximately 349.75 hectares (864.25 acres) of largely undeveloped agricultural land extending either side of Township Road 245, from the Commercial Court business area to Range Road 31. The undulating topography means that the western part of these lands is visible from Highway 1, while further east the land is partly sheltered from the Highway as it slopes away to the south. The area was considered suitable for Open Space Residential for several reasons:

- The contiguous undeveloped parcels provide the opportunity for extensive pathways linking the Community Core to the west, with future development areas and the city of Calgary to the east.
- Connection between the two Highway intersections at Range Road 31 and Range Road 33.
- The ability to maintain rural character and viewsheds across Springbank in alignment with the Scenic Corridor policies of this Plan by providing the opportunity to locate open space areas adjacent to Highway 1.
- The size of the area allows for creative planning of passive and active recreation opportunities and for the location of the Open Space Residential housing away from existing country residential properties.
- The moderately higher density proposed for Open Space Residential acts as a transition from Highway 1 and other high-activity areas to country residential properties.
- The lands are within reasonable proximity of the Community Core and business areas to benefit from regional servicing when extended to these locations.

Area 2: Township Road 242/Horizon View Road

Area 2 covers a significant part of the remaining agricultural community in Springbank, approximately 684.11 hectares (1690.48 acres). Cullen Farms and Colpitts Ranches have a long history of serving Springbank and residents in the wider Calgary region, but these lands have become more difficult to farm over time due to the development of surrounding country residential developments. Although it is understood that there is no intention to cease farming operations in the near-term, it is important to secure these lands for future Open Space Residential development due to the unique features of the lands and the surrounding landscape. These features include:

- Adjacency to the Elbow River to the south, and the potential to preserve the integrity of the floodway, watershed, and wildlife corridor through provision of Environmental Reserve and open space areas.
- The potential to strategically focus river access in these areas through passive recreation opportunities and sensitively placed supporting infrastructure.
- The ability to acknowledge the agricultural heritage of the land through building preservation and educational opportunities.
- The dramatic topography and abundant environmental assets across the lands allow for the promotion of conservation design principles.

OPEN SPACE RESIDENTIAL DEVELOPMENT HAS THE FOLLOWING FEATURES:

- permanent retention of a significant amount of open space land;
- may provide for a range of lot sizes;
- reduced development footprint and environmental impact;
- reduced infrastructure costs by shortening road and utility runs;
- provides opportunity for piped or regional servicing;
- increased opportunities to treat and store stormwater;
- retention of rural character and scenic vistas.

OPEN SPACE:

All land and water areas, either publicly or privately owned, that contribute to community building by preserving rural landscapes and providing residents opportunities for passive and active recreation. Open space may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, land for recreation and community facilities, utility corridors including stormwater infrastructure, golf courses, parking areas, and small agricultural pursuits.

Policies

General

- 7.16 Open space Residential Development shall be supported on those lands identified as such on Map 05: Land Use Strategy.
- 7.17 No redesignation or subdivision shall be approved within an identified Open Space Residential area until a Conceptual Scheme providing a comprehensive plan aligning with the principles and policies of this ASP has been completed and adopted by the County for that respective Open Space Residential area.
- 7.18 Notwithstanding Policy 7.17, creation of a single lot from an un-subdivided quarter section for the purposes of a first parcel out, or other agricultural development may be supported in accordance with the policies of this Plan and the Municipal Development Plan.
- 7.19 Key principles guiding Open Space Residential development shall be to:
- a) safeguard and enhance the amenity of existing adjacent residents;
 - b) protect environmentally significant and cultural assets;
 - c) provide a reduction in the overall development footprint through a permanent retention of a portion of developable land as open space;
 - d) allocate a significant portion of open space to publicly accessible greenways, regional pathways, and/or trails;
 - e) ensure that development is serviced by piped or regional water and wastewater servicing;
 - f) create servicing and transportation efficiencies through lot and road design, with minimized operational costs;
 - g) protect the open space from further residential or business development through registration of instruments such as a restrictive covenant, conservation easement, or other mechanism.
- 7.20 Open Space Residential development shall ensure that development supports the character of Springbank through creation of a strong architectural and cultural theme, and that it conforms to current technical servicing requirements and master servicing plans and policies.
- 7.21 Residential clusters should be arranged to minimize impacts to adjacent residential and agricultural uses, and to minimize disturbance to woodlands, wetlands, grasslands, and mature trees. Clusters should be designed to protect scenic views of open land from adjacent roads. Visual impact should be minimized through use of landscaping or other features.
- 7.22 Where new landscaping is contemplated in either open space or private lots, proponents should use vegetation suited to the area's climate and geography.

Density and Composition

- 7.23 The maximum overall residential density within the Open Space Residential area shall be 1.50 units per acre of the Gross Residential Area of land that is subject to the conceptual scheme. The Gross Residential Area land area shall be calculated to be the area after removal of publicly accessible open space, including municipal and environmental reserve lands which contribute to such open space provision.
- 7.24 The minimum lot size for Open Space Residential areas shall be 0.50 acres.
- 7.25 Open space shall constitute a minimum of 50% of the Gross Total Area of the subject lands, including municipal or school reserve dedications, environmental reserves, wetlands, or infrastructure dedications such as utility lots and stormwater ponds. When identifying open space to be preserved:
- a) of the minimum 50% open space required, a minimum of 50% should support publicly accessible passive and active recreation opportunities;
 - b) priority should be given to existing agricultural operations, intact natural areas, habitat for rare and endangered species,

wildlife corridors, natural and restored prairies, significant historic and archaeological properties, and steep slopes;

- c) water bodies and slopes greater than 25% should not constitute more than 20% of the identified open space; and
- d) open spaces designed to provide plant and animal habitat shall be kept as intact as possible, and trails shall be designed to avoid fragmenting such habitat.

7.26 Although community buildings supporting the overall development (e.g. community stables, community centres, etc.) may be located within the open space areas, the footprint of such buildings shall not be considered to count towards the 50% of open space land required within for Open Space Residential development.

CALCULATING DENSITY WITHIN OPEN SPACE RESIDENTIAL AREAS

Residential densities shall be calculated in general accordance with the methodology set out within the Calgary Metropolitan Region Plan. However, density will be further restricted by excluding all public and communal open space provision from the Gross Residential Area from which the maximum number of residential dwellings can be calculated.

Gross Total Area: All lands that form part of the development area covered by the County-led Open Space Residential area.

Gross Developable Area: Gross Total Area minus Non-Developable Lands (environmental reserve and other non-developable lands).

Gross Residential Area: Gross Developable Area minus all public and communal open space areas.

Maximum Open Space Residential Dwellings: 1.5 units per acre x Gross Residential Area.

Open Space

7.27 Areas of environmental significance, as shown on Map 06: Environmental Areas, shall be protected within Open Space Residential development through mechanisms such as Environmental Reserve or easement.

7.28 Open space (communal and publicly accessible) within Open Space Residential developments shall be permanently maintained through appropriate land use designations, conservation or private easement, common lands (bareland condominium), or a combination thereof.

7.29 Open space systems within the Open Space Residential development shall incorporate linked linear systems of trails and pathways, which shall connect to existing or proposed active transportation networks.

7.30 Trails, pathways, and other gathering spaces should, where possible, be located away from identified wildlife corridors and be separated by appropriate visual barriers such as vegetation and other natural features.

7.31 Municipal reserve should be provided through dedication of land, and municipal reserve lands should be used to provide for pathway and open space connectivity throughout the development and with adjacent lands.

7.32 Appropriate agricultural uses, such as Contemporary Agriculture, may be provided as open space use in the context of Open Space Residential development where it can be demonstrated, to the satisfaction of the County, that:

- a) the proposed or existing agricultural use is compatible with residential uses and local road systems;
- b) the site can sustain the type, scale, size, and function of the proposed or existing agricultural use;
- c) there is minimal impact on the natural environment, including air quality, natural vegetation, wildlife movement, and surface and groundwater hydrology; and
- d) the agricultural development shall follow best management practices for storm water runoff.

DEFINING OPEN SPACE

Public Open Space includes both privately-owned land maintained by either a homeowners' association (or similar body), and publicly-owned land maintained by the County as municipal reserve, that allows free movement of the public principally for passive and active recreational pursuits. Public access on privately held land is maintained through public access easements or similar legal mechanisms.

Communal Open Space is privately-owned land maintained by a homeowners' association (or similar body) which is usually enclosed and is principally created for the enjoyment of the members of that homeowners' association. Public access may be allowed subject to conditions, for example user fees or hours of use.

Open Space Design considers the following:

- identification of significant natural systems, environmentally sensitive lands, wildlife habitat, and opportunities for the protection of open space;
- determination of the average density in accordance with the Cluster Residential policies;
- environmental matters such as wind and sunlight conditions, storm water management, artificial light generation, and impacts on significant natural systems, environmentally sensitive lands, and wildlife habitat;
- open space and recreational needs and opportunities;
- available centralized or decentralized servicing options;
- transportation and active transportation network components;
- visual impacts from within and outside of the proposed development; and
- achievement of design that facilitates environmental sustainability, interconnected open space, efficient land development, aesthetically appropriate built form, and quality of life.

7.33 Open space Residential development shall provide for well-designed public gathering places such as parks, open spaces, and community facilities. Gathering places should:

- a) be safe, accessible, and attractive, with consideration for Crime Prevention Through Environmental Design (CPTED) principles:
 - i. be centrally located;
 - ii. respect and enhance community identity and character;
 - iii. encourage social interaction; and
 - iv. address the needs of residents of all ages and abilities.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):

A multi-disciplinary approach for reducing crime through urban and environmental design and the management of the built environments. The four basic strategies in CPTED include:

1. Access Control;
2. Surveillance;
3. Territorial reinforcement; and
4. Maintenance.

Management Practices

7.34 A single Homeowners' Association (HOA), Condominium Board, or similar body shall be established to assume responsibility for common amenities within the overall development area, and to manage items including, but not limited to, enforcement of registered architectural controls and easements, asset management and financial security.

- 7.35 To ensure aesthetically coordinated development, design guidelines and architectural controls shall be implemented and enforced by the HOA (or similar entity) within the overall development area.
- 7.36 To ensure the financial stability of the responsible HOA and the sound management of all communal and public lands, an Asset Management and Revenue Creation Plan shall be established through Conceptual Scheme policies and subdivision approval conditions. The Revenue Creation Plan shall identify opportunities for generating income from open space assets (e.g. user fees for active recreation facilities or building space rental) and, where appropriate, from home-based business owner fees.

County-Led Conceptual Schemes

- 7.37 Prior to the redesignation, subdivision, or development of land for Open Space Residential development in the areas identified on Map 05: Land Use Strategy, a County-led Conceptual Scheme shall be prepared and adopted by the County.
- 7.38 Timing for development of a County-led Conceptual Scheme shall be in accordance with the Implementation section of this ASP (Section 26).
- 7.39 The content of County-led Conceptual Schemes for Open Space Residential Development shall be determined by a terms of reference approved by Council, but should incorporate the principles applicable to each respective development, identified in Policies 7.43 and 7.44 below, and shall demonstrate compliance with all relevant policies within Section 7 of this ASP.
- 7.40 Development of the Conceptual Schemes shall require the County to undertake a thorough and inclusive engagement process with landowners and residents within and adjoining OSR areas together with broader consultation with Springbank community.
- 7.41 Open Space Residential development shall ensure that development supports the character of Springbank, is well designed, and conforms to current technical servicing requirements and master servicing plans and policies.
- 7.42 Open Space Residential development shall provide for well-designed public gathering places such as parks, open spaces, and community facilities. Gathering places should:
 - a) be safe, accessible, and attractive, with consideration for Crime Prevention Through Environmental Design (CPTED) principles:
 - i. be centrally located;
 - ii. respect and enhance community identity and character;
 - iii. encourage social interaction; and
 - iv. address the needs of residents of all ages and abilities.

Conceptual Scheme Principles: Township Road 242/Horizon View Road

- 7.43 The preparation of the Conceptual Scheme for Open Space Residential Area 1 (Township Road 245) shall be guided by the following principles:
 - a) thoughtful placement of passive recreation and open space areas adjacent to existing country residential subdivisions at Longeway Place and south of the development area.
 - b) protection of viewsheds across the area, especially those within the Scenic Corridor.
 - c) appropriate transition of residential lot sizes, with large lot sizes adjacent to existing country residential communities in compliance with the Transition policies of this plan.
 - d) provision of a strong west-east active transportation route in alignment with the County's Active Transportation Plan: South County.
 - e) development of Home-Based Business Hubs comprising no more than 20% of the overall units within the conceptual scheme area. Home-based business hubs should have the following features:

- i. home-based businesses will be concentrated in areas remote from other residential development, but close to pathway and open space networks;
 - ii. orientation of home-based business units around a central courtyard/hub which is pedestrian oriented, with the business fronting onto the public space;
 - iii. lots are of a sufficient size to allow for placement of both business and residential elements together;
 - iv. the building form on each home-based business lot should comprise a single dwelling with the business frontage either forming part of the dwelling structure or detached as a separate building;
 - v. pedestrian and rural focused design with lower elevations (maximum two storeys);
 - vi. outside storage or any other types of industrial activity will not be supported as a principal use;
 - vii. strong architectural controls and homeowners' association guidelines on construction and maintenance of all public facing areas, including fencing, landscaping, signage, and outside uses in both business and residential portions of each lot.
- f) support for contemporary agriculture uses which offer broader products and services such as tourism, education, or recreation.

Home-Based Business Hubs:

For the purpose of this ASP, Home-Based Business Hubs are considered to be a gathering of single buildings that comprise a commercial and residential component and that are occupied by the same residents. The Live-Work units shall be the primary dwelling of the occupying residents and may include such uses as dentists, doctors, art studios, hair salons, lawyers' offices, or other uses considered to be similar in character.

- 7.44 The preparation of the Conceptual Scheme for Open Space Residential Area 2 (Township Road 242/Horizon View Road) shall be guided by the following principles:
- a) placement of residential units on higher elevations, especially towards the north-eastern boundary of the area adjacent to institutional uses, and use of the existing topography to provide a visual separation with existing residential areas.
 - b) strong protection of the Elbow River corridor as a floodway and wildlife corridor.
 - c) potential utilization of existing agricultural buildings and features as future heritage or community assets.
 - d) emphasis on the southern portion of the site for recreational use and river access which is sensitive to preserving wildlife habitat, public safety, and source water protection.
 - e) support for agricultural uses which offer broader products and services such as tourism, education, or recreation.

8 BUSINESS

Business areas provide a wide range of services to County residents and the region, while contributing to the fiscal sustainability of the County. Springbank's adjacency to Highway 1 and the importance of the Springbank Airport create significant potential for commercial and industrial growth. However, such growth must be focused in areas where it can be sensitively planned to not adversely impact existing residents or the community's rural character. Ensuring high quality design standards, restricting certain business development forms, and addressing interface and transitions will be crucial in this respect.

This ASP seeks to support the growth of existing and planned business uses around the Highway 1 and Range Road 33 interchange, together with providing a framework for future detailed planning of the Springbank Airport Employment Area. Although the identified Future Development Areas (Section 12) will provide further opportunity for business growth, this will require a further comprehensive area structure plan amendment and support for such growth will only occur following the completion of detailed economic and servicing assessments, and further thorough engagement with residents, the Calgary Metropolitan Region Board, the City of Calgary, and other stakeholders.

Objectives

- Promote development of non-residential uses to provide local employment opportunities for residents and financial sustainability by increasing the County's business assessment base.
- Support the development of well-designed business areas and sensitively transition business uses around the Springbank Airport to minimize impacts on both airport operations and residents.
- Provide for the growth of local and regional commercial development that celebrates and preserves the character and heritage of Springbank.
- Establish standards and requirements for business uses within the Plan area.
- Undertake a County-led Conceptual Scheme process for planning of the Springbank Airport Employment Area to ensure robust collaboration with subject landowners, the Airport, and adjacent residents, and inclusive engagement with the wider community.

Business Commercial

Previous commercial growth in Springbank has been centered on the lands immediately south of the Highway 1 and Range Road 33 with the development of Calaway Park and Commercial Court. This area was defined as a Highway Business Area within the 2013 Municipal Development Plan.

The purpose of a Highway Business Area is to contribute to the County's fiscal goals, provide destination commercial and business services, provide services to the traveling public, and offer local employment opportunities. Further commercial areas were identified within the Regional Business Centre around the Springbank Airport to supplement existing and proposed industrial uses, and to protect the airport from residential encroachment.

This section provides policies for the continued support for those lands which have existing or approved business commercial land uses around the Highway 1 / Range Road 33 intersection.

Policies

General

- 8.1 Commercial development shall be located in the areas identified on Map 05: Land Use Strategy, and local commercial uses shall also be considered within the Community Core.
- 8.2 Development within Commercial areas should proceed in an orderly manner, supported by cost-effective improvements and upgrades to the County's infrastructure and transportation networks.

Land Use

- 8.3 No new residential uses shall be supported within the identified Business Commercial areas, and only existing or approved institutional uses shall be supported for retention or expansion.
- 8.4 Acceptable commercial uses shall primarily be carried out within an enclosed building, where the operation does not generate any significant nuisance or environmental impact such as noise, light, appearance, or odour outside of the enclosed building.
- 8.5 Commercial uses located adjacent to existing or future residential or agriculture areas shall address the Business-Residential Interface and/or Agriculture Interface policies (Section 14) of this Plan.
- 8.6 Outdoor Storage as a primary use shall not be permitted in the Business Commercial areas of the Plan. Outside storage accessory to the primary use of the site shall be screened and located to the side or rear of the primary building.
- 8.7 Outside display areas are permitted provided they are limited to equipment, products, or items related to the site's primary use.
- 8.8 Outside storage and display areas shall address the Scenic or Community Corridor policies set out within Section 13.

Design and Layout

- 8.9 Commercial development shall be attractively designed, fit with existing development, and address the Commercial, Office, and Industrial Design Guidelines in Rocky View County and the design requirements of Section 26 and Appendix B.
- 8.10 Commercial areas shall be designed and oriented in such a way that ensures safe and efficient access from adjacent roadways.
- 8.11 Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.
- 8.12 All lighting, including security and parking area lighting, shall be designed to limit overall light pollution and sky glow, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 8.13 Vehicle parking areas should be located to the side or rear of buildings and away from public frontages so as to be effectively screened.
- 8.14 The use of fencing should not be permitted, other than for screening of outside storage, garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

Local Plans

- 8.15 All redesignation and subdivision applications proposing development in the Business Commercial areas require a Conceptual Scheme in accordance with Sections 26 and 27, and Appendix B.

Springbank Airport Employment Area

In 2022, Springbank Airport was the sixth busiest airport in Canada when measured by aircraft movements, and it attracts significant investment in the Calgary region. YBW is managed and operated by the Calgary Airport Authority and although the actual airport lands are federally regulated, there is great potential to support business uses around the Airport which complement and align with its growth. With such close proximity to the Highway 1 and Range Road 33 intersection, this area has additional value in being able to serve the many Calgary residents and visitors that pass through Springbank on Highway 1.

The Calgary Metropolitan Region Growth Plan has recognized the importance of the Springbank Airport area by making specific reference to it as an Employment Area outside of a Preferred Growth Area. The lands have the following features which make it particularly special as a regionally significant Employment Area:

- The Airport is a growing transportation hub which creates a demand for nearby specialized or complementary business uses.
- Business uses would support investment in Highway 1 infrastructure, alongside the hamlet of Harmony and existing business areas.
- The close proximity of the lands to Harmony provides significant potential to connect to regional water and waste water services.

Taking into account the importance of this Employment Area, this ASP requires that further planning is undertaken through a County-led Conceptual Scheme guided by the policies and principles of this section and the overall Plan. The proposed conceptual scheme would be appended to this ASP and therefore, it would require an amendment to this Plan together with submission to the Calgary Metropolitan Region Board for approval.

Policies

General

- 8.16** The Springbank Airport Employment Area shall cover those lands identified as such on Map 05: Land Use Strategy.
- 8.17** No redesignation or subdivision shall be approved within the Springbank Airport Employment Area until a Conceptual Scheme providing a comprehensive plan aligning with the principles and policies of this ASP has been completed and adopted by the County for the Area.
- 8.18** No new residential lots shall be supported within the Springbank Airport Employment Area, and only existing or approved institutional uses shall be supported for retention or expansion.
- 8.19** Heavy industrial uses shall not be supported in the Springbank Airport Employment Area.
- 8.20** Key principles guiding development of the Springbank Airport Employment Area shall be to:
- a) safeguard the amenity of existing adjacent residents through appropriate transition of business uses and airport-related activity;
 - b) align with the vision and requirements of the Airport including, but not limited to, the Springbank Airport Zoning Regulations, and the Springbank Airport Master Plan 2009-2029;
 - c) protect and support the Airport by planning for complementary business uses and removing the potential for any uses that would adversely affect overall operations;
 - d) ensure that development is serviced by regional water and wastewater servicing;
 - e) allow for the comprehensive planning and phasing of existing business, residential and institutional uses within the Employment Area to ensure that existing landowners within the Area are not impacted by new development;
 - f) require high quality design practices in accordance with the County's Commercial, Office, and Industrial Design Guidelines and the Scenic and Community Corridors policies of this ASP (Section 13); and

- g) exclude heavy industrial uses including, and in addition to, any use that has the potential to generate significant nuisance or environmental impact through noise, light, appearance, odour, or similar intrusion.

Layout and Design

- 8.21 Industrial development should be set back from Township Road 250 and Range Road 33, with preference given to Commercial uses and landscaping interfacing with public frontages and existing residential areas.
- 8.22 Outdoor Storage and outside display areas may be permitted and shall demonstrate conformity with policy Sections 14 (Transitions) and 13 (Scenic and Community Corridors)
- 8.23 Parking areas should be located to the side or rear of buildings and away from public frontages and residential areas to be effectively screened.
- 8.24 Business development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.
- 8.25 All lighting, including security and parking area lighting, shall be designed to limit overall light pollution and sky glow, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 8.26 The use of fencing should not be permitted, other than for screening of outside storage, and/or garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.
- 8.27 Acceptable Business uses within the Springbank Airport Employment Area shall primarily be carried out within an enclosed building, where the operation does not generate any significant nuisance or environmental impact such as noise, light, appearance, or odour outside of the enclosed building.
- 8.28 Business uses located adjacent to existing or future residential or agriculture areas shall address the Business-Residential Interface and/or Agriculture Interface policies (Section 14) of this Plan.

County-Led Conceptual Scheme

- 8.29 Prior to the redesignation or subdivision of land for business uses in the Springbank Airport Employment Area identified on Map 05: Land Use Strategy, a County-led Conceptual Scheme shall be prepared and adopted by the County.
- 8.30 Timing for development of a County-led Conceptual Scheme shall be in accordance with the Implementation section of this ASP (Section 26).
- 8.31 The content of the County-led Conceptual Scheme for the Springbank Airport Employment Area shall be determined by a terms of reference approved by Council, but shall demonstrate compliance with the principles and policies of this section and the overall ASP.
- 8.32 Development of the Conceptual Scheme shall require the County to undertake a thorough and inclusive engagement process with the Springbank Airport, Alberta Transportation and Economic Corridors, and landowners and residents within and adjoining the Springbank Airport Employment Area. Broader consultation shall also be required with the Springbank community and relevant stakeholders.

9 AGRICULTURE

Agriculture was the driving force of settlement in the late 1800s and early 1900s, and the opportunity to own land drew homesteaders by the hundreds. Today in Springbank, the raising of livestock, mostly beef cattle and horses, hay and green fodder, and cereal crops are the predominant forms of agriculture. Active farmland is primarily found in large unsubdivided parcels that are owned by a limited number of long-time residents. Smaller agricultural parcels, such as equestrian facilities and horticultural operations, can also be seen on the landscape. Large segments of Springbank's farmland have experienced a transition from agriculture to residential uses over the past 50 years. Shifts in agricultural markets and the growth of residential and commercial developments have diminished opportunities to expand traditional agricultural operations and lessened the viability of traditional agricultural pursuits. However, the County has adopted policies supporting Right To Farm Legislation, which protects farming operations from nuisance lawsuits where producers are following land use bylaws, generally accepted agricultural practices, and any regulations that are established by the Minister. In addition, the Province administers the Agricultural Operations Practices Act, which further establishes a framework for farming in Alberta.

Given the residential development pressures in Springbank, an objective of this Plan is to ensure that residential development is respectful to existing agricultural operations, and to support opportunities for diversification of agricultural uses and the blending of agricultural practices with compatible non-residential uses.

The continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable. In some areas of Springbank, agriculture will continue to be the only viable land use due to severe flood risk or environmental concerns. The Springbank ASP policies support the retention and development of agricultural uses as described in the Municipal Development Plan and the Agricultural Boundary Design Guidelines.

Objectives

- Support Agriculture Right to Farm Policy and the Agricultural Operations Practices Act through appropriate transition policies and measures set out within the Agricultural Boundary Design Guidelines.
- Support opportunities for diversification of agricultural uses and the blending of agricultural practices with compatible non-agricultural uses (community, residential, and commercial uses).
- Continue to support agricultural uses and agricultural subdivisions (including first parcels out, farmsteads, and new or distinct agricultural use) until alternative forms of development are determined to be appropriate.

Policies

General

- 9.1 In support of Agriculture Right to Farm Policy and the Agricultural Operations Practices Act, local plans should acknowledge and strive for compatibility with adjacent agricultural lands and operations.
- 9.2 Agricultural land uses should:
- a) Incorporate and implement best management practices for all agricultural operations; and
 - b) Participate with Provincial and Municipal initiatives to improve and implement best management practices.
- 9.3 Agricultural heritage buildings and cultural landscapes should be integrated wherever possible into future land use and development changes.
- 9.4 The introduction or practice of contemporary agricultural uses in the community shall be supported provided:
- a) It is compatible with the character of the area;
 - b) The site can sustain the proposal as it relates to the type, scale, size, and function;

- c) A rationale has been provided;
 - d) There is minimal impact on adjacent lands;
 - e) There is minimal impact on County infrastructure, such as the road network and storm water management; and
 - f) There is minimal impact on the environment, including air quality, and surface and groundwater hydrology.
- 9.5 All existing or proposed contemporary agricultural development shall follow best management practices for storm water runoff.
- 9.6 Where development shares a boundary with agriculture operations, it shall address the County's Agricultural Boundary Design Guidelines within any local plan, redesignation, subdivision, or development application.
- 9.7 Existing agricultural operations within the Plan area should continue to be supported until such time as development of those lands to another use occurs, in accordance with the policies of this Plan.
- 9.8 Agricultural subdivision, other than First Parcel Out proposals or those that provide for a new agricultural use as per Municipal Development Plan policy, should not be supported.
- 9.9 Applications for Confined Feeding Operations shall not be supported within the ASP area.

10 COMMUNITY CORE

In receiving community feedback, Range Road 33 was considered by many landowners to be the centre of community activity. The area already features several existing and planned spaces for educational, community, and religious assembly uses. The intent of the identified Community Core area is to allow these existing uses to expand alongside complementary development to further establish a focus for the Springbank community.

To ensure that Range Road 33 reflects the community's character and promotes interaction and connectivity, the scenic and community corridors (Section 13) and active transportation (Section 18) policies of this ASP will strongly support development considerations in this area.

Although the predominant focus for development within the Community Core will be for institutional and community services, small-scale commercial uses reflective of a rural employment area shall be considered within the community core according to the need of the community.

Objectives

- Support the growth of institutional and community services along Range Road 33 as a location for community interaction.
- Provide mechanisms to support the infrastructure and public realm improvements necessary to create an efficient and cohesive development pattern that promotes pedestrian activity and interactions between public and private spaces.
- Promote active transportation routes through and within the Community Core area to ensure that the area is accessible from other parts of the Springbank community.
- Establish strong design criteria within the Community Core to ensure that public spaces and private development celebrate the character and heritage of the Springbank community.
- Allow the opportunity to consider the focused provision of complementary residential and local commercial uses that contribute to a vibrant and thriving Community Core.

Policies

General

- 10.1 The Community Core shall cover those lands identified as such on Map 05: Land Use Strategy.
- 10.2 Redesignation or subdivision shall not be supported within the Community Core until a Conceptual Scheme providing a comprehensive plan aligning with the principles and policies of this ASP has been completed and adopted by the County for the Area.
- 10.3 Notwithstanding Policy 10.2, developments of limited scope may be considered prior to adoption of a County-led Conceptual Scheme, only where the applicant can demonstrate that proposal aligns with and supports the policies and principles applicable to the Community Core.
- 10.4 Institutional and community services shall be the predominant development form within the Community Core and shall be the most prominent development form interfacing with Range Road 33, other roads (Township Road 245, Huggard Road, and Springbank Road), and public spaces.
- 10.5 Institutional and community service uses within the Community Core shall be restricted to those identified within Section 11 of this Plan and shall align with all other the relevant Policies set out within that section.
- 10.6 Residential development may be supported within the Community Core, subject to the development meeting the policies set out within Section 7 of this Plan and the following criteria:
 - a) The residential development shall include institutional and community services that are complementary to the residential uses and that also serve the broader public;

- b) Residential uses should be setback from Range Road 33, with institutional and community and local commercial services fronting public roads and spaces;
- c) The institutional and community services uses shall form an integral part of any overall development proposing Residential uses along Range Road 33;
- d) Residential uses shall be limited in scope and clearly secondary to existing and planned institutional and community uses within the Community Core.
- e) 60% of the proposed residential development proposed within the Conceptual Scheme should not receive subdivision approval until the proposed institutional and community services uses within that same phase or cell have been constructed. This shall be controlled through appropriate phasing of subdivision applications and approvals.

10.7 Local commercial development may be supported within the Community Core, subject to the development meeting the policies set out within Section 7 of this Plan and the following criteria:

- a) Local commercial development shall be focused on complementing existing or planned institutional and community services, through the specific uses proposed and integration of features such as building design, parking areas, pathways and open spaces;
- b) Local commercial services shall be located and oriented to interface with public roads and spaces and provide a consistent and high quality design that contributes to the appearance of the Community Core and Community Corridor;
- c) Local commercial uses shall be limited in scope and clearly secondary to existing and planned institutional and community uses within the Community Core. In all cases the overall Community Core shall be in full alignment with Rural Employment Area policies set out within the Calgary Metropolitan Region Growth Plan and County Municipal Development Plan.
- d) 60% of the proposed local commercial development proposed within any phase or cell of the adopted Conceptual Scheme should not receive subdivision approval until the proposed institutional and community services uses within that same phase or cell have been constructed. This shall be controlled through appropriate phasing of subdivision applications and approvals.

10.8 All new commercial and residential development within the Community Core shall be required to connect to piped or regional water and wastewater services.

10.9 Key principles guiding development of the Community Core shall be to:

- a) safeguard the amenity of existing adjacent residents through appropriate placement of more intensive activities and development forms away from these residential areas;
- b) allocate sufficient lands for the future development or expansion of schools and municipal services through appropriate phasing and dedication of municipal reserve lands.
- c) recognise the required role of the County to lead planning of the Community Core and to secure improvements to the public realm through a variety of mechanisms, including where appropriate financial contribution and/or cost recovery agreements;
- d) ensure that local commercial and residential development is serviced by piped or regional water and wastewater servicing, and that all other development shall be encouraged to connect to such services; and
- e) require high quality design practices in accordance with the County's Commercial, Office, and Industrial Design Guidelines, the Community Corridor policies of this ASP (Section 13), and through the creation of new design criteria for both public and private spaces within the Community Core.

County-Led Conceptual Scheme

- 10.10 Prior to the redesignation or subdivision of land within the Community Core identified on Map 05: Land Use Strategy, a County-led Conceptual Scheme shall be prepared and adopted by the County.
- 10.11 Timing for development of a County-led Conceptual Scheme shall be in accordance with the Implementation section of this ASP (Section 26).
- 10.12 The content of the County-led Conceptual Scheme for the Community Core shall be determined by a terms of reference approved by Council, but shall demonstrate compliance with the principles and policies of this section and the overall ASP.
- 10.13 In developing the Conceptual Scheme, comprehensive design guidelines, a public realm improvement plan, and Land Use Bylaw regulations should all be explored to support successful implementation of development.
- 10.14 Development of the Conceptual Scheme shall require the County to undertake a thorough and inclusive engagement process with landowners and residents within and adjoining the Community Core. Broader consultation shall also be required with the Springbank community and relevant stakeholders.

11 INSTITUTIONAL AND COMMUNITY USES

Providing space and facilities for recreation, culture, and institutional uses within Springbank is a key component of encouraging a sense of place and community cohesion. This Plan encourages new institutional and community services to locate within the identified Community Core to benefit from supporting infrastructure and complementary uses.

For the purpose of this Plan, Institutional and Community Services cover a range of both publicly and privately owned amenities with the intent of the ASP policies being to protect these lands from alternative development, to better define the uses allowed, and to maximize their benefit to the Springbank community. Examples of existing Institutional and Community Services within Springbank include golf courses, schools, churches, community centres, constructed and natural open space lands, and municipal and environmental reserve lands.

Objectives

- Support institutional and community uses in accordance with the policies of the Municipal Development Plan County Plan and the Recreation and Parks Master Plan.
- Encourage the focused development of recreational, cultural, and social amenities for a broad cross-section of the community.
- Collaborate with the City of Calgary, government agencies, and private stakeholders to assess community service needs and delivery mechanisms for residents within the Springbank ASP.

Policies

General

- 11.1** Institutional and community services shall be located within the Community Core and the areas identified on Map 05: Land Use Strategy.
- 11.2** Notwithstanding Policy 11.1, redesignation and subdivision proposals for institutional and community services may be considered in other areas of the ASP, excepting Infill Country Residential areas and Built-Out Residential areas, subject to meeting the following criteria:
- a) the proposed location of the development shall be justified, including reasons for not locating within the Community Core or Institutional and Community Services areas identified on Map 05: Land Use Strategy;
 - b) evidence of the benefits to the Springbank community and wider public shall be provided, through for example, an assessment of the public need for the development;
 - c) demonstration that the proposal meets the Institutional and Community Services policies and other relevant sections of this Plan; and
 - d) where the proposed location interfaces with residential development, transition policies in Section 14 shall apply.
- 11.3** For all lands located outside of the Community Core and identified as Institutional and Community Services on Map 05: Land Use Strategy, redesignation or subdivision proposals to support an alternative land use shall not be supported without prior approval of a mapping amendment to this ASP to reflect the proposed change in use.
- 11.4** All redesignation and subdivision proposals facilitating an Institutional and Community Services use on lands outside of the Community Core shall:
- a) where applicable, have obtained prior approval for mapping and other text amendments to this ASP to facilitate the Institutional and Community Services use; and
 - b) be supported by concurrent or prior approval of a Master Site Development Plan completed in accordance with Appendix B of this Plan and applicable requirements of the County's Municipal Development Plan.

11.5 Institutional and community services uses shall be restricted to the following within the Plan area:

- Arts and Cultural Centre
- Athletic and Recreation Services;
- Community Agriculture Uses
- Childcare Facilities;
- Cemetery and Interment Services;
- Government Services;
- Funeral Services and Entombment;
- Indoor Participant Recreation Services;
- Medical Treatment Services;
- Museums;
- Private Clubs and Organizations;
- Public or Quasi-Public Buildings;
- Public Parks, Open Space or Environmental Reserve;
- Religious Assembly;
- Schools, including accessory Dormitories;
- Senior Care Facilities
- Special Events Parking; and
- Tourism

12 FUTURE DEVELOPMENT AREAS

The Future Development Areas identified within the Plan (Map 05: Land Use Strategy) are areas that require special consideration given their location adjoining the city of Calgary boundary and/or regional transportation corridors.

Within most parts of the Future Development Areas, there is the potential demand for more intensive land uses which transition from urban to country residential living and maximize the investment in existing and planned transportation and servicing infrastructure. However, policies within the Regional Growth Plan do not currently support even modest residential density development or Employment Areas on lands within the Future Policy Areas. Therefore, prior to the County undertaking any amendment to this Plan and identifying a detailed land use strategy for the Future Development Areas, further collaboration with The City of Calgary and Calgary Metropolitan Region Board will need to be undertaken to coordinate land use planning endeavours and to determine the appropriate transition from an urban to country residential development form.

In undertaking collaboration with Calgary and other parties such as Alberta Transportation and Economic Corridors, thorough attention would need to be given to regional servicing availability, source water protection, and impacts upon transportation infrastructure that will need thorough coordination.

In addition to technical considerations and intergovernmental discussions dictating the timing for planning of the Future Development Areas, this Plan also seeks to ensure that Employment Areas are phased appropriately with the Community Core and Springbank Airport Employment Areas being planned prior to advancement of the Future Development Areas.

Objectives

- Provide criteria for amendment of the Springbank ASP, with particular emphasis on strong collaboration with The City of Calgary, to determine appropriate land uses, densities, hard and soft services, and interface measures within the Future Development Areas.
- Support a level of development that is reflective of service availability and that aligns with the Regional Growth Plan and the relevant regional servicing plan.
- Ensure that orderly transition from urban development within the city of Calgary is sensitively achieved to protect the rural character and feel of adjacent Springbank communities.

Policies

General

- 12.1** Local plans, land use redesignation, and new subdivision shall not be supported within the Future Development Areas shown on Map 05: Land Use Strategy, with the following exceptions:
- a) creation of a single lot from an unsubdivided quarter section for the purposes of a first parcel out or other agriculture development in accordance with the Municipal Development Plan;
- 12.2** With the exception of agricultural development exempt as per Policy 12.1, a comprehensive County-led amendment to this Plan is required to remove any part of the Future Development Areas designation and define appropriate land uses, development densities, and supporting servicing and infrastructure.
- 12.3** Planning for Future Development Area lands located adjacent to Highway 1 and Springbank Road/Old Banff Coach Road shall primarily focus on facilitating Employment Areas in accordance with the Rocky View County / City of Calgary Intermunicipal Development Plan.
- 12.4** Prior to the County adopting any amendment of this Plan to allow for the comprehensive development of any part of the Future Development Area:

- a) the County should have adopted conceptual schemes for the Community Core and the Springbank Airport Employment Area;
- b) the County shall have undertaken collaborative engagement with The City of Calgary and Calgary Metropolitan Region Board to explore any joint planning initiatives and opportunities, and to determine acceptable development forms that would comply with the intent of the Calgary Metropolitan Region Growth Plan and Rocky View County / City of Calgary Intermunicipal Development Plan;
- c) a public engagement process involving area stakeholders shall be undertaken, and an overall Land Use Strategy and supporting policies for the part of the Future Development Area that is subject to an amendment;
- d) mechanisms to implement the construction of the transportation and transit network shall be identified;
- e) it shall be demonstrated that there is a regional potable water and waste water servicing solution with the capacity to service the anticipated development form and densities in that area;
- f) appropriate interface, gateway, and scenic corridor policies shall be established in alignment with relevant policies of the Rocky View County / City of Calgary Intermunicipal Development Plan;
- g) mechanisms to implement the construction of the transportation and accommodate future transit opportunities shall be identified; and
- h) appropriate amendments shall have been undertaken to the Springbank Master Drainage Plan to accommodate the proposed development forms.

PLAN POLICIES: DESIGN AND INTERFACES

13 SCENIC AND COMMUNITY CORRIDORS

Scenic and community corridors are important entrances, along major roads, entering and exiting a municipality and a community. They create a lasting first impression and an important sense of place for people either visiting or simply traveling through a community. Therefore, it is important that Springbank's scenic and community corridors are visually attractive and maintain the open rural character of Springbank.

Springbank's scenic and community corridors are principally defined by Highway 1 as the gateway between Rocky View County and the city of Calgary, and its section immediately adjoining the municipal boundary is identified within the Rocky View / Calgary Intermunicipal Development Plan (IDP) as a key focus area, requiring particular attention and coordination on development interfaces. The Highway's interchanges also provide key vehicular access into the Springbank community, including the community core along Range Road 33; consequently, development around these interchanges also requires sensitive management to ensure the Springbank retains its attractive appearance.

Objectives

- Promote consideration of rural character, views, and landscape in new development through architectural and community design guidelines.
- Create attractive, orderly, and well maintained scenic and community corridors for residents and visitors, with particular emphasis on development that is visible from Highway 1 having a high-quality appearance, sensitive to the rural surroundings.
- Ensure development adjacent to the Highway 1 corridor is consistent with intermunicipal and regional growth policies and plans.

Figure 01: Scenic Corridor Views



EXPERIENCING SPRINGBANK FROM HIGHWAY 1

- Create Gateways
- Prioritize views
- Respect rural character
- Honour the natural landscape

Policies

13.1 The scenic and community corridors are identified on Figures 01 and 02 and are generally defined as:

- **Scenic Corridor** – all lands that are visible from Highway 1 that are within one mile (1.61 kilometres) of the nearest boundary of the Highway.
- **Community Corridor** – all lands that are adjacent to Range Road 33 between Township Road 251A and Springbank Road.

13.2 Where a specific aspect of a development is not guided by a policy or requirement of this Plan or a subordinate local plan, business and institutional development within the scenic and community corridors should be developed in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

13.3 Proposals within scenic and community corridor areas that do not exhibit a high-quality visual appearance in line with the design principles set out within Policy 13.8 and other relevant County design guidelines should not be supported.

13.4 Outside storage shall not be considered to be appropriate as a principal use within scenic and community corridor areas. Limited outside storage or outdoor displays that are ancillary to a designated principal use may be considered acceptable subject to appropriate screening and siting away from the public interface.

13.5 Rocky View County shall collaborate with Alberta Transportation and The City of Calgary to ensure that implementation of the Scenic Corridor aligns with provincial and intermunicipal considerations.

13.6 Development within the Highway 1 West Corridor Key Focus Area as identified within the Rocky View County/City of Calgary Intermunicipal Development Plan shall be subject to the applicable interface policies of that Plan.

Local Plans

13.7 All local plan applications proposing development within a scenic or community corridor area shall meet the applicable corridor policies set out within this section and the requirements of Section 26 and Appendix B.

13.8 Local plans located within the scenic or community corridors shall include policies to ensure high-quality development forms, implemented through architectural controls and development permit conditions at planning and development approval stages. Policies and the overall proposal should include the following design principles:

- a) promotion of a strong design theme based around Springbank's character;
- b) emphasis on designing the development around non-vehicular modes of transportation;
- c) creation of landmark buildings and gateway features that promote local identity and wayfinding in areas where lands are highly visible within a corridor;
- d) creation of parks and community uses that provide year-round opportunities for passive and active recreation and which promote community interaction;
- e) the placement of buildings in a way which creates or enhances overall viewsheds or the general streetscape through building setbacks, dual frontages, and/or orientation towards public activity areas.
- f) emphasis on private and public lighting that complements the individual architecture of a building, but is also sensitive to impacts on ecology, adjacent residents, and rural character;
- g) appropriate screening and placement of utility and service areas within the overall site to minimize visibility from the public realm.
- h) location and integrated planning of parking areas, street furniture, fencing, landscaping, and signage, to ensure that these elements are cohesive and add to viewsheds and streetscapes.

Figure 02: Community Corridor Views



A COMMUNITY EXPERIENCE ON RANGE ROAD 33

- Create Gateways
- Prioritize views
- Respect rural character
- Honour the natural landscape

14 TRANSITIONS

The Springbank ASP provides for a variety of business, residential, and institutional uses that respect the existing development forms found within the community. It is important to ensure that different land uses are compatible, and that they promote positive interactions through careful design and management of interface areas.

There are three principal areas where the development interface should be managed in Springbank:

1. The interaction between business and residential land uses.

The near-term growth of business uses within Springbank is limited to defined areas around transport interchanges and the Springbank Airport. However, where these areas adjoin existing and proposed residential areas, careful management of the interface is required through measures such as setbacks, lot and building design, and landscaping.

2. The interaction between different residential development forms, for example different residential densities or housing types.

Although Springbank will continue to develop principally as a country residential community, this Plan anticipates new forms of housing, specifically Open Space Residential development. Measures including the requirement for similar lot sizes within interface areas, adequate setbacks, open space buffering, and landscaping may be effective approaches to accommodate differing residential development forms.

3. The interaction between agriculture and other land uses.

Agriculture is still a significant land use within and immediately outside of the Plan area and will continue until the envisioned development occurs. It is important that agricultural uses are allowed to continue unimpeded until the land transitions to an alternate land use.

Objectives

- Ensure that the transition between different development forms is managed effectively by supporting complementary land use types and densities in interface areas.
- In accordance with the County's Agricultural Boundary Design Guidelines, ensure an appropriate interface between non-agricultural uses and agricultural land or operations, in order to avoid negative impacts on agricultural operations.

THE BUSINESS-RESIDENTIAL INTERFACE AREA:

This interfaced area is intended to provide a compatible interface between business and residential development. The Business-Residential Interface area contains the land designated for industrial, commercial, or other business uses adjacent to the residential interface. A compatible interface is achieved by providing for the appropriate land use, building setbacks, lot and building design, and landscaping within this area

Business-Residential Transition

The development of the Springbank ASP area requires careful and sensitive integration of future business uses that are adjacent to existing and planned residential and agricultural areas. The goals and policies of this section are intended to achieve a compatible interface and to mitigate the impact of business uses.

Policies

General

- 14.1 Local plans for business uses adjacent to the residential land uses and the Business Transition areas shown on Map 05: Land Use Strategy shall include an interface strategy that addresses the policies of this section.
- 14.2 The local road network within Business Residential Interface areas should be separated and/or buffered from adjacent residential areas.

Business Uses

- 14.3 Business uses located adjacent to the residential areas shown on Map 05: Land Use Strategy shall comply with the following requirements:
 - a) acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance impact outside of the enclosed building. Business uses that have the potential to interfere with the use and enjoyment of adjacent residential lots because of the nature of the business use shall not be permitted, even where the business activities may be fully enclosed within a building; and
 - b) outside storage is not an acceptable use in the Business-Residential Interface area.

Setback Area

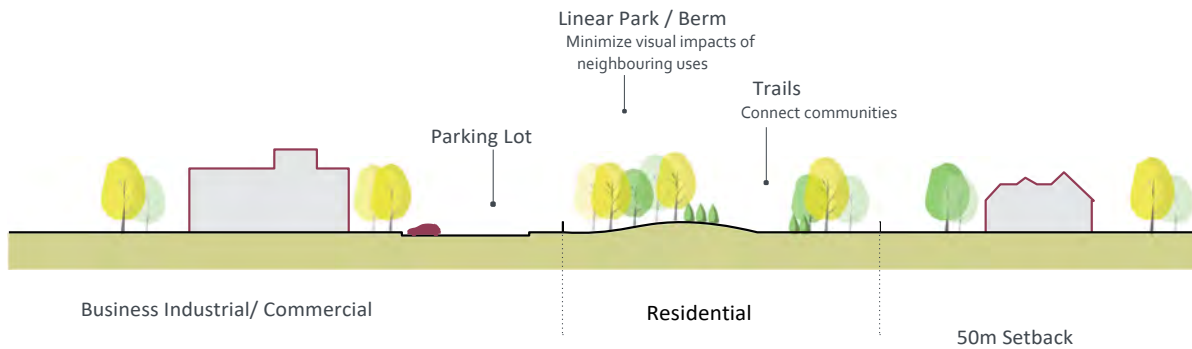
- 14.4 Spatial separation between business and residential uses is achieved by providing setbacks for the industrial or commercial buildings within the interface areas.
- 14.5 Where commercial or industrial buildings are on lands adjacent to a residential area, the commercial or industrial building shall be set back a minimum of 50 metres from the commercial or industrial property line.

Setback Area Use and Landscaping

- 14.6 Uses within the setback area in a Business– Residential Interface area may include:
 - a) landscaping, berms, landscaped storm water ponds, natural wetlands, trails, and linear parks; and
 - b) surface parking where the parking is hidden from view by berms and/or landscaping.
- 14.7 High quality landscaping shall be emphasized in the setback area. A landscape plan shall be prepared for the setback area as part of a local plan that addresses the County’s Land Use Bylaw, and the principles contained within the County’s Commercial, Office, and Industrial Design Guidelines.
- 14.8 Mass plantings and/or berms are required to minimize the visual impact of commercial/industrial buildings within an interface area. These plantings and/or berms should incorporate natural contours and variations in height to achieve a natural landscaped appearance.

Transition Cross-Sections

Business Industrial/Commercial to Residential

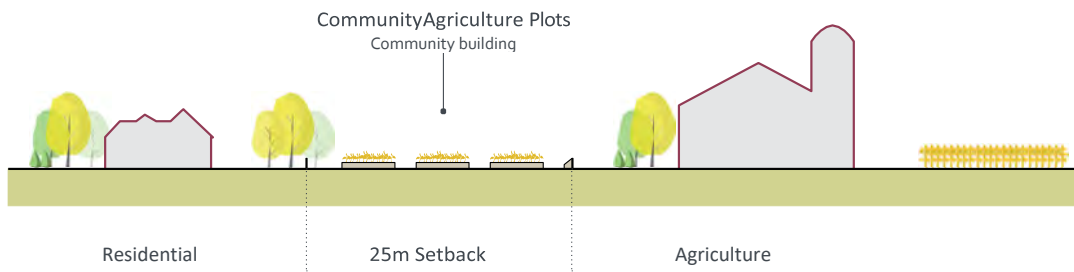
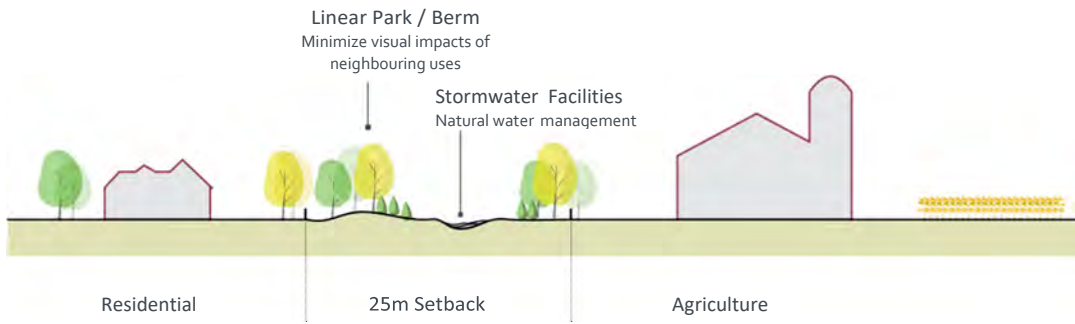


Building Quality and Appearance

- 14.9** High quality building appearance shall be emphasized where industrial/commercial buildings face residential areas. Building design shall address the County's Commercial, Office, and Industrial Design Guidelines and the design principles established within any local plan adopted by the County.
- 14.10** The maximum height of buildings on lots adjacent to a residential area should be 12.5 metres, or lower where required by the County's Land Use Bylaw.
- 14.11** Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements should not face the adjacent residential area.

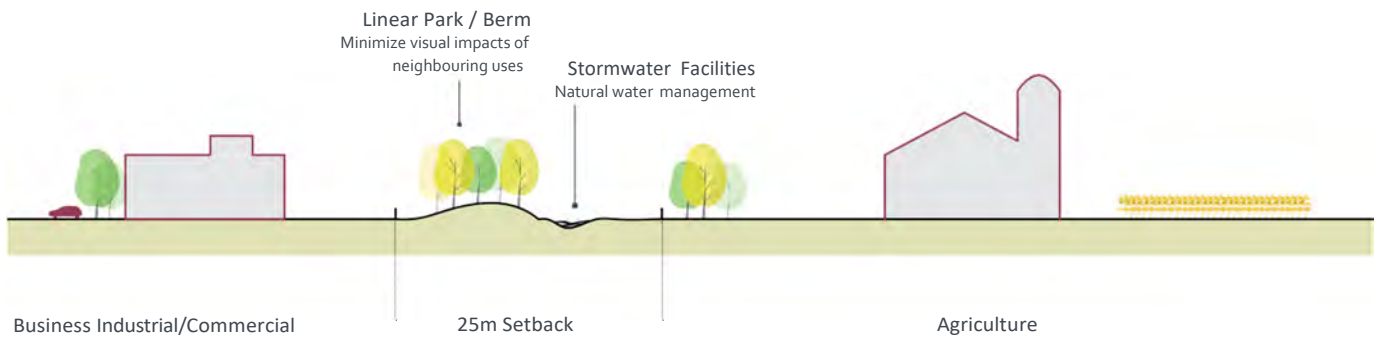
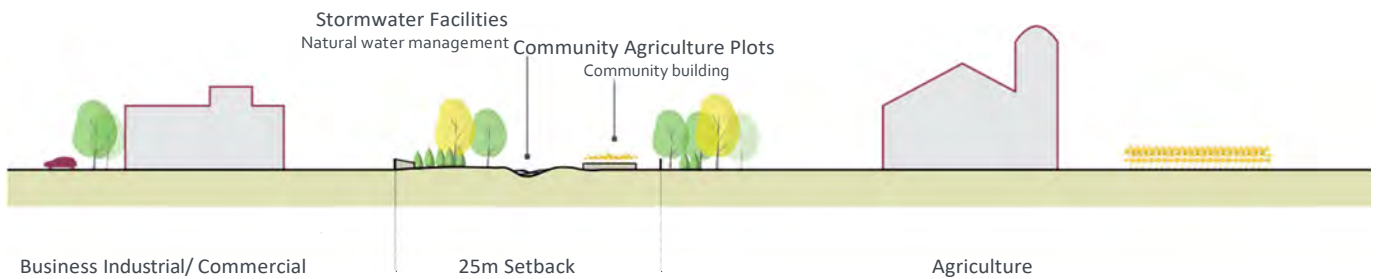
Transition Cross-Sections

Residential to Agriculture



Transition Cross-Sections

Business Industrial/Commercial to Agriculture



Residential Form Transition

Policies

- 14.12 Proposals for residential developments adjacent to other residential development of a dissimilar overall density, form, or style located either within or outside of the Plan boundary shall incorporate buffering and design techniques to minimize negative impacts on existing developments.
- 14.13 Residential buffering techniques may include a combination of the following:
- a) vegetated berms;
 - b) contemporary agricultural uses;
 - c) siting of storm water management facilities;
 - d) thoughtful lot configuration;
 - e) ecological/vegetative buffers;
 - f) use of topographic barriers such as slopes, roads, watercourses or wetlands; and
 - g) increased setbacks for housing and other buildings.
- 14.14 New residential developments should provide for thoughtful placement of housing forms and densities in interface areas that are the same as, or similar to, those found within the existing adjacent residential development.

**PLAN POLICIES:
NATURAL & COMMUNITY
INFRASTRUCTURE**

15 NATURAL AND HISTORIC ENVIRONMENT

The natural and historic features of the Springbank area are valuable assets to many in the community. Therefore, as lands in the Plan area develop, it is important to acknowledge and preserve these assets wherever possible. The policies within this section seek to minimize disturbance to notable topographical, biophysical and heritage features in the Springbank landscape, and to sensitively manage impacts on the water environment within the Bow and Elbow watersheds.

Objectives

- Ensure that development identifies and considers biophysical and heritage assets within the Plan area.
- Minimize the disturbance caused by development to the topography, landscape features, wildlife habitat and water resources of the Plan area through sensitive design that adapts to the natural environment.
- Support development that preserves wetlands, watercourses, and riparian areas within the Plan area.
- Conserve or replant native and adapted species.
- Protect and enhance existing natural amenities and key vistas across the Springbank and the river valleys.

Policies

Natural Environment

- 15.1 At the time of local plan preparation, a Biophysical Impact Assessment (BIA) to evaluate impact on wetlands, wildlife, vegetation, and historical resources shall be submitted in accordance with the County Servicing Standards.
- 15.2 At the time of local plan preparation, a study to delineate and classify the Environmentally Sensitive Areas to properly determine setbacks and future protection steps, such as environmental reserves, shall be submitted in accordance with the County Servicing Standards.
- 15.3 Manage disruption to, and fragmentation of, natural areas and wildlife habitats by:
- a) incorporating ecological features such as natural vegetation, topography, and water bodies into the design at the Local Plan, Land Use Amendment, and Development Permit stages;
 - b) utilizing environmentally-friendly landscaping where practical; and
 - c) preventing the spread of invasive, alien species in Environmentally Sensitive Areas.
- 15.4 Local plans should enhance natural areas by retaining and integrating natural features into the subdivision design, to the County's satisfaction.
- 15.5 Local plans shall demonstrate the connectivity and function of all retained natural features.

Wildlife Corridors / Habitat

- 15.6 Development Permit applications for new livestock uses should be limited in wildlife corridors/habitat areas, as identified on Map 06: Environmental Areas and Map 07: Wildlife Corridors, to avoid conflict with the passage of wildlife.
- 15.7 Where development proposes trails and pathways within identified wildlife corridors/habitat, these should be located on one side of an identified wildlife corridor, rather than being positioned in the centre of the corridor/habitat, to minimize human conflict with wildlife.
- a) Vegetation and other natural materials should be incorporated into developments to visually separate human use areas from wildlife areas and to provide overhead cover.
 - b) Proposed development of trails and pathways shall be planned in collaboration with the County to minimize interference with identified wildlife corridors/habitat.

- 15.8 At the local plan and development permit stages, development shall be designed to allow wildlife movement through and around the overall Community, such that wildlife is attracted to areas designed to allow safe movement (e.g., wildlife corridors) and detracted from residences and roads to reduce interactions with people and vehicles.
- 15.9 Local plans should identify policies on the use of appropriate buffers between high wildlife use areas (e.g., wildlife corridors) and developed areas and the strategic use of fencing within development proposals to reduce obstructions to wildlife movement, but to also limit road collisions.
- 15.10 Local plans should identify policies to minimize removal of vegetation within wildlife corridors and, where removal is necessary, to provide replacement planting of equal or greater ecological value elsewhere within the site.
- 15.11 Permanent vehicular access should be minimized within wildlife corridor/habitat areas identified on Map 06: Environmental Areas and Map 07: Wildlife Corridors.
- a) Where temporary or permanent access is required, its design and alignment should seek to minimize disturbance to the integrity of the wildlife corridor/ habitat.
- 15.12 All local plans within wildlife corridors/ habitat identified on Map 06: Environmental Areas and Map 07: Wildlife Corridors should be supported by a Biophysical Impact Assessment and incorporate the recommendations of the assessment into the development proposal.
- a) Applications not requiring a local plan, or applications outside of the identified areas, shall accord with the requirements of the County Servicing Standards, or any replacement County standard, policy, or bylaw.
- 15.13 The design and location of on-site lighting within development proposals should not form a barrier to wildlife and/or cause unnecessary light pollution.

Wetlands

- 15.14 Wetland protection shall be guided by County, regional, and provincial policy.
- 15.15 Local plans shall identify wetlands within the local plan area using the Alberta Wetland Classification System to determine wetland classification and relative wetland value.
- 15.16 Local plans shall determine, through consultation with the Government of Alberta, whether wetlands are Crown owned land.
- 15.17 Wetlands not claimed by the Crown that have a high relative value, as per the Alberta Wetland Classification System, should be dedicated as environmental reserve or environmental reserve easement.
- 15.18 Where wetlands are not retained, appropriate compensation shall be required, in accordance with provincial policy.

Riparian Areas

- 15.19 Building and development in the riparian protection area shall be in accordance with the County's Land Use Bylaw and the County's Riparian Land Conservation and Management Policy.
- 15.20 The riparian protection area may be publicly or privately owned.
- 15.21 A local plan shall provide a detailed riparian assessment based on the Province's Stepping Back from the Water guide. The assessment should determine the applicable mitigation requirements to protect the riparian area.
- 15.22 The riparian protection area should remain in its natural state. Development proponents should maintain the natural riparian function through the use of native plant species.
- 15.23 Riparian protection area uses may include: linear infrastructure, parks, pathways, and trails when designed to minimize impact on the riparian area.
- 15.24 Public roads and private access roads may be allowed in the riparian protection area. All roads shall be located, designed, and constructed so as to minimize disturbance to the riparian area.

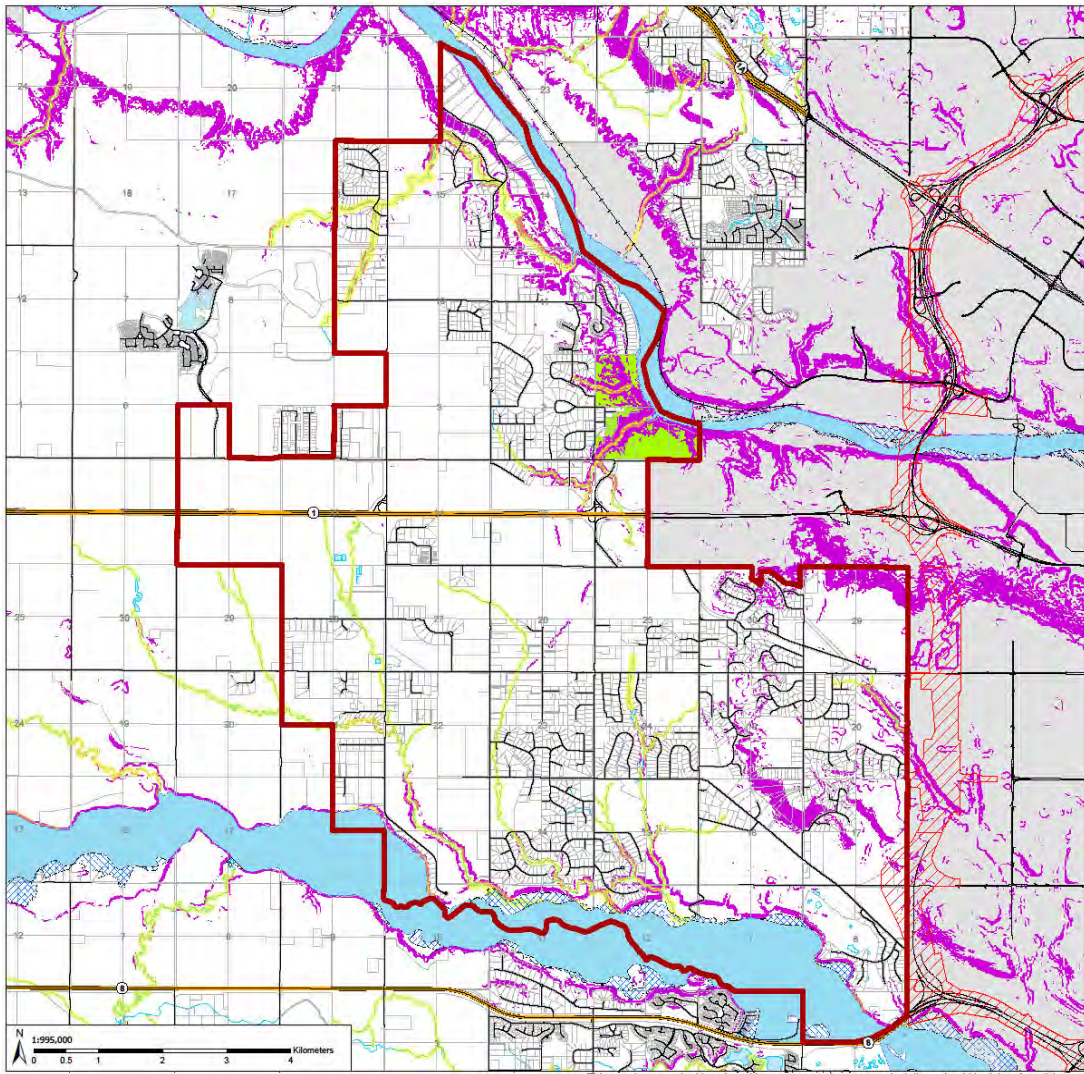
Historic Resources

- 15.25 In preparation of a local plan, applicants shall consult the Alberta Government's Listing of Historic Resources to identify the potential for historic resources within the development area.
- 15.26 Provincial guidelines should be followed to determine whether any Historical Resources Application is required under the Historic Resources Act:
- a) Any required avoidance or mitigation measures shall be incorporated within the development proposal and detailed within the local plan.
- 15.27 Until a Cultural Heritage Landscape Assessment of the Plan area is completed, local plans should identify the impact of the proposal on any heritage or landscape features either within the local plan area, or upon adjacent lands:
- a) where necessary, measures to preserve and enhance these features should also be detailed.
- 15.28 Applicants are encouraged to incorporate heritage and landscape features into the layout and design of development proposals. Approaches may include:
- a) sensitive restoration or relocation of heritage buildings;
 - b) complementary architectural design of adjacent new buildings;
 - c) preservation of views or buffering around the feature;
 - d) preservation of road alignments and boundary treatments; and
 - e) use of interpretive signage denoting features.
- 15.29 Names of new developments and/or roads should incorporate traditional knowledge, commemorations significant to Indigenous Peoples, the names of local settlement families, historical events, topographical features or locations.

Non-Statutory Actions

A Cultural Heritage Landscape Assessment shall be undertaken for the Plan area to identify locally significant cultural heritage resources and landscape features. The assessment should be developed in consultation with the Springbank community and should utilize previous inventory work completed by the Springbank Historical Society.

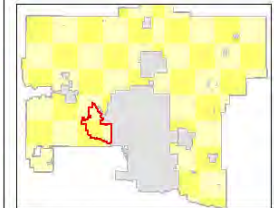
Map 06: Environmental Areas



Map 6: Environmental Areas

Legend

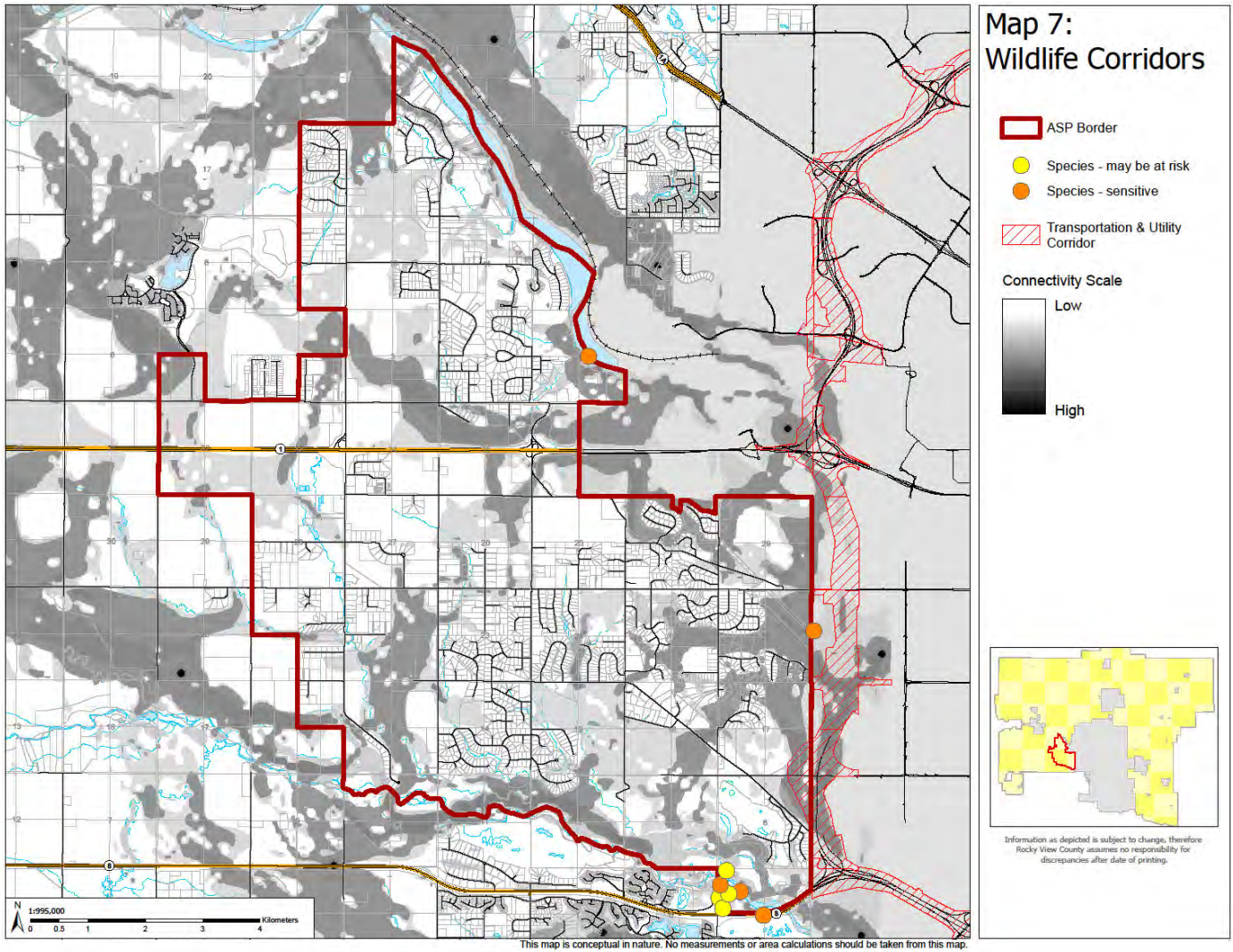
-  ASP Border
-  Transposition & Utility Corridor
-  Environmentally Sensitive Areas
-  Flood Fringe - AB Env.
-  Floodway - AB Env.
-  Riparian Setbacks
-  Slope 15 % +



Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

This map is conceptual in nature. No measurements or area calculations should be taken from this map.

Map 07: Wildlife Corridors



16 SCHOOLS

Presently, there are three existing school sites located in Springbank: an elementary school, middle school, and high school. Additional locations will be finalized based on demand and the policies of this Plan.

Objectives

- Identify future school needs and potential school sites in the plan area.
- Collaborate with school authorities on site selection and development.
- Explore the feasibility of joint use community and school facilities with school authorities.

Policies

General

- 16.1 Additional school sites may be considered appropriate by the Municipality in consultation with the School Authority within the Plan Area pursuant to the provisions of this Plan.
- 16.2 As local plans are prepared, consultation shall occur with the school boards and other relevant partners to confirm additional school needs and specific locations for future school sites.
- 16.3 Redesignation and subdivision applications for school sites shall address land use compatibility, servicing needs, and transportation requirements, and shall ensure the site is of sufficient size to accommodate parking needs.

Land Suitability

- 16.4 Suitability of proposed school sites shall be evaluated by the school authority in consultation with the County, with emphasis on locating within the Community Core, or within the identified Business Commercial areas of this Plan.
- 16.5 When evaluating the appropriateness of land for school sites, the following should be considered:
- a) proposed access to the sites should be via collector roads within the Municipal road hierarchy;
 - b) natural or man-made hazards and extreme topographic variations that may be present on site;
 - c) the feasibility of providing the proposed site with public and/or private services;
 - d) the appropriateness of the proposed site to accommodate a basic school development which includes an amenities area; and
 - e) any other matter deemed appropriate by the Municipality.
- 16.6 School sites should provide suitable land for active playing fields and park space to meet the needs of students, and should be connected to the community through trails, pathways, and/or sidewalks.
- 16.7 The provision and allocation of school reserves and municipal school reserves shall be determined as per section of this Plan.

Joint Use

- 16.8 The County may partner with the school authorities to facilitate the creation of joint use facilities or amenities.

Private Schools

- 16.9 Private schools are encouraged to locate within the Community Core and Business Commercial areas on Map 05: Land Use Strategy, but may be considered in other locations, subject to Section 12 (Institutional and Community Uses) of this Plan.
- 16.10 When considering the appropriateness of a private school contemplated by Policy 16.9 herein, the Municipality may require

the proponent of the redesignation, subdivision and/or development proposal to prepare and submit the following:

- a) a Comprehensive Development Plan;
- b) an analysis of any potential impact on adjacent land uses including, but not limited to, traffic noise, safety and visual impact;
- c) a Traffic Impact Analysis;
- d) an analysis of the availability and adequacy of on-site and off-site private and/or public utilities necessary to support the non-public institutional use;
- e) the proposed Operational Plan (i.e. proposed days and hours of operation);
- f) a Landscaping and Buffering Plan; and
- g) any other matter the Municipality deems necessary.

17 RECREATION

Community space and facilities for recreation uses are an important component of Springbank. In 2019, Rocky View County Council approved the development of the Recreation and Parks Master Plan. A long-term strategic plan will better address the recreational needs in the County as a whole. Once the spaces are created, recreational programs can be supported through a variety of mechanisms. The Springbank area has several community groups and organizations that have identified their future recreation facility needs.

Future planning to secure recreation lands will continue to be a collaborative effort between the County, school boards, community groups, and private landowners.

Objectives

- Provide public and private space for recreation uses on appropriate sites that are compatible to the natural features in this area.
- Support recreation uses in accordance with the recommendations of the Municipal Development Plan.
- Provide support in future planning to secure lands for community recreation facilities
- Provide recreation amenities for people of all ages in the Springbank area (youth, young families, singles, and seniors) that foster the quality of life, health, and social well-being of residents.
- Minimize the physical and visual impacts of recreational opportunities to the natural areas and views.

Policies

General

- 17.1 Local plans shall align with the County's Recreation and Parks Master Plan and consider the appropriate type, size, and scale of recreational, cultural, and community services.
- 17.2 Local plans shall consider and, where required, provide for the location of lands for recreation uses.
- 17.3 Local plans should consider generational and cultural needs and life balance in the planning and development of parks and open spaces.
- 17.4 Local plans should identify and develop destination off-leash areas.
- 17.5 Local plans should encourage and identify spaces for social gathering and performing arts.
- 17.6 The County shall support the development of recreation facilities and services through grant funding programs/appropriate funding mechanisms.
- 17.7 The County should encourage both public and private partnerships to provide recreation services.
- 17.8 The County shall work collaboratively with the school boards, community groups, and The City of Calgary to plan for an appropriate amount of land for future recreation needs.
- 17.9 Recreational opportunities in the wildlife and biodiversity zones should be passive, low-intensity, informal, and unstructured to minimize the physical and visual impacts to the natural areas and views.

18 ACTIVE TRANSPORTATION, PARKS, AND OPEN SPACE

Open space in Springbank is a common resource that binds the community. The landscape, the land, the magnificent views, and access to natural areas are components of ‘open space’, and their maintenance is a high priority in the Plan area. Open space can be enjoyed and appreciated through physical and visual access. Current and future parks, environmentally significant areas, and other natural areas, greenways, trails, and land for schools and recreation facilities, are some of the opportunities that provide physical open space. Communities need to have a wide range of accessible, connected, inviting open spaces. Pathways that connect to neighbouring municipalities are also important to provide for regional connections and opportunities.

Objectives

Active Transportation

- Provide an integrated regional and local active transportation network offering connections to parks (as identified in the Open Space Master Plan), open space, and community focal points throughout the Plan area in accordance with the primary network identified in the County’s adopted Active Transportation Plan: South County.
- Recognize and accommodate development of secondary and tertiary active transportation network alignments that provide connectivity to additional community focal points through the use of suitable bicycle facilities identified within the Active Transportation Plan: South County.
- Through the local plan process, ensure the design of subdivisions accommodates an integrated system of active transportation network connections utilizing road rights-of-way, open space, parks, or other means deemed acceptable by the County.
- Provide opportunities for passive recreation and alternative transportation nodes within industrial and commercial areas.
- Promote the principles of ‘Crime Prevention Through Environmental Design’ (CPTED) in the development of an active transportation network within parks and open space.

Open Space and Parks

- Ensure that open space and parks have an ecological, social, cultural, recreational, and/or aesthetic function that operates in a safe and sustainable manner.
- Promote, conserve, and enhance an interconnected open space system, one that is geared to the needs of the identified business areas.
- Provide suitable open space and parks to accommodate development of an interconnected regional and local active transportation network.
- Promote the principles of ‘Crime Prevention Through Environmental Design’ (CPTED) in the development of open space and parks.

Policies

General

18.1 To support an integrated public open space system, the design should consider:

- a) creating an appropriate border along the open space system that recognizes the significance of the natural amenity;
- b) designing the open space system so that it is safe, accessible, active, and highlights the community’s unique identity; and
- c) featuring the natural and cultural heritage aspect of the open space system so that all can understand and appreciate the area’s unique natural assets.

18.2 Future development shall provide for an interconnected system of open space and parks in general accordance with Map 7: Open Space and Active Transportation Connections.

18.3 Open space shall be provided through such means as:

- a) the dedication of reserve lands and public utility lots;
- b) the provision for environmental reserve easements, conservation easements, or other easements and rights-of-way;
- c) government lands for public use;
- d) privately owned land that is accessible to the public;
- e) publicly owned storm water conveyance systems;
- f) land purchases, endowment funds, land swaps, and donations; and/or
- g) other mechanisms as approved by the County.

18.4 Open space and parks shall provide an ecological, social, cultural, recreational, and/or aesthetic function for the community that encourages safe, responsible use and is sustainable.

18.5 The overall active transportation network of on-road bicycle facilities, pathways, trails, and sidewalks should promote cycling and walking, and provide connections between residential, commercial, open space, and public service areas.

18.6 Where an identified active transportation network cannot be located within an open space or park, co-location within a road right-of-way in accordance with applicable County standards and applicable road design requirements may be considered.

18.7 The design and construction of active transportation networks, parks, open space and associated amenities shall be of high quality, and shall adhere to construction and design standards, including but not limited to:

- a) Geometric Design Guide for Canadian Roads;
- b) the County Servicing Standards; and
- c) the Parks and Pathways: Planning, Development, and Operational Guidelines.

18.8 Local plan preparation shall provide for an active transportation network connection that generally aligns with the primary network shown on Map 7, and should:

- a) provide connections within, and external to, the local plan area;
- b) address and accommodate inclusion within identified parks and open spaces during all stages of development;
- c) wherever possible, be located within or align with a park or natural area, or align with a wetland, storm water conveyance system, natural water course, or riparian area;
- d) incorporate crime prevention through environmental design (CPTED) features;
- e) provide for secondary and tertiary network alignments in accordance to bicycle facility design guidelines as identified in the Active Transportation Plan: South County;
- f) contribute to the overall regional active transportation network.

River Access

18.9 Provision of access for the public to the Elbow River and Bow River is encouraged. The County acknowledges that to achieve access to the rivers for the public, safety, ownership and maintenance issues must be resolved.

18.10 The location and arrangements for river access within the Springbank ASP area should be further investigated as part of revisions to the Active Transportation Plan, Parks and Open Space Master Plan, and Council policies.

18.11 Local plans shall establish designated river access points to allow access for recreation guided by council policies, the Active Transportation Plan and the Parks and Open Space Master Plan.

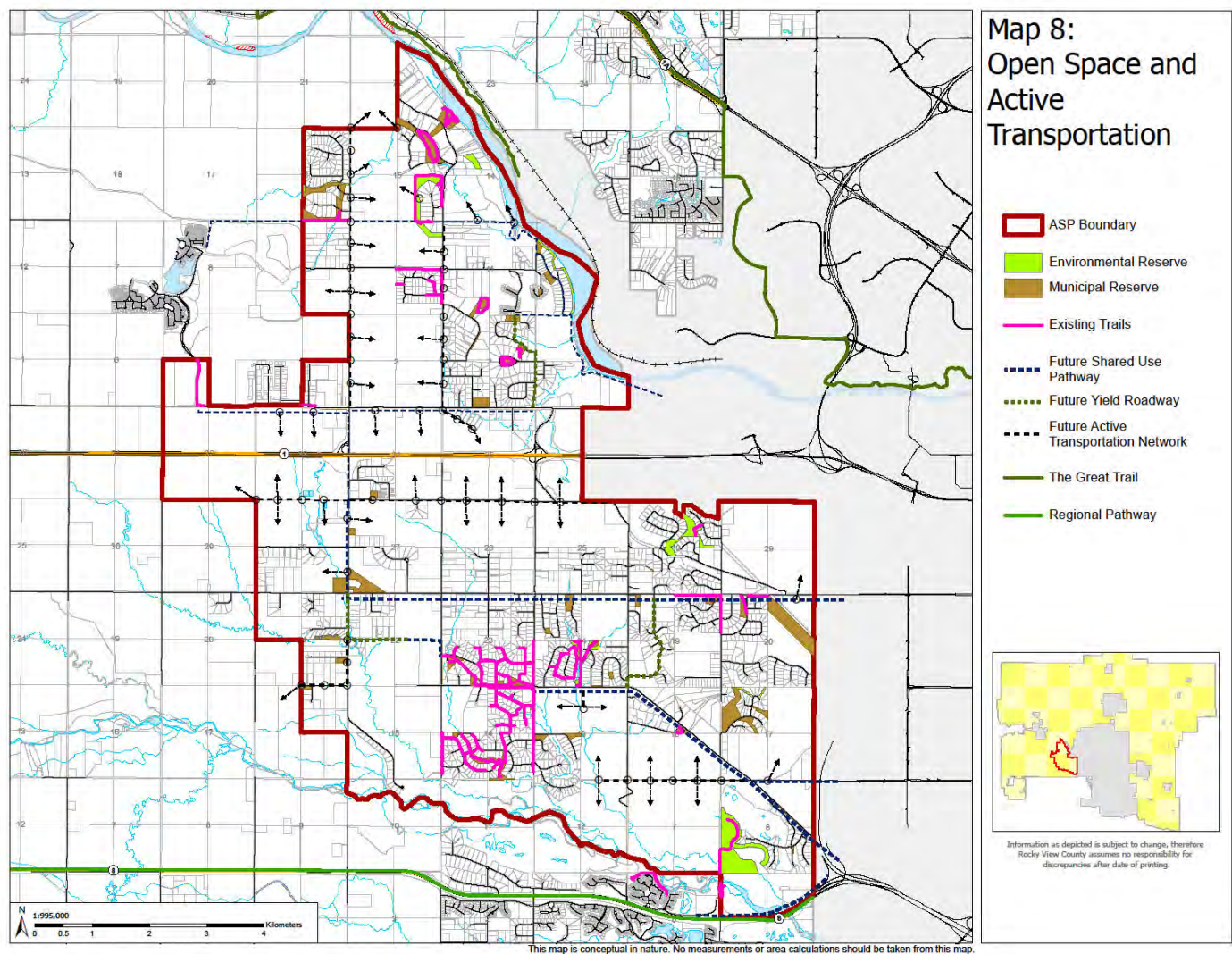
18.12 Local plans shall establish channel side signage identifying river access points and man-made hazards.

18.13 Local plans shall develop links to the rivers through trail networks that respects private property and provides safe and dedicated public access for visitors and surrounding neighbourhoods. If a direct connection is not possible, develop roadways and pathways that terminate onto adjacent open space to create natural view corridors.

18.14 Local plans shall address detailed design consideration of river access, including:

- a) safety;
- b) fire and emergency access;
- c) environmental investigation and approvals;
- d) changes to the river water flow and channels; and
- e) accessibility.

Map 08: Open Space and Active Transportation



19 RESERVES

Reserves and environmental reserves are lands dedicated to the County as public land during the subdivision process. Reserves enhance the community by providing land for parks, schools, and recreational amenities. Environmental reserves protect the natural environment by preventing development in hazardous areas such as ravines and floodways.

Objectives

- Provide for the dedication of reserves to meet the documented educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve (ER) or environmental reserve easements.

Policies

19.1 Reserves owing on a parcel of land shall be provided as:

- a) municipal reserve, school reserve, or municipal and school reserve;
- b) money in place of reserve land; or
- c) a combination of land and money.

19.2 Provision and allocation of reserves shall be determined in the adopted local plan, where required, and implemented at subdivision stage by the Subdivision Authority.

19.3 The dedication of reserves should meet the present or future needs of the Plan area by considering the recommendations of this ASP, the Recreation and Parks Master Plan, the Active Transportation Plan: South County, the local plan, and/or the school boards.

19.4 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.

19.5 Lands determined to be of environmental significance, but do not qualify as environmental reserve, should be protected in their natural state through alternative means as determined by the County.

19.6 Environmental reserves should be determined by conducting:

- a) a biophysical impact analysis report;
- b) a geotechnical analysis; and/or
- c) other assessments acceptable to the County.

RESERVES:

Lands dedicated to the County by the developer through the subdivision process, as defined in the Municipal Government Act.

They include:

- environmental reserve;
- municipal reserve;
- community services reserve;
- school and municipal reserve; and
- school reserve.

Instead of a land dedication, the County may accept the equivalent value of the land as money. The use and provision of cash-in-lieu funds is directed by the MGA.

ENVIRONMENTAL RESERVES:

Are defined in the Municipal Government Act as lands dedicated to prevent development in unsuitable areas (e.g. floodways or escarpments), reduce water pollution, and provide access to lakes and rivers. Environmental reserves are dedicated as public land.

PLAN POLICIES: TRANSPORTATION AND SERVICING

20 TRANSPORTATION

The transportation network must develop in a manner that is safe, functional, and efficient. The network should minimize impacts on major wetlands and natural features, integrate development within the Springbank area, and provide regional opportunities for walking, cycling, and public transportation. Map 09: Transportation Network shows the provincial, regional, and some local transportation networks in the Springbank area, and provides information on road classifications, special study areas, highway interchanges, and fly-overs.

Objectives

- Provide for an internal road network that contributes to a high-quality built environment, and efficiently and safely aligns to the regional road network.
- Provide for an internal road network within the residential areas that facilitates connectivity with community focal points and, where appropriate, accommodates the inclusion of an active transportation network within the road right-of-way.
- Support the implementation and protection of identified transportation routes through the Plan area.
- Ensure ongoing dialogue with The City of Calgary and the Province on transportation requirements.

Policies

General

- 20.1 The transportation network should be developed in accordance with Map 09: Transportation Network and the Springbank Network Analysis as amended. The classification of the County road network may be refined through further transportation analysis and/or at the local plan stage.
- 20.2 A traffic impact assessment shall be required as part of the local plan preparation and/or subdivision application process in accordance with the County Servicing Standards.
- 20.3 Where identified in the Long-Range Transportation Network Plan or other functional planning documents, road dedication shall be provided at the time of subdivision.

Regional Transportation Network

- 20.4 The regional transportation system shall be developed in general accordance with Map 09: Transportation Network.
- 20.5 No new direct access shall be approved from the Plan area to Stoney Trail or Highway 1 unless otherwise determined to be necessary by the Province and County.
- 20.6 The County shall collaborate with The City of Calgary and Alberta Transportation to identify future east/west collectors (corridors) through the Plan area (both north and south of Highway 1).
- 20.7 The County encourages and supports opportunities to connect to a regional public/private transportation system when deemed feasible based on growth of the Plan area. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long-term operation and maintenance requirements.
- 20.8 Where required, local plans shall:
- a) be designed to accommodate existing and/or potential changes in access to the provincial transportation network, as identified on Map 09, and identify the land required for future highway interchanges.
 - b) be designed to accommodate transit opportunities wherever possible.

Local Transportation Network – General

- 20.9 The design and construction of roadways within the local transportation network shall use sound access management principles and shall be in accordance with the County Servicing Standards.
- 20.10 The designation and design of local roads within the transportation network, including classification, street sizing, and intersection/access spacing, shall be determined at the time of local plan preparation. Local roads shall be designed in accordance with the urban or rural cross section requirements established by the County.
- 20.11 Modified road standards that incorporate Low Impact Development (LID) techniques may be supported by the County for local plans that are comprehensive in nature, integrate cohesively into the surroundings, and provide a storm water management plan that incorporates LID techniques.

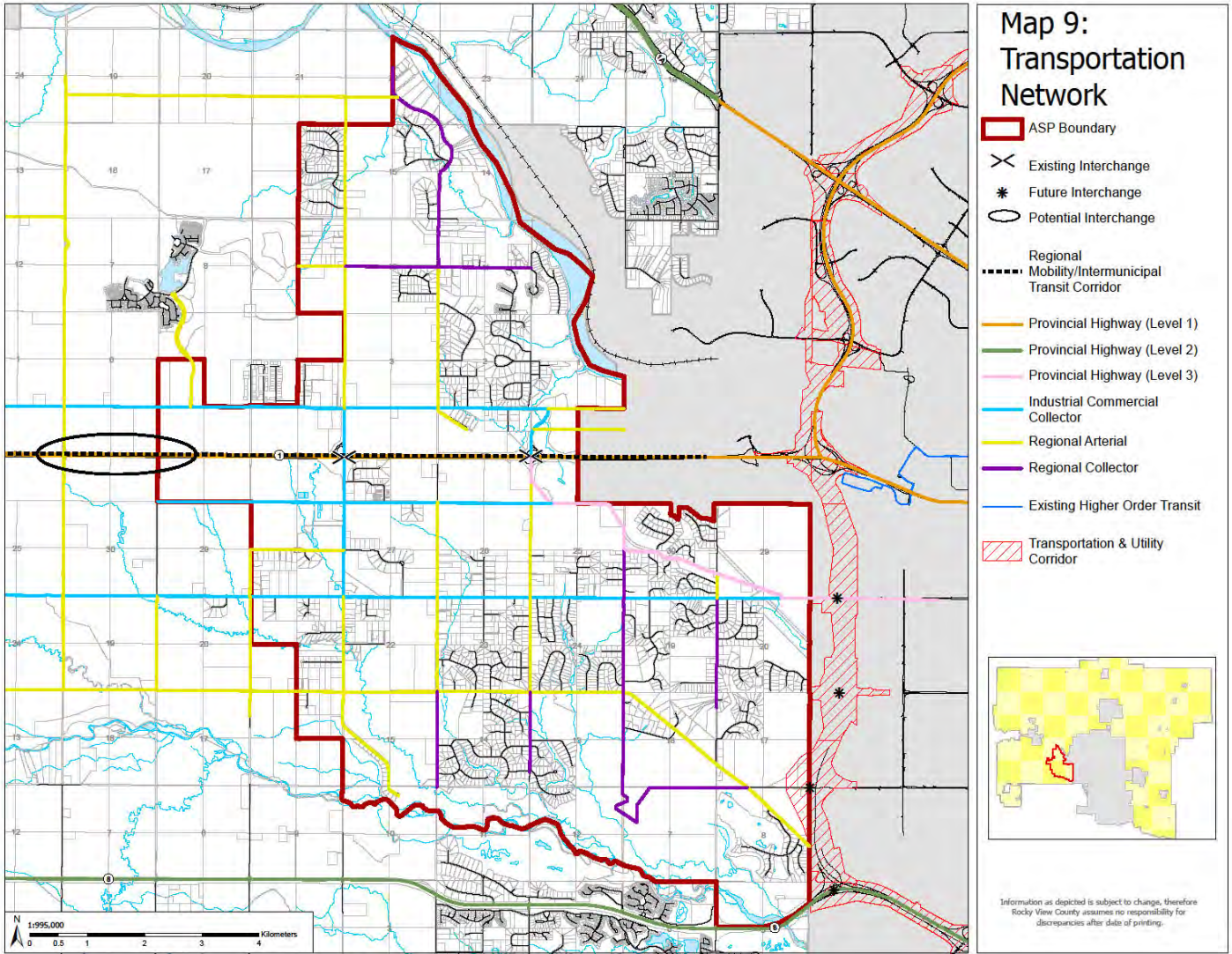
Local Roads – Employment Areas and Community Core

- 20.12 The type of road cross section (urban or rural) for development within the Community Core or identified employment areas shall be determined at the time of local plan preparation.
- 20.13 Development shall provide for safe and efficient pedestrian and bicycle circulation between buildings, sites, and, where applicable, adjacent areas.

Local Roads – Residential

- 20.14 The road network in residential areas shall be designed to support an interconnected road and pedestrian system.
- 20.15 Road acquisitions that take into consideration future network connections shall be supported.
- 20.16 The type of road cross section (urban or rural) for country residential development shall be determined at the time of local plan preparation.
- 20.17 Local plans for Residential development shall provide for emergency and secondary access, pathway, trail, or sidewalk linkages within, and external to, the local plan area in accordance with municipal standards.

Map 09: Transportation Network



21 UTILITY SERVICES

Well-designed and effective utility services are the foundation of a well-planned community and competitive business area. Development in the Springbank area has historically relied on stand-alone utilities such as groundwater wells, private water cooperatives, and septic fields.

In light of the development pressures and anticipated population for the Springbank area, the long-term sustainability and health of the area and its residents necessitates a new approach to water and waste water servicing; specifically, a shift in focus from private sewage disposal systems to regional systems is envisioned within the Plan area. This will limit the impact of private disposal systems on groundwater and improve the overall health of the Bow and Elbow River watersheds.

Objectives

- Support servicing options that minimize environmental impact.
- Provide a land use pattern that is compatible with the servicing capabilities and objectives for Springbank.
- Ensure potable water and waste water systems are provided to the Plan area in a safe, cost effective, and fiscally sustainable manner, and that development connects to piped utility networks when available.
- Support the provision of shallow private utility systems within new development.
- Identify and protect utility service routes and regional transmission corridors.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection within the Plan area.
- Local plans will address fire suppression requirements and ensure water supply and associated infrastructure is available as required for all development. The fire suppression plan may rely on regional or piped infrastructure to support the local plan.

Policies

In support of the Springbank Area Structure Plan, a technical assessment of water and waste water servicing options was completed. The key objective of the assessment was to determine if a cost effective servicing system(s) that provides efficient, economic, and sustainable municipal services to residents is feasible for the Plan area. The “Springbank Servicing Strategy” evaluated multiple servicing solutions and determined that there are cost effective and sustainable options.

Map 10: Water Servicing and Map 11: Waste Water Servicing depict the most feasible utility system at the time of Plan writing. The final utility system will be determined as part of local plan preparation.

General

- 21.1 Utility service development should support an orderly, logical, and sequential pattern of development.
- 21.2 The location of regional and local transmission corridors, utility rights-of-way and easements, and related line assignments, shall be identified and protected at the local plan stage to the mutual satisfaction of the County, the developer, and the utility companies.
- 21.3 Utility rights-of-way and easements shall be provided to accommodate shallow utilities at the subdivision or development permit stage as deemed necessary by the utility provider.
- 21.4 Utility rights-of-way and easements shall be provided to accommodate shallow utilities at the subdivision or development permit stage as deemed necessary by the utility provider.
- 21.5 Costs associated with utility service improvements shall be the developer’s responsibility.
- 21.6 Connection to piped utilities for water and waste water is the preferred method of potable water and waste water service delivery, in accordance with provincial legislation and regulation.

- 21.7 Limited servicing solutions that rely on water cisterns and sewage holding tanks may be permitted for existing business sites on an interim basis until such time as piped servicing is available.

Water

- 21.8 To maintain an acceptable quantity and quality of groundwater in the aquifers, any future applications for water wells must be in accordance with the Water Act.
- 21.9 The use of water saving devices encouraged in future residential development and should be addressed in local plans in accordance with County policies and standards.
- 21.10 The reuse of storm water for the purposes of residential irrigation is encouraged in place of water suitable for domestic purposes and should be addressed in local plans.
- 21.11 All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression bylaw.
- 21.12 All water systems serving developments within the Springbank Plan area shall be designed to provide adequate water pressure to combat fires.

Waste Water

The waste water utility system must ensure that there are no negative impacts to the water supply for The City of Calgary or Rocky View County users.

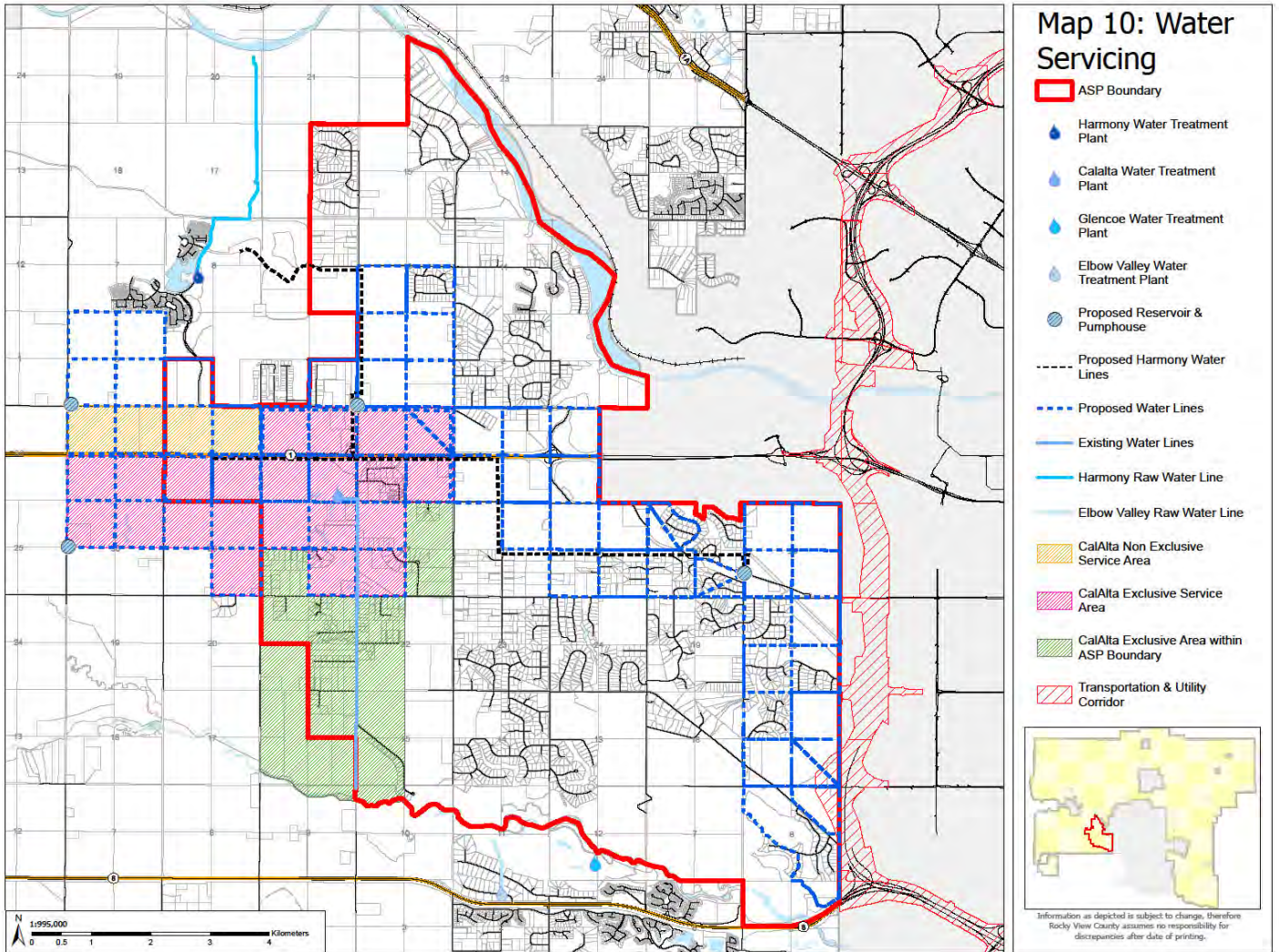
- 21.13 All wastewater utility systems must meet the legislative and regulatory requirements of the Government of Alberta.
- 21.14 Residential lots less than 1.98 acres in size shall be serviced through a piped or regional waste water treatment system.
- 21.15 Future subdivision in the Country Residential and Country Residential Infill areas may require both a PSTS and the identification of future sewer rights-of-way in combination with a deferred services agreement.
- 21.16 At the time of local plan preparation, a cost feasibility analysis to evaluate connection to a regional waste water system should be performed. Where a regional waste water system is not available or feasible as determined by the cost feasibility analysis, the feasibility of tie-in to an existing, or creation of a new, piped waste water treatment system shall be investigated.
- 21.17 Future piped systems shall be designed and operated to meet immediate needs and to anticipate future cumulative requirements of a broader area. The systems shall be designed to be expandable, and this shall be taken into consideration when determining the location of effluent disposal areas and protection of future rights-of-way.
- 21.18 Future piped systems shall be the responsibility of the developer to construct, and their ownership and operation should be transferred to the County at the economic break-even point.
- 21.19 The operation of a collection system should ensure that the disposal and treatment of waste water does not create any negative environmental impacts within the sub-basin.
- 21.20 Methods of waste water effluent discharge must meet a quality that is acceptable to the Province and the County.
- 21.21 The Municipality reserves the right to provide or assist with the provision of a waste water collection, treatment, and disposal system within the Springbank area.

Shallow Utilities

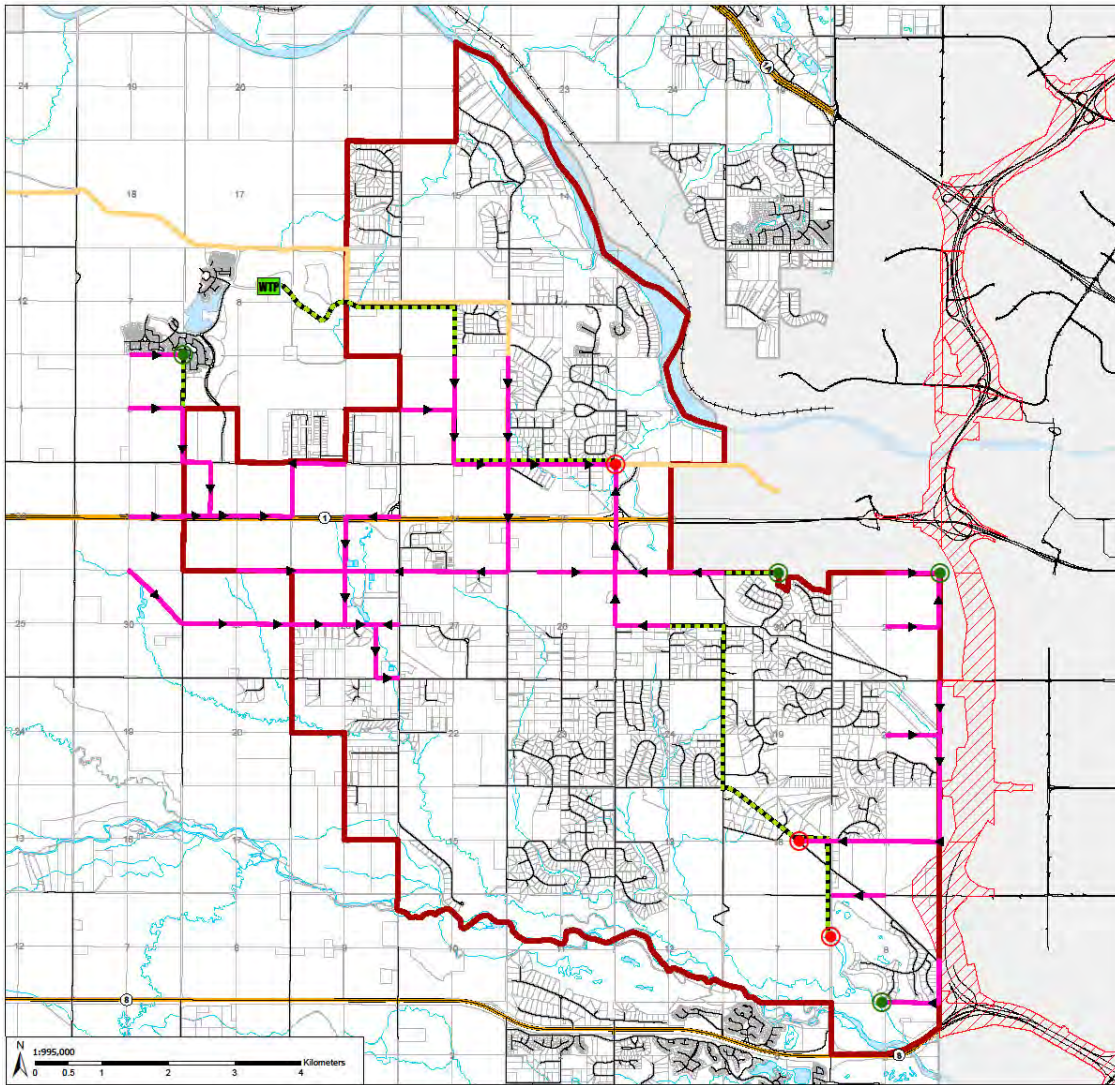
- 21.22 Shallow utilities should be located in common locations to maximize the developability or functionality of lands and to reduce any off-site impacts.
- 21.23 Wherever possible, utility easements should be utilized in subdivisions and development to ensure the location, identification, and maintenance of multiple utilities can be made with ease and without service disruptions.
- 21.24 Utilities in the road rights-of way should be avoided unless sufficient right-of-way expansion is available for transportation needs.

21.25 All new residential and non-residential development shall be serviced with shallow utilities at the expense of the developer.








Map 10: Water Servicing

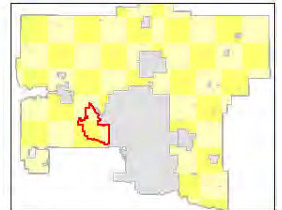


Map 11: Waste Water Servicing



Map 11: Waste Water Servicing

-  ASP Boundary
-  Harmony Waste Water Treatment Plant
-  Major Lift Station
-  Minor Lift Station
-  Proposed Force main System
-  Intermunicipal Waste Water
-  Transportation & Utility Corridor



Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

22 STORM WATER

The Springbank area is made up of several storm water catchment areas, with four flowing north to the Bow River and five flowing south towards the Elbow River. Both the Elbow and Bow Rivers are important water courses that support many uses, including irrigation for crops and golf courses, stock watering, terrestrial wildlife, native flora and aquatic ecosystems, recreational activities, as well as one of the most significant raw water supplies for the city of Calgary via the Glenmore Reservoir, and Rocky View County and the City of Calgary via the Bears paw reservoir. The protection of these two important natural resources is imperative for the sustainable growth and development of not only Springbank, but all downstream municipalities.

The Springbank Master Drainage Plan was prepared to provide guidance for future development within the Plan area. Map 12: Storm Water Drainage Catchments shows the main drainage catchments in the Plan area.

Objectives

- To ensure development incorporates the policies and best practices contained within the Master Drainage Plan and sub-basin plans for effective storm water management.
- Ensure effective, sustainable, and responsible storm water infrastructure in the Plan area.
- Maximize the use of natural storm water drainage conveyance systems.
- Support innovative conservation methods and best management practices with respect to storm water management, including storm water reuse and recycling opportunities.
- Preserve high value wetlands within the Plan area.

Policies

Watershed Management

- 22.1 The County will prioritize the protection of groundwater and ensure development does not exceed carrying capacity by:
- a) Supporting appropriate monitoring programs;
 - b) mitigating the potential adverse impacts of development on groundwater recharge areas;
 - c) adhering to provincial ground water testing requirements, as part of the development approval process; and
 - d) encouraging and facilitating the capping of abandoned water wells to protect against ground water leakage and cross contamination.
- 22.2 The County shall continue to work with our neighbours to create strategies and planning tools for watershed management and shall continue to collaborate with partners and consider amendments to this Plan as work progresses, where appropriate.
- 22.3 The County shall continue to collaborate with adjacent municipalities to support the establishment of baseline conditions for infrastructure needs and environmental assets which assist in the planning and assessment of future growth and development.

Master Drainage Plan

- 22.4 The County should prioritize the protection of groundwater and ensure development does not exceed carrying capacity by:
- a) supporting monitoring programs;
 - b) mitigating the potential adverse impacts of development on groundwater recharge areas;
 - c) adhering to provincial ground water testing requirements as part of the development approval process; and
 - d) encouraging and facilitating the capping of abandoned water wells to protect against ground water leakage and cross contamination.

- 22.5 The County will continue to work with our neighbours to create strategies and planning tools for watershed management and will continue to collaborate with partners and consider amendments to this Plan as work progresses, where appropriate.
- 22.6 The County should continue to collaborate with adjacent municipalities to support the establishment of baseline conditions for infrastructure needs and environmental assets which assist in the planning and assessment of future growth and development.
- 22.7 As part of a local plan preparation process, the Applicant shall submit a sub-catchment master drainage plan or a storm water management report that is consistent with the approved Springbank Master Drainage Plan, any existing sub-catchment Master Drainage Plans for the area, and the policies of this Plan, and adheres to provincial legislation and regulation.
- 22.8 A sub-catchment master drainage plan or storm water management plan for a local plan area shall comply with any new storm water plans, management policies, and interim servicing policies that may be introduced after the adoption of this Plan.
- 22.9 The location of the storm water conveyance systems shall be protected as part of the development process, in general accordance with Map 13: Storm Water Drainage Catchments.
- 22.10 All development shall conform to the recommendations outlined in the Springbank Master Drainage Plan regarding release rates, volume control targets, and assessment of downstream drainage constraints.
- 22.11 Storm water management systems, including re-use or irrigation, should be designed at a scale that services the local plan area. The County discourages the use of storm water ponds or volume control measures designed for individual lots.
- 22.12 Storm water shall be conveyed in a manner that protects downstream properties and preserves the water quality of receiving water courses.
- 22.13 Storm water conveyance systems shall be designed to accommodate upstream storm water flows, to the satisfaction of the County.

THE SPRINGBANK MASTER DRAINAGE PLAN:

The Master Drainage Plan provides policy and implementation strategies to ensure storm water from future development is properly managed. It establishes the rate and volume control requirements of storm water flow from new development, and provides recommendation for effective LIDs and BMPs in the region. The Master Drainage Plan also provides inventory and assessment of the wetlands in the area. The Plan was based on topographic Lidar data and covers the entire catchment areas to the Bow and Elbow Rivers.

LOW IMPACT DEVELOPMENT (LID):

A comprehensive land planning and engineering design approach with a goal of maintaining and enhancing the pre-development hydrologic regime of urban and developing watersheds.

BEST MANAGEMENT PRACTICES (BMPS):

Minimize the impact of increased runoff volumes and improve water quality. The types of key storm water BMPs that can be employed in future land development areas include the following:

- Minimize generation of runoff;
- Retain runoff on-site through evapotranspiration, infiltration and/or reuse;
- Capture, hold, and use runoff within a development or municipal area for reuse (green space irrigation).

Storm Water Ponds, Constructed Wetlands, and Wetlands

- 22.14 Proposed storm water ponds should be enhanced with bio-engineering techniques, wherever possible, to promote volume control and water quality within the Plan area.
- 22.15 Natural wetlands and/or natural drainage courses that are retained should receive treated storm water through direct or indirect flow in order to maintain the integrity of the wetland and the drainage course.
- 22.16 As part of the preparation of a local plan and any supporting sub-catchment or master drainage plans, best management practices and alternative solutions for the improvement of storm water quality and reduction of quantity shall be required. Solutions may include:
- a) design of storm water facilities that incorporate source controls in order to reduce the amount of water moving downstream and the need for end of pipe treatment facilities;
 - b) use of LID methods, such as bio-swales, rain gardens, constructed wetlands, green roofs and permeable pavements;
 - c) reduction of impervious surfaces;
 - d) the re-use of storm water; and
 - e) consideration of storm water ponds at the sub-regional level to support the reuse of storm water.
- 22.17 Storm water ponds servicing more than one lot should be located on Public Utility Lots.

Reduce, Recycle, and Reuse

- 22.18 The County shall support site specific best management practices that reduce impervious surfaces, clean or filter runoff, and allow for reuse of storm water for non-potable purposes.
- 22.19 The County shall support proposals for storm water re-use through purple pipe system in accordance with provincial requirements.

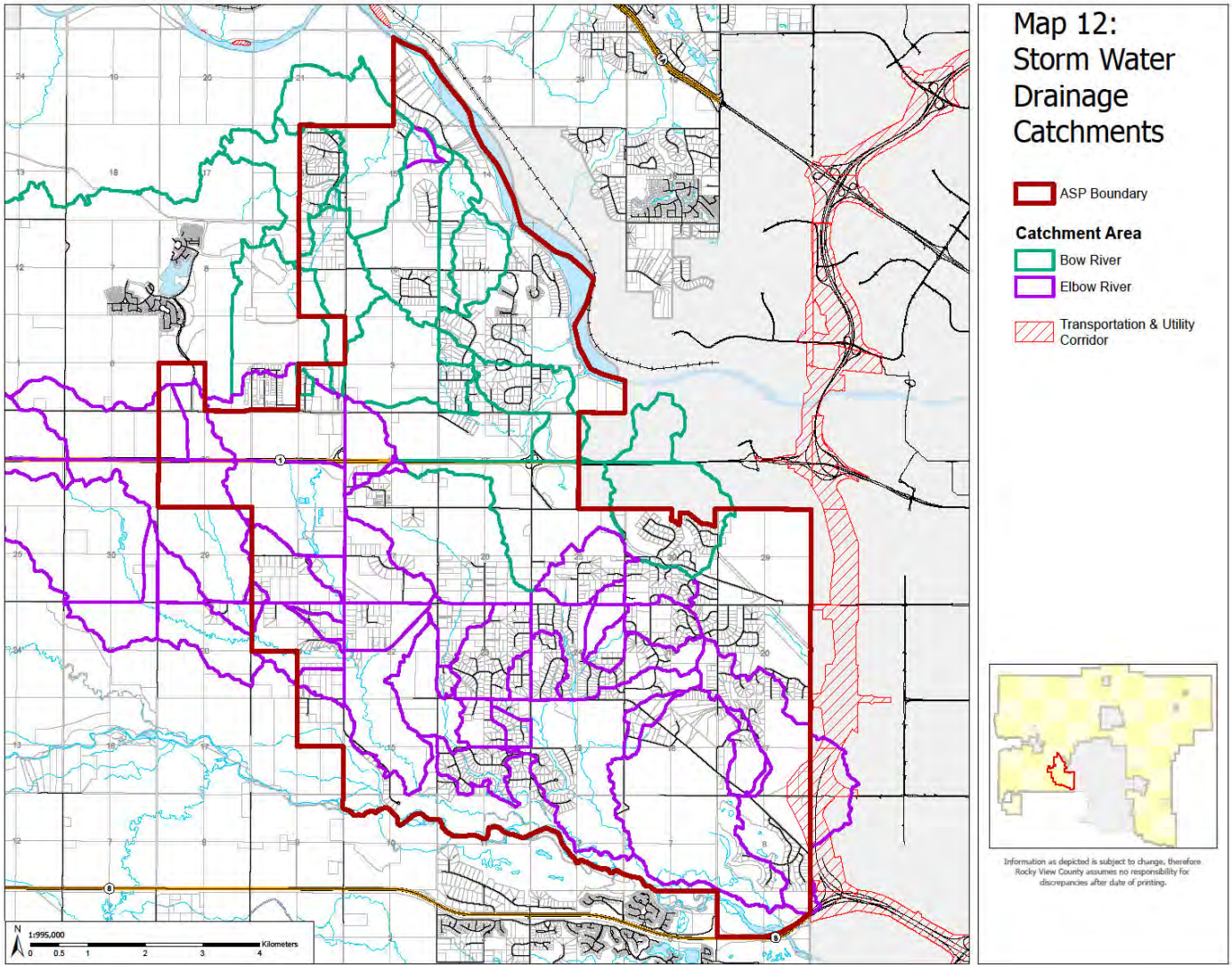
Standards and Design

- 22.20 The storm water management system should be designed to:
- a) operate on a gravity basis; and
 - b) accommodate storm water flows from the adjacent road network.

Non Statutory Actions

Establish further tools and strategies to address regional source water issues and opportunities in partnership with other municipalities.

Map 12: Storm Water Drainage Catchment



23 SOLID WASTE AND RECYCLING

This section addresses the management of solid waste through all stages of development, from construction and demolition to full build-out. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements; the policies below provide guidance to developers and residents on managing solid waste effectively.

Objectives

- Ensure conceptual schemes and master site development plans address solid waste management during all stages of development in accordance with the County's Solid Waste Master Plan.
- Offer innovative solid waste management practices that encourage, promote, and maximize landfill diversion and minimize waste material hauling.
- Provide for the necessary infrastructure to support solid waste and recycling management in public spaces.
- Promote best practices for managing solid waste materials generated during construction activities.

Policies

General

23.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction and development.

Industrial / Commercial

23.2 Industrial / Commercial business owners shall be responsible for providing their own solid waste services and shall include waste minimization and waste diversion practices.

23.3 Industrial / Commercial developments may be required to provide justification for the amount of space allotted for waste management based on the volumes and types of material generation anticipated, the type of diversion infrastructure planned for, and the overall systems proposed for managing waste.

Residential Areas

23.4 Solid waste management will be the responsibility of property owners and/or lot owner associations within Springbank until such time as a County-sponsored waste management program is available in the area.

PLAN POLICIES: COMMUNITY SAFETY

24 EMERGENCY SERVICES

Emergency services within the Plan area are focused on fire and protective service needs. The area is currently served by a fire station located near the Springbank Airport.

Objectives

- Ensure an appropriate and efficient level of fire and protective services is made available for current and future residents in order to provide for a safe and liveable community.
- Ensure development is designed and constructed to optimize the delivery of fire and protective services.

Policies

General

- 24.1 Fire services in the Plan area shall be provided from existing County emergency service facilities, and where appropriate, by contract from adjacent municipalities.
- 24.2 Rocky View County shall explore partnerships for the delivery of emergency services, where appropriate.
- 24.3 All commercial buildings should provide fire suppression systems, which shall be in compliance with the approved standards set by the current edition of the Alberta Building Code, Alberta Fire Code, and/or other relevant Federal or Provincial legislation.
- 24.4 In preparing local plans, development proponents shall work with the County to identify any potential land requirements for fire and protective services.
- 24.5 Local plans shall address fire and protection response measures as well as on-site firefighting requirements through consideration of factors such as efficient road design, safe and efficient access for emergency service vehicles, and fire control measures.
- 24.6 Crime prevention through environmental design (CPTED) features should be considered and incorporated into the design and construction of all new development wherever possible.
- 24.7 New subdivisions and/or developments shall accommodate at least two points of access/egress where required by County Standards and the Alberta Building Code and Alberta Fire Code.

Non-Statutory Actions

The County shall explore potential for joint municipal communications between developers and Councils to set expectations and increase understanding on fire and protective service delivery.

In accordance with the requirements of the Regional Servicing Plan (once adopted), the County will collaborate with The City of Calgary to explore joint modeling and any shared fire and protective service delivery opportunities.

25 FLOOD RISK MANAGEMENT

The Plan area has the benefit of bordering the Bow River, but this also brings significant flood risk to those lands adjacent to the river. The policies in this section seek to maintain the function of flood areas and maximize their ecological and recreational services.

Objectives

- Prevent development from occurring within flood prone areas to safeguard property and limit safety risks.
- Direct more vulnerable development away from areas at a higher risk of flooding.
- Support the preservation of floodway and flood fringe areas in their continued role of providing ecological and recreational services, together with wider flood and erosion control benefits.

Policies

General

25.1 No development in the Plan area shall take place within the floodway or flood fringe of the Bow River, with the following exceptions:

- a) essential roads and bridges that have to cross the flood risk area;
- b) flood or erosion protection measures or devices;
- c) pathways that are constructed level with the existing natural grades;
- d) recreation facilities, provided there are no buildings, structures, or other obstructions to flow within the floodway; and
- e) essential utility infrastructure that has to be located in the flood risk area for operational reasons.

25.2 Any exempt development allowed within the floodway or flood fringe shall be designed to limit impermeable surfaces, so as to not impede the groundwater storage capacity of these areas.

25.3 Local plans with lands partly affected by the floodway or flood fringe areas should include a flood hazard risk study, including hazard mapping where appropriate and prepared by a qualified professional. The study shall:

- a) identify areas at a flood risk of 1:100 or greater, and those having a lesser flood risk between 1:100 and 1:1000.
- b) demonstrate that there is sufficient developable area for the proposal after excluding flood way and flood fringe areas.
- c) provide recommendations on locating more vulnerable developments (for example, elderly care facilities, educational facilities and healthcare services) towards lower flood risk areas (greater than 1:1000, where possible) and on implementing other measures that would limit flood risk.

IMPLEMENTATION

26 IMPLEMENTATION

The Springbank ASP outlines the vision for growth in the community and how existing and future public and private space will be managed and supported by appropriate infrastructure. The purpose of this section is to describe how this vision will be implemented; it provides detail on the sequencing of development, how compliance with the ASP policies and strategies will be ensured, and the follow-up actions required to support the Plan's success.

Objectives

- Implement the Land Use Strategy and policies of the Springbank Area Structure Plan.
- Provide criteria for the logical phasing of development, and ensure that the related cost of infrastructure development is identified and provided for.
- Implement key actions to facilitate development, and provide guidance on local plan requirements.
- Ensure local plans adhere to the vision, goals, objectives, and policies of the Plan.
- Provide for the review and amendment of the Plan as required.

Policies

Local Plan, Redesignation, and Subdivision Application Requirements

- 26.1 Applications for redesignation and subdivision shall require the concurrent or prior adoption of a local plan, unless otherwise directed by the policies of this Plan.
- 26.2 Local plans (conceptual schemes or master site development plans) are to be prepared as per the policies of this Plan and to be deemed complete, should include the applicable information set out within Appendix B of this Plan.
- 26.3 Subdivision applications shall address and adhere to the requirements of the supporting conceptual scheme and the policies of this Plan.
- 26.4 Conceptual schemes should extend across the entire area of the proposed development, and where appropriate, all other adjacent lands with development potential. At a minimum, adjacent lands should be considered to be those directly adjoining parcels and those within the wider quarter section that have the potential to further subdivide. Council shall have the discretion to consider alternative local plan boundaries, with consideration to ensuring:
- a) the alternate local plan area is comprehensive in nature;
 - b) the implications of development proceeding within an alternate local plan boundary have been examined; and
 - c) it has been demonstrated that any on-site or off-site planning issues have been resolved pursuant to the provisions of this Plan.
- 26.5 Where a local plan is not required, or is silent on a subject, the relevant policies of the Springbank ASP and Municipal Development Plan shall apply to redesignation and subdivision applications.
- 26.6 Applications for redesignation, subdivision, development, and local plans shall comply with the policies and requirements of the following master plans and servicing standards, as amended or replaced, unless otherwise directed by the policies of this Plan:
- a) Springbank Master Drainage Plan
 - b) Active Transportation Plan: South County;
 - c) Recreation and Parks Master Plan;

- d) Rocky View County Solid Waste Master Plan;
- e) Rocky View County Servicing Standards; and
- f) Fire Services Master Plan.

26.7 Prior to approval of local plan and land use applications falling within the Policy Area of the Rocky View County / City of Calgary Intermunicipal Development Plan, the County should consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County.

26.8 All conceptual schemes and master site development plans adopted by Council shall be appended, by bylaw, to this Area Structure Plan, with Table 09 (Appendix E) and Map 03 of this Plan updated accordingly.

Phasing

The Plan recognizes that development within the Springbank Plan area should progress in a logical and efficient manner, recognizing future land requirements, and logical extensions of servicing. Section 633(2)(a)(i) of the Municipal Government Act states that an Area Structure Plan must describe the sequence of development proposed for the area.

Although Country Residential development will continue to be driven incrementally by individual landowners, development of the remaining areas of the ASP will largely be initiated by County-led conceptual schemes. This allows for the comprehensive and integrated planning of Springbank, and for more focused engagement with landowners and other stakeholders on the key issues and opportunities around these conceptual scheme areas.

26.9 Phasing of development within the Springbank ASP should follow the availability of efficient, cost effective, and environmentally responsible utility services.

26.10 The timing for planning of the County-led conceptual scheme areas identified in this Plan (Springbank Airport Employment Area, Community Core, and Open Space Residential areas) shall be dictated by the County's Municipal Development Plan and subordinate Council policies which consider the County's overall growth management strategy for Springbank and the wider County.

26.11 Infill development within the existing country residential areas of the Plan area shall be developed on the basis of connection to on-site private waste water treatment systems, and availability of communal water co-op connections or private water wells.

26.12 Planning of the Future Development Areas should not proceed until the criteria listed in Section 12 (Future Development Areas) has been met.

Plan Review and Amendment

The future development outlined in the Springbank Area Structure Plan will principally be driven by market demand and availability of servicing. While the Area Structure Plan is sufficiently flexible to account for change, periodic review, and occasional amendment of the Area Structure Plan may be required. Under normal circumstances, the County will undertake an Area Structure Plan assessment every 10 years to determine if a full review is required, as per the Municipal Development Plan. However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

26.13 The Springbank Area Structure Plan shall be subject to an assessment and possible full review every 10 years, or in accordance with the Municipal Development Plan, County policies, and the Municipal Government Act.

Non-Statutory Actions

Non-statutory actions are activities that need to be carried out by the County to achieve the goals, objectives, and policies of the Plan. All actions in this Plan are non-statutory in nature. The following is a summary of recommended County actions to assist in the implementation of the Springbank Area Structure Plan.

Table 03: Non-Statutory Implementation Actions

ACTION	SECTION
<p>1 The uses allowed, and general regulations applied to Open Space Residential development shall be specified through amendments to the County’s Land Use Bylaw, initiated either by the County or a submitted redesignation application.</p>	7
<p>2 Develop an Open Space Residential open space district within the County’s Land Use Bylaw that provides for contemporary agriculture.</p>	7
<p>3 Implementation of Open Space Residential and Open Space Development requires amendments to the to the County’s Land Use Bylaw, initiated by the County or a submitted redesignation application.</p>	7
<p>4 A Cultural Heritage Landscape Assessment shall be undertaken of the Plan area to identify locally significant cultural heritage resources and landscape features. The assessment shall be developed in consultation with the Springbank community and should utilize previous inventory work completed by the Springbank Historical Society</p>	15
<p>5 Develop design guidelines for the development of Range Road 33, promoting high quality development that encourages community interaction and accommodates pedestrians through publicly and privately owned gathering spaces.</p>	19
<p>6 Negotiate with municipal neighbours as necessary to establish further tools and strategies to address regional source water concerns in partnership.</p>	21
<p>7 Establish further tools and strategies to address regional source water issues and opportunities in partnership with other municipalities.</p>	22
<p>8 The County shall explore potential for joint municipal communications between developers and Councils to set expectations and increase understanding on service delivery.</p>	23
<p>9 The County shall explore potential for joint municipal communications between developers and Councils to set expectations and increase understanding on fire and protective service delivery. In accordance with the requirements of the Regional Servicing Plan (once adopted), the County will collaborate with The City of Calgary to explore joint modeling and any shared service delivery opportunities.</p>	24
<p>10 Monitor and report on the Plan implementation as part of the yearly Municipal Development Plan (County Plan) reporting.</p>	26

27 INTERMUNICIPAL COORDINATION AND COOPERATION

The eastern boundary of the Springbank Area Structure Plan borders the city of Calgary. The ASP acknowledges the land use intent of The City and recognizes the need to plan for compatible land use transitions at the interface area. It is recognized that the Highway 1 corridor provides an important gateway into Springbank and Calgary; therefore, this Plan ensures that any growth of Springbank within the Highway 1 corridor, shall require engagement and coordination with The City. Undeveloped lands within close proximity of the municipal boundary have largely been designated as Future Development Area. Prior to proceeding with any further planning of these lands, further collaboration with The City will be required to define appropriate development forms and densities that provide for mutual benefits and minimize cross boundary impacts.

The Plan contains several provisions relating to matters including storm water, utility service, transportation, and open space that provide for compatible development and promote a coordinated and cooperative approach to planning.

In addition to the policies of this Plan, collaboration, and the coordination of land use matters within Springbank shall be guided by the Rocky View County / City of Calgary Intermunicipal Development Plan (IDP). Throughout implementation of the Springbank ASP, the County will maintain open communication with The City, circulating relevant local plans and development applications, sharing technical information, and identifying cross boundary issues and opportunities.

Objectives

- Encourage meaningful intermunicipal engagement and collaboration to achieve mutual goals.

Policies

- 27.1** Any applications within the Plan area adjacent to the city of Calgary, together with all relevant supporting technical documents, shall be circulated in accordance with the Rocky View County/City of Calgary IDP; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on the city.
- 27.2** Development proposals adjacent to the city of Calgary shall ensure that transition and interface tools are used in alignment with Sections 13 (Scenic and Community Corridors) and 14 (Transitions); effective cross-boundary transition and interface shall be achieved through continued collaboration with The City of Calgary in accordance with the Rocky View County/City of Calgary IDP.
- 27.3** Prior to approval of any land use amendment or local plan application, collaboration shall be undertaken with the City to establish appropriate land use compatibility and interface measures for land adjoining the City within the Plan area, in alignment with Section 6.0 of the Rocky View County/City of Calgary IDP. Agreed upon measures shall be included within approved local plans and adhered to in subsequent subdivision and development permit approvals within the Plan area.
- 27.4** The County shall continue to collaborate with adjacent municipalities to support the establishment of baseline conditions for infrastructure needs and environmental assets which assist in the planning and assessment of future growth and development.

Local Plans, Redesignation, and Subdivision

- 27.5** Rocky View County shall ensure that local plans and applications for redesignation and subdivision of lands within the Policy and Notification areas of the Rocky View County / City of Calgary IDP address:
- a) servicing requirements, regional drainage and storm water quality;
 - b) access agreements to community services including transit;
 - c) alignment and connectivity of pathways and roadways with Calgary and regional mobility corridors, together with potential infrastructure improvements;

- d) land use compatibility with adjacent municipal land uses;
- e) gateway design elements; and
- f) other appropriate policies of this Plan.

APPENDICES

APPENDIX A: DEFINITIONS

Active transportation means any form of transportation that is human powered. Typically, walking and cycling are the most common types of active transportation enjoyed in Rocky View County. These activities are performed within an active transportation network inclusive of facilities such as bicycle facilities located within a road right-of-way, sidewalks, pathways and trails.

Baseline conditions provide a fixed point of reference through a study or assessment that can be used for comparison purposes when determining the real and expected changes over time within a defined geographical area.

Best management practices (BMPs) minimize the impact of increased runoff volumes and improve water quality. The types of key storm water BMPs that can be employed in future land development areas include the following:

- Minimize generation of runoff;
- Retain runoff on-site through evapotranspiration, infiltration and/or reuse;
- Capture, hold and use runoff within a development or municipal area for reuse (green space irrigation).

Open Space Residential development provides the benefit of preserving a larger area of open space for public and community use. It combines land that would otherwise have been within the private realm of landowners into a space that can serve a wider purpose including recreation, active transportation routes, habitat preservation, and small-scale agriculture uses. Due to the reduced residential development footprint, infrastructure can usually be provided more efficiently, and rural character can be preserved.

Community services reserves are defined in the Municipal Government Act as lands declared surplus by the school boards. Community services reserve land may be used for:

- a public library;
- a police station, a fire station, or an ambulance services facility;
- a non-profit day care facility, senior citizens' facility, or special needs facility;
- a municipal facility providing service directly to the public; and
- affordable housing.

Constructed wetland is an artificial wetland created as a new or restored habitat for native vegetation and wildlife; it provides the same function as a storm water pond.

Contemporary agricultural means a variety of agricultural uses such as community gardens, equestrian uses, farm-to-table, markets, working farms and other such activities that are specifically designed to integrate into a residential community.

Environmental reserves are defined in the Municipal Government Act as lands dedicated to prevent development in unsuitable areas (e.g. floodways or escarpments), reduce water pollution, and provide access to lakes and rivers. Environmental reserves are dedicated as public land.

Fragmented is land that has been divided into pieces in a way that lacks continuity in terms of space and/or land uses.

Greenway is a linear open space established along a corridor, such as a river, stream, ridgeline, rail-trail, canal, or other route suitable for conservation and recreation purposes.

Heavy Industrial means those developments that may have an effect on the safety, use, amenity, or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods.

Highway Business Areas are areas that provide both destination business commercial services and services to the traveling public. They take advantage of the provincial highway system and are of limited size, located in proximity to highway intersections and interchanges. Highway Business Areas contribute towards achieving the County's fiscal goals, and provide local employment opportunities.

Institutional means social, community, religious, educational, and health care services that cannot be considered residential, commercial, or industrial uses.

Light Industrial means those developments where activities and uses are primarily carried on within an enclosed building and no significant nuisance factor is created or apparent outside an enclosed building. Development where there is significant risk of interfering with the amenity of adjacent sites because of the nature of the site, materials or processes, shall not be considered Light Industrial.

Low Impact Development (LID) is an approach to land development that works with nature to manage storm water runoff where it falls. LID preserves and recreates natural landscape features and minimizes hard surfaces to create functional and appealing site drainage. LID treats storm water as a resource, rather than a waste product. LID includes a variety of landscaping and design practices that slow water down, spread it out, and allow it to soak in. These practices ultimately improve the quality and decrease the volume of storm water entering our waterways.

Neighbourhood-commercial means small-scale commercial development that is intended to serve the day-to-day needs of local residents.

Non-statutory means it does not have legal status or requirements prescribed by provincial legislation, however, may or may not include a resolution or bylaw adopted by Council.

Open space means all land and water areas, either publicly or privately owned, that contribute to community building by preserving rural landscapes and providing residents opportunities for passive and active recreation. Open space may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, land for recreation and community facilities, utility corridors including stormwater infrastructure, golf courses, parking areas, and small agricultural pursuits.

Outdoor Storage means the storing, stockpiling or accumulating of products, goods, equipment, vehicles, or material in an area that is open or exposed to the natural elements;

Outside Display Areas means outdoor areas used for the display of examples of equipment, vehicles, products, or items related to the business use located on the site containing the display area.

Panhandle means a long, narrow strip of land used to provide direct lot access to a roadway.

Public frontage means the strip or extent of land that abuts a public road.

Regional Business Centres are large areas of commercial and industrial development within the County. Their purpose is to provide regional and national business services, and local and regional employment opportunities. Regional business centres make a significant contribution in achieving the County's fiscal goals.

Regional Utilities means a communal system that collects sewage from large developed or developing areas and conveys the sewage to a regional treatment facility.

Reserves are lands dedicated to the County by the developer through the subdivision process, as defined in the Municipal Government Act. They include:

- environmental reserve;
- municipal reserve;
- community services reserve;
- school and municipal reserve; and
- school reserve.

Instead of a land dedication, the County may accept the equivalent value of the land as money. The use and provision of cash-in-lieu funds is directed by the MGA.

Residential Infill Development Plans are non-statutory plans that accompany a land use redesignation application and are used to

comprehensively address a limited set of specific planning issues. They address the practical difficulty of multiple parcel ownership, and the burden of plan preparation falling on a single owner of a limited amount of land. Residential infill development plans require consultation with owners within the Plan area and will be retained by the County to guide future subdivision approval.

Stakeholders is individuals or organisations who can affect or be affected by the achievement of a project or application.

Statutory means it has legal status and requirements prescribed by provincial legislation, such as the Municipal Government Act.

Storm water pond is an artificial pond that is designed to collect and treat storm water to an acceptable provincial standard. The storm water pond disposes of storm water through controlled release, absorption into the ground and/or evaporation.

Wetland is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

APPENDIX B: LOCAL PLAN REQUIREMENTS

Local Plan Requirements

Local plans should address the following items:

Table 04: Local Plan Requirements

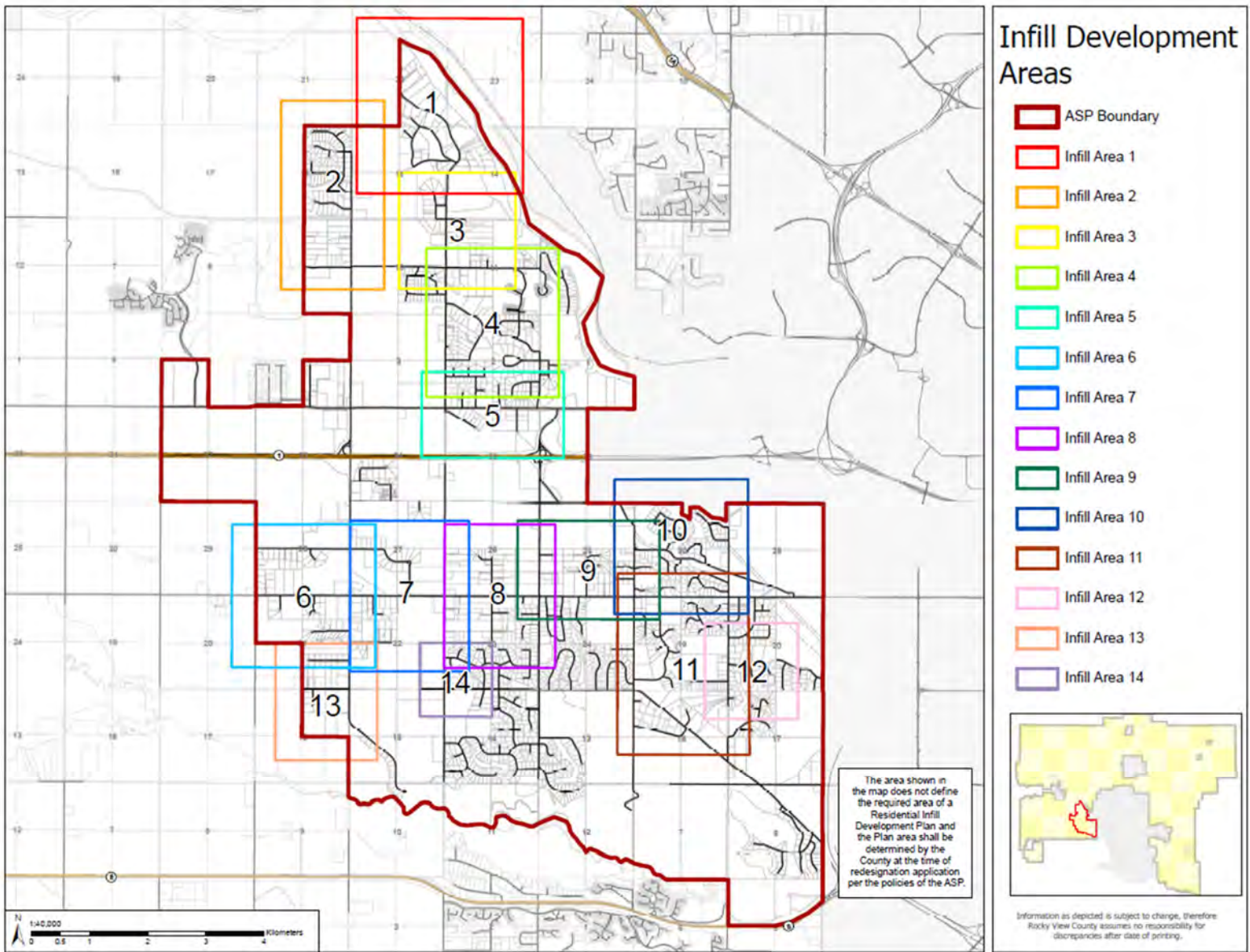
PLAN TYPE	REQUIREMENTS
<p>Country Residential Conceptual Scheme</p>	<p>TECHNICAL REQUIREMENTS AND SUPPORTING INFORMATION</p> <p>The County may require studies, reports, and tests to be submitted on the following matters:</p> <p>Design</p> <ul style="list-style-type: none"> a) proposed land uses; b) development scale, size, and site design; c) lot grading; <p>Emergency Services</p> <ul style="list-style-type: none"> d) fire protection requirements; e) protective service requirements; f) emergency response requirements; <p>Environment</p> <ul style="list-style-type: none"> g) bio-physical impact assessment of potential impacts on the natural environment; h) wildlife corridors; i) any on-site or off-site physical constraints; j) geotechnical assessment (slope stability); <p>Landscaping</p> <ul style="list-style-type: none"> k) landscape requirements for visual appearance and/or mitigating measures; <p>Servicing</p> <ul style="list-style-type: none"> l) water and wastewater requirements, and service method; m) impact on County services and/or private utility services; n) nature of any on-site or off-site engineering works that may be required to support the proposed business; o) on-site stormwater management and off-site conveyance; <p>Transportation</p> <ul style="list-style-type: none"> p) efficiency of the proposed road network within Rocky View County and, where applicable, other jurisdictions; q) impact on the intersections, highways, roads, and road network within Rocky View County and, where applicable, other jurisdictions; r) access to a paved County road or provincial highway; s) safe access and egress from a road or highway; t) pathways, trails, and sidewalks. <p>Other</p> <ul style="list-style-type: none"> u) historical and archeological assessment; v) potential impacts from airport operations and mitigation measures; w) proposed maintenance plans; x) any other matters the County deems appropriate

	<p>CONCEPTUAL SCHEME SUBMISSIONS</p> <p>Conceptual schemes should address the following:</p> <ol style="list-style-type: none"> 1. A description and evaluation of the existing plan area: <ol style="list-style-type: none"> a) topography, soils, vegetation, geotechnical considerations (constraints); b) environmental sensitivity and significance; c) agricultural capability, natural resources; d) existing land use, ownership, development, and adjacent land uses; e) archaeological and historical considerations; and f) existing utilities and transportation routes. 2. A land use concept which includes; <ol style="list-style-type: none"> a) a future land use scenario; b) demonstration of consistency with higher order plans; c) design controls/guidelines, where appropriate; d) reserve area dedication and strategy (municipal/school/environmental); e) environmental); f) transportation network and pedestrian network; g) stormwater management plan; h) servicing strategy; i) anticipated improvements to existing infrastructure; j) population densities, population projection, and an k) indication of target market to determine impact on the area’s School District; l) phasing of development; and m) landscaping and aesthetic details that will enhance the development. 3. A summary of the Applicant’s community consultation and results. 4. Any other matter identified by the County.
<p>Business Commercial Conceptual Scheme</p>	<p>TECHNICAL REQUIREMENTS AND SUPPORTING INFORMATION</p> <p>The County may require studies, reports, and tests to be submitted on the following matters:</p> <p>Compatibility</p> <ol style="list-style-type: none"> a) compatibility of the proposed development with adjacent land uses and the use of design measures to mitigate adverse impacts; b) compatibility of the proposed development with existing agricultural, business, or residential uses; c) potential off-site impacts such as dust, smell, and odour; <p>Design</p> <ol style="list-style-type: none"> d) proposed land uses; e) development scale, size, and site design; <p>Emergency Services</p> <ol style="list-style-type: none"> f) fire protection requirements; g) protective service requirements; h) emergency response requirements; <p>Environment</p> <ol style="list-style-type: none"> i) bio-physical impact assessment of potential impacts on the natural environment; j) wildlife corridors; k) any on-site or off-site physical constraints; l) geotechnical assessment (slope stability);

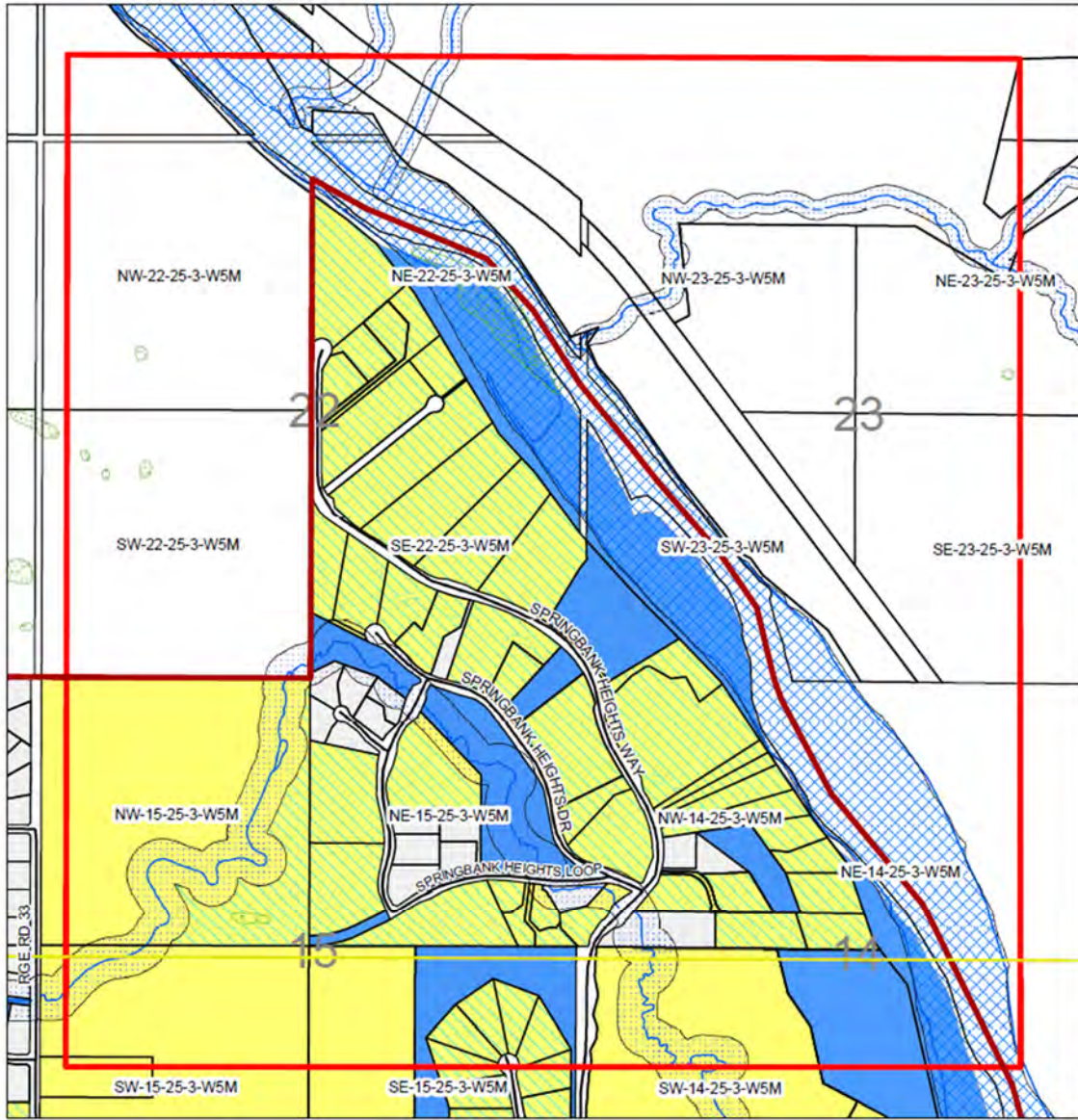
	<p>Landscaping</p> <ul style="list-style-type: none"> m) landscape requirements for visual appearance and/or mitigating measures; <p>Servicing</p> <ul style="list-style-type: none"> n) water and wastewater requirements, and service method; o) impact on County services and/or private utility services; p) nature of any on-site or off-site engineering works that may be required to support the proposed business; q) on-site stormwater management and off-site conveyance; <p>Transportation</p> <ul style="list-style-type: none"> r) efficiency of the proposed road network within Rocky View County and, where applicable, other jurisdictions; s) impact on the intersections, highways, roads, and road network within Rocky View County and, where applicable, other jurisdictions; t) access to a paved County road or provincial highway; u) safe access and egress from a road or highway; v) pathways, trails, and sidewalks. <p>Other</p> <ul style="list-style-type: none"> w) historical and archeological assessment; x) proposed maintenance plan; y) any other matters the County deems appropriate
	<p>CONCEPTUAL SCHEME SUBMISSIONS</p> <p>Conceptual schemes should address the following:</p> <ol style="list-style-type: none"> 1. A description and evaluation of the existing plan area: <ul style="list-style-type: none"> g) topography, soils, vegetation, geotechnical considerations (constraints); h) environmental sensitivity and significance; i) agricultural capability, natural resources; j) existing land use, ownership, development, and adjacent land uses; k) archaeological and historical considerations; and l) existing utilities and transportation routes. 2. A land use concept which includes; <ul style="list-style-type: none"> n) a future land use scenario; o) demonstration of consistency with higher order plans; p) design controls/guidelines, where appropriate; q) reserve area dedication and strategy (municipal/school/ environmental); s) transportation network and pedestrian network; t) stormwater management plan; u) servicing strategy; v) anticipated improvements to existing infrastructure; w) phasing of development; and x) landscaping and aesthetic details that will enhance the development. 3. A summary of the Applicant’s community consultation and results. 4. Any other matter identified by the County.
<p>Institutional and Community Uses Master Site Development Plan</p>	<p>MASTER SITE DEVELOPMENT PLAN SUBMISSIONS</p> <p>Master Site Development plans should address the following matters:</p> <ol style="list-style-type: none"> 1. A general introduction to the proposed development: a discussion of the vision and purpose of the proposal.

	<p>2. A master site plan addressing:</p> <ul style="list-style-type: none">a) building placement and setbacks;b) building height and general architectural appearance;c) parking and public lighting;d) landscaping for visual appearance and/or mitigating measures;e) agriculture boundary design guidelines; andf) anticipated phasing. <p>3. A summary of the Applicant's community consultation and results.</p> <p>4. Technical issues identified by the County that are necessary to determine the project's viability and offsite impacts.</p>
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APPENDIX C: INFILL DEVELOPMENT CRITERIA

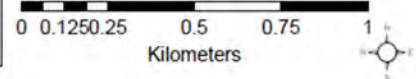


Infill Opportunities Area 1

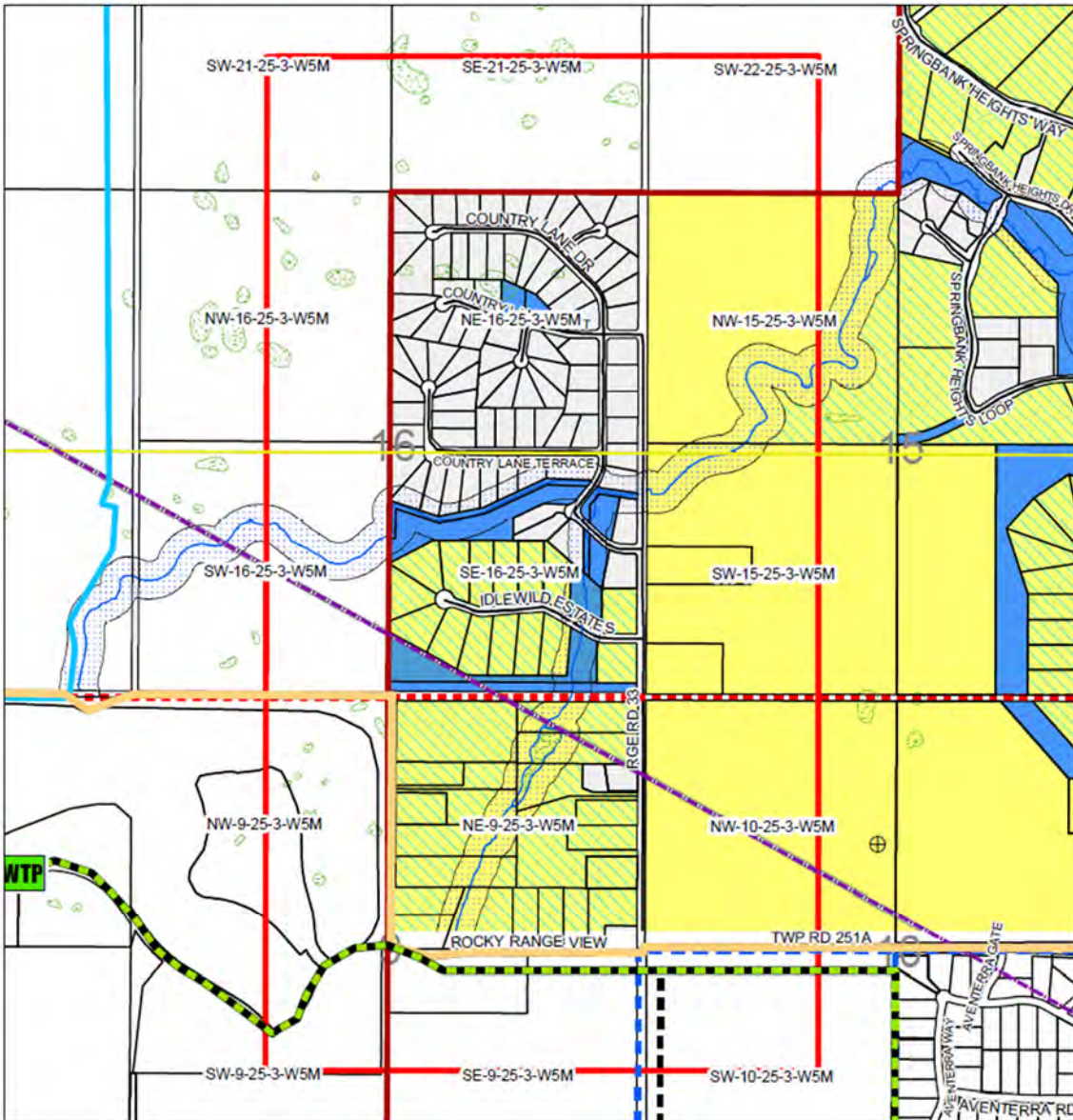


- Natural Gas
- Infill Area 1
- ASP Boundary
- Country Residential
- Country Residential Infill
- Built-Out Country Residential
- Institutional and Community Services
- Wetlands
- Rocky View Flood Fringe - AB Env.
- Stepping Back - Riparian Setbacks
- Surface Water

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.



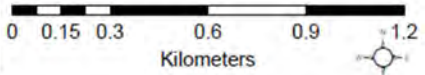
Infill Opportunities Area 2



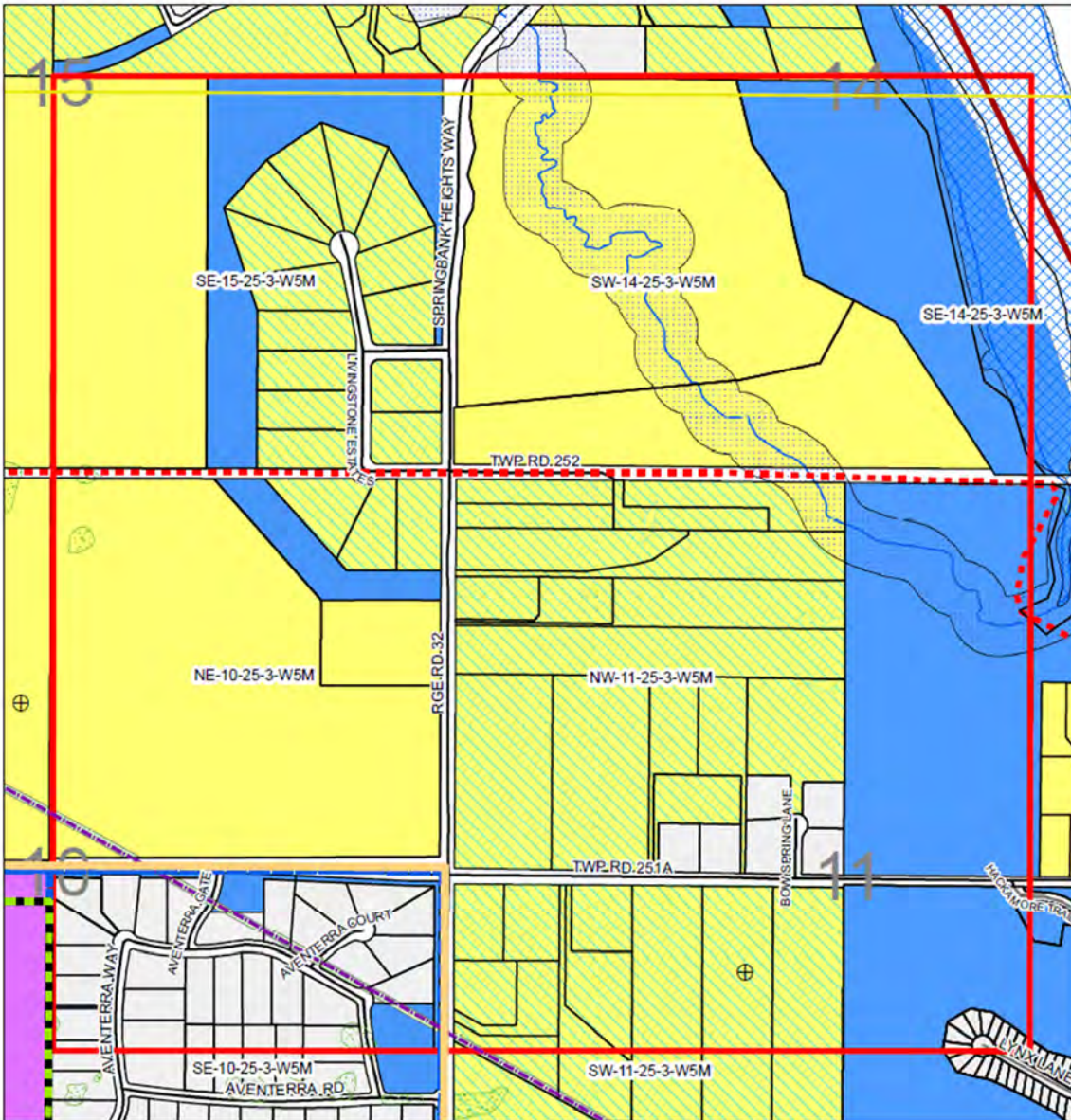
WTP Harmony Waste Water Treatment Plant

- ⊕ Wells - Abandoned
 - ▬ Proposed Forcemain System
 - ▬ Intermunicipal Waste Water
 - ▬ Proposed Harmony Water Lines
 - ▬ Harmony Raw Water Line
 - ▬ Proposed Water Lines
 - ▬ Proposed Harmony Water Lines
 - ▬ Electrical Transmission Lines
 - ▬ Natural Gas
 - ▬ Infill Area 2
 - ▬ ASP Boundary
 - ▬ Country Residential
 - ▬ Country Residential Infill
 - ▬ Built-Out Country Residential
 - ▬ Springbank Airport Employment Area
 - ▬ Institutional and Community Services
 - ▬ Wetlands
 - ▬ Stepping Back - Riparian Setbacks
 - ▬ Utility Infrastructure
 - ▬ Surface Water
- Active Transportation Network Recommendations**
- ▬ Shared Use Pathway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.

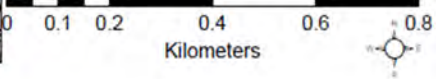


Infill Opportunities Area 3

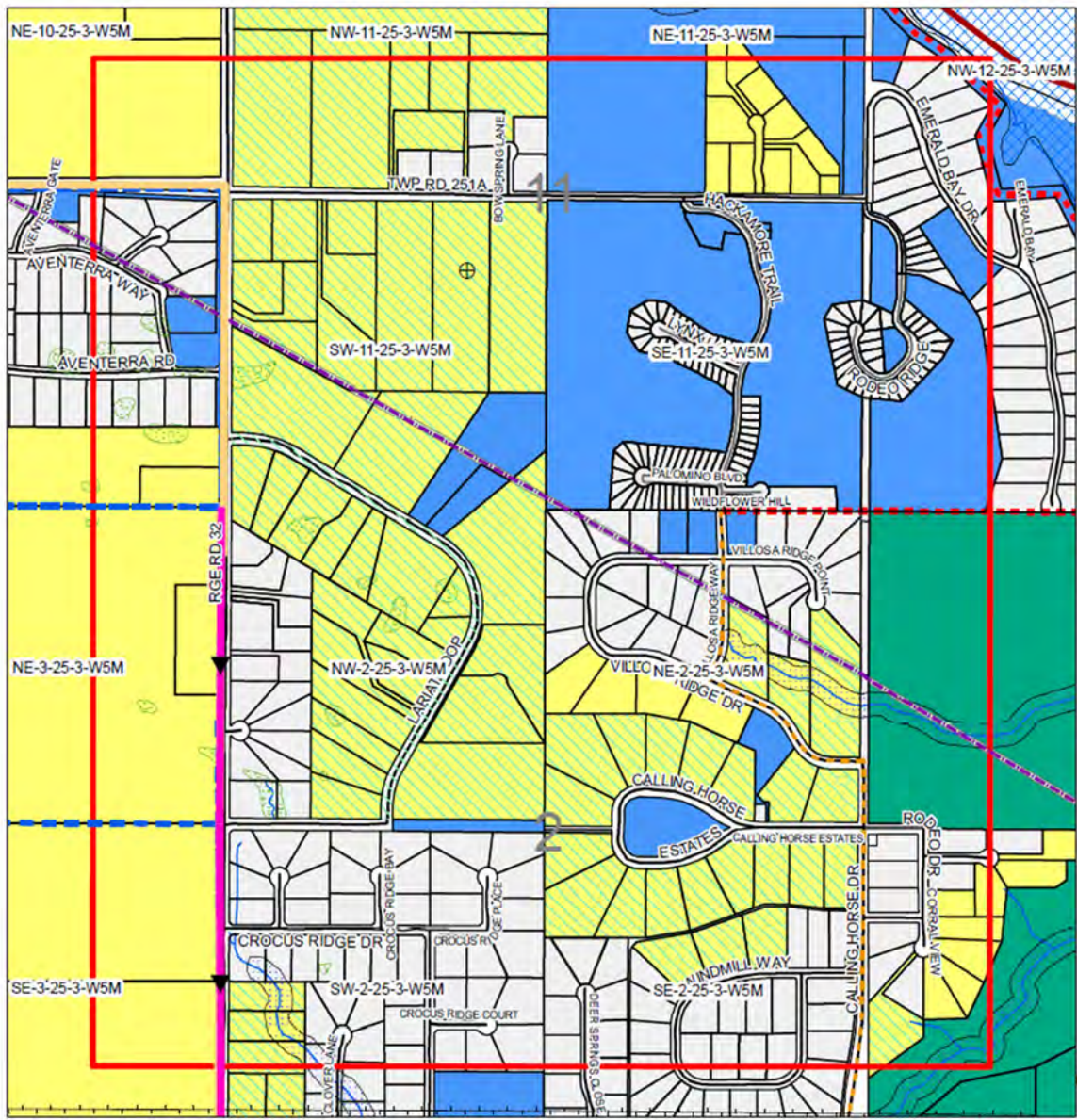


- ⊕ Wells - Abandoned
- ▬ Proposed Forcemain System
- ▬ Intermunicipal Waste Water
- ▬ Proposed Water Lines
- ▬ Electrical Transmission Lines
- ▬ Natural Gas
- ▭ Infill Area 3
- ▭ ASP Boundary
- ▭ Country Residential
- ▭ Country Residential Infill
- ▭ Built-Out Country Residential
- ▭ Springbank Airport Employment Area
- ▭ Institutional and Community Services
- ▭ Wetlands
- ▭ Rocky View Flood Fringe - AB Env.
- ▭ Stepping Back - Riparian Setbacks
- ▭ Utility Infrastructure
- ▬ Surface Water
- Active Transportation Network Recommendations**
- ▬ Shared Use Pathway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.



Infill Opportunities Area 4



- ⊕ Wells - Abandoned
- Proposed Gravity Sewer System
- Intermunicipal Waste Water
- Proposed Water Lines
- Electrical Transmission Lines
- ▭ Infill Area 4
- ▭ ASP Boundary
- ▭ Country Residential
- ▭ Country Residential Infill
- ▭ Built-Out Country Residential
- ▭ Agriculture
- ▭ Institutional and Community Services
- ▭ Wetlands
- ▭ Rocky View Flood Fringe - AB Env.
- ▭ Stepping Back - Riparian Setbacks
- ▭ Utility Infrastructure
- Surface Water

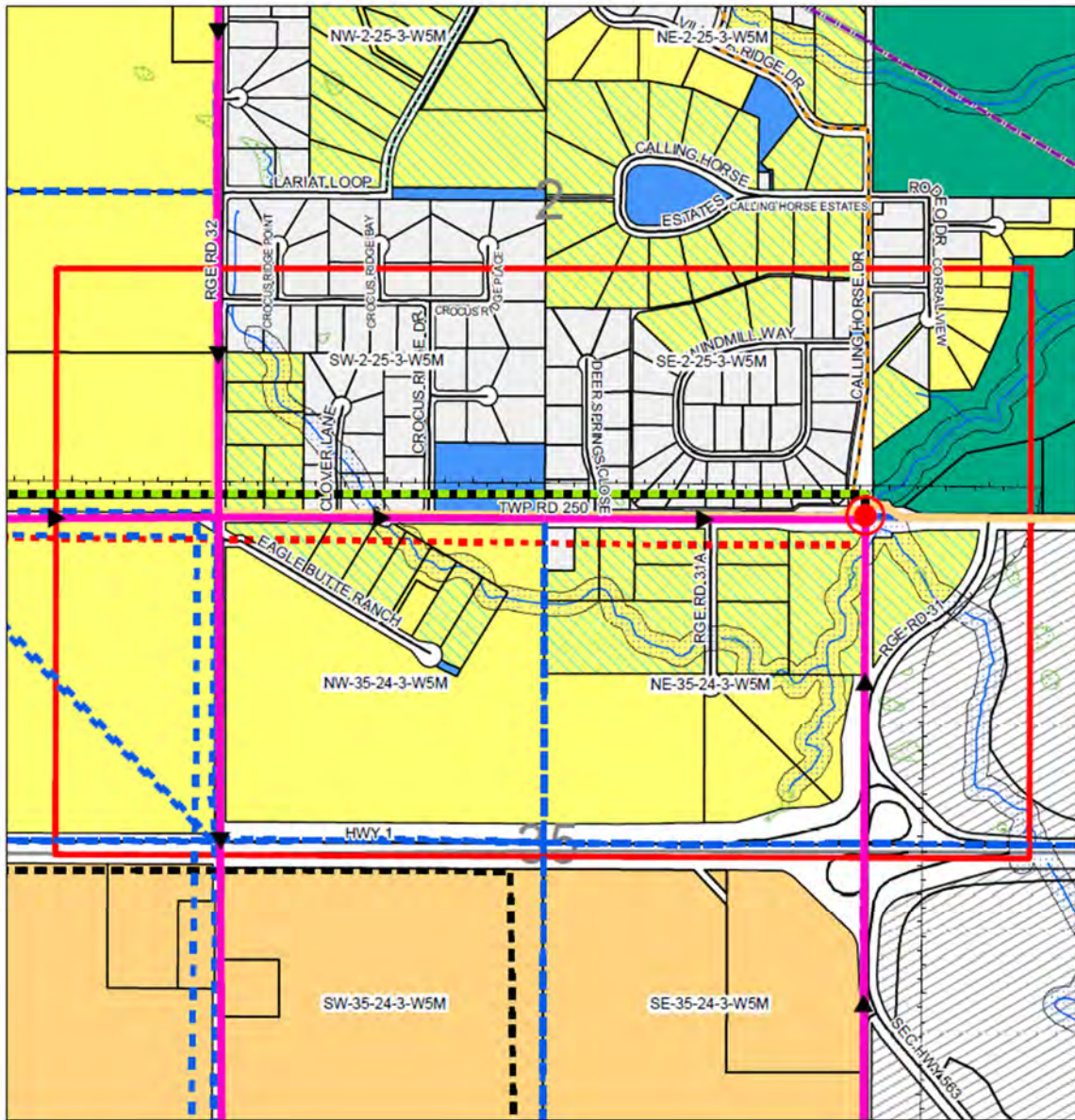
Active Transportation Network Recommendations

- Shared Use Pathway
- Shoulder Widening
- Yield Roadway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.

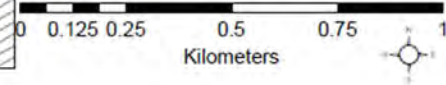
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Kilometers

Infill Opportunities Area 5

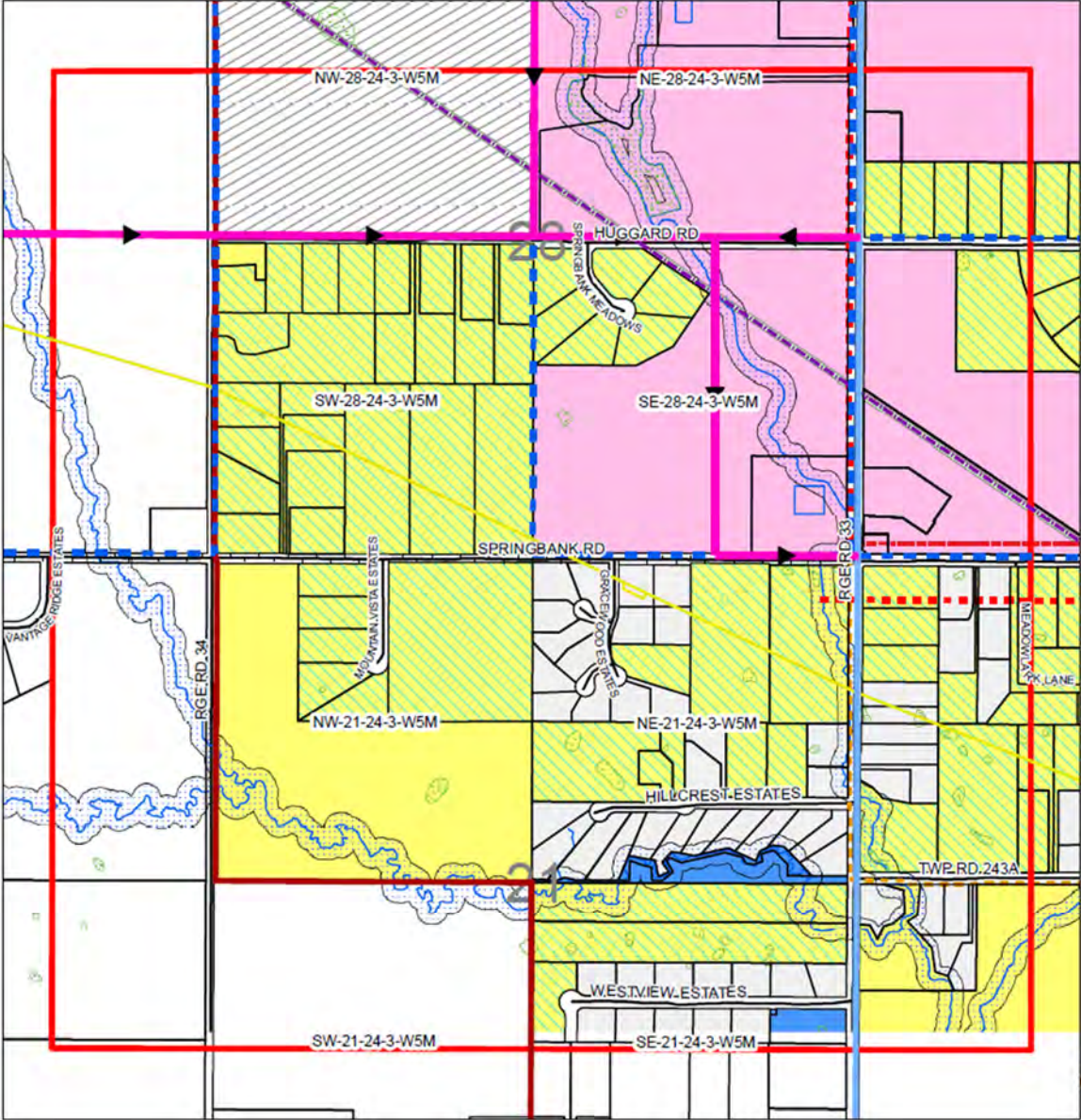


- Major Lift Station
 - Proposed Gravity Sewer System
 - Proposed Forcemain System
 - Intermunicipal Waste Water
 - Proposed Harmony Water Lines
 - Proposed Water Lines
 - Proposed Harmony Water Lines
 - Electrical Transmission Lines
 - Infill Area 5
 - ASP Boundary
 - Country Residential
 - Country Residential Infill
 - Built-Out Country Residential
 - Agriculture
 - Open Space Residential
 - Future Development Area
 - Institutional and Community Services
 - Wetlands
 - Stepping Back - Riparian Setbacks
 - Utility Infrastructure
 - Surface Water
- Active Transportation Network Recommendations**
- Shared Use Pathway
 - Shoulder Widening
 - Yield Roadway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.



Infill Opportunities Area 6



- Proposed Gravity Sewer System
- Existing Water Lines
- Proposed Water Lines
- Electrical Transmission Lines
- Natural Gas
- Infill Area 6
- ASP Boundary
- Country Residential
- Country Residential Infill
- Built-Out Country Residential
- Community Core
- Future Expansion Area
- Institutional and Community Services
- Wetlands
- Stepping Back - Riparian Setbacks
- Utility Infrastructure
- Surface Water

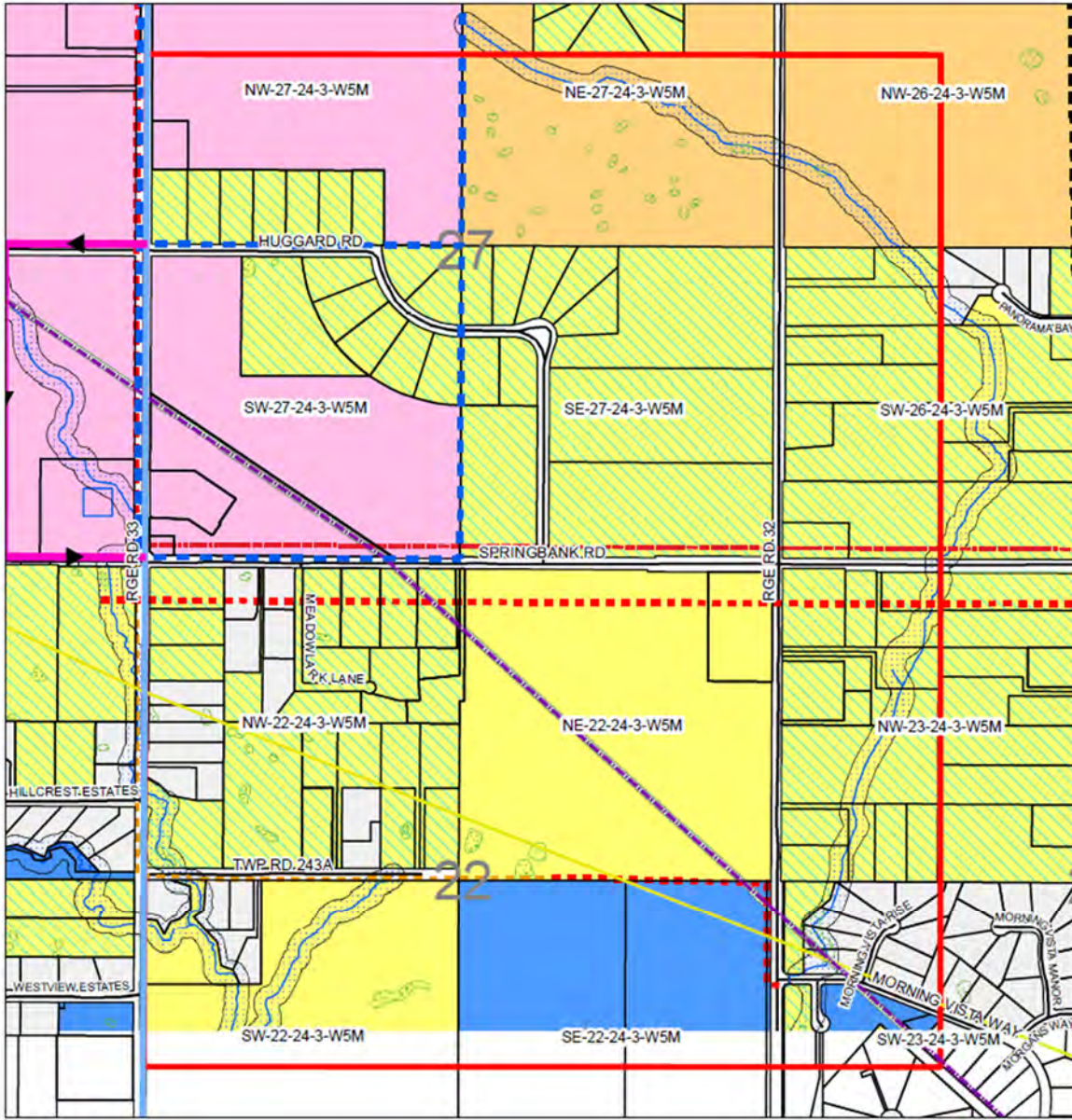
Active Transportation Network Recommendations

- Share the Road Signage
- Shared Use Pathway
- Shoulder Widening
- Yield Roadway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.

0 0.125 0.25 0.5 0.75 1
Kilometers

Infill Opportunities Area 7

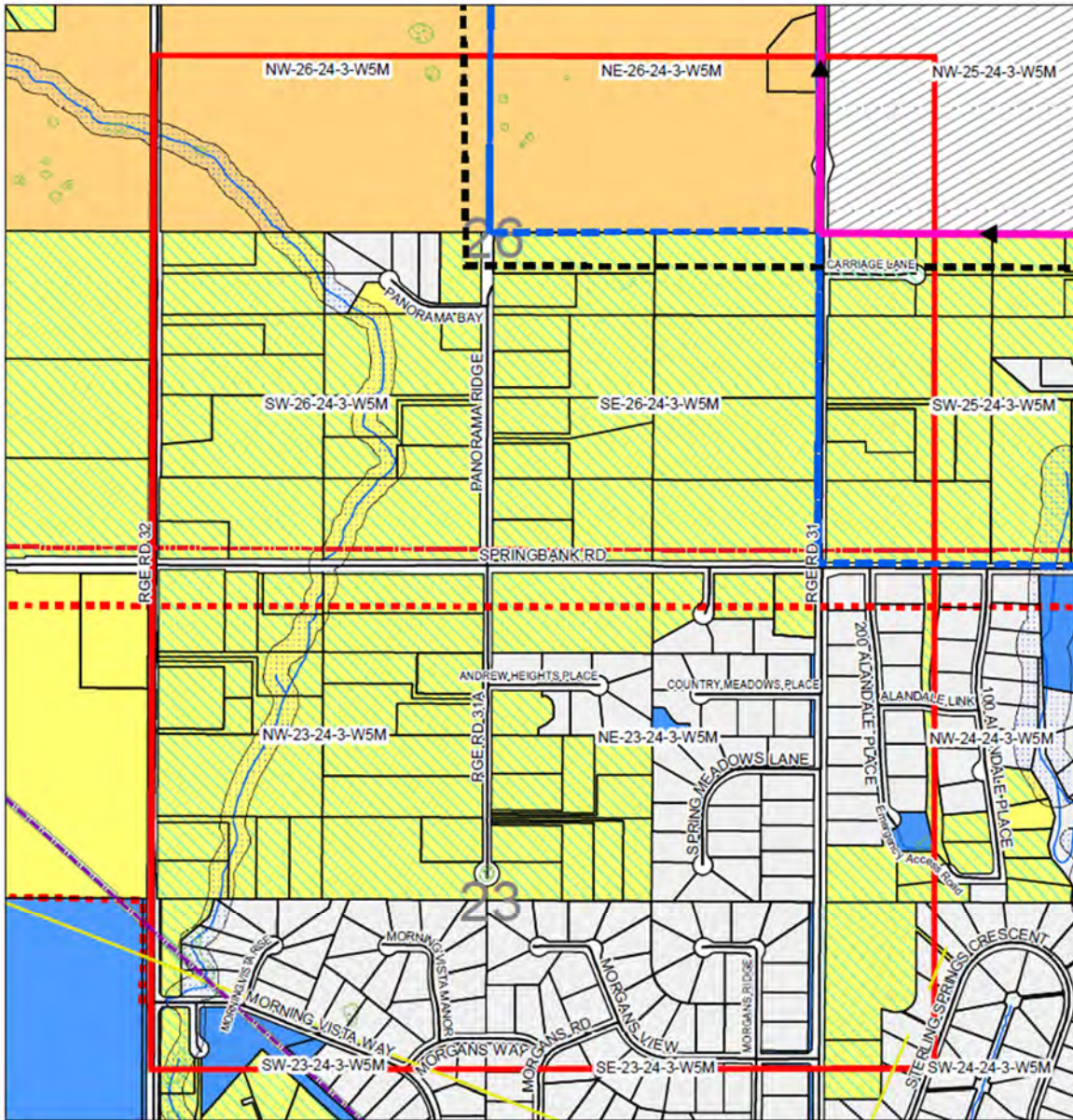


- Proposed Gravity Sewer System
 - Proposed Harmony Water Lines
 - Existing Water Lines
 - Proposed Water Lines
 - Proposed Harmony Water Lines
 - Electrical Transmission Lines
 - Natural Gas
 - Infill Area 7
 - ASP Boundary
 - Country Residential
 - Country Residential Infill
 - Built-Out Country Residential
 - Community Core
 - Open Space Residential
 - Institutional and Community Services
 - Wetlands
 - Stepping Back - Riparian Setbacks
 - Utility Infrastructure
 - Surface Water
- Active Transportation Network Recommendations**
- Share the Road Signage
 - Shared Use Pathway
 - Shoulder Widening
 - Yield Roadway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.

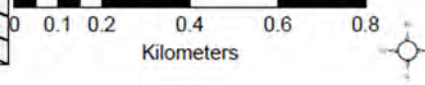


Infill Opportunities Area 8

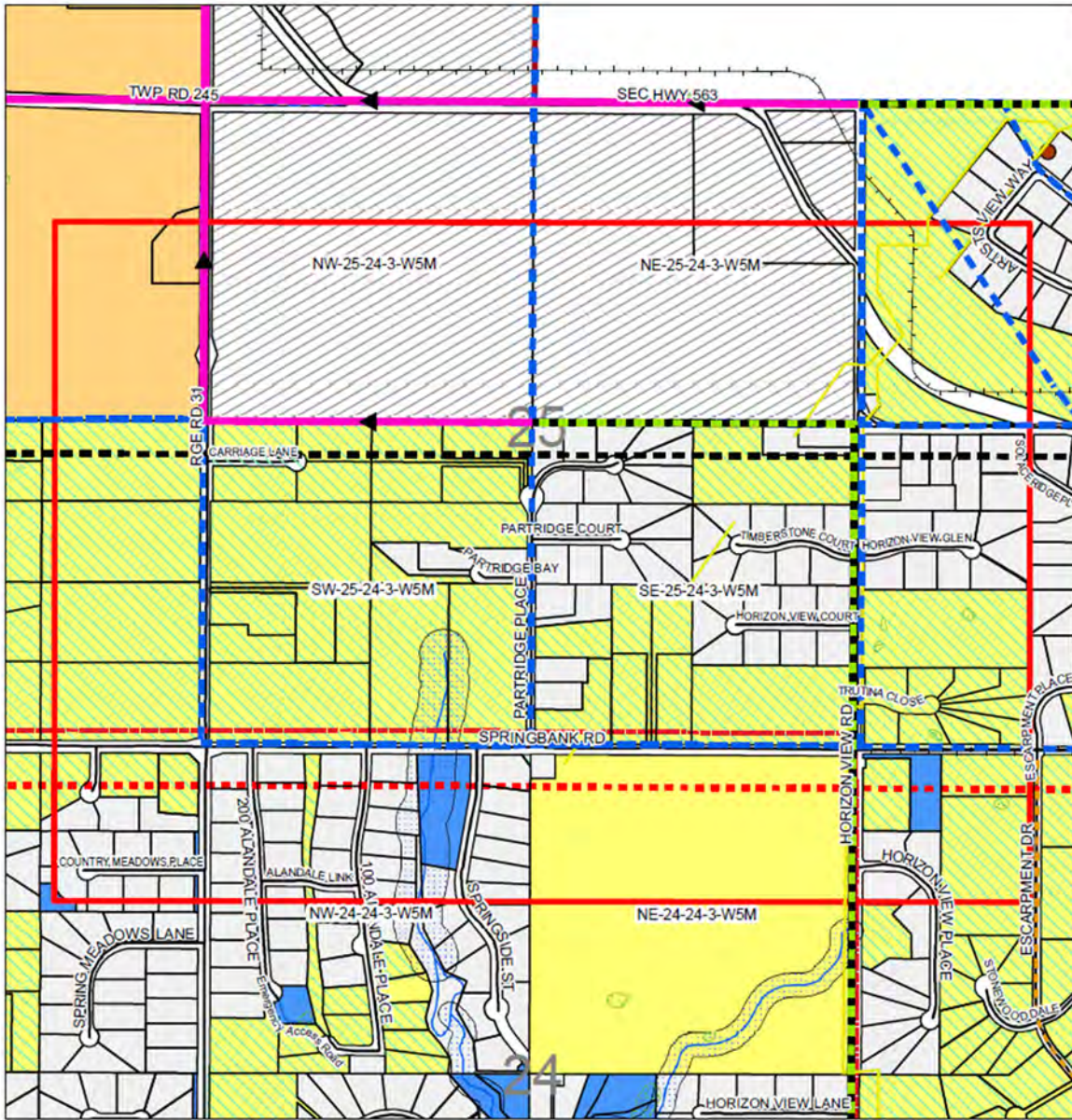


- Proposed Gravity Sewer System
- Proposed Harmony Water Lines
- Proposed Water Lines
- Proposed Harmony Water Lines
- Electrical Transmission Lines
- Natural Gas
- Infill Area 8
- ASP Boundary
- Country Residential
- Country Residential Infill
- Built-Out Country Residential
- Open Space Residential
- Future Development Area
- Institutional and Community Services
- Wetlands
- Stepping Back - Riparian Setbacks
- Utility Infrastructure
- Surface Water
- Active Transportation Network Recommendations**
- Share the Road Signage
- Shared Use Pathway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.

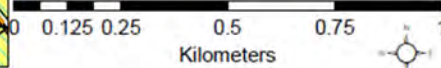


Infill Opportunities Area 9

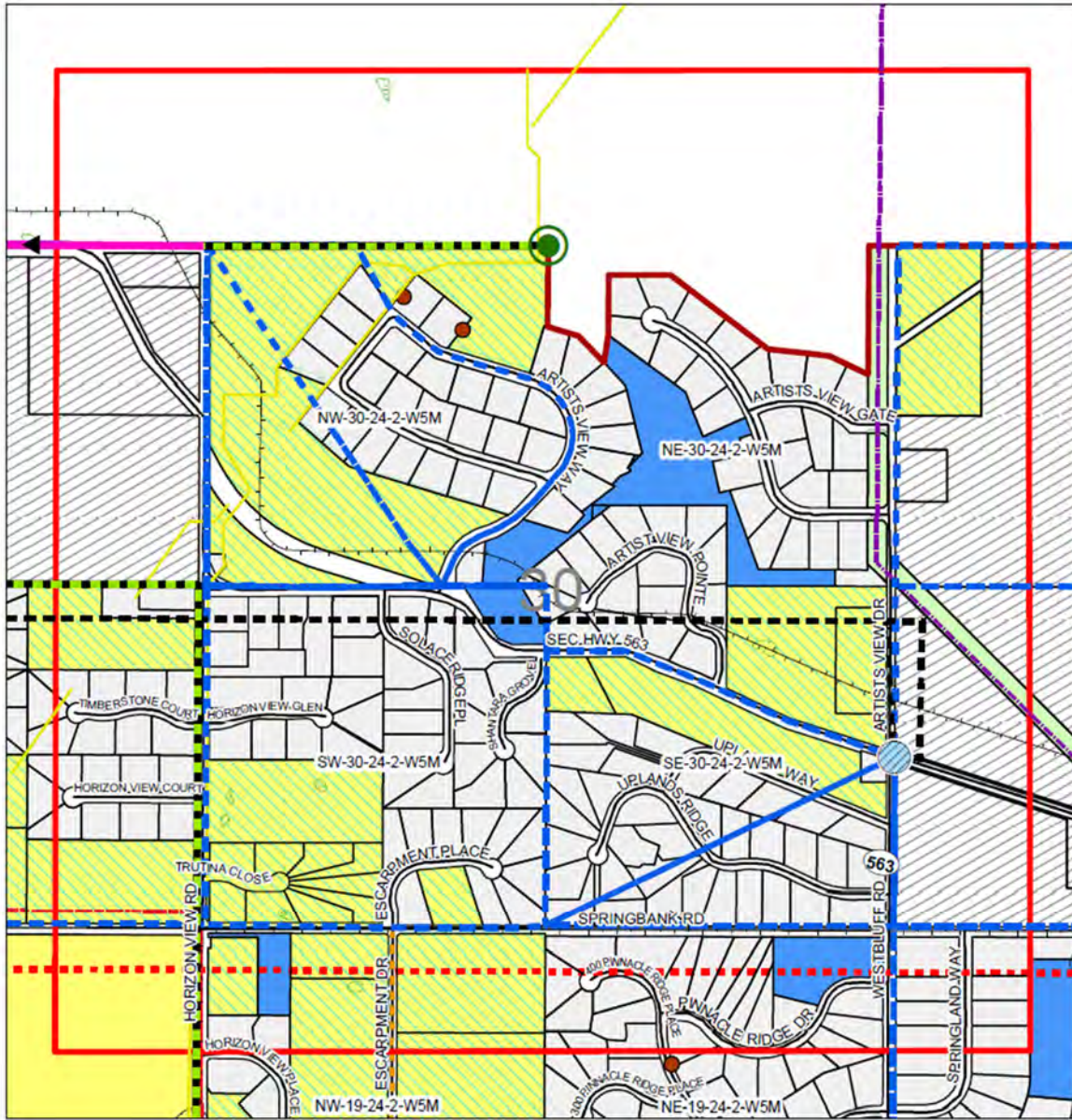


- Wells - All Other Values
- ▶ Proposed Gravity Sewer System
- ▬ Proposed Forcemain System
- ▬ Proposed Harmony Water Lines
- ▬ Proposed Water Lines
- ▬ Proposed Harmony Water Lines
- ▬ Natural Gas
- ▭ Infill Area 9
- ▭ ASP Boundary
- ▭ Country Residential
- ▭ Country Residential Infill
- ▭ Built-Out Country Residential
- ▭ Open Space Residential
- ▭ Future Development Area
- ▭ Institutional and Community Services
- ▭ Wetlands
- ▭ Stepping Back - Riparian Setbacks
- ▭ Surface Water
- Active Transportation Network Recommendations**
- ▬ Share the Road Signage
- ▬ Shared Use Pathway
- ▬ Shoulder Widening
- ▬ Yield Roadway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.



Infill Opportunities Area 10



- Minor Lift Station
- Wells - All Other Values
- Proposed Gravity Sewer System
- Proposed Forcemain System
- Proposed Reservoir & Pumphouse
- Proposed Harmony Water Lines
- Proposed Water Lines
- Proposed Harmony Water Lines
- Electrical Transmission Lines
- Natural Gas
- Infill Area 10
- ASP Boundary
- Country Residential
- Country Residential Infill
- Built-Out Country Residential
- Future Development Area
- Institutional and Community Services
- Wetlands
- Stepping Back - Riparian Setbacks
- Utility Infrastructure

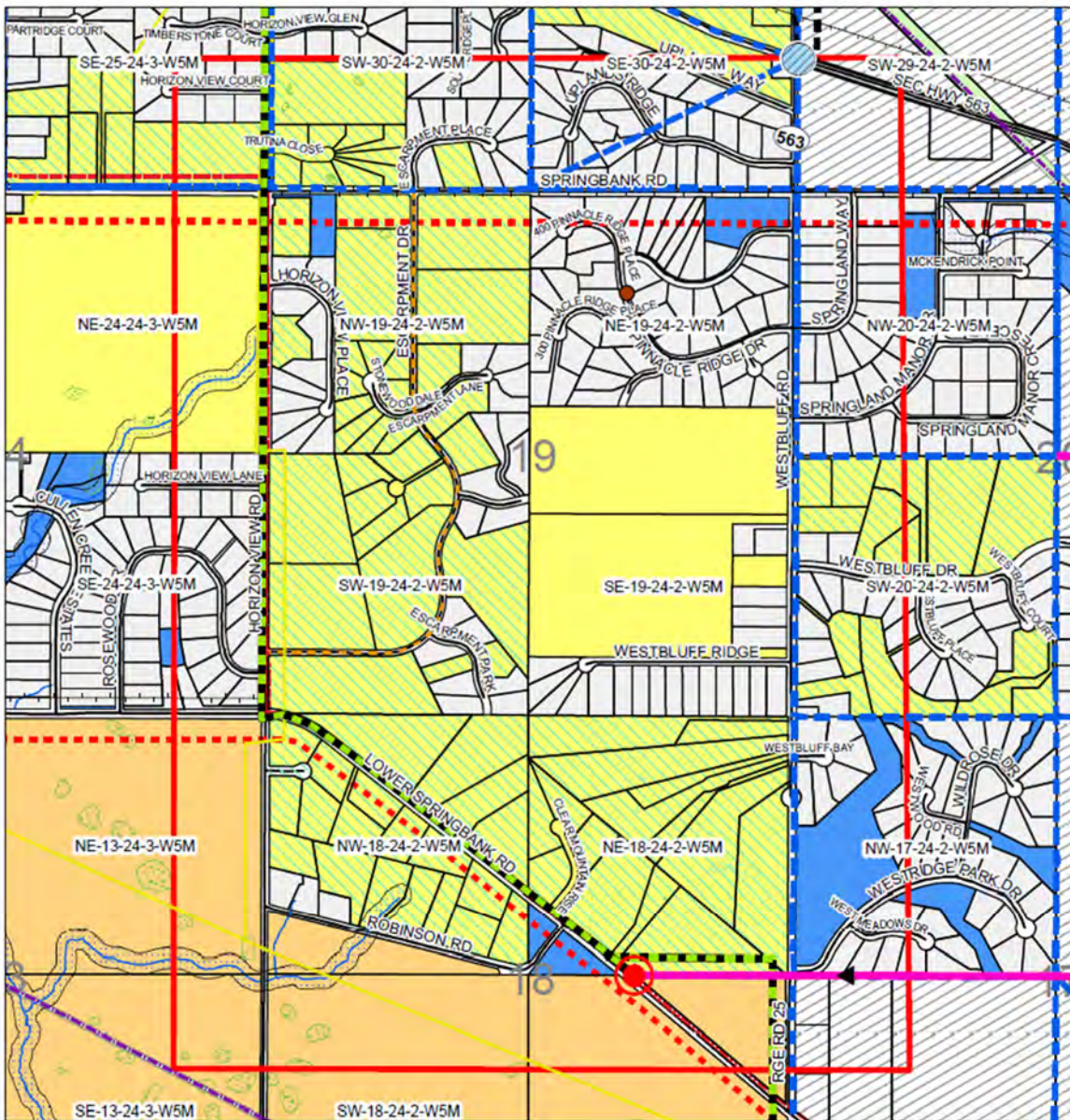
Active Transportation Network Recommendations

- Share the Road Signage
- Shared Use Pathway
- Shoulder Widening
- Yield Roadway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.

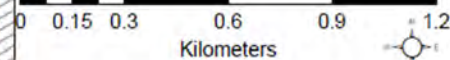
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Kilometers

Infill Opportunities Area 11

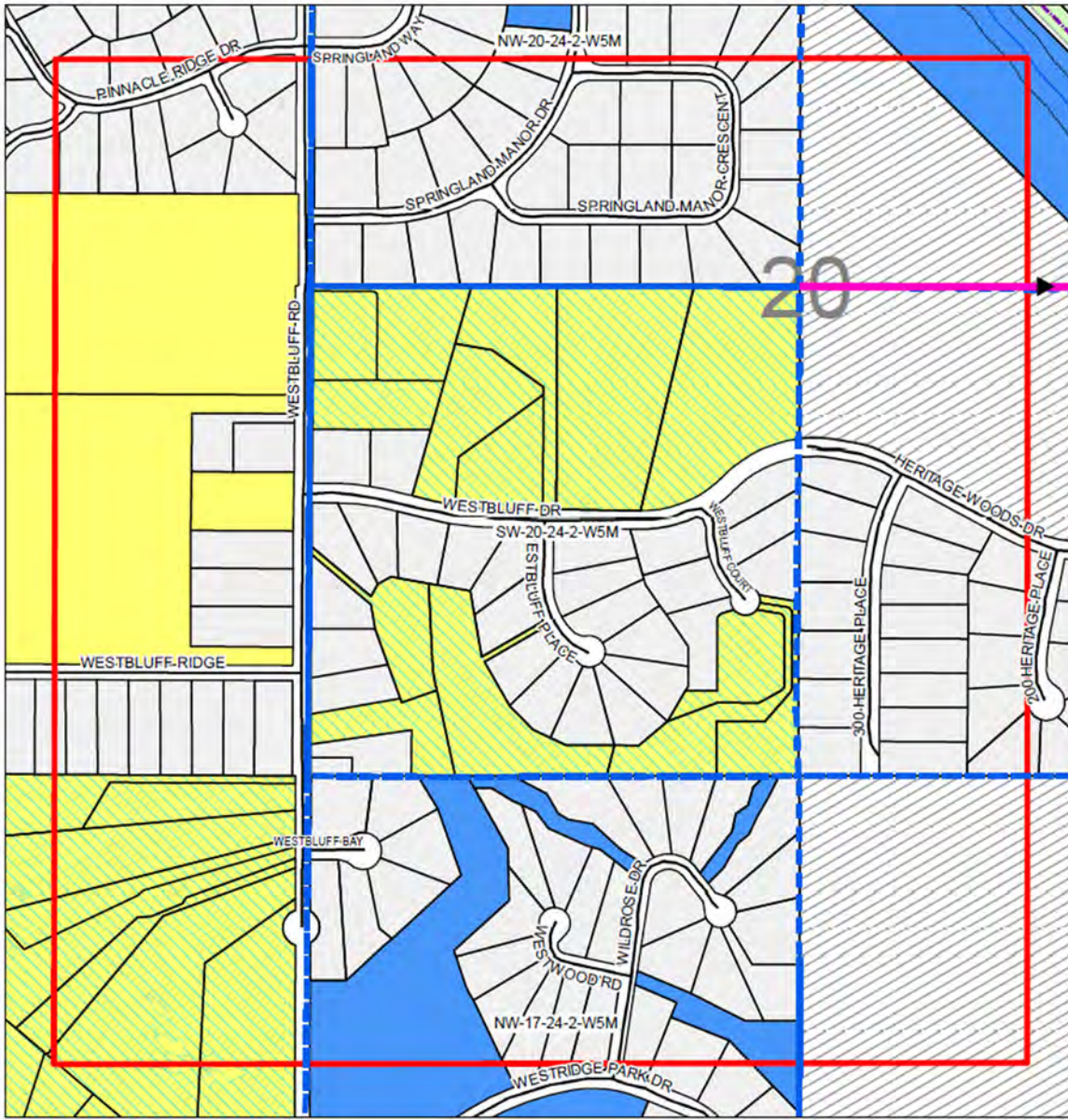


- Major Lift Station
- Wells - All Other Values
- Proposed Gravity Sewer System
- Proposed Forcemain System
- Proposed Reservoir & Pumphouse
- Proposed Harmony Water Lines
- Proposed Water Lines
- Proposed Harmony Water Lines
- Electrical Transmission Lines
- Natural Gas
- Infill Area 11
- ASP Boundary
- Country Residential
- Country Residential Infill
- Built-Out Country Residential
- Open Space Residential
- Future Development Area
- Institutional and Community Services
- Wetlands
- Stepping Back - Riparian Setbacks
- Utility Infrastructure
- Surface Water
- Active Transportation Network Recommendations**
- Share the Road Signage
- Shared Use Pathway
- Shoulder Widening
- Yield Roadway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.

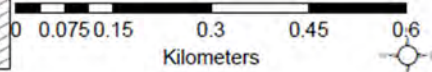


Infill Opportunities Area 12

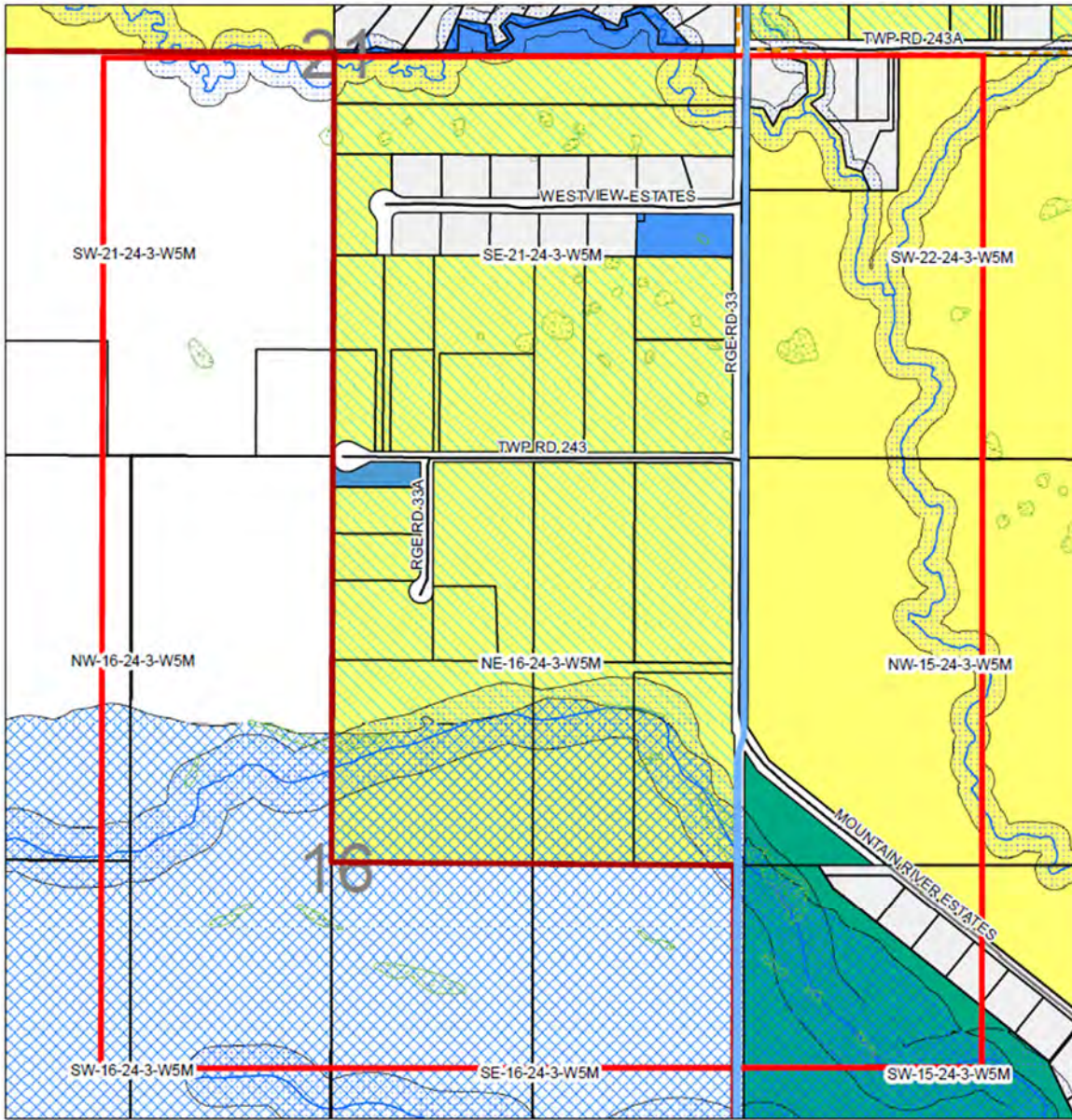


- Proposed Gravity Sewer System
- Proposed Water Lines
- Electrical Transmission Lines
- Infill Area 12
- ASP Boundary
- Country Residential
- Country Residential Infill
- Built-Out Country Residential
- Future Development Area
- Institutional and Community Services
- Stepping Back - Riparian Setbacks
- Utility Infrastructure
- Surface Water

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.

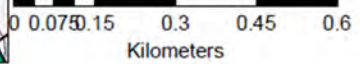


Infill Opportunities Area 13

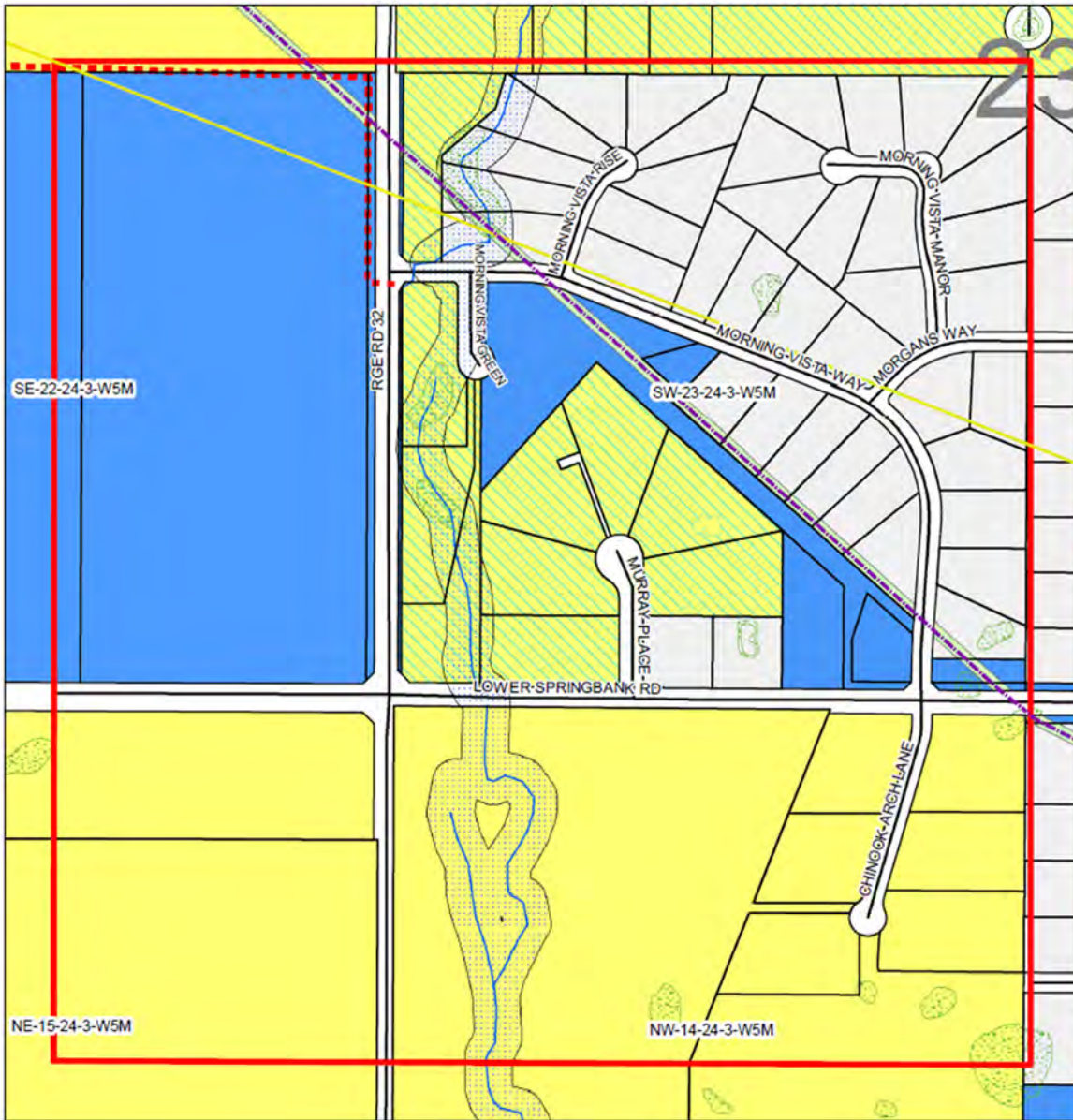


- Existing Water Lines
- Infill Area 13
- ASP Boundary
- Country Residential
- Country Residential Infill
- Built-Out Country Residential
- Agriculture
- Institutional and Community Services
- Wetlands
- Rocky View Flood Fringe - AB Env.
- Stepping Back - Riparian Setbacks
- Surface Water
- Active Transportation Network Recommendations**
- Yield Roadway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.

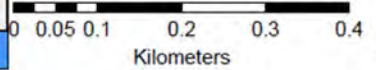


Infill Opportunities Area 14



- Electrical Transmission Lines
- Natural Gas
- Infill Area 14
- ASP Boundary
- Country Residential
- Country Residential Infill
- Built-Out Country Residential
- Institutional and Community Services
- Wetlands
- Stepping Back - Riparian Setbacks
- Utility Infrastructure
- Surface Water
- Active Transportation Network Recommendations**
- Shared Use Pathway

The area shown in the map does not define the required area of a Residential Infill Development Plan and the Plan area shall be determined by the County at the time of redesignation application per the policies of the ASP.



APPENDIX D: PLANNING SPRINGBANK

Springbank Area Structure Plan

Overview

The development of Springbank has been guided by the following Area Structure Plans:

- Central North Springbank ASP (Bylaw C-5354- 2001, adopted October 2, 2001);
- North Springbank ASP (Bylaw C-5035- 1999, adopted May 4, 1999);
- Moddle ASP (Bylaw C-1725-84, adopted March, 1998).

The Springbank ASP combines and updates portions of these ASPs, taking into account the new developments and policy documents that have occurred since their adoption. Some of these changes are set out below:

- February, 2009 – Springbank Airport Master Plan 2009-2029 is published;
- October, 2013 – Rocky View Municipal Development Plan (the Municipal Development Plan County Plan) is adopted by Council;
- September, 2014 – South Saskatchewan Regional Plan is adopted by the Province;
- May, 2016 – Springbank Master Drainage Plan is approved by the County;
- October, 2018 – Interim Regional Growth Plan is adopted by the Calgary Metropolitan Region Board;
- March, 2019 – Construction of the Stoney Trail West ring road extension commences.
- August, 2022 – Calgary Metropolitan Region Plan is approved.

What is an Area Structure Plan?

An area structure plan (ASP) is a statutory document approved by Council and adopted by Bylaw. An ASP outlines the vision for the future development of an area in relation to matters such as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An ASP provides Council with an overall strategy when considering land use changes, subdivision, and development. When making decisions regarding development within an area structure plan, Council must consider the plan and a wide range of other factors such as the goals of the County, County-wide growth, and the ability to provide servicing. The ASP implements the higher-level policies and requirements of the Regional Growth Plan, the South Saskatchewan Regional Plan, the Rocky View County/City of Calgary Intermunicipal Development Plan, and the Municipal Development Plan, through alignment with these documents.

An ASP does not predict the rate of development within the plan area; ultimately, growth is determined by market demand, which reflects the overall economic climate of the region.

Through the process of preparing an ASP, citizens are provided with opportunities at various stages in the process to have input into the development of policy. It is important that the vision, goals, and policies contained in the ASP address the interests of residents and stakeholders in the ASP area, as well as the interests of those in other parts of the County.

Section 633 of the Alberta Municipal Government Act states that an ASP must describe:

- the sequence of development proposed for the area;
- the land uses proposed for the area, either generally or with respect to specific parts of the area;
- the density of population proposed for the area either generally or with respect to specific parts of the area;
- the general location of major transportation routes and public utilities; and
- other matters the Council considers necessary, if required.

The policies in an ASP form a bridge between the general planning policies contained in the Municipal Development Plan and the more detailed planning and design direction contained in a local plan, which may be in the form of a conceptual scheme, a master site development plan, or a residential infill development plan. ASP policies must align with the Municipal Development Plan and applicable County policies. The ASP must be based on sound planning principles and must respond to the particular natural and physical development of the Plan area.

RESIDENTIAL INFILL DEVELOPMENT PLANS:

Non-statutory plans that accompany a land use redesignation application and are used to comprehensively address a limited set of specific planning issues. They address the practical difficulty of multiple parcel ownership, and the burden of plan preparation falling on a single owner of a limited amount of land. Residential infill development plans require consultation with owners within the plan area and will be retained by the County to guide future subdivision approval.

Local Plans

For brevity, this document uses the term local plan to refer to a conceptual scheme or a master site development plan. The County anticipates that the majority of local plans within the ASP boundary will be submitted as conceptual schemes. Applications facilitating subdivision of land would generally be expected to submit a conceptual scheme or residential infill development plan. Land use changes that do not facilitate any future subdivision may be required to submit a local plan in the form of a master site development plan.

Local plans are developed within the framework provided by an ASP. Based on this framework, the local plan must demonstrate how development in the local area will retain the integrity of the overall ASP planning concept, and how development will be connected and integrated with adjacent areas. Policy sections in the ASP identify the unique requirements that must be addressed in the local plan due to the location and specific development conditions of the area. The technical requirements for developer-led conceptual schemes and master site development plans are identified in Appendix B of this ASP. Local plans must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the Rocky View County Municipal Development Plan.

CONCEPTUAL SCHEMES:

Plans that are subordinate to an ASP. They may be adopted either by bylaw or by a resolution of Council. A conceptual scheme is prepared for a smaller area within an ASP boundary and must conform to the policies of the ASP. Conceptual schemes provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public. If a conceptual scheme area is of sufficient size that further detail is required for specific areas and phases, the conceptual scheme may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

Plan Interpretation

The following describes the meaning of some of the key words that are contained in a policy:

- **Shall:** a directive term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion, by Administration, the developer, the Development Authority, and Subdivision Authority.
- **Should:** a directive term that indicates a strongly preferred course of action by Council, Administration, and/or the developer, but one that is not mandatory.
- **May:** a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and / or application.

MASTER SITE DEVELOPMENT PLANS (MSDP):

Accompany a land use redesignation application and provide design guidance for the development of a large area of land with little or no anticipated subdivision.

An MSDP addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on-site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

Section 26 of this Plan requires that Conceptual Schemes and MSDPs are appended, by bylaw, to the ASP. This means that the municipality and landowners have a statutory obligation to adhere to the policies and requirements set out within conceptual schemes and MSDPs.

Policy Direction from Other Plans

A description of the planning framework that guides this ASP, and how Springbank will grow in the future, is set out below.

Calgary Metropolitan Region Growth Plan

The Regional Growth Plan was adopted through Ministerial Order 064/22 on August 15, 2022 and applies to Rocky View County and seven other Participating Municipalities that form the Calgary Region. The Plan is a strategy for managing growth in the Region and it is focused on accommodating the next one million people and 600,000 jobs, identifying population and job forecasts for each municipality.

The Plan directs growth towards Preferred Growth Areas which are generally identified as Urban Areas and, within the County, Joint Planning Areas (areas in and around Balzac, Conrich, OMNI, and Janet) and Hamlet Growth Areas (Bragg Creek, Harmony, and Langdon). Springbank is not defined as a Preferred Growth Area, and so only Rural and Country Cluster residential development is supported by the Growth Plan for the area. While Employment Areas are generally directed to Preferred Growth Areas, new or expanded Employment Areas may be considered within Springbank subject to meeting criteria set out within the Growth Plan and approval by the Calgary Metropolitan Region Board. Springbank Airport Employment Area is recognised in the Growth Plan as an Employment Area outside of a Preferred Growth Area.

The principal Growth Plan Policy Sections applicable to the Springbank ASP are set out below.

Table 05: Regional Growth Plan Policy Framework

RGP POLICY SECTION	CORRESPONDING ASP SECTIONS
<p>Section 3.1.1 Region-Wide Policies (intermunicipal collaboration, agricultural land, and institutional and recreational services)</p>	<p>The County has undertaken thorough and structured engagement with the City of Calgary to address intermunicipal issues and opportunities throughout the ASP process, and this is reflected in the relevant Plan policies. Policies seeking to safeguard agricultural land are principally set out within Section 9 of the Plan, while policies are also noted promoting collaboration on recreational services and other infrastructure in Sections 17 and 27.</p>
<p>Section 3.1.3 Preferred Growth Areas (Springbank Airport Employment Area).</p>	<p>Section 8 of the ASP provides principles and policies to guide a future ASP amendment to support development within the identified Springbank Airport Employment Area.</p>
<p>Section 3.1.5 Rural and Country Cluster Placetype</p>	<p>Section 7 of the ASP provides criteria for development of residential areas within Springbank. The Open Space Residential policies are acknowledged to be an exception to the maximum density and dwelling unit thresholds set out within Section 3.1.5 of the Growth Plan.</p>
<p>Section 3.1.6 Rural Employment Area</p>	<p>Policies within Section 10 provide a framework for potential Rural Employment Area uses within the Community Core, subject to the adoption of an amendment to this ASP in accordance with the Growth Plan.</p>
<p>Section 3.1.10 Existing Area Structure Plans and Area Redevelopment Plans</p>	<p>Section 6 (Land Use Strategy) of this ASP notes that the proposed overall population is substantially less than the build-out populations estimated under the previous Central and North Springbank ASPs. The ASP therefore complies with Section 3.1.10 of the Growth Plan.</p>
<p>Section 3.1.12 Exceptions to the Policy</p>	<p>The Open Space Residential density and maximum dwelling numbers constitute an exception to the Regional Growth Plan. However, in alignment with Section 3.1.12 of the Growth Plan, this exception does not significantly compromise the vision, objectives, and policies of the Growth Plan.</p>
<p>Section 3.3.1 Flood Prone Areas</p>	<p>Section 25 of this ASP contains policies to ensure that flood risk areas are safeguarded in accordance with the Growth Plan.</p>
<p>Section 3.3.2 Environmentally Sensitive Areas</p>	<p>Section 15 (Natural and Historic Environment) of this ASP contains policies to safeguard environmentally sensitive areas within the Plan area. These policies are supported by the findings of an Environmental Screening Report and Wildlife Corridor assessment undertaken in drafting the ASP document.</p>
<p>Sections 3.4.1 & 3.4.2 Watershed Protection and Stormwater Management</p>	<p>Sections 21 (Utility Services) and 22 (Storm Water) of this ASP seek to address watershed protection and storm water impacts particularly through support of piped water and waste water servicing and adherence to the Springbank Master Drainage Plan.</p>
<p>Sections 3.5.1 & 3.5.2 Transportation & Transit Corridors, and Energy & Utility Corridors</p>	<p>Sections 20 (Transportation) and 21 (Utility Services) identify the regional corridors within and adjacent to the ASP area. The completed Network Analysis supporting the ASP and policies within the Plan seek to protect and optimize the use of Transportation Corridors and accommodate the potential for transit provision in the Plan area. Policies also seek to protect energy and utility rights of way through the ASP area.</p>

South Saskatchewan Regional Plan

The South Saskatchewan Regional Plan (SSRP) establishes a 50-year vision for the region, and sets the strategic direction on a range of matters over the next 10 years, including:

- Aligning provincial policies at the regional level to balance Alberta’s economic, environmental, and social goals;
- Using a cumulative effects management approach to balance economic development opportunities and social and environmental considerations;
- Setting desired economic, environmental, and social outcomes and objectives for the region;
- Describing the strategies, actions, approaches, and tools required to achieve the desired outcomes and objectives; and
- Providing guidance to provincial and local decision-makers regarding land use management for the region.

The SSRP provides municipalities with strategies that allow for flexibility in their planning and decision-making. These strategies are presented in a general manner to allow for interpretation and application in a locally meaningful and appropriate fashion. Each municipality must prepare statutory plans and policies to align with the principles of the SSRP.

Rocky View County’s Municipal Development Plan was prepared in alignment with the SSRP, and subsequently, all ASPs must follow the direction of the Municipal Development Plan.

The SSRP provides a number of principles to assist municipalities with strategic planning. A key premise of the SSRP is to use land more efficiently and to preserve large tracts of agricultural land. The Municipal Development Plan implements these principles by directing growth to identified growth areas and limiting development outside of these areas.

The Springbank ASP specifically achieves the following key SSRP objectives:

1. Agriculture – the region’s agricultural industry is maintained and diversified.
2. Renewable Energy – opportunities for the responsible development of the region’s renewable energy industry are maintained in support of Alberta’s commitment to greener energy production and economic development.
3. Biodiversity – terrestrial and aquatic biodiversity, and related ecosystems, are maintained. The role of economic sectors in maintaining ecosystem services is recognized.
4. Surface Water Quality – surface water quality within the South Saskatchewan river basin is managed to ensure future water uses are protected.
5. Efficient Use of Land – the amount of land required for development of the built environment is minimized over time.
6. Historic Resources – artifacts, fossils, historic places, and aboriginal heritage that define the region’s distinctive character are identified and effectively managed.
7. Planning Cooperation and Integration – cooperation and coordination are fostered among all land use planners and decision-makers. Partnerships are formed to ensure growth occurs in a sustainable manner.
8. Building Sustainable Communities – promote healthy and sustainable communities; maintain and enhance the natural environment; establish land-use patterns for orderly, economical, and beneficial development; and minimize risk to health, safety, and property loss.

Rocky View County / City of Calgary Intermunicipal Development Plan

Adopted by both the County and the City of Calgary in 2012, the Intermunicipal Development Plan (IDP) seeks to encourage cooperation and coordination between the municipalities on cross boundary matters. As much of Springbank's eastern boundary adjoins the municipal boundary with Calgary, it was important to maintain cooperation and engagement with the City throughout development of the ASP.

The IDP identifies Springbank as a County Growth Corridor, acknowledging that the area is designated as a Country Residential area within the Municipal Development Plan.

The IDP also highlights Key Focus areas within Springbank that require special attention in collaboration between the municipalities. The Highway 1 corridor is considered to be important as a transition area and is an area that has previously seen annexation by the City. The municipal boundary south of Highway 1 is also seen as an area requiring collaboration with the City, taking into account the development interface and the construction of the Stoney Trail transportation corridor.

Where further collaboration and coordination of land use and infrastructure planning is seen to be required to achieve suitable development forms along the municipal boundary, these areas have been designated as Future Development Areas. These areas will require further amendments to this ASP, initiated by the County, prior to proceeding to submission of local plans and land use amendments.

Rocky View County Municipal Development Plan

The Springbank ASP is consistent with the policies of the County's Municipal Development Plan. The Municipal Development Plan provides an overall policy framework on a variety of matters, ranging from the development of residential and commercial areas, to the provision of emergency services and infrastructure.

A key direction of the Municipal Development Plan is to use land efficiently by directing growth to defined areas, thus conserving the remaining large blocks of land for agricultural use. Springbank is identified as a Country Residential Area in the Municipal Development Plan. The Municipal Development Plan encourages efficient use of land in such areas by reducing the development footprint and emphasizing the importance of retaining rural character through the use of open space and conservation design principles. The provision of Open Space Residential development within two carefully selected locations in Springbank supports the direction of the Municipal Development Plan in this respect.

The Municipal Development Plan provides direction that in reviewing existing ASPs for country residential communities, consideration should be given to reducing the overall area dedicated to country residential uses where development potential is not being fulfilled. In alignment with the Municipal Development Plan, this ASP has removed several areas that we supported for country residential uses under the previous Central and North Springbank ASPs.

Existing and new Employment Areas supported within the ASP in accordance with the Municipal Development Plan to complement and optimize regional assets including the Springbank Airport and Highway 1 corridor.

Public Engagement Process

Throughout the ASP review project, Rocky View County sought to emphasize meaningful discussion with the Springbank community and worked to promote an inclusive and transparent process.

The County's engagement strategy provided opportunities for much-valued input from landowners, stakeholders, adjacent municipalities, and the general public, all of which has, in part, informed the overall vision and policies of the ASP. An emphasis was placed on working with the community at an early stage to firstly discuss broad objectives for Springbank, and then later to examine suitable land use options and policies. A summary of the key events within the process is found in Table 06.

Table 06: Public Engagement - Key Events

PHASE	DATE	ENGAGEMENT
Phase 1 Project Launch	November, 2016	The County commenced the ASP review project with an information session at the Heritage Club, providing details on the project background and the need for the review. The event was advertised by a mail-out to all Springbank addresses, together with public notices and signs. It was attended by approximately 80 people. The County project webpage was launched on this date.
Phase 2 Setting the ASP Direction	February, 2017	The County held a week of “coffee-chats”: structured, but informal discussions with groups or residents, landowners, and other stakeholders. The chats at the Springbank Park for All Seasons sought to ascertain the following: <ul style="list-style-type: none"> • where development should, and should not, be focused within the community; • whether the existing ASPs’ boundaries should be amended or amalgamated; and • how the County should engage with the community for future projects. The coffee-chats were attended by approximately 90 people. A separate workshop evening was held to examine the community’s specific priorities for subject areas, such as transport, conservation, and servicing. Some 100 people attended this event at the Heritage Club.
	June, 2017	Due to the positive feedback from attendees on the previous coffee-chat engagement format, a further round of these chats was held at the Springbank Park for All Seasons. These chats built on the previous feedback received and focused on seeking input on a high-level land use strategy, together with discussions on specific areas of the community. Approximately 60 people attended the meetings.
Phase 3 Draft Vision, Objectives, and Land Use Scenarios	June, 2018	The County sought input on its draft vision, goals, and objectives, together with three land use scenarios to the Springbank community at an open house attended by 125 people. The open house at the C3 Church was advertised by means of a further landowner mail-out and via press notices. Feedback was requested through an online mapping tool, which received over 2,000 comments, and a survey, which was completed by 70 people.
Phase 4 Draft Plan	May, 2019	A pre-release of the first draft was published on the County webpage. This was to ascertain initial feedback on ASP policies, while technical reports on servicing, transportation, and the environment were still being completed. Comments were invited in writing, and through individual and group meetings. Appropriate feedback was incorporated into the draft alongside the subsequent technical analysis.
Phase 5 Final Draft and Council	April, 2020	The final draft of the ASP, alongside supporting technical studies, was presented to the public. The final draft of the ASP was released publicly through the County webpage prior to taking the document forward for Council consideration. A public hearing was advertised for presentation of the ASP to Council, allowing public comment on the document. The hearing was held on February 16, 2021.
Phase 6 Plan Refinement	May, 2022 and, June, 2023	The public was notified of the project re-initiation through a mailout, Safe and Sound, and the project email distribution letter. Further public engagement regarding the draft ASP document opportunities include focused coffee chat sessions, surveys, and an open house.

Intermunicipal Engagement (City of Calgary)

In preparing this ASP, the County worked collaboratively with The City of Calgary to identify shared issues and opportunities. This Plan addresses the comments and concerns identified by the City in its comments to the County. Thorough and genuine engagement with the municipality was undertaken throughout the ASP process. This included two technical workshops, multiple update meetings, and reporting to councillors and staff at Intermunicipal Committee meetings. An outline of the key intermunicipal engagement events is set out below.

Table 07: Key Intermunicipal Engagements

PHASE	DATE	ENGAGEMENT
Phase 1 Project Launch	December, 2016	The County prepared an Intermunicipal Engagement Plan as agreed upon with the City. This Plan identified how the County would engage with the City, and was updated throughout the project to adapt to any changes in the direction of the ASP.
Phase 2 Setting the ASP Direction	February, 2017	The City was notified of the County's public engagement events that were held, and was advised of the materials available at the events.
	April, 2017	A site visit was undertaken to a range of locations in Springbank, with staff from both municipalities and Alberta Transportation attending. Discussions were focused on identifying any policy or technical issues and opportunities at an early stage.
	November, 2017	Representatives from both municipalities met to discuss the County's servicing study for Springbank, and potential options for water and waste water servicing to support development.
Phase 3 Draft Vision, Objectives, and Land Use Scenarios	June, 2018	The County invited the City to the open house held to present the draft vision, goals, objectives, and land use scenarios. Two City staff attended, and the associated materials were later sent through to the City for comment.
	July, 2018	An update was presented by the County to the Intermunicipal Committee, outlining the draft land use scenarios and the status of the project.
	November, 2018	The County invited the City to comment on its refined draft land use scenario.
	January, 2019	A further technical workshop was held with the City and Alberta Transportation to examine issues and opportunities in relation to the draft land use scenario prepared. There were 22 staff in attendance, and discussions were held on the following areas: <ul style="list-style-type: none"> • Planning; • Parks, pathways, and recreation; • Transportation; • Water and waste water; and • Fire Service provision. Following the joint workshop, both Administrations agreed on 16 action items to be addressed within the ASP and through separate intermunicipal projects or communications.
Phase 4 Draft Plan	January, 2019	An update was presented by the County to the Intermunicipal Committee outlining the draft land use scenarios and the status of the project. An update was provided on the ASP and the outcomes of the workshop held with City Administration.
	May, 2019	The City was sent the pre-release of the County's first draft of the ASP and was invited to submit comments. No comments were received from The City.
	December, 2019	The County shared the draft ASP with The City, together with its completed transportation, environmental and servicing studies, and met with City representatives to discuss any issues or opportunities with respect to the findings.

	April, 2020	A formal circulation was sent to the City to invite comments on the draft Plan. The City's provided comments were incorporated into the final draft Plan where appropriate.
Phase 5 Final Draft and Council	Fall-Winter, 2020-2021	The City was formally circulated the final draft of the ASP. Appropriate amendments addressing The City's comments were incorporated into the documents wherever possible. The revised documents and comment responses were provided for the City's review. An update on the project was presented to the Intermunicipal Committee on September 11, 2020. The County met with City representatives to discuss the project timeline and to develop mutually agreeable revisions for Council's consideration. Final comments received from the City were provided within the report to Council alongside the draft ASP. The outcome of intermunicipal discussions on the final draft plan were also reported to Council.
	March-June, 2022	The County met with The City to inform that the ASP project is being reinitiated and to discuss high level policies and a letter was provided as a follow-up that further highlights key aspects for discussions.
Phase 6 Plan Refinement	Summer, 2023	Preliminary meetings were held to introduce the new land use strategy and single Springbank ASP to The City before formal circulation in June 2023.

APPENDIX E: LOCAL PLANS IN THE SPRINGBANK PLAN AREA

Table 08: Local Plans in the Springbank Plan Area

LOCAL PLAN	BYLAW	APPROVAL DATE	DEVELOPMENT
Pinnacle Ridge Conceptual Scheme	C-4635-96	May 14, 1996	Country Residential
Murray Lands Conceptual Scheme	C-5944-2004 C-5960-2004	July 27, 2004 February 8, 2005	Country Residential
Grand View Estates Conceptual Scheme	C-5936-2004	January 18, 2005	Country Residential
Timberstone Conceptual Scheme	C-6078-2005	June 14, 2005	Country Residential
Montebello Conceptual Scheme	C-6123-2005	September 27, 2005	Country Residential
Barnard Conceptual Scheme	C-6151-2005	October 25, 2005	Country Residential
Lariat Loop Conceptual Scheme	C-6197-2006	February 14, 2006	Country Residential
Partridge View Conceptual Scheme	C-6473-2007	June 12, 2007	Country Residential
Wilson Conceptual Scheme	C-6249-2006	June 26, 2007	Country Residential
Robinson Road Conceptual Scheme	C-6490-2007	July 3, 2007	Country Residential
Bingham Crossing Conceptual Scheme	C-7184-2012	September 11, 2012	Business Commercial
Springbank Creek Conceptual Scheme	C-7298-2013	October 1, 2013	Country Residential
North Escarpment Drive Conceptual Scheme	C-7649-2017	April 11, 2017	Country Residential
Atkins Conceptual Scheme	C-7755-2018	May 22, 2018	Country Residential
Lazy H Estates Conceptual Scheme	C-7799-2018	May 14, 2019	Country Residential
Devonian Ridge Estates Conceptual Scheme	C-7889-2019	June 11, 2019	Country Residential
Pradera Springs Conceptual Scheme	C-7908-2019	July 23, 2019	Country Residential
Buckley Conceptual Scheme	C-8036-2020	September 1, 2020	Country Residential
Willow Ranch Conceptual Scheme	C-8203-2021	March 28, 2023	Country Residential

These local plans are considered to form part of this ASP as appended documents, and they provide detailed land use direction, subdivision design, and development guidance for the areas they cover.

All future conceptual schemes and master site development plans adopted by Council shall be appended, by bylaw, to this Area Structure Plan, with Table 09 and Map 03 updated accordingly.

