



ROCKY VIEW COUNTY

SPRINGBANK

AREA STRUCTURE PLAN

Spring 2020 | DRAFT

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Divider photo

INTRODUCTION

1 PLAN ORGANIZATION

The Springbank Area Structure Plan (the Plan or ASP) is organized in three parts followed by six 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 will be like in the future and outlines 16 broad goals that will help achieve this vision.

Part II: Plan Policies

This Part is the core of the Plan, containing the policy direction to guide development in the Springbank Plan Area; it sets out the land use, servicing and infrastructure strategy for the 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;
- 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: Design Guidelines

Appendix E: Planning Springbank

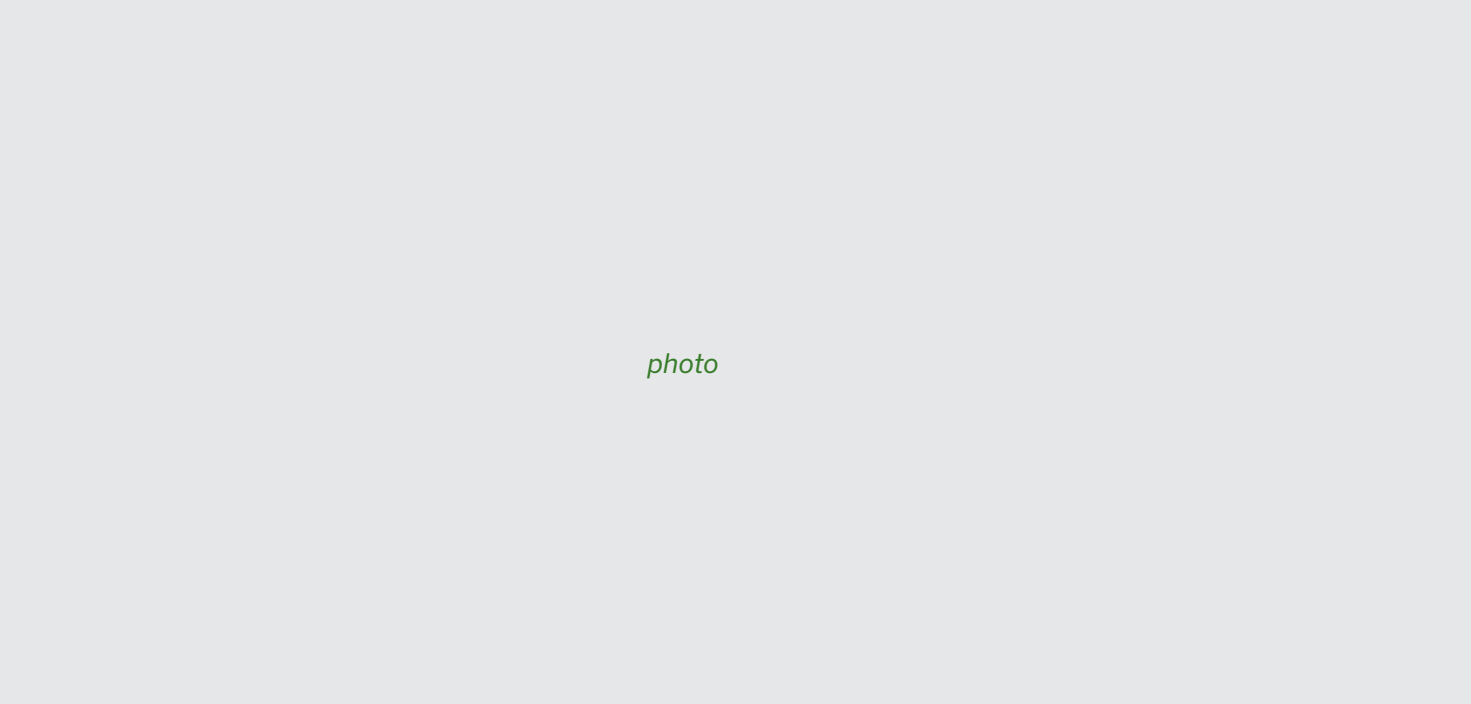
Appendix F: Local Plans in the Springbank Plan Area

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 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. This ASP implements the higher-level policies and requirements of the Interim Growth Plan, the South Saskatchewan Regional Plan, the Rocky View County/City of Calgary Intermunicipal Development Plan, and the County Plan, through alignment with these documents. The land use

strategy set out in this ASP implements the vision for Springbank by detailing the physical organization of land uses in the Springbank area. The strategy identifies 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, citizens were 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 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.



photo

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 principally offer a tranquil rural lifestyle, with beautiful vistas and a strong sense of community rooted in its agricultural heritage. 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 Cluster Residential development offering a further choice that promotes the establishment of communal spaces. Agricultural land uses shall continue to be supported, and new development shall respect existing agricultural operations.

Business uses will be carefully managed and will be predominantly centred on the Highway 1 intersections and Springbank Airport. Residents and visitors will access a growing range of institutional uses on Range Road 33, and will enjoy an extensive active transportation network linked with open space and community focal points. Transition from urban development in Calgary will be effectively planned to ensure compatibility with Springbank’s unique character. New development shall utilize efficient servicing and transportation infrastructure to ensure that growth is fiscally and environmentally sound.

Goals

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

- policy direction of the Interim Growth Plan, the County Plan, and the Intermunicipal 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 in 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 land use areas, 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;
 - c. Supports efficient use of land and encourages provision of accessible public spaces.
8. Provide for attractive and high-quality scenic corridors in to the Springbank community along the Highway 1 corridor, from Stoney Trail intersections, and along Range Road 33.

Housing

9. Respect the existing built environment, but explore the use of alternate forms of residential development, such as cluster 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 business 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.

Servicing

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

Environment

16. Demonstrate sensitivity and respect for environmental features, particularly through protection of wildlife corridors, the existing groundwater resource, and drainage patterns within the watersheds of the Bow and Elbow Rivers.

4 PLAN AREA

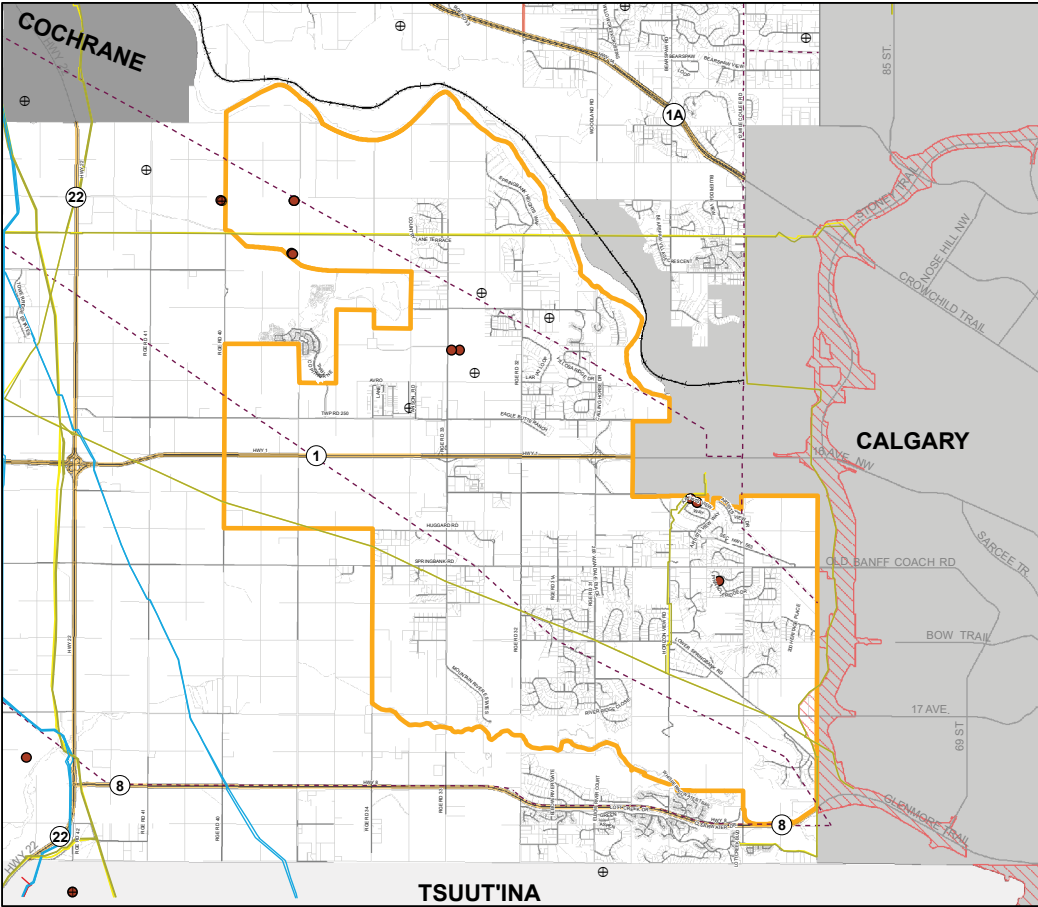
The Springbank Plan Area applies to the lands contained within Map 01: Plan Area Location, and Map 02: Air Photo. Springbank ASP policies are to reference the lands within the Springbank Plan Area boundaries.

The Springbank Plan Area boundary is generally defined by the Bow River to the north, the Elbow River to the south, and the city of Calgary to the east. To the west, the Plan area adjoins 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

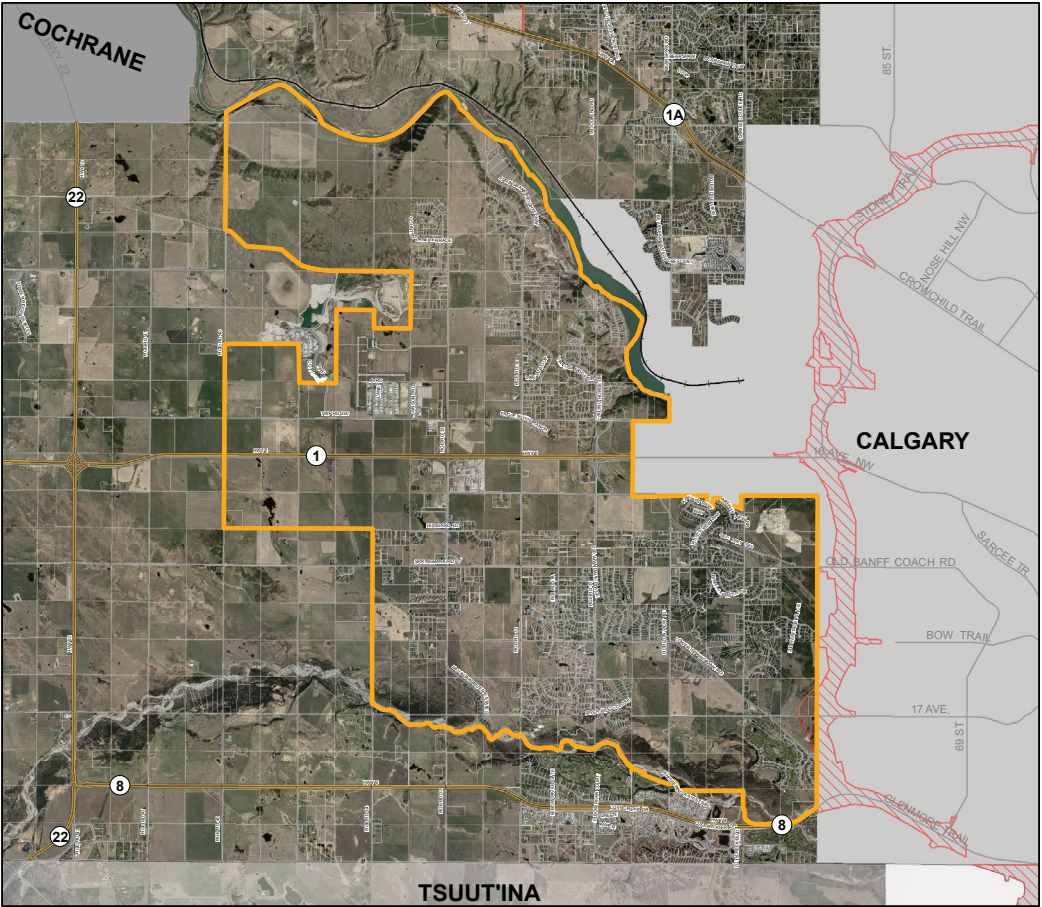
ASP; it is instead guided by its own non-statutory plan: the Harmony Conceptual Scheme.

The TransCanada Highway (Highway 1) runs east to west through the centre of Springbank, while the Stoney Trail western extension (under construction at the ASP adoption stage) lies immediately east of the Plan area. This regional transportation infrastructure will provide the primary access into the Plan area.

The Springbank Area Structure Plan encompasses an area of approximately 9,548.56 ha (23,595.00 ac) (Table 01).



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



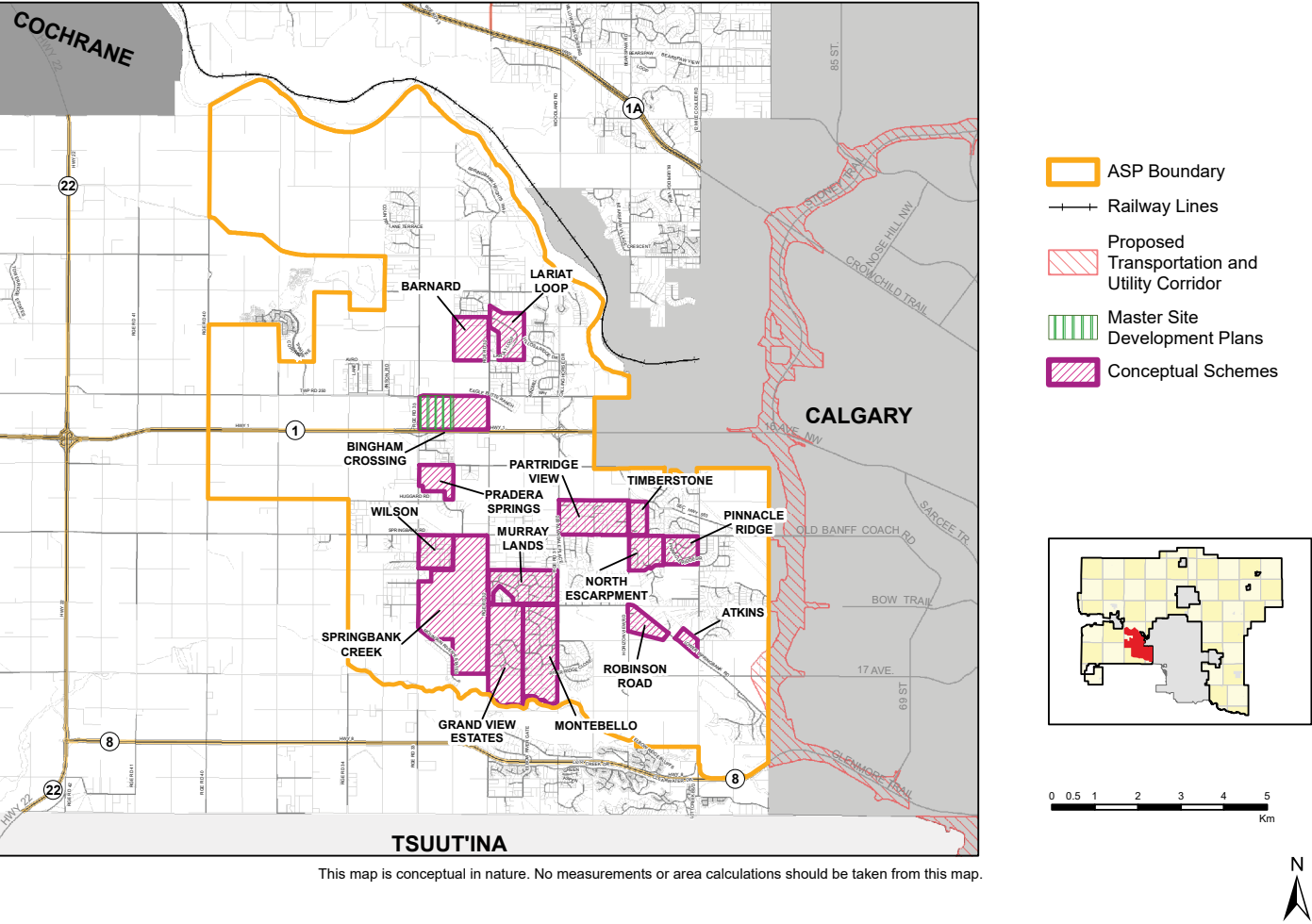
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

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 F.



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 tribe 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. 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.

Historical Photo

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 again was 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 adoption of the Central Springbank ASP by Rocky View County Council in October 2001. The Central Springbank ASP provided the framework for the development of further country residential development and covered much of the Springbank community 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.

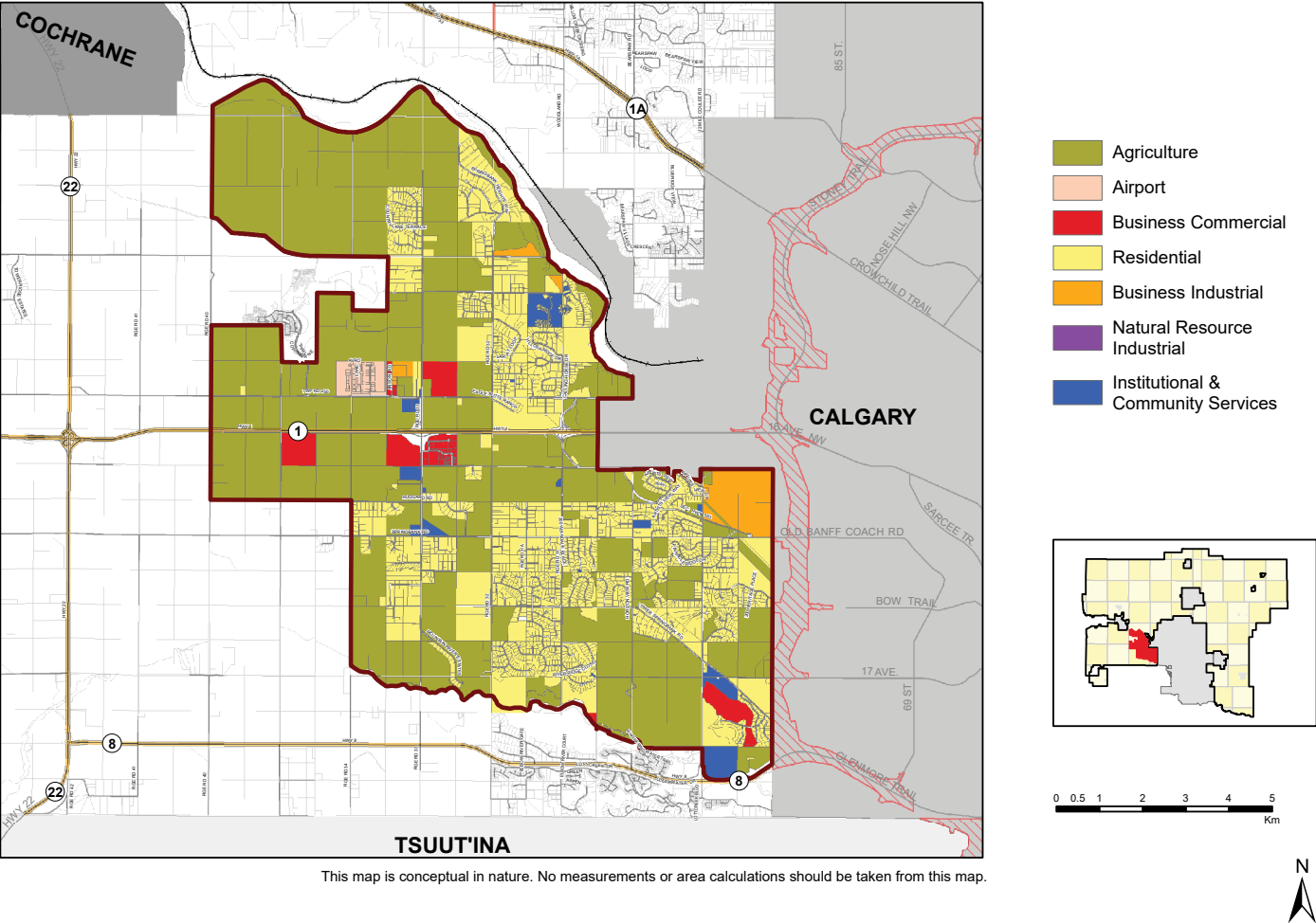
Existing Land Use

Map 05: Existing Land Use shows the land uses present within the Springbank ASP area at the time of adoption of the ASP. Springbank has predominantly developed as a Country Residential community and is defined as such within the County Plan. While many areas in the community are comprehensively planned two acre subdivisions, others feature varying lot sizes indicative of piecemeal subdivision.

The lands around Springbank Airport are designated as a Regional Business Centre within the County Plan; however, only a small area immediately southeast of the Airport has so far been planned or developed for business uses.

The lands within the Highway 1 corridor are designated as a Highway Business Area within the County Plan, and this area covers the Calaway Park attraction 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 has not yet commenced at the time of this Plan's adoption.

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

REGIONAL BUSINESS CENTRES:

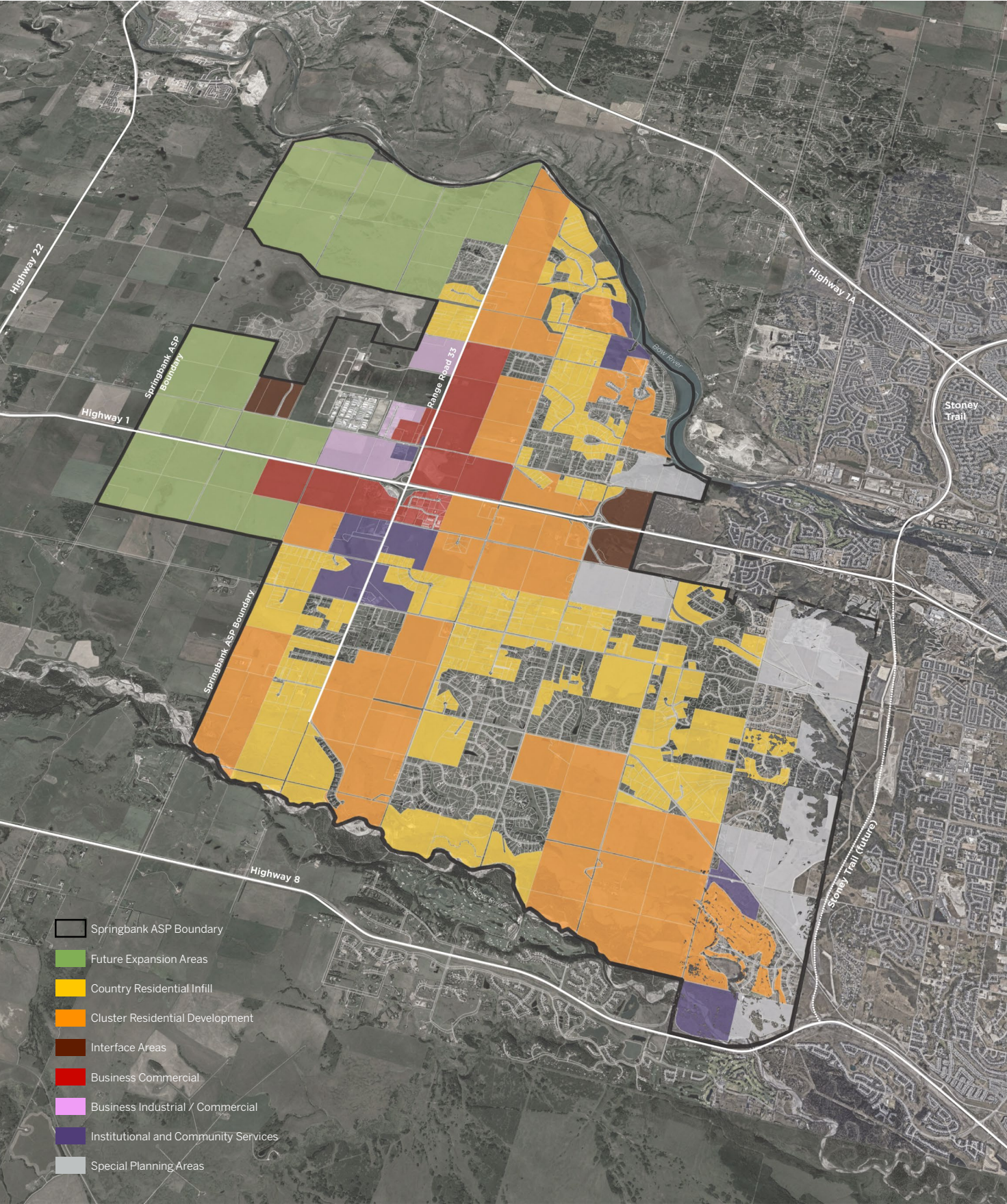
Large areas of commercial and industrial development within the County. Their purpose is to provide regional and national business services, and local and regional employment opportunities. Regional business centres make a significant contribution in achieving the County's fiscal goals.

HIGHWAY BUSINESS AREAS:

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.

Divider photo

PLAN POLICIES: **LAND USE**



Simplified 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 Springbank 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 moves towards alternative development forms. Outside of the community core along Range Road 33, where institutional uses and local services cluster, the residential areas of Springbank will continue to develop in the traditional country residential and new Cluster Residential forms, providing a range of opportunities for rural living. Surrounding the Springbank Airport, regional business services will continue to develop, providing regional and national business services and local and regional employment opportunities, in addition to contributing to the County’s fiscal goals. The Highway 1 intersections are also identified as nodes for the growth of further business services. Special Planning Areas 1 through 5 along the municipal boundary with Calgary will require strong intermunicipal collaboration to establish development criteria. To the west, Future Expansion Areas 1 and 2 will provide opportunities

for future growth, with timelines dictated by the availability of servicing, improvements to transportation infrastructure, collaboration with the City of Calgary, and market conditions.

The majority of residents will live in areas composed mainly of single-family dwellings, with opportunities for other forms of housing where appropriate. The Springbank ASP plans for an approximate population of 24,667 with an average density of 1.25 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.

Policies

General

- 6.1** To provide a holistic, efficient, and thorough approach to community development in Springbank, local plans must be prepared in accordance with Section 29 and Appendix B of this Plan, adopted by bylaw, and appended to the Plan.
- 6.2** A local plan is not required within residential areas when the proposed development meets the criteria for a first parcel out or new agricultural use in accordance with the County Plan.

COMMUNITY CORE:

Used throughout this document to describe the lands that are located along Range Road 33, between Highway 1 and Springbank Road. The community core is shown on Map 05.

Table 01: Springbank Population Density at Full Build-Out

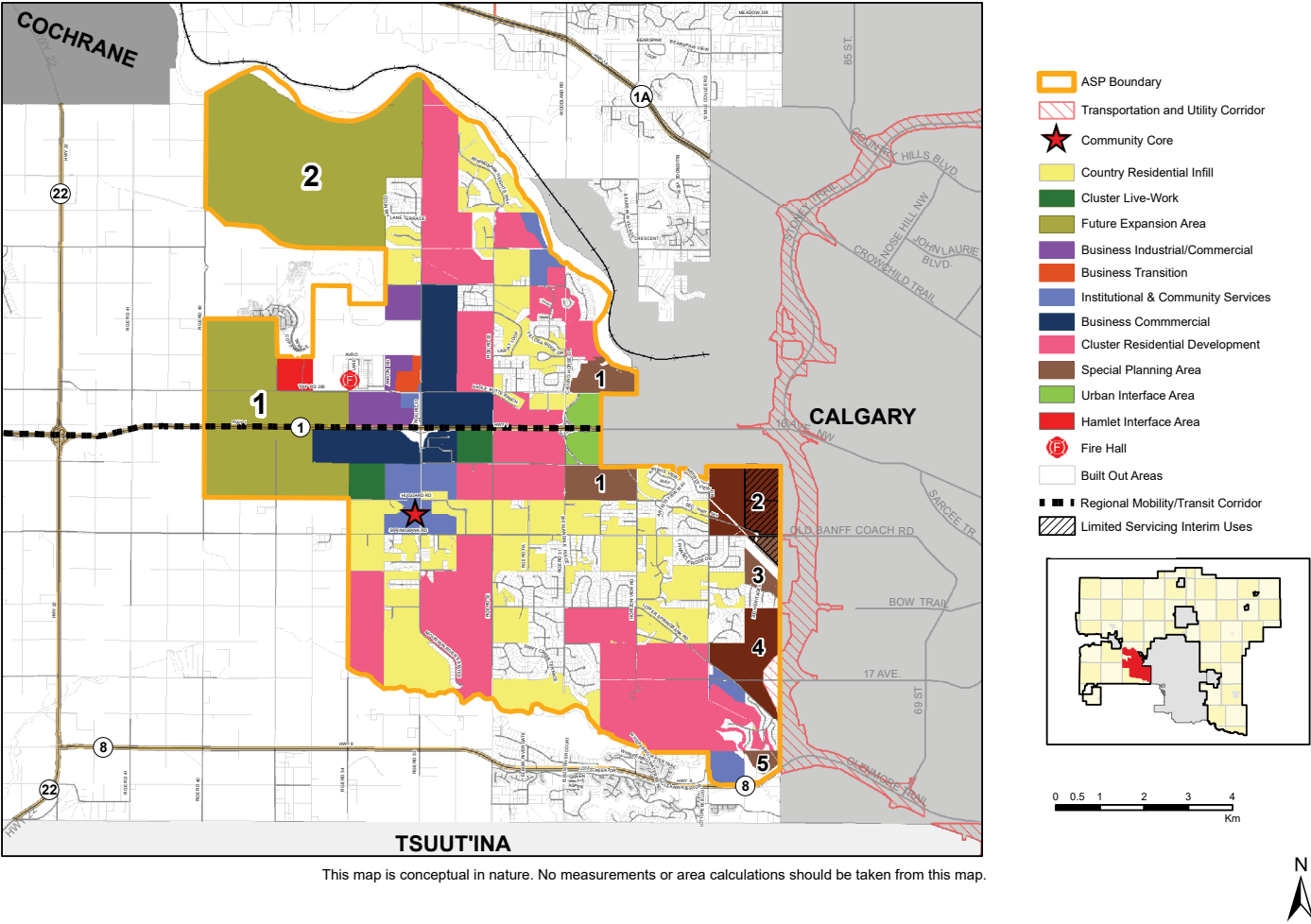
AREA Acres (ha)	GROSS/NET RESIDENTIAL AREA Acres (ha)	GROSS/NET UNITS PER ACRE (HA)	ESTIMATED POPULATION (Build-Out of Plan Area)
23,595.00 ac (9,548.56 ha)	Gross 9,285 ac (3,757.59 ha)	Gross 0.65 upa (1.61 upHA)	23,287***
	Net 6,500 ac (2,630.51 ha)	Net 0.93 upa (2.30 upHA)	
* Units and population density per acre are based on gross residential area.			
** Average of cluster units per acre calculated without density bonusing.			
*** Assumed 2.7 people per household as per Census data. Includes 2018 existing population of 5,832.			

Table 02: Land Use Scenario - Land Use Category

LAND USE TYPE	AREA
Built Out Residential/Right of Way	1,395.36 ha (3,448.00 ac)
Infill Country Residential	1,712.63 ha (4,232.00 ac)
Cluster Residential	1,984.58 ha (4,904.00 ac)
Urban & Hamlet Interface	166.33 ha (411.00 ac)
Business Commercial	-
Business Industrial/Commercial	189.80 ha (469.00 ac)
Business Transition	31.16 ha (77.00 ac)
Cluster Live-Work	120.192 ha (297.00 ac)
Institutional and Community Services	337.10 ha (833.00 ac)
Special Planning Area 1	199.11 ha (492.00 ac)
Special Planning Area 2	246.05 ha (608.00 ac)
Special Planning Area 3	68.39 ha (169.00 ac)
Special Planning Area 4	197.89 ha (489.00 ac)
Special Planning Area 5	27.11 ha (67.00 ac)
Future Expansion Area 1	980.55 ha (2,423.00 ac)
Future Expansion Area 2	1383.21 ha (3,418.00 ac)
Total	9,561.31 ha (23,626.00 ac)

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 accommodate future population growth while maintaining a rural lifestyle. Residential development will be mainly single family homes; however, opportunities will exist for other housing types and densities that are carefully planned and are in keeping with the rural character of Springbank. The General Residential Policies pertain to future residential development in all residential categories. Community engagement while preparing the Springbank ASP suggested that there is a desire for seniors' housing; policies in this section provide further guidance on Villa Condo developments, which could provide an accessible and low-maintenance housing option for seniors and other groups.

Objectives

- Maintain single detached dwellings as the predominant form of housing in Springbank, and preserve the rural lifestyle of residents living on acreages and agricultural parcels.
- Facilitate a diverse community with efficient use of land and environmentally sensitive developments that can accommodate persons of all ages and abilities.

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 four categories: infill, built-out, cluster Residential and Live-Work), and Villa Condo residential areas. 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 County 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 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 County Policy.
- 7.5** For developments where panhandles exist or are proposed in accordance with policy 7.4, Road Acquisition Agreements may 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.

BUILT-OUT COUNTRY RESIDENTIAL

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

Objectives

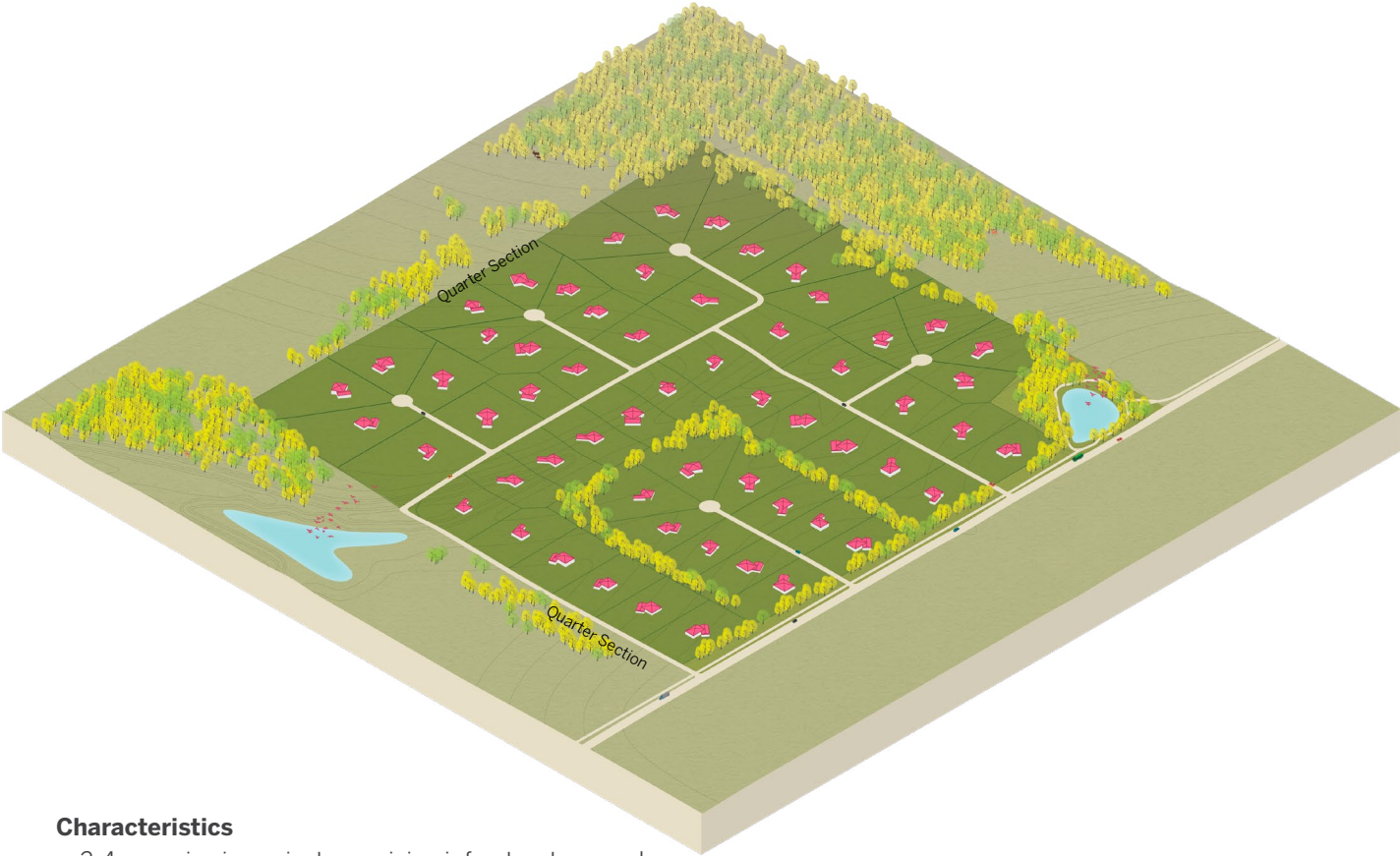
- Maintain those portions of the Springbank area that are identified as built-out, as they continue to be desirable places for residential living.

Policies

- 7.7** Lands within areas identified as built-out residential areas shall not subdivide further.
- 7.8** Notwithstanding 7.7, where existing lots hold a land use designation that permits further subdivision, subdivision may be considered to create lots meeting the purpose and intent of that land use district.

Existing Country Residential

Portions of Springbank have been built-out to the fullest desired potential, with lots 3.5 acres or less.



Characteristics

- 2-4 acres in size, private servicing infrastructure, and limited opportunities for shared open space and limited opportunities for connected open space.

Country Residential

Existing Country Residential Development accounts for approximately 11% of the Plan area. These areas are high-quality developments that offer, for many, a desired development form. Although this plan seeks to provide for some variation in development forms, including Cluster Residential development and Villa Condo developments, there may be instances where these forms are not achievable or desirable. The following policies shall guide residential developments in the areas identified for Cluster Residential development where alternative forms are proposed.

Policies

General

- 7.9** Country Residential development may be considered in areas identified as Cluster Residential where the cluster development form is identified as not achievable due to servicing, transportation, or environmental considerations, if:
- a) a rationale is submitted detailing the aspects limiting cluster development form;
 - b) a servicing proposal is provided in accordance with the County Servicing Standards;
 - c) storm water and drainage proposals are consistent with the Springbank Master Drainage Plan;
 - d) active transportation networks are proposed to promote connectivity with adjacent developments, in accordance with the Active Transportation Plan: South County; and
 - e) the proposal complies with the interface policies identified in Sections 13 and 14.

7.10 For areas identified as Cluster Residential area, where cluster is determined to be inappropriate, the following policies shall apply:

- a) Development of Country Residential areas shall:
 - i) promote pedestrian use and connections to the open space and active transportation network;
 - ii) minimize lot grading and incorporate the natural contours of the land into the residential design;
 - iii) provide dark sky friendly lighting where it may be required, such as a road intersections;
 - iv) demonstrate consideration and accommodation of wildlife corridors as identified in Map 07: Wildlife Corridors; and
 - v) avoid the use of panhandles, in accordance with Policy 7.4 of this Plan.

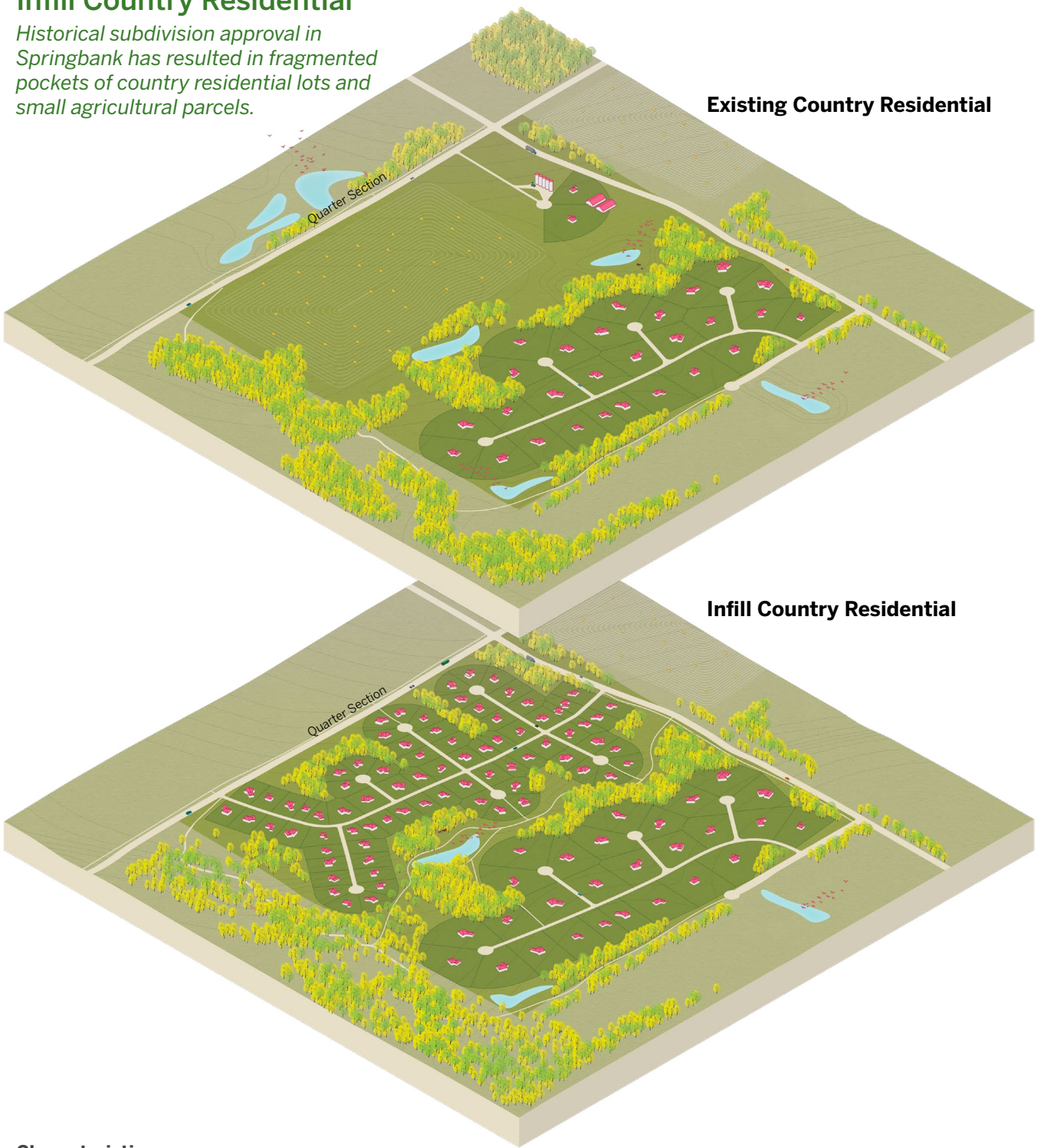
7.11 Municipal reserve lands in Country Residential areas should be provided by a full dedication of land to facilitate the establishment of a connected open space system.

Density and Composition

7.12 The minimum parcel size for Country Residential development shall be 1.98 acres.

Infill Country Residential

Historical subdivision approval in Springbank has resulted in fragmented pockets of country residential lots and small agricultural parcels.



Characteristics

- Larger infill parcels may allow subdivided parcels sizes below 1.98 acres (to a minimum of 1.00 acre) to be permitted subject to:
 - Communal/regional water/wastewater servicing,
 - Provision of open space and/or active transportation routes,
- Management of interface with existing country residential.
- Maximize lot yields that create an efficient development pattern and ensure effective road network, active transportation network, servicing, and stormwater management.

Infill Country Residential

Historical subdivision approval in Springbank has resulted in fragmented pockets of country residential lots and small agricultural parcels. Incremental development in these areas divides viable agricultural land, impacts agricultural operations, and creates an inefficient settlement pattern with poor 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 Infill Country Residential Areas, subject to the following considerations being addressed:

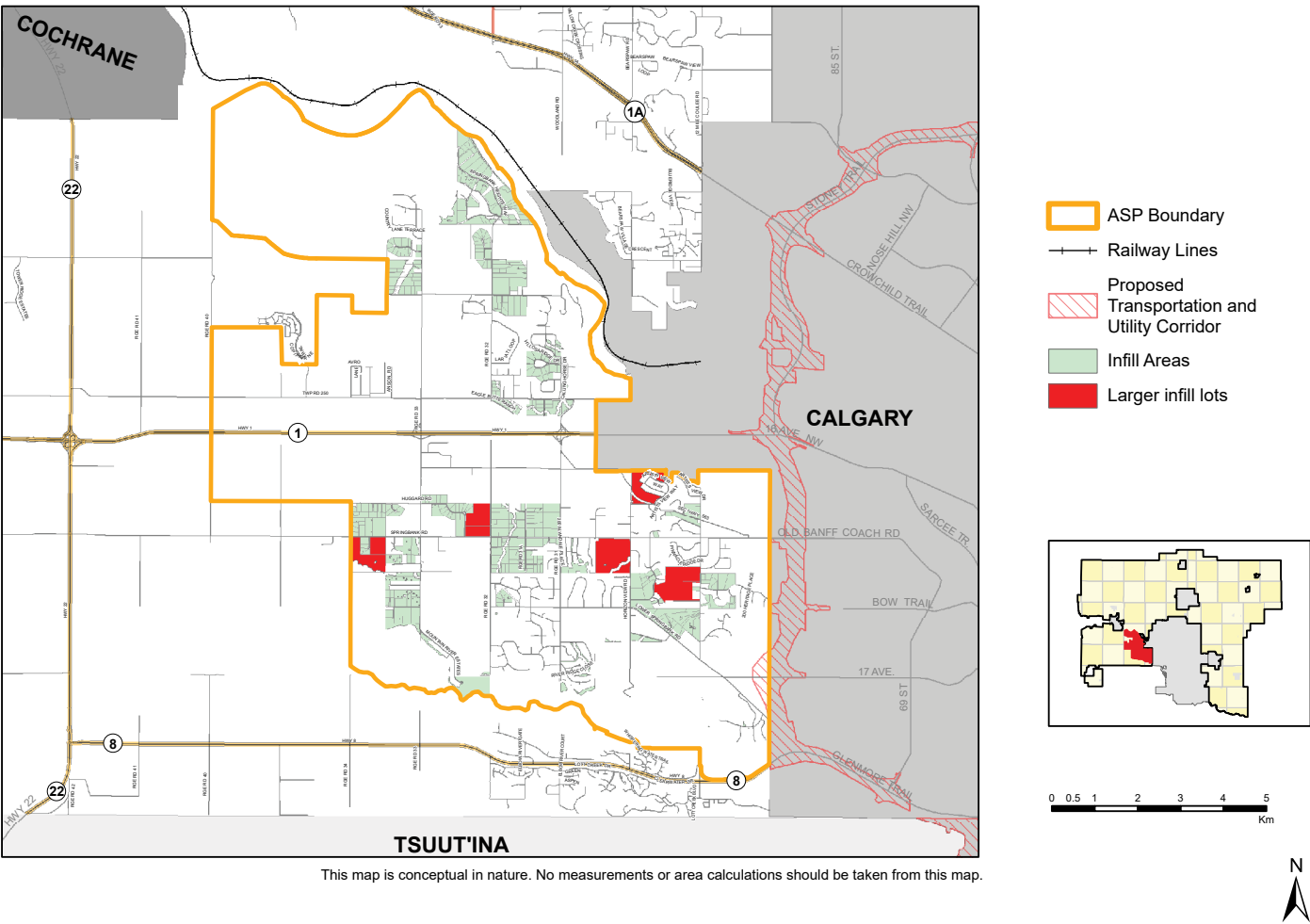
- Land use transition;
- Transportation and access;
- Active Transportation Network;
- Servicing;
- Storm water; and
- Compatibility with adjacent lands.

Objectives

- Ensure that the impact of business development and other 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.

Policies

- 7.13** Infill Country Residential Areas shall be in accordance with Map 05A: Infill Residential.
- 7.14** The minimum parcel size in the Infill Country Residential Area should be 1.98 acres.
- 7.15** Notwithstanding Policy 7.14, applications for redesignation and subdivision of larger infill parcels, as identified on Map 05A, should be supported by submission of a conceptual scheme meeting the requirements of Appendix B of this Plan.
- 7.16** For larger infill parcels referred to within Policy 7.15 and on Map 05A of this Plan, parcel sizes below 0.80 hectares (1.98 acres), and to a minimum of 0.40 (1.00 acres), may be supported subject to:
- a) the availability of satisfactory communal or regional potable water and waste water servicing, in accordance with municipal servicing standards.
 - b) the provision of open space and/or active transportation routes, as required by the County.
 - c) management of the interface with existing country residential development, addressing the policies and requirements of Section 14 (Transitions) of this Plan.



Map 05A: Infill Residential

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.

- 7.17

Within Infill Residential Areas, the redesignation and subdivision of residential lots or agricultural parcels to facilitate new residential lots may be supported if the following criteria are met:
- a)

A residential infill development plan is provided that:

i)

plans for an area determined by the County at the time of redesignation application. The plan shall include, at a minimum, all residential or small agricultural acreages that are adjacent to the application, excluding built-out areas;

ii)

includes design measures to minimize adverse impacts on existing agriculture operations;

iii)

demonstrates conformity with the Springbank Master Drainage Plan;

iv)

demonstrates conformity with the opportunities and constraints identified in Appendix D; and

v)

demonstrates potential connectivity to residential or small agricultural acreages outside of the Plan area.
- b)

A technical assessment of the proposed design is provided to demonstrate that the infill development Plan area is capable of supporting increased residential development. The assessment shall address:

i)

the internal road network, water supply, sewage treatment, and storm water management; and

ii)

any other assessment required by unique area conditions.

- c)

a technical assessment of the impact on off-site infrastructure, roads, and storm water systems is provided;
- d)

an assessment is undertaken of the municipal reserve status for the infill development area and adjacent lands, as appropriate, to identify alignments and opportunities to implement the Active Transportation Plan: South County.
- e)

a report is provided that documents the consultation process undertaken to involve affected landowners within the Plan area in the preparation and/or review of the infill development plan.
- f)

the application area has the appropriate land use designation.
- g)

the conditions of subdivision implement the residential infill development plan.
- 7.18

In preparing a residential infill development plan in an Infill Residential Area, the Applicant should work co-operatively, collaboratively, and equitably with landowners in the Infill Residential Area to:

a)

ensure an effective road network, active transportation network, servicing, and storm water management system; and

b)

maximize lot yields that create an efficient development pattern.
- ## Cluster Residential
- The areas identified as **Cluster Residential** are largely intact quarter sections with potential for connectivity and different forms of development. These areas are generally cultivated with some pasturelands.

Cluster 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 conservation, recreation, or small-scale agriculture uses. Principles of cluster development suggest half or more of the buildable land area is designated as permanent open space. Servicing efficiencies are achieved through reduced footprints and reduced infrastructure runs. In addition, increased opportunities for on-site storage and treatment of storm water and waste water treatment systems improve viability of development. Further residential development will safeguard Springbank’s precious natural environment and will prioritize sensitive watershed, wildlife, and natural habitat management.
- Land use redesignations within these areas will require the prior approval of a local plan in accordance with Section 29 and Appendix B. Comprehensive subdivision design, open space dedication, internal access, and access to County roads will all be determined through the local plan process. Servicing efficiencies will be achieved through connection to County, communal, or regional servicing systems, and coordinated access will be provided to County roads.

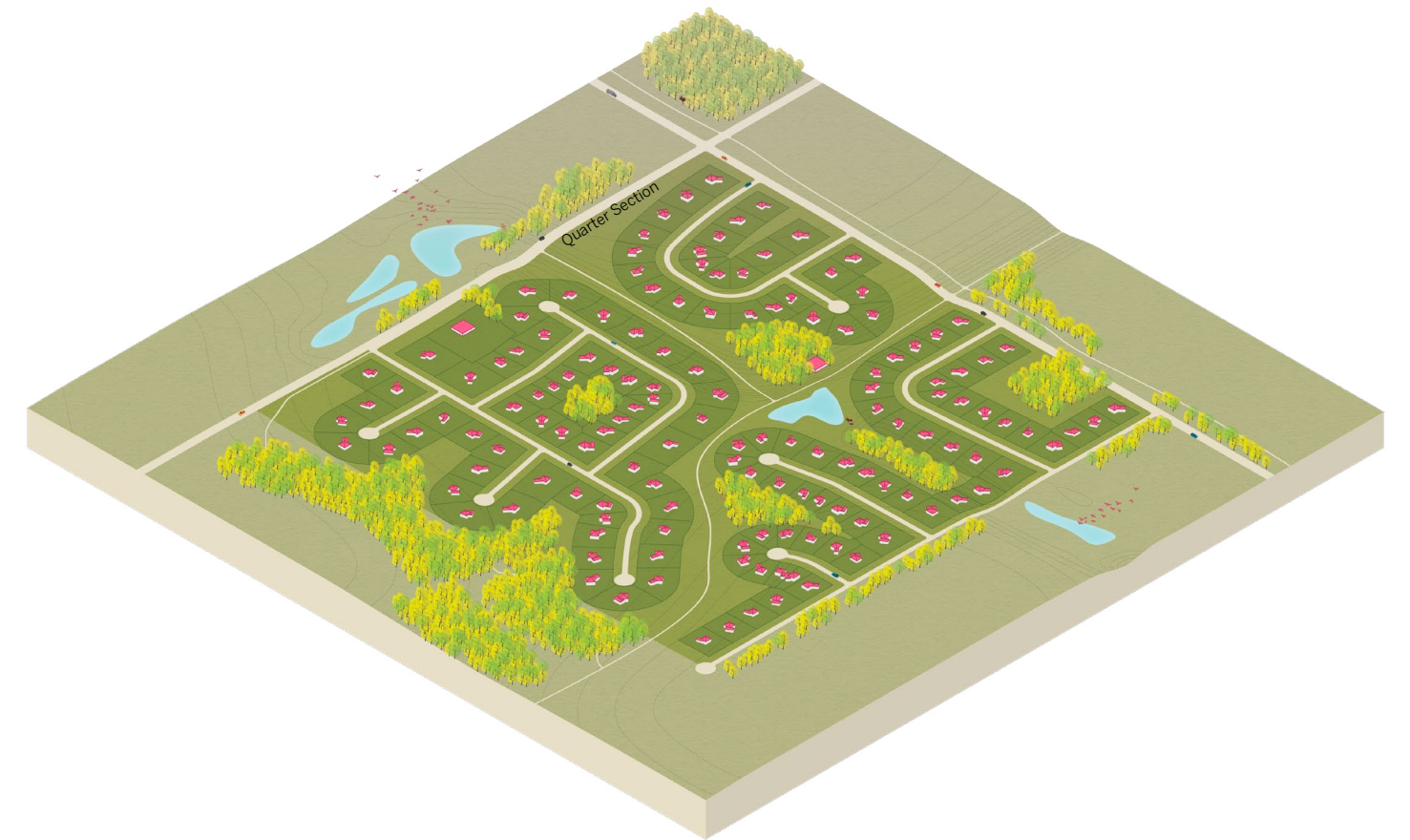
Cluster Residential policies will apply to lands shown on Map 05: Land Use Strategy of this Plan.

Objectives

 - Support Cluster Residential development as a form of residential development in order to achieve servicing efficiencies and minimize impacts on environmental features.
 - Promote Cluster Residential development as a means of providing increased open space and an interconnected, publicly accessible active transportation network.
- #### CLUSTER RESIDENTIAL DEVELOPMENT HAS THE FOLLOWING FEATURES:
- permanent retention of a significant amount of open land;
 - no reduction in dwelling units within the overall project area;
 - may provide for a range of housing types and lot sizes;
 - reduced development footprint;
 - reduced infrastructure costs by shortening road and utility runs;
 - increased opportunities to treat and store storm water;
 - opportunity for on-site waste water treatment systems; and
 - retention of rural character.
- #### OPEN SPACE:
- All land and water areas, either publicly or privately owned, that provide a community, natural, or other such amenity. Open space may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, land for schools and recreation facilities, utility corridors including storm water infrastructure, golf courses, parking areas, small agricultural pursuits, and cemeteries.
- 24 | Rocky View County | Springbank Area Structure Plan
- Springbank Area Structure Plan | Rocky View County | 25

Cluster Residential, Standard Density

Sensitive integration of housing with natural topography through grouping homes on smaller lots and preserving open space.



• Range of lot sizes and areas for community gathering and recreation.



• Retention of rural character.



• Conservation of natural landscape.

Characteristics

- Natural and environmental areas are identified and preserved as shared open space.
- Dwellings on smaller parcel sizes than County Residential, with comparable density.
- 30% open space.
- Up to 144 units.
- Centralized servicing opportunities.

Policies

General

- 7.19 Cluster Residential policies shall apply to lands as shown on Map 05: Land Use Strategy.
- 7.20 Areas of environmental significance, as shown on Map 06: Environmental Areas, shall be protected within Cluster Residential development.
- 7.21 Open space within Cluster Residential developments (communal and publicly accessible) shall be permanently maintained through appropriate land use designations, conservation or private easement, common lands (bareland condominium), or a combination thereof.
- 7.22 Open space systems within the Cluster Residential development shall incorporate linked linear systems of trails and pathways, which shall connect to existing or proposed active transportation networks.
- 7.23 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.
- 7.24 Municipal reserve should be provided through dedication of land; cash-in-lieu of reserve should only be taken in the Cluster Residential area where necessary to contribute to the improvement of public open space systems or recreation facilities.
- 7.25 In developments where municipal reserve may be dedicated, municipal reserve lands should be used to provide connectivity within the development and with adjacent lands.
- 7.26 Where new landscaping is contemplated, proponents should use vegetation suited the area’s climate and geography.
- 7.27 Appropriate agricultural uses, such as Contemporary Agriculture and equine uses, may be provided as open space use in the context of cluster developments 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;

Cluster developments are designed in accordance with the following process:

- 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;
- analysis of 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;
- analysis of open space and recreational needs and opportunities;
- analysis of available centralized or decentralized servicing options;
- analysis of the transportation networks;
- analysis of the existing and compulsory active transportation network components;
- analysis of 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.

- 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 will follow best management practices for storm water runoff.

- 7.28** Local plans shall include provisions for an Open Space Management Plan to ensure effective management, which includes:
- a) identification of open spaces and associated improvements;
 - b) relationships between open spaces, municipal and environmental reserves;
 - c) phasing of development;
 - d) construction obligations;
 - e) operation and maintenance responsibilities;
 - f) mechanism for permanent conservation; and
 - g) any other relevant matters.

- 7.29** Cluster Residential development shall provide:
- a) a reduction in the overall development footprint through a permanent retention of a portion of developable land as open space;
 - b) a significant portion of open space that is publicly accessible and used for greenways, regional pathways, and/or trails;
 - c) an efficient, compact, walkable development area;
 - d) servicing and transportation efficiencies with minimized operational costs;
 - e) minimal impacts on adjacent agricultural operations; and
 - f) environmental best practices, interconnected open space, efficient development, and retention of rural character.

- 7.30** Cluster 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.

- 7.31** Cluster 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.

- 7.32** Where appropriate and required to address the integration of the proposed development with adjacent lands, local plans may encompass lands that are outside of the development area.

- 7.33** Residential clusters should be arranged to minimize impacts to adjacent uses, such as agricultural operations, 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.

- 7.34** New development should incorporate mitigation measures such as landscaping, berming, or other buffering to ensure compatibility with adjacent land uses in accordance with the Interface policies in Sections 13 and 14

- 7.35** Homeowner Associations, Community Associations, or similar organizations shall be established in order to assume responsibility for common amenities and to enforce agreements including, but not limited to, registered architectural guidelines.

- 7.36** In order to ensure aesthetically coordinated development, design guidelines and architectural controls shall be implemented by the Association (or similar entity) within each local plan.

- 7.37** Where residential development is proposed adjacent to business areas, transportation or utility infrastructure, open space and passive recreation areas should be strategically placed to mitigate potential land use conflicts.

- 7.38** Home-based businesses may be pursued in accordance with the provisions of the Land Use Bylaw.

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.

- 7.39** Open space shall constitute a minimum of 30% of gross acreage, not including municipal or school reserve dedications or infrastructure dedications such as roads, utilities, etc. When identifying open space to be preserved:
- a) of the minimum 30% open space required, a minimum of 50% shall be suitable to support passive and active recreation;
 - 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 50% 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.

- 7.40** The average residential density within the Cluster Residential area shall be a maximum of 1.50 units per net acre of land that is subject to the local plan. The net developable land area shall be calculated to be the area after removal of:
- a) municipal or school reserve dedication; and
 - b) open space provision.
- 7.41** The minimum lot size for the Cluster Residential areas shall be 0.50 acres.
- 7.42** Notwithstanding policies 7.36 and 7.37, higher residential densities with smaller lots may be achieved to a maximum of 2.0 units per acre through additional dedication of open space to a maximum of 40% of gross developable area as illustrated in Table 03: Density Options.
- 7.43** For the purposes of this plan, a unit is considered a lot for all density and composition calculations.

Cluster Residential, Maximum Bonusing

Sensitive integration of housing with natural topography through grouping homes on smaller lots and preserving open space.

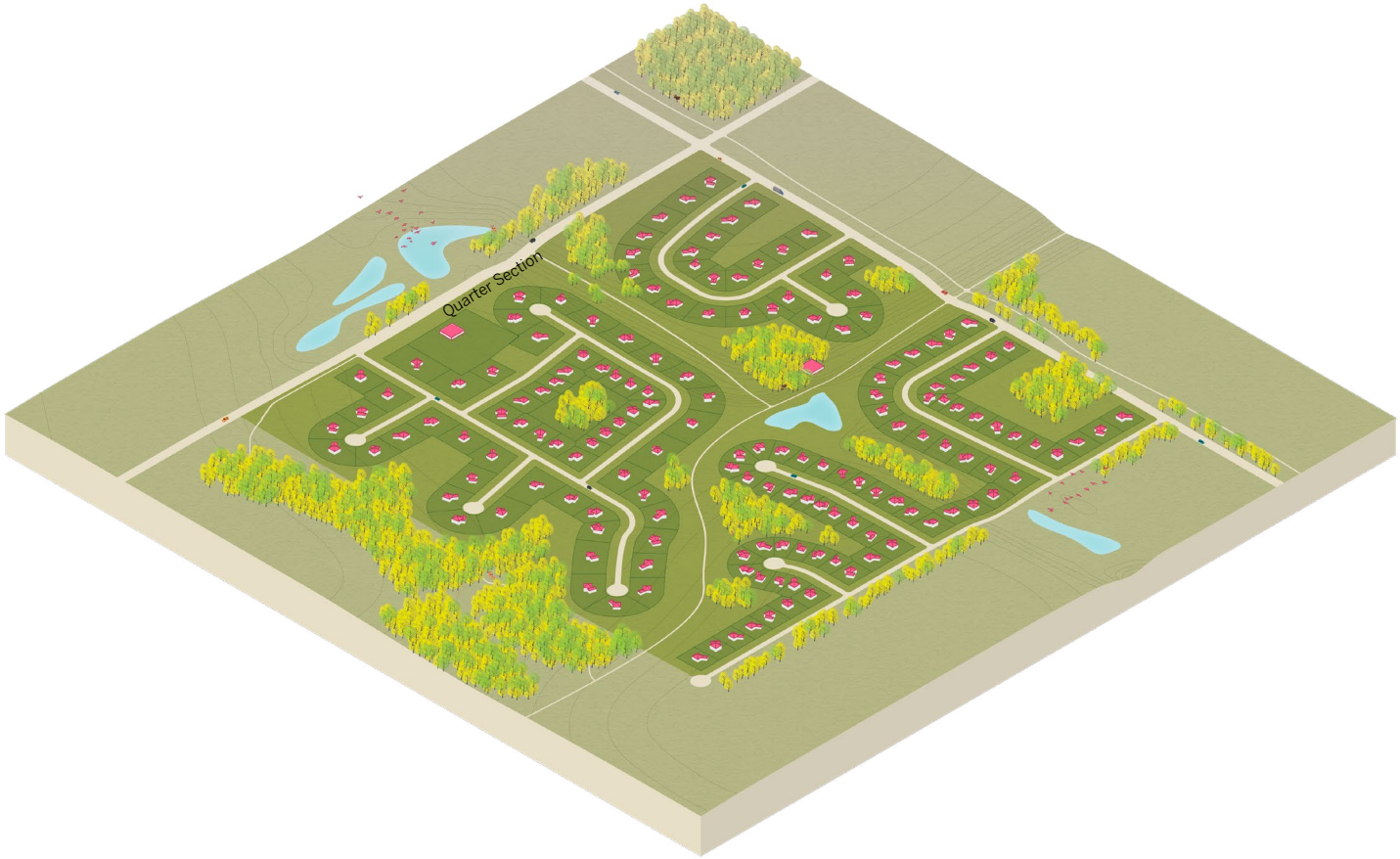


Table 03: Density Options

UPA	% OPEN SPACE
1.6	32
1.7	34
1.8	36
1.9	38
2.0	40+



- Access to open space for recreation, and increased connectivity throughout the quarter-section.



- Permanent preservation of a significant amount of open space for conservation, recreation, or small-scale agriculture uses.
- Centralized servicing opportunities.



- Provides a range of housing types and lot sizes, including opportunity for villa condos and live-work.

Characteristics

- Natural and environmental areas are identified and preserved as shared open space.
- Dwellings on smaller parcel sizes than County Residential, and Standard Cluster Residential with slightly increased density.
- 40% open space.
- Up to 160 units.

Villa Condo Developments

For residents who have lived their entire lives in a rural setting, the idea of moving to the city of Calgary or a smaller urban community because of the increased need for support and lack of housing options can be stressful. A lack of suitable housing options, services, and health support for those who live in the country has forced many rural residents into the cities, ending their way of life and connection to rural Alberta. Many residents of Springbank identified that having more housing choices in the community, while preserving rural character, was important to them.

The Springbank ASP seeks to provide the residents of Springbank with an opportunity to stay within the community as they age, to offer a variety of housing choices, and to situate accessible, low-maintenance housing in areas near local shops and services as they develop.

Objectives

- Support the provision of limited Villa Condo residential development within compatible development areas to support accessible and low-maintenance living options for groups such as retirees and those with mobility impairments.

VILLA CONDO DEVELOPMENTS

Villa Condo Developments can suit a range of groups, including retirees and those with mobility impairments. The key characteristic of Villa Condo developments is that they provide an accessible and low-maintenance housing option. Units are typically single storey and are surrounded by common land that is maintained by a home-owners' association or other private entity. They also usually have a resident gathering space such as a community centre or place of worship. This ASP is supportive of Villa Condo proposals, provided that the development is sensitive to the rural identity of the community and is located within appropriate development areas near to local shops and community services.

Policies

General

- 7.44** Where determined to be compatible and appropriate, Villa Condo developments may be considered in the following areas shown on Map 05: Land Use Strategy.
- a) Cluster Residential;
 - b) Cluster Live-Work;
 - c) Institutional and Community Services; and
 - d) Commercial.
- 7.45** Villa Condo developments should be grouped within specific areas of the subject lands in order to maximize open space uses and development efficiency.
- 7.46** Villa Condo developments may be located within the community core, where access to local amenities such as shops, services, community/recreational opportunities, and the active transportation network can be maximized.

- 7.47** Villa Condo developments within the Plan area should:
- a) have an approved local plan meeting the requirements of Section 28 and Appendix B of this Plan;
 - b) predominantly be stairless, single-storey bungalows or attached units (two units);
 - c) contain common lands;
 - d) provide open space opportunities including pathways, garden plots, a park system, visual open space, and other visual and physical connections to open space;
 - e) be located within walking distance to community meeting places or joint use facilities; and
 - f) be compatible with adjacent uses;

Density and Composition

- 7.48** The maximum density for Villa Condo developments shall be 4.0 units per acre, calculated on the gross development area identified for the Villa Condo.
- 7.49** Villa Condo developments shall account for a maximum of 10% of the gross developable area of the proposed local plan, except when it forms part of a Commercial or Institutional and Community Service development where it shall account for a maximum of 25% of the gross developable area of the proposed local plan.
- 7.50** The minimum gross area proposed for a Villa Condo development shall be 5.0 acres.
- 7.51** To ensure a balanced development form in Cluster Residential/Live-Work areas, the phasing of a Villa Condo development shall be managed through local plans and subdivision approvals, with the following criteria applied:
- a) 75% of the Villa Condo units proposed within a local plan shall not receive

- subdivision approval until 50% of the proposed Cluster Residential/Live-Work units have been constructed;
 - b) 25% of the Villa Condo units proposed within a local plan shall not receive subdivision approval until 75% of the proposed Cluster Residential/Live-Work units have been constructed.
- 7.52** To ensure a balanced development form in Commercial areas, the phasing of a Villa Condo development shall be managed through local plans and subdivision approvals, with the following criteria applied:
- a) 75% of the Villa Condo units proposed within a local plan shall not receive subdivision approval until 50% of the Commercial uses identified within the local plan area have been constructed;
 - b) 25% of the Villa Condo units proposed within a local plan shall not receive subdivision approval until 75% of the Commercial uses identified within the local plan area have been constructed.
 - c) If Villa Condo units are proposed within Commercial areas, the Commercial area shall, at least in part, propose commercial uses that provide services complementary to the residential component of the development.

Action

1. The uses allowed and general regulations applied to Cluster Residential development, Villa Condo development, and Live-Work development areas shall be specified through amendments to the County's Land Use Bylaw, initiated either by the County or a submitted redesignation application.

8 CLUSTER LIVE-WORK DEVELOPMENT

The Cluster Live-Work development areas, identified on Map 05: Land Use Strategy, are envisioned as small-scale commercial uses that provide local services and employment opportunities within Springbank. They are intended to integrate and blend with surrounding residential, commercial and public uses through high-quality design and open space connections. Residential uses are permitted to develop in this area in the form of single family, Villa Condo and Live-Work units.

Objectives

- Facilitate Live-Work development that provides local services and employment opportunities, and complements existing and proposed surrounding land uses.
- Support development of attractive Live-Work areas that utilize the active transportation and open space connections.

Policies

General

- 8.1** Cluster Live-Work development shall be supported in the areas identified on Map 05: Land Use Strategy.
- 8.2** The Cluster Live-Work area should comprise the following uses:
 - a) Live-Work units;
 - b) Single Family Residential units;
 - c) Open space uses; and
 - d) Where appropriate, Villa Condo units.

LIVE-WORK UNITS:

For the purpose of this ASP, Live-Work units are considered to be 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.

- 8.3** Live-Work and Single Family Residential units should be grouped within specific areas of the development in order to maximize open space and efficiency.
- 8.4** Cluster Live-Work development should have the following characteristics:
 - a) Local and small-scale business commercial uses;
 - b) Outside storage shall be excluded as a principal use, and shall be limited as an ancillary business use:
 - i) In consideration of proposals for outdoor storage or display areas, they shall exhibit a high-quality visual appearance with respect to siting, building design, and landscaping.
 - c) Industrial uses shall be excluded;
 - d) Live-Work units shall be centred on access and open space nodes, rather than being dispersed amongst single family residential units;
 - e) Buildings on Live-Work lots shall be a maximum of two storeys;
 - f) Developments shall emphasize active transportation routes and open space connections with surrounding lands uses;
 - g) Open space and Single Family Residential Units shall be planned to provide a transition from Live-Work units to surrounding residential uses;

- h) Architectural design guidelines shall ensure developments have an attractive, coherent appearance that is reflective of Springbank's rural character; and
 - i) Open space and active transportation routes shall be planned to maximize public use of the identified Live-Work areas.
- 8.5** Cluster Residential development may be considered in areas identified as Live-Work where the Live-Work development form is identified as not achievable due to servicing, transportation, or environmental considerations if:
- a) a rationale is submitted detailing the aspects limiting Live-Work development form;
 - b) a servicing proposal is provided in accordance with the County Servicing Standards;
 - c) storm water and drainage proposals are consistent with the Springbank Master Drainage Plan;
 - d) active transportation networks are proposed in accordance with the Active Transportation Plan: South County; and
 - e) the proposal complies with the interface policies identified in Section 14.

Density and Composition

- 8.6** Live-Work units shall comprise a minimum of 50% of all units within each Cluster Live-Work development area.
- 8.7** The average combined density for both Live-Work units and Single Family Residential units shall be two units per acre.
- 8.8** The minimum lot size for Single Family Residential development shall be 0.5 acres.

- 8.9** Open space uses shall comprise a minimum of 30% of the overall development.
 - a) Municipal reserve dedication shall not form part of the calculation of the open space contribution.
- 8.10** To ensure a balanced development form, the phasing of a Cluster Live-Work development shall be controlled through subdivision approvals, with the following criteria applied:
 - a) 75% of the Single Family Residential development proposed within a local plan shall not receive subdivision approval until 50% of the proposed Live-Work units have been constructed.
 - b) 25% of the Single Family Residential development proposed within a local plan shall not receive subdivision approval until 75% of the proposed Live-Work units have been constructed.
- 8.11** Villa Condo units may be supported within the Cluster Live-Work areas, subject to meeting the policies relating to such development within Section 7 of this Plan.

Local Plans

- 8.12** All redesignation and subdivision applications on lands identified for Live-Work development shall be supported by a local plan in accordance with the requirements of Section 29 and Appendix B.

Action

- 1.** Uses and general regulations applied to Cluster Live-Work development areas shall be specified through amendments to the County's Land Use Bylaw, initiated either by the County or a submitted redesignation application.

9 BUSINESS

Business areas provide a wide range of services to County residents and the region, while contributing to the fiscal sustainability of the County. Over time, the County is expected to capture an increased share of the region's business development due to a growing market and labour force, competitive land values, and strong connections to regional mobility corridors.

The Plan area has potential to develop high-quality business areas, supplementing existing developments already established within the Highway 1 corridor and around the Springbank Airport. This ASP will look to plan around these existing business areas identified within the County Plan, encouraging continued sustainable growth according to market need and servicing availability. Commercial and Industrial developments will be directed to the areas as outlined on Map 05: Land Use Strategy.

Commercial

The Springbank Area includes a mix of regional and local Commercial uses primarily located along the Highway 1 corridor. This area has been defined as a Highway Business Area within the County 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 are identified within the Regional Business Centre around the Springbank Airport to supplement existing and proposed industrial uses.

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 commercial areas;
- 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.

Policies

General

- 9.1** Commercial development shall be located in the areas identified on Map 05: Land Use Strategy.
- 9.2** 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

- 9.3** Commercial areas shall be designed in such a way and situated in a location that ensures safe and efficient access and egress from adjacent roadways.
- 9.4** 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.
- 9.5** 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, appearance, or odour outside of the enclosed building.
- 9.6** Outdoor storage as a primary use shall not be permitted in the commercial areas of the Plan. Outdoor storage accessory to the primary use of the site shall be screened and located to the side or rear of the primary building.
- 9.7** Outside display areas are permitted provided they are limited to equipment, products, or items related to the site's primary use.

Design and Layout

- 9.8** 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 29 and Appendix B.
- 9.9** Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.
- 9.10** All lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' policies, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 9.11** Vehicle parking areas should be located to the side or rear of buildings and away from public frontages so as to be effectively screened.
- 9.12** 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

- 9.13** All redesignation and subdivision applications proposing Commercial development shall be supported by a local plan in accordance with the requirements of Section 28 and Appendix B.

Action

- 1.** Develop architectural and community design guidelines that promote consideration of rural character, views, and landscape in new development.

PUBLIC FRONTAGE:

The strip or extent of land that abuts a public road.

Industrial

New and existing industrial uses surrounding the Springbank Airport that benefit from close proximity to Highway 1 and the Airport will continue to be encouraged. Development will accommodate a combination of office and industrial activity where there may be some on-site nuisance factors. Outdoor storage may be accommodated, but must be effectively screened from adjacent properties and public areas.

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;
- Allow for uses compatible with the Springbank Airport.
- Exclude Heavy Industrial uses from the Plan area;
- Establish standards and requirements for business uses within the Plan area.

Policies

General

9.14 Industrial development shall be located in the areas identified as Industrial/ Commercial on Map 05: Land Use Strategy.

- 9.15** Development of Industrial uses should proceed in an orderly manner and be supported by cost effective, efficient, and environmentally sound improvements to the existing servicing infrastructure and transportation network within the Plan area.
- 9.16** Commercial uses may be considered in areas identified as Industrial uses where compatible. The interface and compatibility of proposed Commercial and Industrial uses should be considered within local plans.
- 9.17** Heavy Industrial uses shall not be supported in the Plan area.
- 9.18** Industrial uses shall be in compliance with the Springbank Airport Master Plan 2009-2029, as amended.

Layout and Design

- 9.19** 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.
- 9.20** Industrial development shall be attractively designed, complement existing development, and address the Commercial, Office, and Industrial Design Guidelines in Rocky View County and the design requirements of Section 28 and Appendix B.

- 9.21** Outdoor storage and outside display areas may be permitted and shall demonstrate conformity with policy Sections 14 (Transitions) and 21 (Scenic and Community Corridors).
- 9.22** Parking areas should be located to the side or rear of buildings and away from public frontages so as to be effectively screened.
- 9.23** Industrial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.
- 9.24** All lighting, including security and parking area lighting, shall be designed to respect the County’s ‘dark sky’ policies, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 9.25** 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.

Local plans

9.26 All redesignation and subdivision applications proposing Industrial development shall be supported by a local plan in accordance with the requirements of Section 28 and Appendix B.

HEAVY INDUSTRIAL:

Industrial 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.

LIGHT INDUSTRIAL:

Industrial 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.

Business-Transition

The Business Transition area comprises a small number of country residential lots located east of the Springbank Airport. The Business Transition areas are near or adjacent to future Industrial development areas. This Plan recognizes these existing residential areas, and will allow for their continuation until such time as transition to business uses is deemed appropriate.

Objectives

- Support the retention and protection of existing Country Residential lots identified in the Business Transition area until change to business development is initiated by the landowners.
- Provide a planning framework for the orderly temporal transition from Country Residential uses to Industrial/Commercial.

Policies

General

- 9.27** Redesignation of land within the Business-Transition area shown on Map 05: Land Use Strategy shall be restricted to only Business-Industrial/Commercial uses.
- 9.28** Proposals for Business-Commercial or Business-Industrial development within the Business-Transition area shall be considered in accordance with the Business-Commercial and Business-Industrial Policies of this Plan.

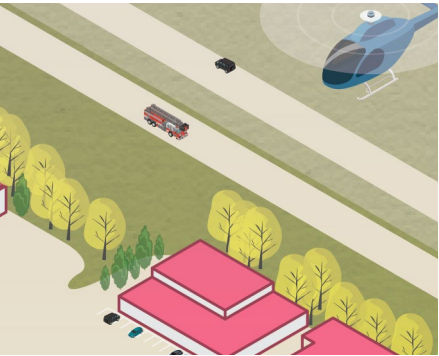
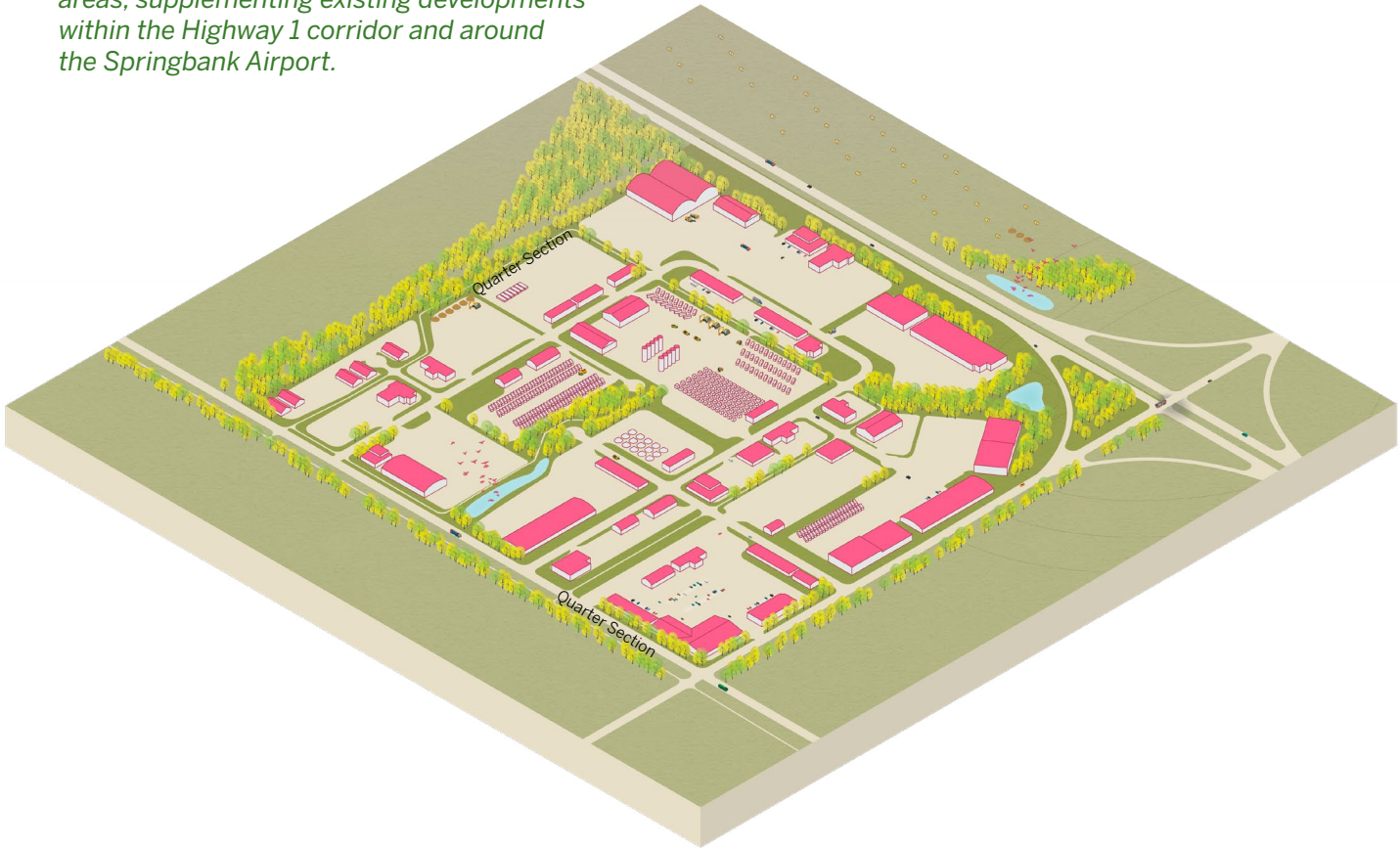
- 9.29** Until all lands within the Business-Transition area are developed for Business-Industrial/Commercial uses, land use and subdivision proposals shall ensure adequate mitigation and buffering around the existing Country Residential properties to minimize impacts upon residents.
- 9.30** Development proposals within the Business-Transition Area that do not adequately address the Transition policies set out within Section 14 of this Plan shall not be supported.

Local Plans

- 9.31** All redesignation and subdivision applications proposing Commercial or Industrial development within the Business-Transition area shall be supported by a local plan in accordance with the requirements of Section 28 and Appendix B.
- 9.32** The local plan area shall cover the entire Business-Transition area to provide comprehensive planning and coordination of the transition to Business uses.

Business Industrial Commercial

Business areas provide a wide range of services to Rocky View County residents and the region, while contributing to the fiscal sustainability of the County. The Plan area has potential to develop high quality business areas, supplementing existing developments within the Highway 1 corridor and around the Springbank Airport.



- Development near the Springbank Airport may have additional design considerations, such as height and NEF contours, to ensure compatibility with airport operations.



- Variety of uses, reducing fencing where possible.
- Parking and storage is placed behind the buildings, screened from view from all major roads.



- Access to active transportation network.
- High-quality design and amenity space.

Characteristics

- Outdoor storage incidental to primary use shall be screened and located to the side or rear of property.
- Outdoor display permitted.
- Pedestrian and bicycle linkages between building entrances, sites, and adjacent areas.
- Vehicle parking to side or rear of building, away from public frontages (screened).

10 INSTITUTIONAL AND COMMUNITY SERVICES

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. In receiving community feedback, Range Road 33 was considered by many landowners to be the community core. The area already features a number of spaces for educational, community, and religious assembly uses. The intention of the institutional and community services area is to allow these existing uses to expand alongside complementary development to 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 21) and active transportation (Section 18) policies of this ASP will strongly support development considerations in this area.

Although Range Road 33 will be the predominant focus for institutional and community services, small-scale public services uses shall be considered within other parts of Springbank according to the need of the community.

Objectives

- Support institutional and community uses in accordance with the policies of the County Plan and the Rocky View Recreation Master Plan (once adopted).
- Support the growth of institutional and community services along Range Road 33 as a location for community interaction.
- Encourage a wide range 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.
- Identify future school needs and potential school sites in the Plan area, collaborating with school authorities on site selection and development.

Policies

General

- 10.1** Institutional and community services development shall be located in the areas identified on Map 05: Land Use Strategy.
- 10.2** Neighbourhood-Commercial uses may be considered in areas identified as institutional and community services, where considered appropriate and in keeping with the character of the community corridor.
- 10.3** Redesignation and subdivision proposals for institutional and community services uses in other land use areas may be considered, 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 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; for example: through an assessment of the public need for the development; and
 - c)** Where the proposed location interfaces with residential development, transition policies 14.1 to 14.15 shall apply.

- 10.4** Institutional and community services uses shall be restricted to the following within the Plan area:
 - Arts & Cultural Centre
 - Athletic and Recreation Services;
 - Childcare Facilities;
 - Cemetery and Interment Services;
 - Government Services;
 - Farmers’ Markets;
 - Funeral Services and Entombment;
 - Indoor Participant Recreation Services;
 - Medical Treatment Services;
 - Museums;
 - Private Clubs and Organizations;
 - Public or Quasi-Public Buildings;
 - Public Parks;
 - Religious Assembly;
 - Schools, including accessory Dormitories;
 - Signs;
 - Special Events Parking; and
 - Tourism

10.5 Villa Condo development may be supported within the Institutional and Community Services areas identified along Range Road 33 on Map 05: Land Use Strategy, subject to the development meeting the policies set out within Section 7 of this Plan and the following criteria:

- a) The overall development shall include institutional and community services that are complementary to the Villa Condo uses and that also serve the broader public;
- b) Villa Condo uses should be setback from Range Road 33, with institutional and community services fronting the public road;
- c) The institutional and community services uses shall form an integral part of any overall development proposing Villa Condo uses along Range Road 33;

d) 70% of the proposed Villa Condo development proposed within a local plan shall not receive subdivision approval until the proposed institutional and community services uses have been constructed. This shall be controlled through appropriate phasing of subdivision approvals.

10.6 All developments proposed within the community core shall adhere to the Design Guidelines in Appendix D, as amended.

Local Plans

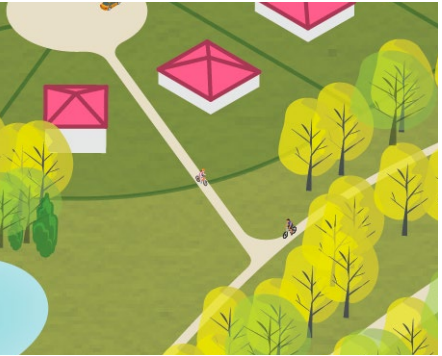
10.7 All redesignation and subdivision applications proposing institutional and community services development shall be supported by a local plan in accordance with the requirements of Section 28 and Appendix B.

Institutional and Community Services

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. In receiving community feedback, Range Road 33 was considered by many landowners to be the community core.



photo



- Opportunity for villa condo, with access to community centre and open space network.



- Community and recreational amenities.



- Parking is placed behind the buildings, screened from the road.
- Low impact on neighbouring uses.

Characteristics

- Gateway policies and active transportation policies.
- Villa condo may be permitted if the setback from RR 33 with institutional/commercial uses interfacing with the road.

11 SPECIAL PLANNING AREAS

There are five Special Planning Areas identified within the Plan area (see Map 05: Land Use Strategy). These areas require special consideration given their location - adjoining the municipal boundary with the city of Calgary and adjacent to the transportation corridors of Highway 1, Stoney Trail, or Highway 8. Taking into account their location within the Plan area, it is recognized that these areas may have the potential for a higher intensity of development, comparative to the country residential designation they previously held under the Central Springbank ASP. A mix of Commercial and Residential development is envisioned for the Special Planning Areas.

Detailed land use planning is not possible at this time, until further collaboration with the City of Calgary is undertaken to coordinate land use planning endeavours and to determine the appropriate transition from an urban to country residential development form.

Several matters need to be addressed before detailed land use planning for the Special Planning Areas can proceed, particularly in relation to how these areas will obtain an adequate level of potable water and waste water servicing. Impacts upon transportation infrastructure is another matter that will need coordination with Alberta Transportation and the City of Calgary.

Due to servicing constraints and other factors such as interfacing with existing development, it is

not anticipated that all portions of the identified Special Planning Areas will be suitable for a higher density of development. Lands not identified for such uses will be provided with a land use designation consistent with the other policies of this Plan.

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, and interface measures within each Special Planning Area.
- Support a level of Residential and/or Commercial development that is reflective of service availability and that aligns with the Regional Growth Plan and the Regional Servicing Plan (once adopted).
- Provide for limited-service, interim Commercial uses within Special Planning Area 4 prior to the area proceeding to build-out in accordance with the policies of any ASP amendment.
- 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

- 11.1** Local plans, land use redesignation, and new subdivision shall not be supported within the Special Planning Areas shown on Map 05: Land Use Strategy, with the following exceptions:
- a) local plans and redesignation for interim uses proposed within Special Development Area 2 and 3, shown on Map 05: Land Use Strategy will be allowed subject to meeting criteria listed in Policy 11.5: Special Planning Area 2 and 3 Interim Uses, or
 - b) creation of a single lot from an un-subdivided quarter section for the purposes of a first parcel out or other agriculture development in accordance with the County Plan.
- 11.2** Notwithstanding the interim uses and agricultural development exempt under Policy 11.1, an amendment to this Plan is required to remove the Special Planning Area designation and define appropriate land uses, development densities, and supporting servicing and infrastructure.
- 11.3** The five identified Special Planning Areas may be amended in isolation or concurrently, according to each area's ability to meet the criteria listed in Policy 11.4.
- 11.4** Prior to amendment of this Plan to allow for the development of new commercial and/or residential uses in any Special Planning Area:
- a) a public engagement process involving area stakeholders shall be undertaken, and an overall Land Use Strategy and supporting policies for the Special Planning Area(s) shall be developed;

- b) collaborative engagement with The City of Calgary shall begin at an early stage to allow sufficient time to coordinate any joint planning initiatives and to address any cross boundary issues and opportunities;
- c) mechanisms to implement the construction of the transportation network shall be identified;
- d) it shall be demonstrated that there is a satisfactory potable water and waste water servicing solution with the capacity to service the anticipated development form and densities in that area; and
- e) appropriate interface and scenic corridor policies shall be established, consistent with Sections 14 and 21 of this Plan.

Special Planning Area 2 and 3 Interim Uses

- 11.5** Prior to an amendment to this Plan to remove the Special Planning Area, Commercial uses shall be allowed for an interim period within Special Planning Areas 2 and 3 shown on Map 05: Land Use Strategy subject to the following criteria:
- a) approval of a local plan, land use redesignation, and development permit(s) shall be required prior to proceeding with development of the proposed business commercial uses;
 - b) subdivision shall not be permitted;
 - c) proposed business commercial uses shall be of a form that does not require connection to a regional potable water and/or waste water system;
 - d) transportation infrastructure improvements to accommodate the proposed commercial uses shall be identified and constructed as required by applicable municipal and provincial approvals;

- e) the design and appearance of proposed commercial uses shall conform with policies set out within Section 21 (Scenic and Community Corridors) of this Plan;
- f) the interface between the proposed commercial development and adjacent land uses shall be sensitively managed in accordance with policies set out within Section 14 (Transitions) of this Plan;
- g) development permit approvals for proposed temporary commercial uses shall not exceed January 1, 2045; and
- h) all other municipal and provincial technical requirements and guidelines shall be adhered to.

11.6 All redesignation applications proposing interim development within Special Planning Area 2 and 3 shall be supported by a local plan in accordance with the requirements of Section 28 and Appendix B.

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12 FUTURE EXPANSION AREAS

To ensure that Springbank grows in a sustainable manner and that the future transition from agricultural land use to business and residential land uses is orderly, this ASP has identified lands where expansion of the Plan area may occur. Map 05: Land Use Strategy identifies two Future Expansion Areas – one adjacent to Highway 1 and the Springbank Airport, and the other north of the hamlet of Harmony – that should be preserved until criteria is met for further development.

In the future, the lands to the north of Harmony are envisioned to be predominantly residential uses with supporting local business uses; to its south, the lands straddling the Highway 1 corridor are considered to be appropriate principally for commercial uses and a natural expansion of the Regional Business Area defined around Springbank Airport within the County Plan.

Timelines for the planning and development of these Future Expansion Areas will be dependent on several technical considerations and the ongoing development of higher-level municipal and regional planning policy documents.

Objectives

- Support a level of Residential and/or Commercial development that is reflective of service availability and that aligns with the Regional Growth Plan and Regional Servicing Plan.
- Provide criteria for amendment of the Springbank ASP for development within the expansion areas to determine appropriate land uses, densities, and interface measures within each Future Expansion Area.

Policies

General

12.1 Local plans, land use designation, and new subdivision shall not be supported within the Future Expansion Areas shown on Map 05: Land Use Strategy, with the following exceptions:

- a) creation of a single lot from an un-subdivided quarter section for the purposes of a first parcel out, or other agriculture development in accordance with the County Plan;
- b) natural resource development;
- c) renewable energy generation projects (see Section 27) that are temporary in nature and are compatible with existing adjacent land uses.

12.2 Notwithstanding the uses exempted under Policy 12.1, an amendment to this Plan is required to remove the Future Expansion Area designation and define appropriate land uses, development densities, and supporting servicing and infrastructure.

12.3 The two identified Future Expansion Areas may be amended in isolation or concurrently, according to each area's ability to meet the criteria listed in Policy 12.4.

- 12.4** Prior to the County amending this Plan to allow for the development of new commercial and/or residential uses in the Future Expansion Areas identified on Map 05: Land Use Strategy:
- a) a public engagement process involving area stakeholders shall be undertaken, and an overall Land Use Strategy and supporting policies for the Future Expansion Area(s) shall be developed;
 - b) collaborative engagement with The City of Calgary shall be undertaken to address any cross boundary issues and opportunities; mechanisms to implement the construction of the transportation network shall be identified;
 - c) it shall be demonstrated that there is a satisfactory potable water and waste water servicing solution with the capacity to service the anticipated development form and densities in that area;

- d) that 50% of all Cluster, Cluster Live-Work, Commercial and Industrial, Interface areas, and Institutional areas shall have adopted local plans;
- e) the Springbank Master Drainage Plan shall be updated appropriately to consider the Future Expansion Area; and
- f) appropriate interface and scenic corridor policies shall be established, consistent with Sections 13 and 14 of this Plan.

12.5 Amendments to this Plan proposed for Expansion Area 2 should consider participation in the Transfer of Development Credits Program (TDC's), as legislated in Division 5 of the Alberta Land Stewardship Act, in order to facilitate conservation of environmentally significant areas adjoining the Bow River.

photo

13 URBAN AND HAMLET INTERFACE AREAS

The areas identified as Urban and Hamlet Interface lands are those that, by virtue of location, servicing potential, and adjacency to existing or planned developments, are expected to develop in the near future. These lands will generally be a mix of both residential and commercial, with detailed land use proposals, density, and form to be determined at the local plan stage. Consideration should be given to maximizing commercial potential and accessibility along Copithorne Trail and Highway 1. Residential density and form should be compatible with adjacent forms, creating transition areas to higher density where appropriate.

Urban Interface Area

- 13.1** To ensure a balanced development form, the proportions of Residential to Commercial development shall be managed through local plan approvals, with the following criteria applied:
- a) Lands in the NW-36-24-03-W05M shall be developed for residential uses with pockets of commercial;
 - b) Lands in the SW-36-24-03-W05M shall be developed for commercial uses, with pockets of residential creating a buffer to adjacent lands.
- 13.2** Density and composition shall apply as follows:
- a) For lands in the NW-36-24-03-W05M, Residential densities shall be between 6.0 and 10.0 units per acre, calculated on the gross development area identified for Residential in the local plan.
 - i) Commercial development shall account for a maximum of 30% of the gross developable area of the proposed local plan.

- b) For lands in the SW-36-24-03-W05M, Residential densities shall be between 6.0 and 10.0 units per acre, calculated on the gross development area identified for Residential in the local plan.
- i) Commercial development shall account for a maximum of 80% of the gross developable area of the proposed local plan.

Hamlet Interface Area

- 13.3** To ensure a balanced development form, the proportions of Residential to Commercial development shall be managed through local plan approvals, with the following criteria applied:
- a) Lands in the SW-05-25-03-W05M shall be developed for mix of commercial and residential uses; commercial uses should straddle Copithorne Trail, with Residential only being located to the west of Copithorne Trail, as determined through local plan preparation.
- 13.4** Density and composition shall apply as follows:
- a) For lands in the SW-05-25-03-W05M, Residential densities shall be between 4.0 and 6.0 units per acre, calculated on the gross development area identified for Residential in the local plan

Local Plan Requirements

- 13.5 Prior to adoption of a local plan for development of new Commercial and/or Residential uses for lands identified as Urban and Hamlet Interface Areas on Map 05: Land Use Strategy:
- a) a public engagement process involving area stakeholders shall be undertaken, and an overall Land Use Strategy and supporting policies for the lands shall be developed;
 - b) collaborative engagement with the City of Calgary shall be undertaken to coordinate any joint planning initiatives, to address any cross boundary issues and opportunities, and to achieve appropriate transitions across the municipal boundaries;
 - c) mechanisms to implement the construction of the transportation network shall be identified;

- d) it shall be demonstrated that there is a satisfactory potable water and waste water servicing solution with the capacity to service the anticipated development form and densities in that area; and
- e) appropriate interface and scenic corridor policies shall be established, consistent with Sections 14 and 21 of this Plan.

13.6 All redesignation applications proposing development within Urban and Hamlet Interface Areas shall be supported by a local plan in accordance with the requirements of Section 28 and Appendix B.

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14 TRANSITIONS

The Springbank ASP provides for a rich 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;
- 2. the interaction between different residential development forms, for example different residential densities or housing types; and
- 3. the interaction between agriculture and other land uses.

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

Although Springbank will continue to develop principally as a country residential community, this Plan anticipates new forms of housing, including Cluster Residential, Cluster Live-Work and Villa Condo development. It is important to ensure that

these new residential forms are compatible, both within new developments and with existing country residential subdivisions. Measures including the proposition of corresponding lot sizes within interface areas, adequate setbacks, open space buffering and landscaping may be effective approaches to accommodate differing residential development forms.

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 the transition between business development and residential development is managed effectively by supporting complementary land use types and densities in interface areas.
- Provide for an appropriate transition between residential areas comprising different housing forms.
- 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;

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.

These policies shall be applied to those business areas adjacent to the Residential area identified on Map 05: Land Use Strategy and should be considered for those areas adjacent to the Residential Transition areas.

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 the Business-Residential Interface area should be separated and/or buffered from adjacent residential area.

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 interfere with the use and enjoyment of adjacent residential development because of the nature of the business use shall not be permitted, even where the business activities may be fully enclosed within a building.

- b) Outside storage is not an acceptable use in the Business-Residential Interface area.

Setback Area

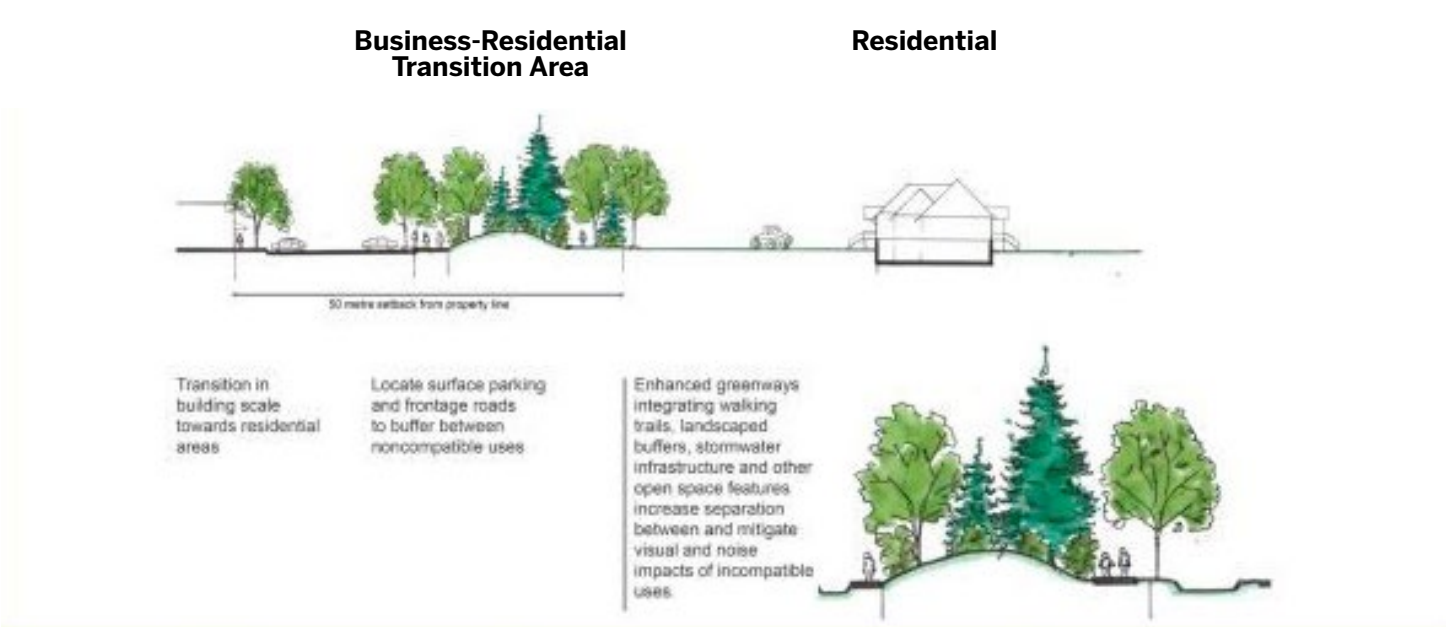
- 14.4** Spatial separation between business and residential uses is achieved by providing setbacks for the industrial or commercial buildings within the interface areas.
- 14.5** Where commercial or industrial buildings are on lands adjacent to a residential area, the commercial or industrial building shall be set back a minimum of 50 metres from the commercial or industrial property line.
- 14.6** Where a trail or pathway is located within or adjacent to a Business-Residential Interface area, the pathway and associated open space may be counted as part of the 50 metre building setback.

Setback Area Use and Landscaping

- 14.7** 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.

Business-Residential Transition Area

Includes building design, setbacks, landscaping, and use considerations.



- 14.8** 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 Appendix B guidelines.
- 14.9** Mass plantings and/or berms are required to minimize the visual impact of the commercial/industrial buildings within an interface area. These plantings and/or berms:
 - a) should incorporate natural contours and variations in height to achieve a natural landscaped appearance; and
 - b) may be located in the Business-Residential Interface area.

Building Quality and Appearance

- 14.10** High quality building appearance shall be emphasized where industrial/commercial buildings face residential areas. Building design shall address the requirements of Appendix B of this Plan.
- 14.11** The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres, or lower where required by the County's Land Use Bylaw.
- 14.12** Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements shall not face the adjacent residential area.

Residential Form Transition

Policies

14.13 Proposals for residential developments adjacent to other residential development of a dissimilar 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.

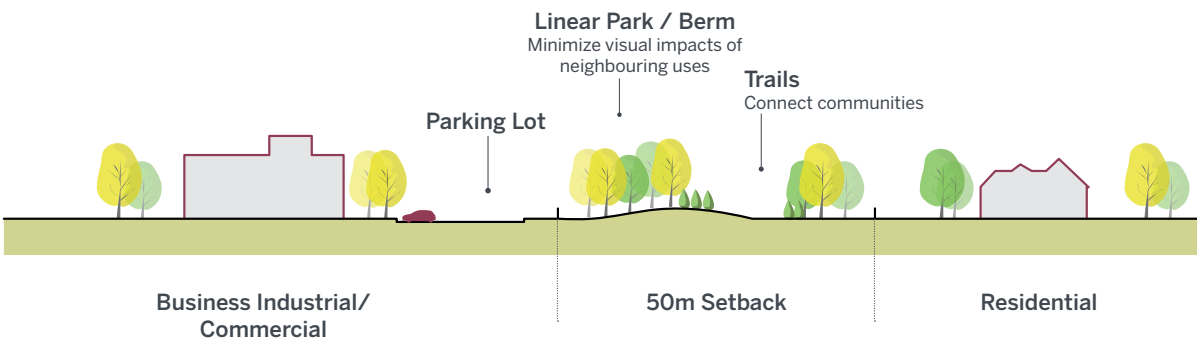
14.14 Residential buffering techniques may include a combination of the following:

- 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.

14.15 Where achievable, new residential developments shall provide for placement of similar housing forms and densities adjacent to existing residential developments.

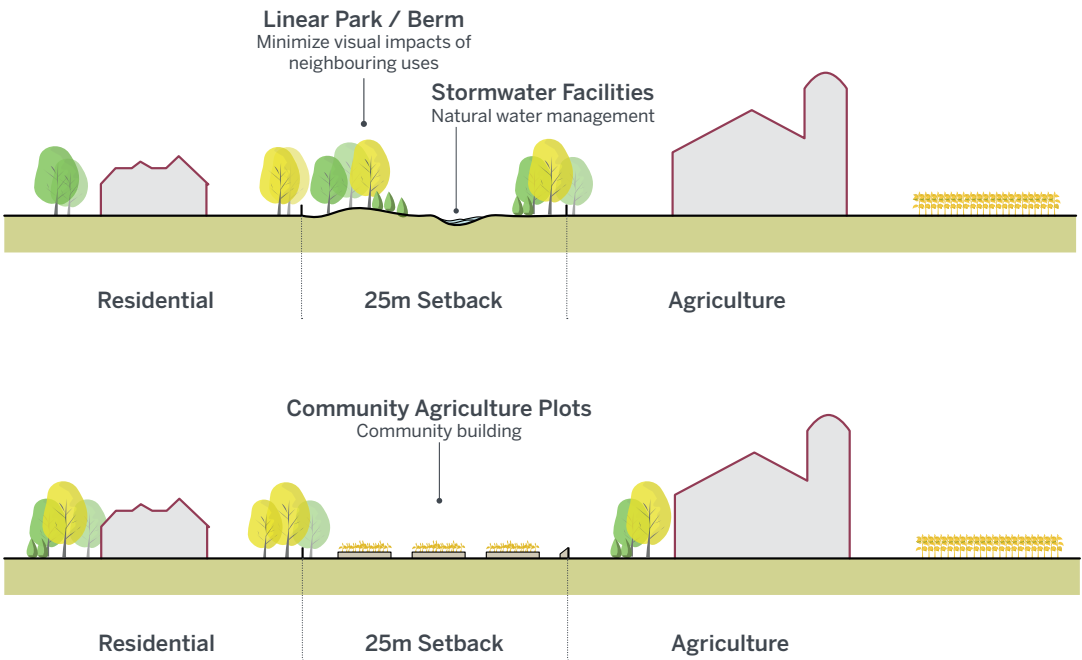
Transition Cross-Sections

Business Industrial/Commercial to Residential



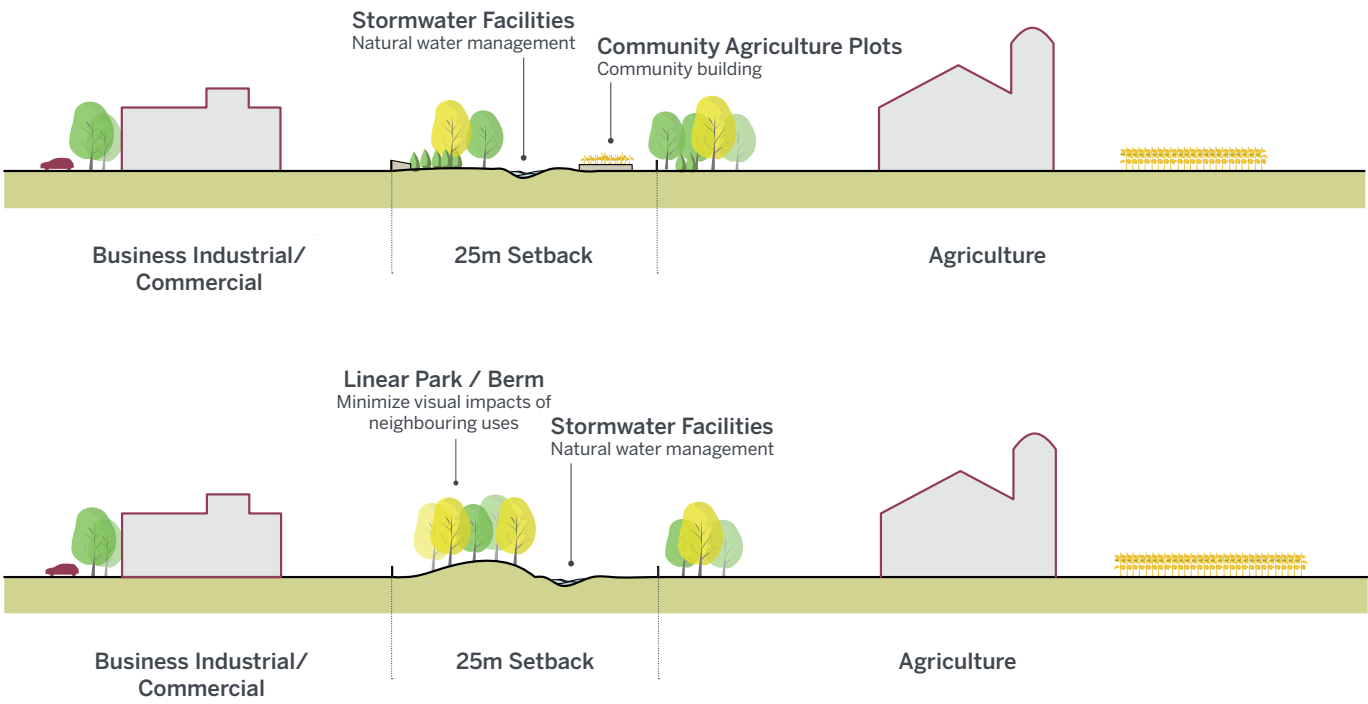
Transition Cross-Sections

Residential to Agriculture



Transition Cross-Sections

Business Industrial/Commercial to Agriculture



Agricultural Transition

Policies

General

- 14.16** The Agricultural Boundary Design Guidelines should guide the design of developments bordering agricultural lands.
- 14.17** Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary shall incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.
- 14.18** Agricultural buffering techniques may include a combination of the following:
- a) barrier fencing to prevent access;
 - b) vegetated berms;
 - c) community agriculture plots;
 - d) storm water management facilities;
 - 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.
- 14.19** Public access such as trails, pathways, and parks shall be discouraged adjacent to agricultural lands unless supported by Map 08: Open Space and Active Transportation Connections.

Setback Area

- 14.20** Spatial separation between agricultural and non-agricultural uses should be achieved by providing setbacks for the non-agricultural buildings within the interface areas:
- a) Where non-agricultural buildings are on lands adjacent to the agricultural lands, the non-agricultural building should be set back a minimum of 25 metres from the non-agricultural property line;

Setback Area Use and Landscaping

- 14.21** Uses within the setback of an agricultural/non-agricultural interface area may include:
- a) landscaping, berms, landscaped storm water ponds, natural wetlands, trails, and linear parks; and
 - b) surface parking of an appropriate design where the parking is hidden from view by berms and/or landscaping.
- 14.22** Any landscaping proposed within an agricultural/non-agricultural interface area shall be of appropriate species and design so as to not adversely affect agricultural operations. A landscape plan shall be prepared for the setback as part of a local plan that addresses the County’s Land Use Bylaw and the Agricultural Boundary Design Guidelines.

15 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. The Springbank ASP policies support the retention and development of agricultural uses as described in the County Plan and the Agricultural Boundary Design Guidelines.

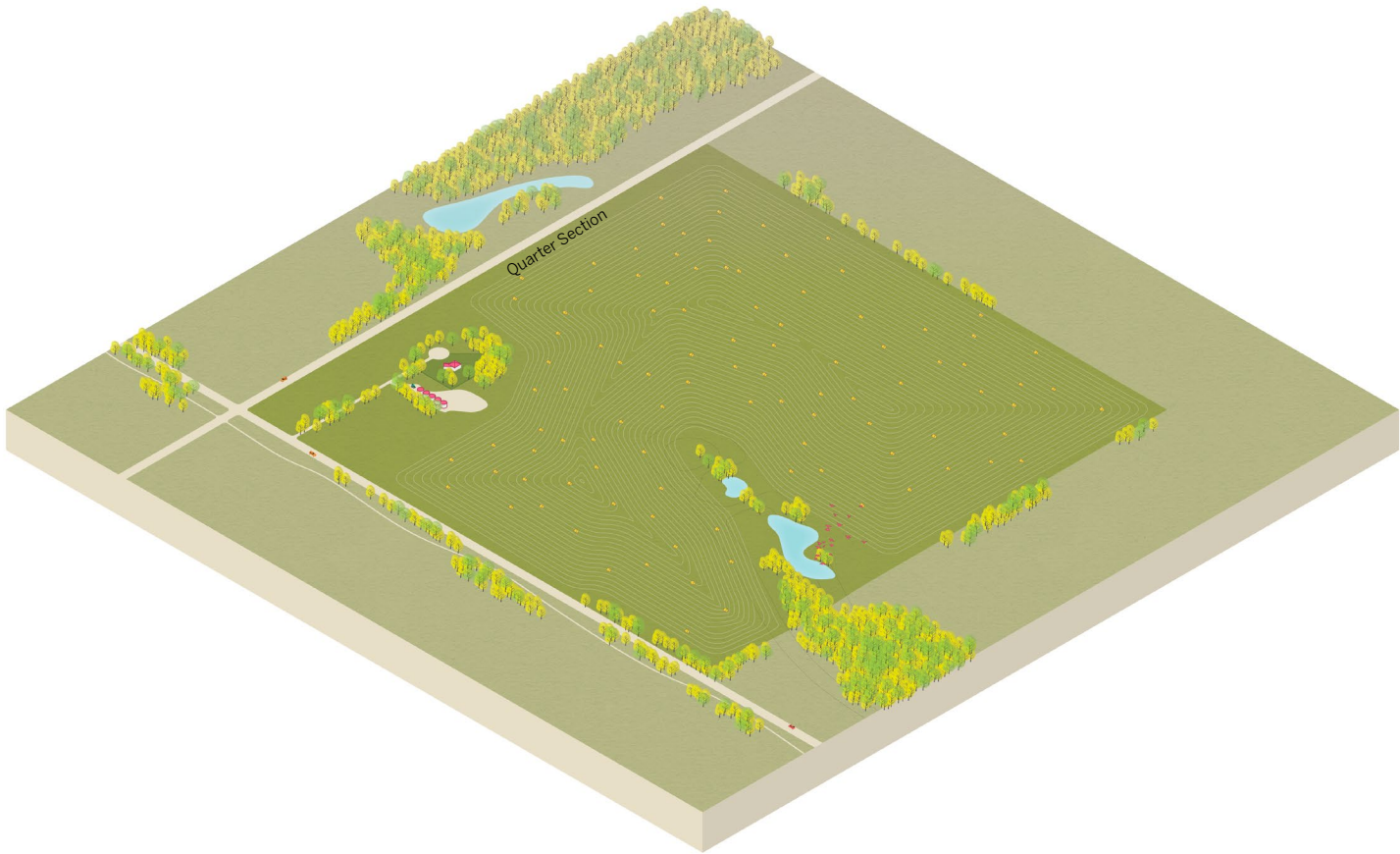
Objectives

- 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.

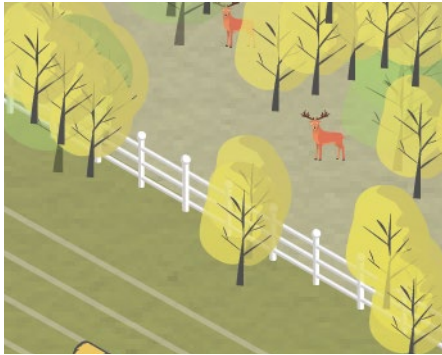
The Agricultural Boundary Design Guidelines were developed to mitigate negative impacts to agricultural lands from the development of non-agricultural lands.

Agriculture

Respect and support existing agricultural operations and opportunities for diversification.



- Retain heritage and topographic assets.



- Sensitive transition between agriculture and other land uses.



- Maintain ecological integrity by preserving natural wetlands.

Characteristics

- Typically larger Ranch and Farm parcels.
- Smaller agricultural parcels such as equestrian facilities and horticultural operations.
- Ensure that residential development is respectful to existing agricultural operations.
- Support opportunities for diversification of agricultural uses and the blending of agricultural practices with compatible non-residential uses.

Policies

- 15.1** 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.
- 15.2** 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 methods of best management practices.
- 15.3** Agricultural heritage buildings and cultural landscapes should be integrated wherever possible into future land use and development changes.
- 15.4** 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.
- 15.5** All existing or proposed contemporary agricultural development shall follow best management practices for storm water run-off.
- 15.6** 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.
- 15.7** 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.
- 15.8** Agricultural subdivision, other than First Parcel Out proposals or those that provide for a new agricultural use as per County Plan policy, should not be supported.
- 15.9** Applications for Confined Feeding Operations shall not be supported.

Actions

1. Develop a Cluster Residential open space district within the County's Land Use Bylaw that provides for contemporary agriculture.

Divider photo

PLAN POLICIES: **OPEN SPACE & RECREATION**

16 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 considers identified 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.

Policies

Natural Environment

Wildlife Corridors / Habitat

- 16.1** Applications for new domestic animal and 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.
- 16.2** 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.
- 16.3** Local plans should identify policies on the strategic use of fencing within development proposals to reduce obstructions to wildlife movement, but to also limit road collisions.

- 16.4** 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.
- 16.5** 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.
- 16.6** 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.

- 16.7** 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

- 16.8** Wetland protection shall be guided by County, regional, and provincial policy.
- 16.9** Local plans shall identify wetlands within the local plan area using the Alberta Wetland Classification System to determine wetland classification and relative wetland value.
- 16.10** Local plans shall determine, through consultation with the Government of Alberta, whether wetlands are Crown owned land.
- 16.11** 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.
- 16.12** Where wetlands are not retained, appropriate compensation shall be required, in accordance with provincial policy.

Riparian Areas

- 16.13** Building and development in the riparian protection area shall be in accordance with the County’s Land Use Bylaw and the

WETLAND:

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.

WETLAND COMPLEX:

Two or more permanent or intermittent wetlands, connected by natural vegetation and drainage. Riparian areas surround wetlands with a distinct vegetative community that is a result of increased soil moisture and different soil types. Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities.

RIPARIAN LAND:

The vegetated (green zone) area adjacent to rivers, creeks, lakes, and wetlands. These areas have a distinct vegetative community that is a result of increased soil moisture and different soil types. Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities. County riparian setback areas are based on the Province’s ‘Stepping Back from the Waters: A Beneficial Management Practices Guide For New Development Near Water Bodies in Alberta’s Settled Region’ and are considered to be undevelopable land.

WETLAND VALUE :

Is based on the function of the wetland (e.g. abundance and biodiversity) and the benefits it provides to society (e.g. water quality improvement and flood protection).

County's Riparian Land Conservation and Management Policy.

- 16.14** The riparian protection area may be publicly or privately owned.
- 16.15** 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.
- 16.16** 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. Riparian protection area uses may include: linear infrastructure, parks, pathways, and trails when designed to minimize impact on the riparian area.
- 16.17** 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

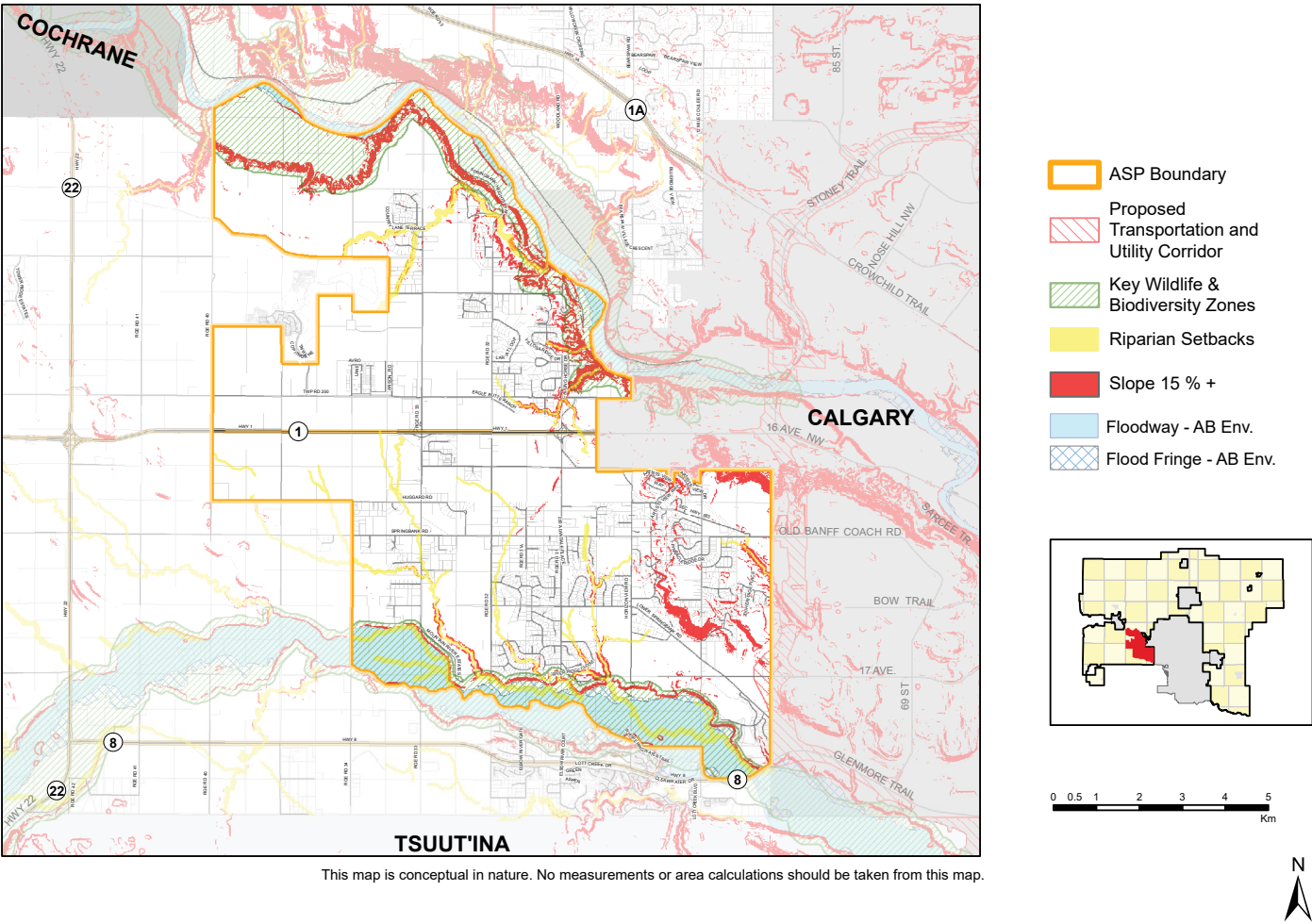
- 16.18** In preparation of a local plan, applicants shall consult the Alberta Government's Listing of Historic Resources to identify the potential for historic resources within the development area.
- 16.19** Provincial guidelines should be followed to determine whether any Historical Resources Application 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.

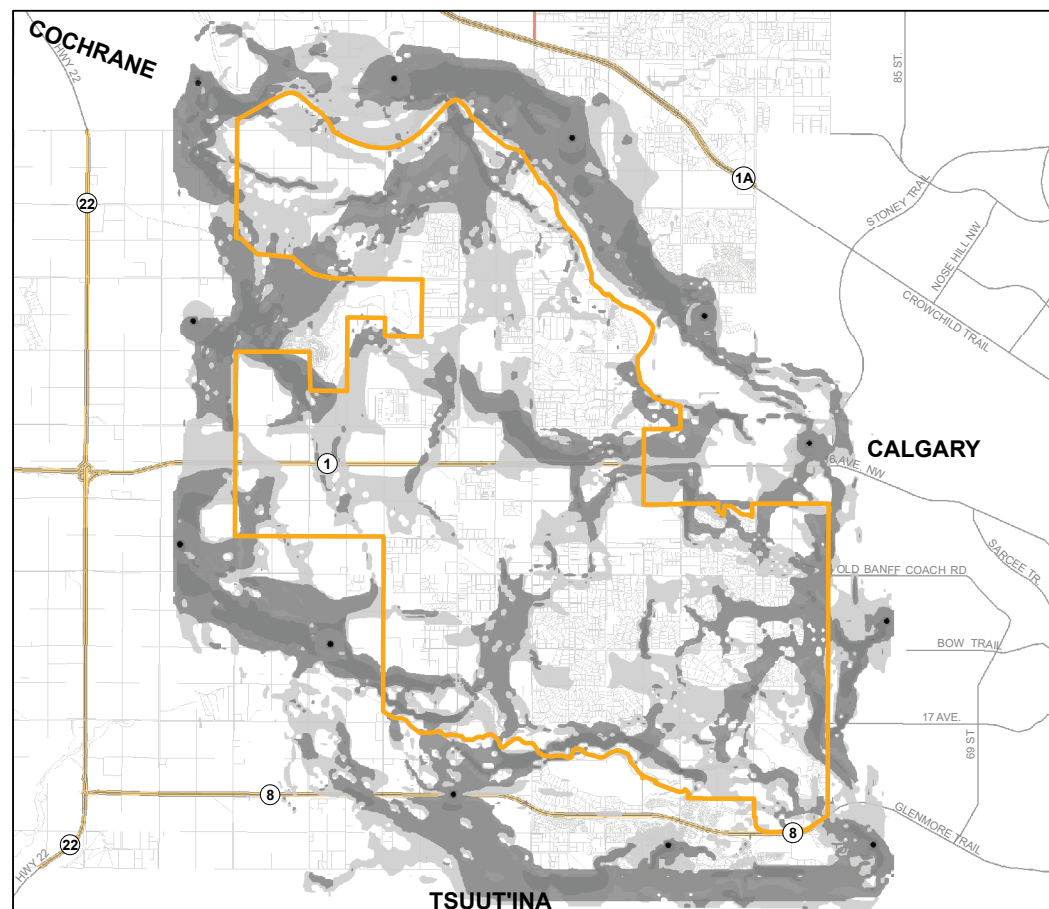
- 16.20** Until a Cultural Heritage Landscape Assessment of the Plan area is completed, local plans should identify the impact of the proposal on any heritage or landscape features either within the local plan area, or upon adjacent lands:
 - a) where necessary, measures to preserve and enhance these features should also be detailed.
- 16.21** 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.
- 16.22** Names of new developments and/or roads should incorporate the names of local settlement families, historical events, topographical features or locations.

Actions

- 1.** 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.



Map 06: Environmental Areas



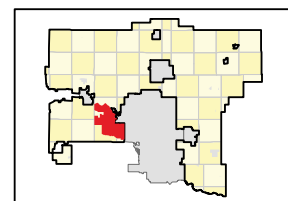
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

ASP Boundary

Connectivity Scale

Low

High



0 0.5 1 2 3 4 5 Km



Map 07: Wildlife Corridors

17 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 taking of money in place of land for municipal reserve (MR), school reserve (SR) municipal school reserve (MSR) and/or community services reserve (CSR), in accordance with the Municipal Government Act and based on the recommendations of the County and relevant school board.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve (ER) or environmental reserve easements.
- Provide direction on the timing of reserve dedication.

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. This cash-in-lieu is shared between the school boards and the recreation districts.

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.

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.

Policies

- 17.1** 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.
- 17.2** Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the Municipal Government Act.
- 17.3** Prior to the disposition of municipal or school reserve land declared surplus by the school board, the County shall determine if the land is required for community services reserve land as provided for in the Municipal Government Act.
- 17.4** Voluntary dedication of reserve land beyond the maximum amount allowed by the Municipal Government Act may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.
- 17.5** All, or a portion of, reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision as defined through an adopted local plan.
- 17.6** The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the Municipal Government Act.
- 17.7** Provision and allocation of reserves shall be determined in the adopted local plan, where required, and implemented at subdivision stage by the Subdivision Authority.

- 17.8** The dedication of reserves should meet the present or future needs of the Plan area by considering the recommendations of this ASP, the Parks and Open Space Master Plan, the Active Transportation Plan: South County, the local plan, the school boards, and/or the recreation boards.
- 17.9** The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 17.10** 1Where an identified active transportation network (Map 08: Open Space and Active Transportation Connections) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:
- a) money in place of reserve land;
 - b) money from the sale of surplus reserve land; or
 - c) other sources of identified funding.
- 17.11** Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the Municipal Government Act.
- 17.12** Other 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.
- 17.13** 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.

Reserve Analysis

- 17.14** A reserve analysis shall be required with the preparation of a local plan to determine the amount, type, and use of reserves owing within the local plan area.
- 17.15** The reserve analysis shall include a determination of:
- a) the total gross area of the local plan;
 - b) the type and use of reserves to be provided within the local plan area;
 - c) other reserves owing on an ownership basis;

- d) the location of the reserve types and amounts in relation to the local plan area's identified active transportation network and overall parks and open space system, with this information to be shown on a map; and
- e) the amount of residual reserves to be taken as money in place of land.



photo

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.

ACTIVE TRANSPORTATION:

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.

Policies

General

- 18.1** Future development shall provide for an interconnected system of open space and parks in general accordance with Map 08: Open Space and Active Transportation Connections.
- 18.2** 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.
- 18.3** 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.
- 18.4** Multi-purpose and joint use sites for schools, parks, and recreation facilities should be encouraged, where appropriate.
- 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.

Local Plans

- 18.8** Local plan preparation shall provide for an active transportation network connection that generally aligns with the primary network shown on Map 08, 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.

19 RECREATION, CULTURAL, AND COMMUNITY SERVICES

Community space and facilities for recreation, culture, and community uses are an important component of Springbank. Once the spaces are created, the recreational, cultural, institutional, and social programs can be supported through a variety of mechanisms. The Springbank area has a number of community groups and organizations that have identified their future recreation facility needs. Future planning to secure recreation lands is something that will have to be a collaborative effort between the County, school boards, community groups, and private landowners.

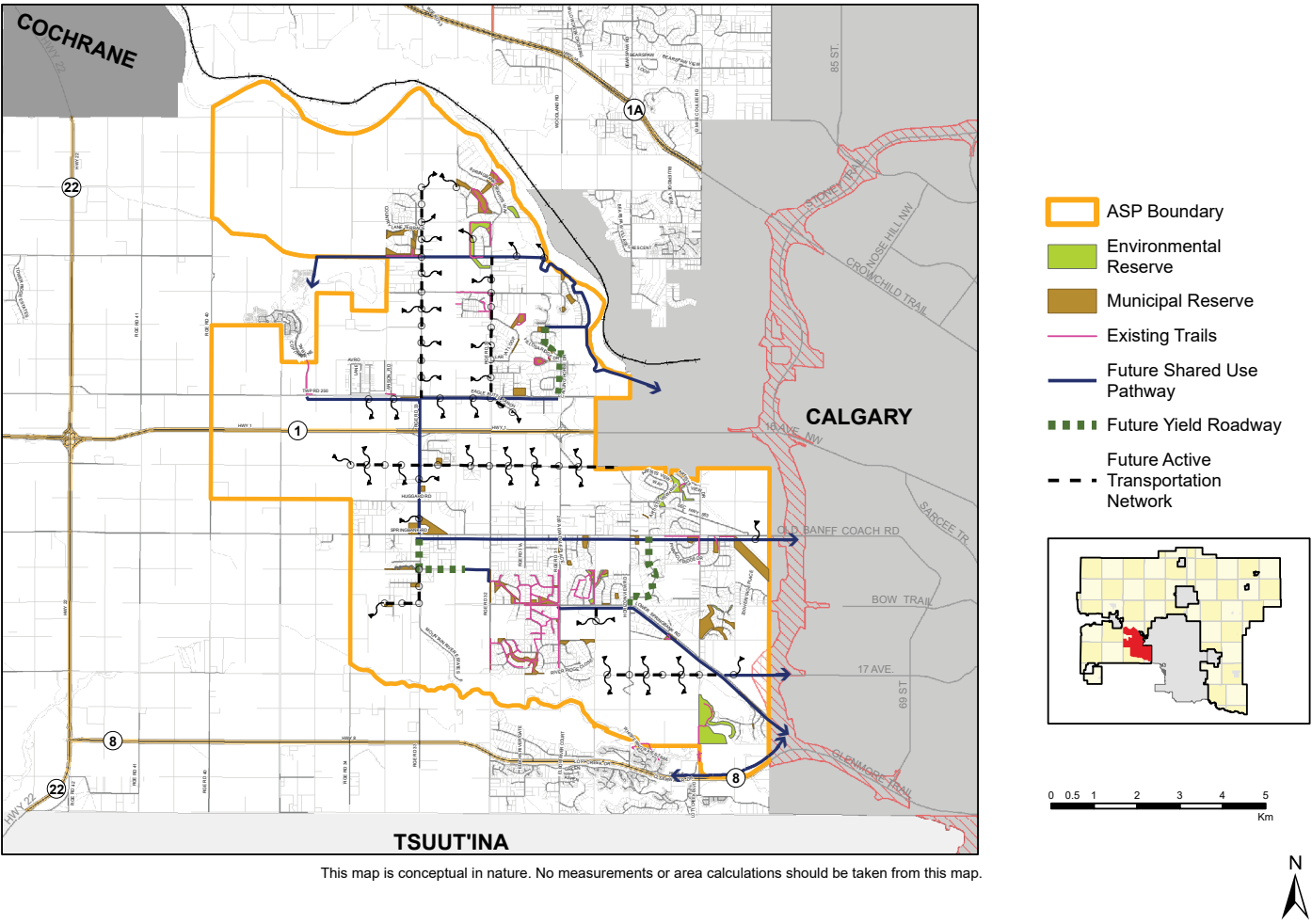
Objectives

- Provide public and private space for recreation, culture, and community uses that foster the quality of life, health, and social well-being of residents.
- Support recreational, cultural, institutional, and community uses in accordance with the recommendations of the County Plan.
- Provide support in future planning to secure recreation lands for community facilities (e.g. meeting space, ball diamond, youth centre).
- Provide recreation amenities for people of all ages in the Springbank area (youth, young families, singles, and seniors).

Policies

General

- 19.1** Local plans shall consider the appropriate type, size, and scale of recreational, cultural, and community services.
- 19.2** Local plans shall consider and, where required, provide for the location of lands for recreational, cultural, and community uses.
- 19.3** The County shall support the development of recreation, cultural, and community facilities and amenities through grant funding programs/appropriate funding mechanisms.
- 19.4** The County should encourage both public and private partnerships to provide recreational, cultural, and community services.
- 19.5** The County should work collaboratively with the school boards and the Plan area's community groups in order to plan for an appropriate amount of land for future recreation needs.



Map 08: Open Space and Active Transportation Connections

Divider photo

PLAN POLICIES: **TRANSPORTATION, UTILITIES & SERVICES**

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 Springbank transportation network should be developed in accordance with Map 09: Transportation Network and the Springbank Network Analysis (January 24, 2019 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** All subordinate transportation analyses must respect and conform to the Springbank Network Analysis.
- 20.4** 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

- 20.5** The regional transportation system shall be developed in general accordance with Map 09: Transportation Network.
- 20.6** 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.

- 20.7** 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).
- 20.8** 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.
- 20.9** 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.

West Stoney Trail Transportation Infrastructure

The County recognizes that further transportation analysis is required with respect to West Stoney Trail, its related transportation infrastructure, and the impact and/or benefit related to the development of the Plan area.

- 20.10** The County shall collaborate with The City of Calgary and Alberta Transportation regarding regional road connections and interchange designs with respect to Stoney Trail, and the related transportation

infrastructure as shown on Map 09: Transportation Network.

- 20.11** The County shall work collaboratively with The City of Calgary to identify transportation infrastructure needs along West Stoney Trail as identified in Map 09: Transportation Network, and shall develop recommendations for transportation priorities and County cost contributions based on impact and/or benefit related to the development of the Plan area.
- 20.12** Impacts on West Stoney Trail transportation infrastructure resulting from development within the Plan area shall be evaluated in accordance with the policies of this Plan and the transportation policies of the Rocky View County/Calgary Intermunicipal Development Plan.

101st Street Infrastructure

101st Street forms the east boundary (south of Highway 1) of the Springbank ASP area. The roadway is under the jurisdiction of The City of Calgary; therefore, collaboration will be required with respect to plans regarding this roadway.

- 20.13** Access management and road design requirements for 101st Street shall be in accordance with City of Calgary requirements. The County shall collaborate with The City of Calgary to develop a joint study for 101st Street in accordance with Action Item #8 (Section 28: Implementation).
- 20.14** The County shall work collaboratively with The City of Calgary and Alberta Transportation on transportation requirements and connections to Stoney Trail within, and external to, the Plan area.

- 20.15** Interim land uses that require significant infrastructure improvements during the construction of West Stoney Trail shall be discouraged.
- 20.16** Any land use, local plan, subdivision, and development permit applications within the Plan Area, along with supporting technical studies (Functional Study and/or Transportation Impact Assessment), will be circulated to The City of Calgary for review prior to approval of the applicable application; collaboration with the City shall begin at an early stage to allow sufficient time to identify and address any transportation impacts on the City.

Local Transportation Network – General

- 20.17** 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.
- 20.18** 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.
- 20.19** Modified road standards that incorporate Low Impact Development (LID) techniques

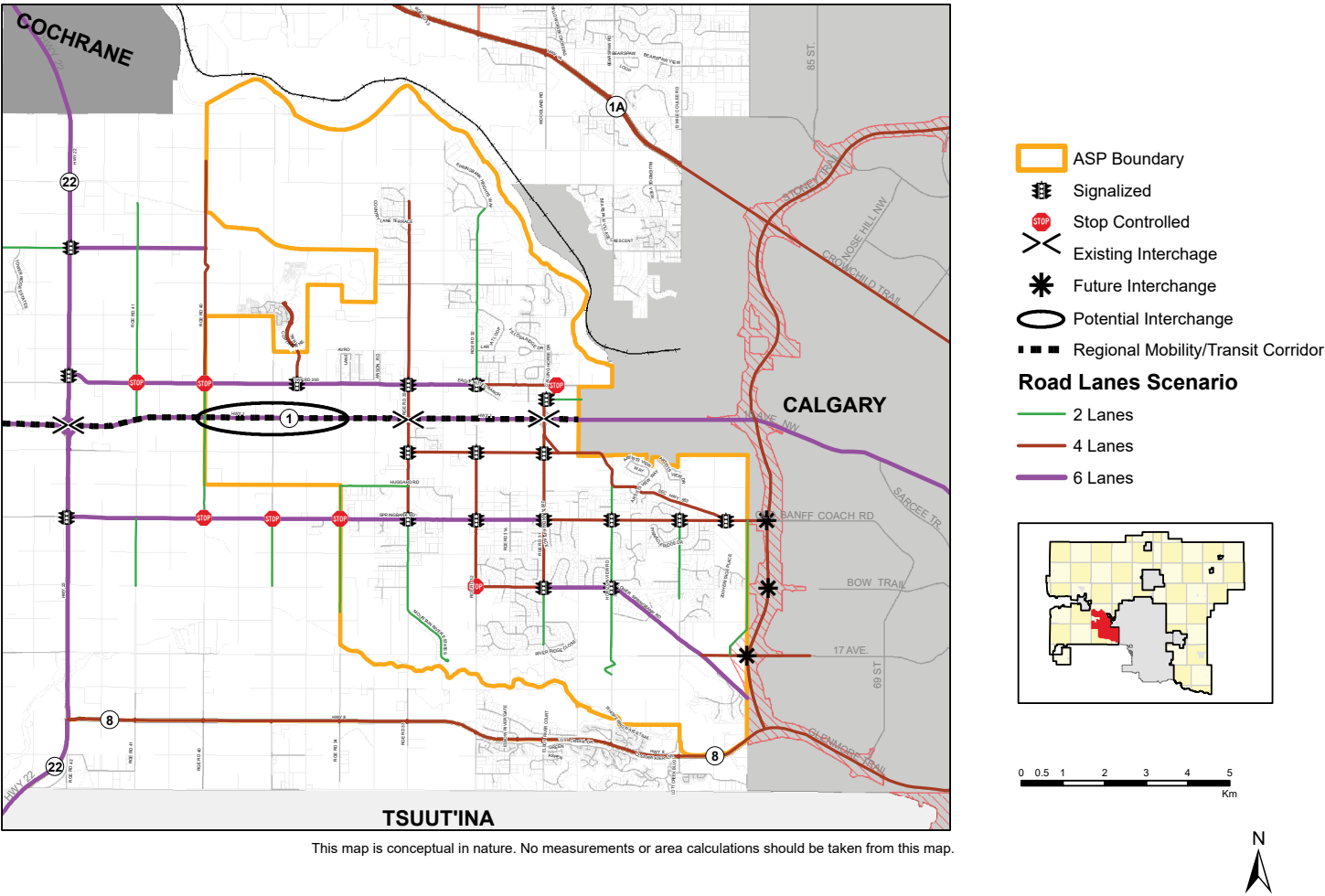
may be supported by the County for local plans that are comprehensive in nature, integrate cohesively into the surroundings, and provide a storm water management plan that incorporates LID techniques.

Local Roads – Industrial and Commercial

- 20.20** The type of road cross section (urban or rural) within industrial areas shall be determined at the time of local plan preparation.
- 20.21** All roads within commercial areas should be designed to an urban road standard.
- 20.22** Commercial development shall provide for safe and efficient pedestrian and bicycle circulation between buildings, sites, and, where applicable, adjacent areas.

Local Roads – Residential

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



Map 09: Transportation Network

21 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, identified on Map 10: 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 the regional transportation corridors that traverse and border the Plan area. The Highway 1 corridor is important as a 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 at Range Road 31 and Range Road 33 also provide key vehicular access into the Springbank community; consequently, development around these interchanges also requires sensitive management to ensure the Springbank retains its attractive appearance.

The Stoney Trail West transportation corridor provides further connectivity between Springbank and Calgary with the three interchanges at Old Banff Coach Road, Bow Trail and 17 Avenue. Although these additional scenic and community corridors require sensitive management, the transportation infrastructure will largely be defined through the future planning of the Special Planning Areas, as discussed in Section 11 of this Plan.

Objectives

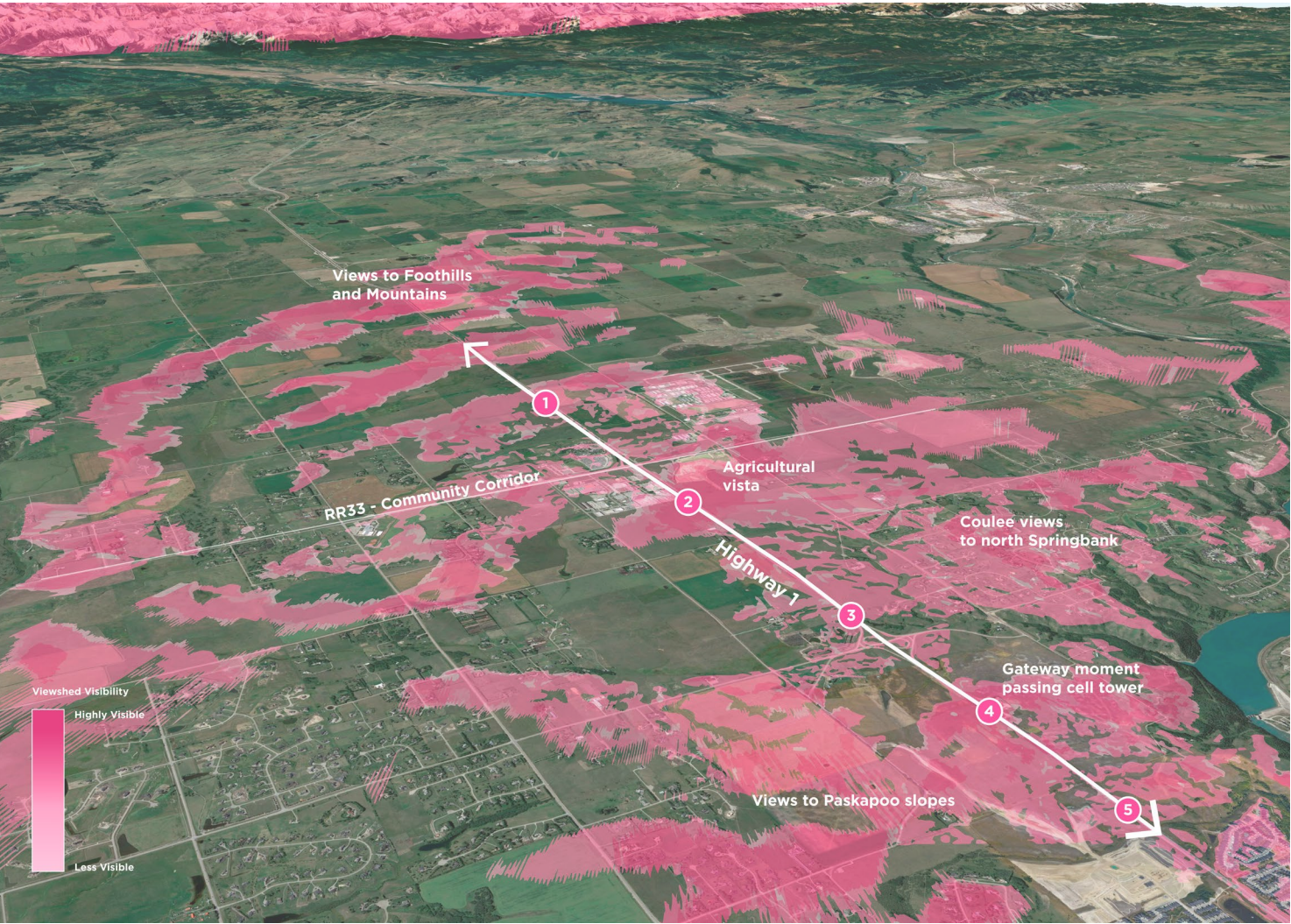
- Promote consideration of rural character, views, and landscape in new development through architectural and community design guidelines.
- Create attractive, orderly, and well maintained scenic and community corridors for residents and visitors, with high-quality development adjacent to the Highway 1 corridor and Stoney Trail interchanges.
- Ensure development adjacent to the Highway 1 corridor is consistent with intermunicipal and regional growth policies and plans.

Policies

General

- 21.1** Development proposals within the scenic corridor areas identified on Map 10: Scenic and Community Corridors, shall be subject to the scenic corridor policies of this Plan.
- 21.2** Non-residential scenic and community corridors should be developed in accordance with the County’s Commercial, Office, and Industrial Design Guidelines.
- 21.3** Proposals within scenic corridor areas identified on Map 10: Scenic and Community Corridors that do not exhibit a high-quality visual appearance with respect to siting, building design, and landscaping should not be supported (for example, outside storage).
- 21.4** Outside storage shall not be considered to be appropriate as a principal use along scenic corridor areas identified on Map 10:

Scenic Corridor Views



- EXPERIENCING SPRINGBANK FROM HIGHWAY 1**
- Create Gateways
 - Prioritize views
 - Respect rural character
 - Honour the natural landscape

Scenic and Community Corridors. 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.

21.5 Notwithstanding, Policy 21.4 of this Plan, interim uses allowed within Special Planning Area 4 under Section 11 of this Plan may include larger elements of outside storage, subject to:

- a) outside storage and display areas forming no greater than 30% of the gross development area within Special Planning Areas 2 and 3; and
- b) effective screening and siting of outside storage components away from public and residential interfaces.

21.6 Rocky View County shall collaborate with Alberta Transportation and The City of Calgary to identify opportunities to create attractive scenic and community corridors, including a scenic corridor along Highway 1.

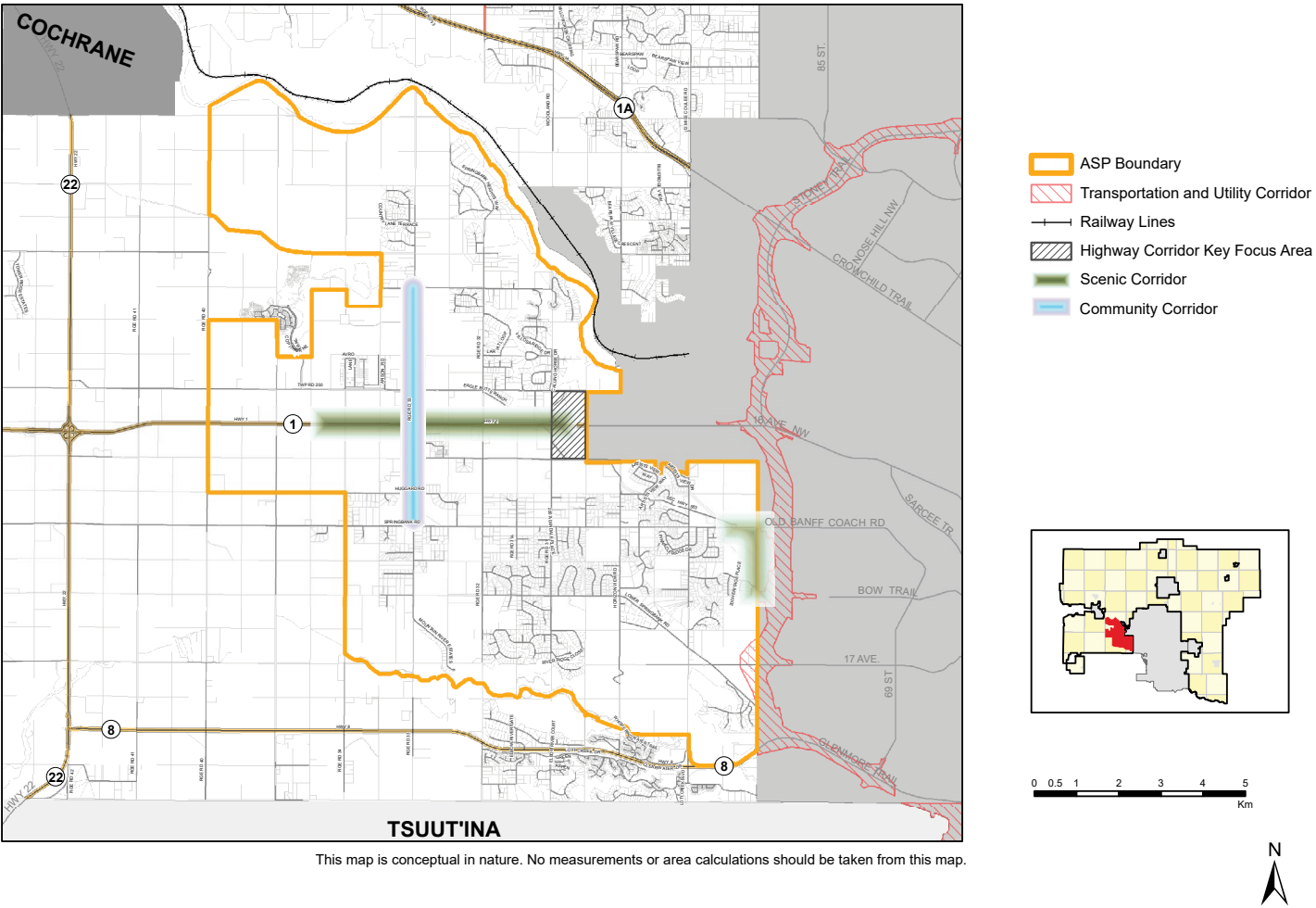
21.7 Planning and development within the Highway 1 West Corridor Key Focus Area (see Map 10: Scenic and Community Corridors) shall be subject to the policies of the Rocky View County/City of Calgary Intermunicipal Development Plan.

Local Plans

21.8 All local plan applications proposing development within a scenic corridor area identified on Map 10: Scenic and Community Corridors shall meet the applicable scenic corridor policies set out within this section and the requirements of Section 28 and Appendix B.

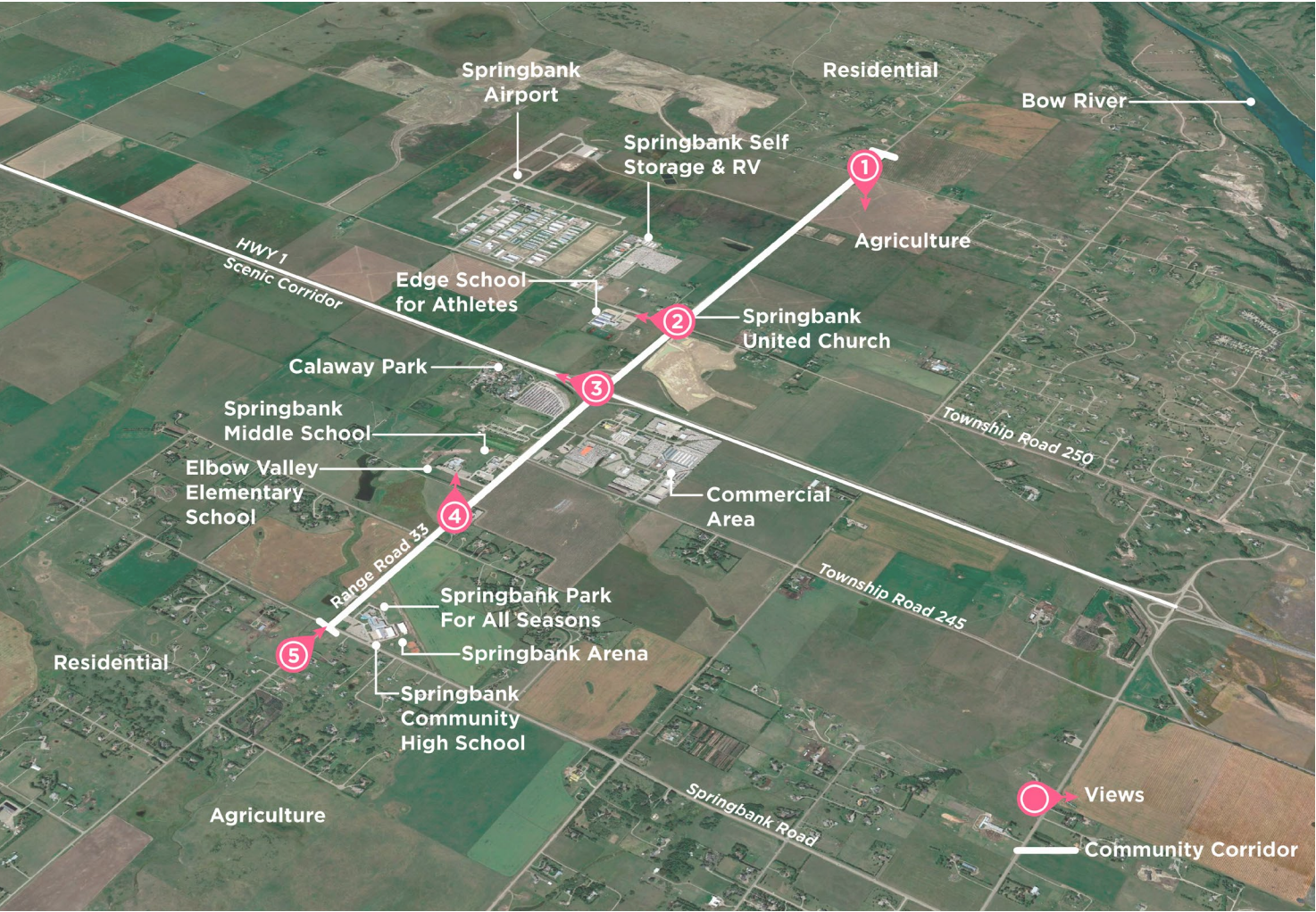
Action

- 1. 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.
- 2. In consultation with Alberta Transportation and The City of Calgary, develop design and appearance criteria for development adjacent to Highway 1, managing interjurisdictional constraints and opportunities, and promoting a high-quality development form for those traveling through or visiting Springbank.



Map 10: Scenic and Community Corridors

Community Corridor Views



A COMMUNITY EXPERIENCE ON RANGE ROAD 33

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

22 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 decentralized or regional disposal systems is envisioned within the Plan area. This will limit the impact of private disposal systems on the carrying capacity of the lands and the compromising of the health of the watersheds or Springbank residents.

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.
- 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 decentralized 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 ASP Servicing Strategy” evaluated multiple servicing solutions and determined there are cost effective and sustainable options. Map 11: Water Servicing and Map 12: 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 the local plan preparation.

General

- 22.1** Utility service development should support an orderly, logical, and sequential pattern of development.
- 22.2** The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the local plan stage to the mutual satisfaction of the County, the developer, and the utility companies.
- 22.3** 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.

- 22.4** Costs associated with utility service improvements shall be the developer's responsibility.
- 22.5** Connection to decentralized utilities for water and waste water is the preferred method of potable water and waste water service delivery.
- 22.6** Limited servicing solutions that rely on water cisterns and sewage holding tanks may be permitted for commercial/industrial sites on an interim basis until such time as piped servicing is available.

Water

- 22.7** To maintain an acceptable quantity and quality of groundwater in the aquifers, any future
- 22.8** Business or Institutional land use will require Provincial approval for any groundwater use.
- 22.9** The use of water saving devices is encouraged in future residential development and should be addressed in local plans in accordance with County policies and standards.
- 22.10** The reuse of storm water for the purposes of residential irrigation is encouraged over using water suitable for domestic purposes and should be addressed in local plans.
- 22.11** All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression bylaw.
- 22.12** 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. All waste water utility

- systems must meet the regulatory requirements of the Government of Alberta.
- 22.13** Residential lots less than 1.98 acres in size shall be serviced through a decentralized or regional waste water treatment system.
 - 22.14** Where a regional waste water treatment system is not available, interim methods of sewage disposal may be allowed provided there is no discharge into either the Bow or Elbow Rivers, regardless of the amount of treatment.
 - 22.15** Future subdivision in the Infill Residential areas may require both a PSTS and the identification of future sewer rights-of-way in combination with a deferred services agreement.
 - 22.16** 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, decentralized waste water treatment system shall be investigated.
 - 22.17** Future decentralized 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.
 - 22.18** Future decentralized 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.
 - 22.19** The operation of a collection system should ensure that the disposal and treatment of waste water does not create any negative

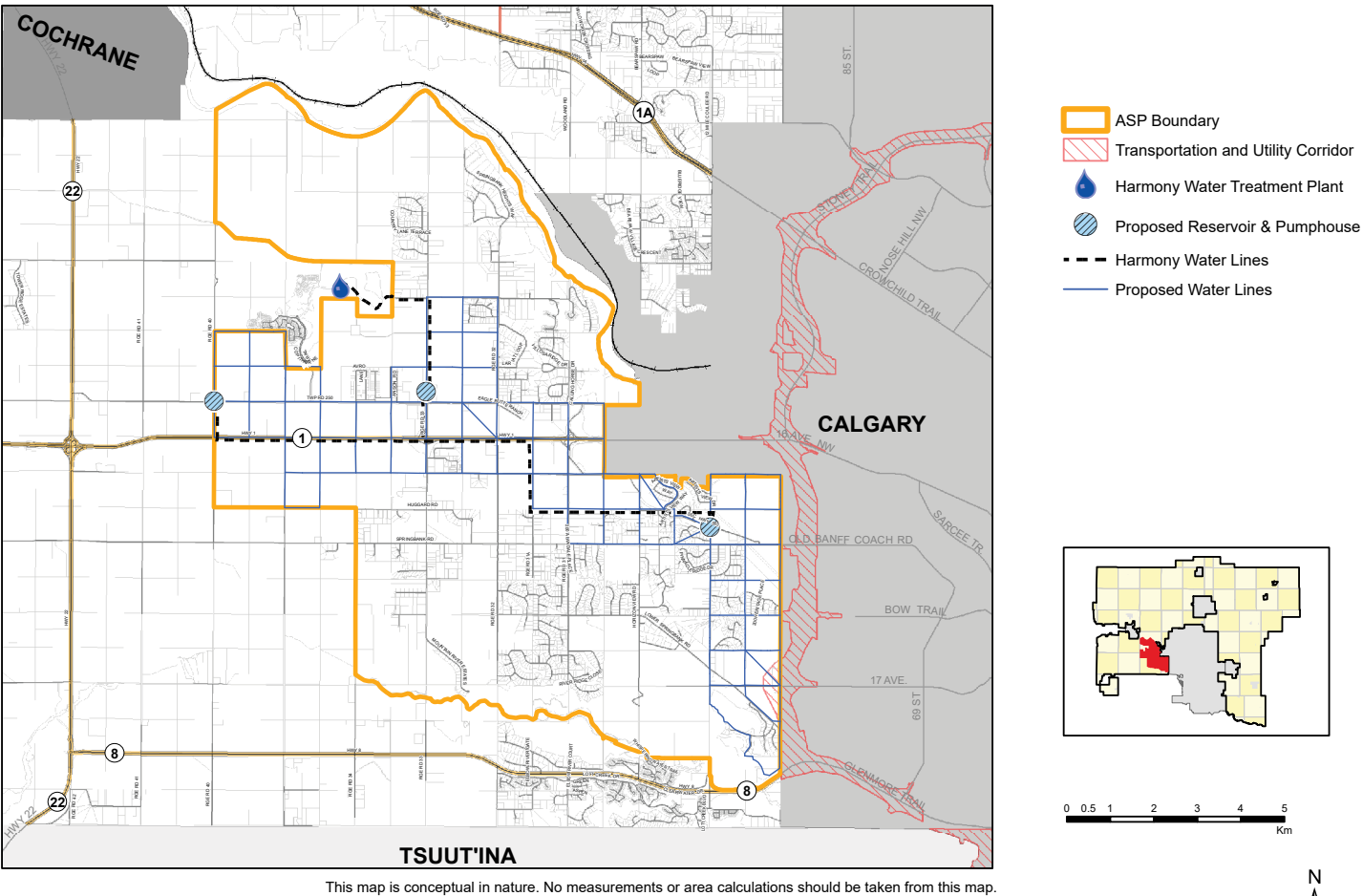
environmental impacts within the sub-basin.

- 22.20** Methods of waste water effluent discharge must meet a quality that is acceptable to the Province and the County.
- 22.21** The Municipality reserves the right to provide or assist with the provision of a waste water collection, treatment, and disposal system within the Central Springbank area.

Shallow Utilities

- 22.22** Shallow utilities should be located in common locations in order to maximize the developability or functionality of lands and to reduce any off-site impacts.

- 22.23** 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.
- 22.24** Utilities in the road rights-of way should be avoided unless sufficient right-of-way expansion is available for transportation needs.
- 22.25** All new residential and non-residential development shall be serviced with shallow utilities at the expense of the developer.



Map 11: Water Servicing

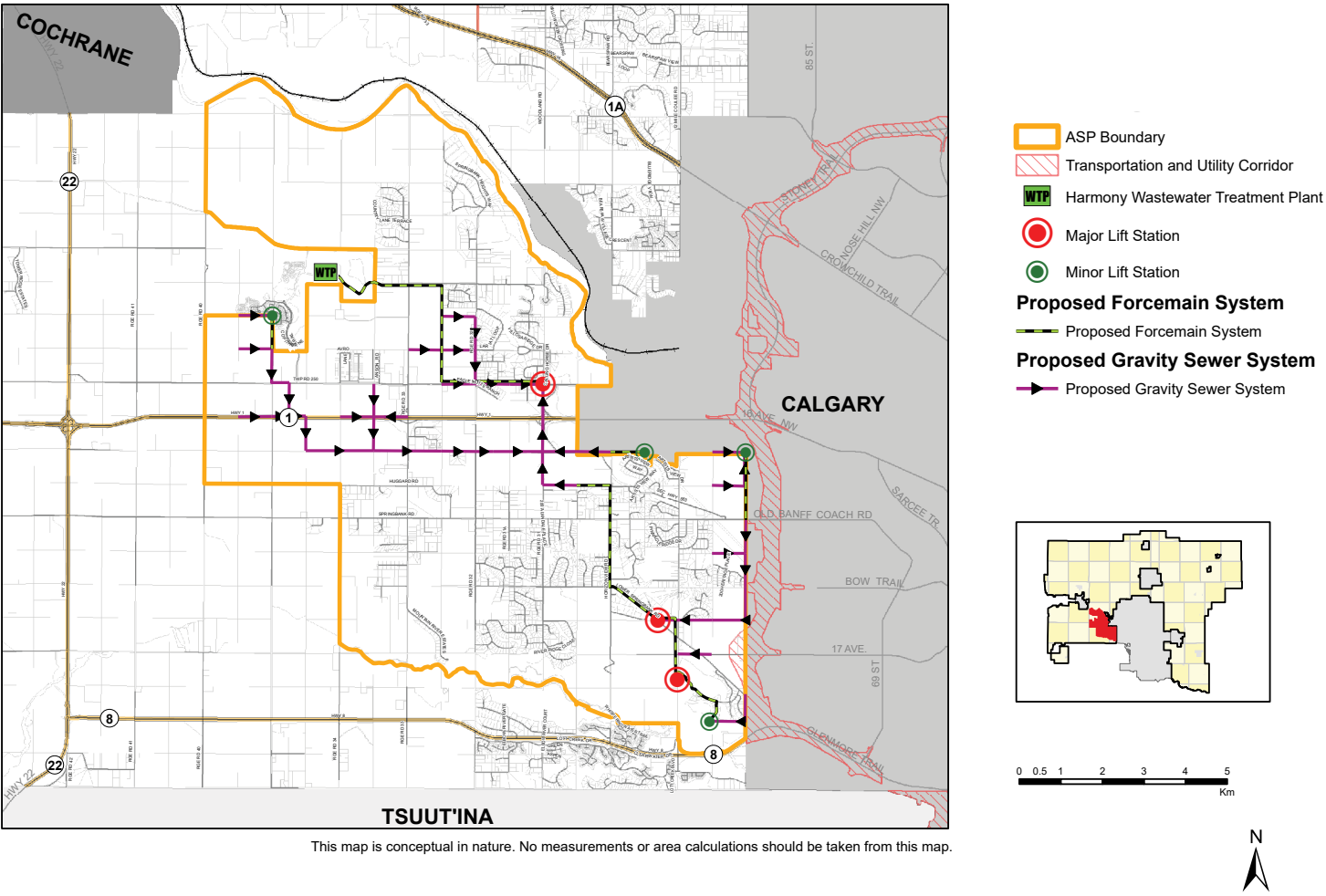
23 STORM WATER

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, resource extraction, 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 Bearspaw 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 13: Storm Water Drainage Catchments shows the main drainage catchments in the Plan area.



THE SPRINGBANK 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).

Map 12: Waste Water Servicing

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 to 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

Master Drainage Plan

- 23.1** 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 ASP Master Drainage Plan, any existing sub-catchment Master Drainage Plans for the area, and the policies of this Plan.
- 23.2** 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.

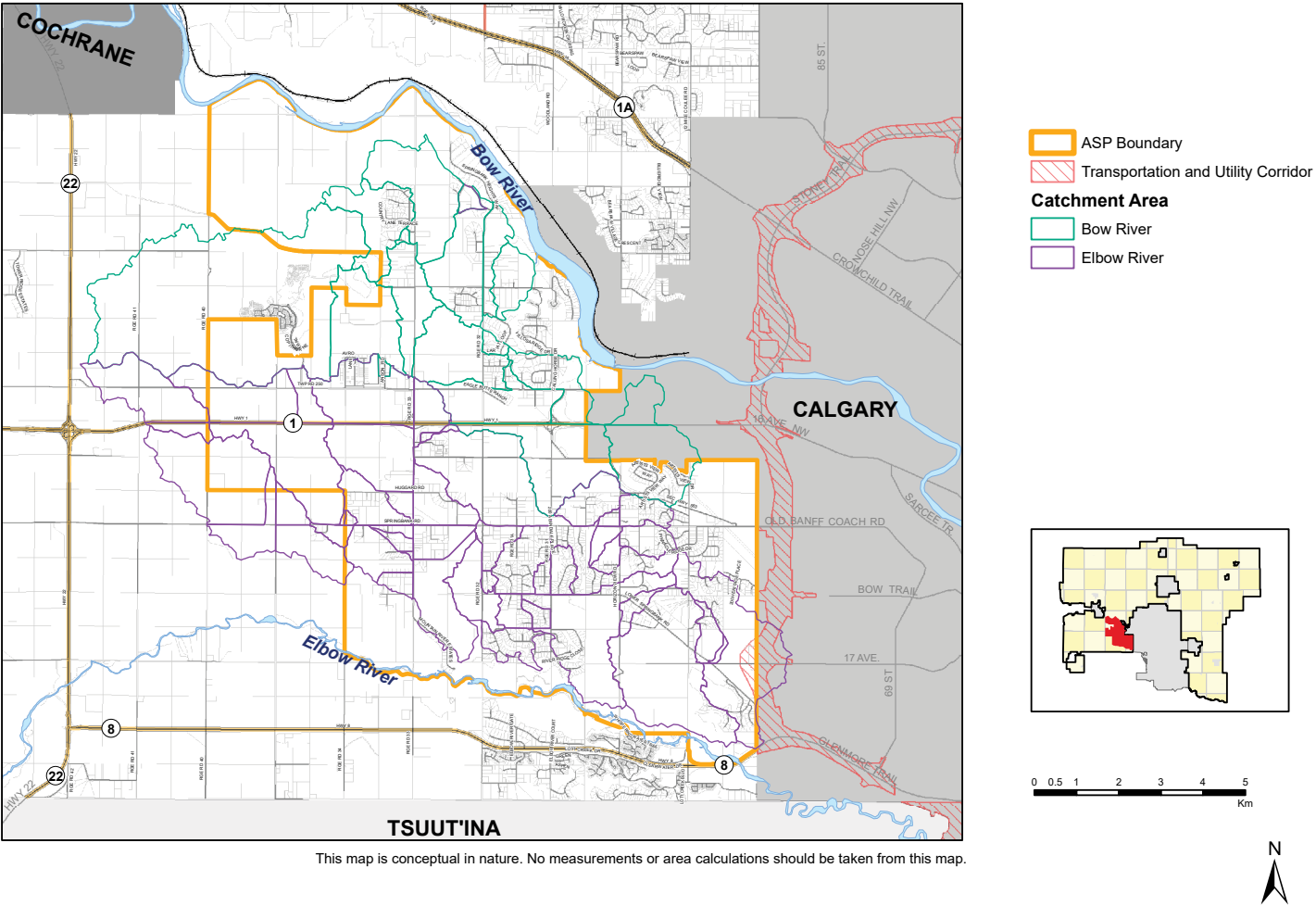
- 23.3** The location of the storm water conveyance systems shall be protected as part of the development process, in general accordance with Map 13: Storm Water Drainage Catchments.
- 23.4** All development shall conform to the recommendations outlined in the Springbank Master Drainage Plan regarding release rates, volume control targets, and assessment of downstream drainage constraints.
- 23.5** 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.
- 23.6** Storm water shall be conveyed in a manner that protects downstream properties and preserves the water quality of receiving water courses.
- 23.7** Storm water conveyance systems shall be designed to accommodate upstream storm water flows, to the satisfaction of the County.

Storm Water Ponds, Constructed Wetlands, and Wetlands

- 23.8** Proposed storm water ponds should be enhanced with bio-engineering techniques,

wherever possible, to promote volume control and water quality within the Plan area.

- 23.9** 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.
- 23.10** 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.



Map 13: Storm Water Drainage Catchments

STORM WATER POND:
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.

CONSTRUCTED WETLAND:
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.

WETLAND:
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.

23.11 Storm water ponds servicing more than one lot should be located on Public Utility Lots.

Reduce, Recycle, and Reuse

23.12 The County shall support lot-level best management practices that reduce impervious surfaces, clean or filter runoff, and allow for reuse of storm water for non-potable purposes.

23.13 The County will support proposals for storm water re-use through purple pipe system in accordance with provincial requirements.

Standards and Design

23.14 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.

LOW IMPACT DEVELOPMENT (LID):

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.

24 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

- 24.1** The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction and development.
- 24.2** Waste minimization and waste diversion practices are to be encouraged in the Plan area.

Industrial / Commercial

- 24.3** Industrial / Commercial business owners shall be responsible for providing their own solid waste services and shall include waste minimization and waste diversion practices.
- 24.4** 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

- 24.5** 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.

25 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

- 25.1** In association with Rocky View County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in the Springbank Plan area.
- 25.2** Fire services in the Plan area shall be provided from existing County emergency service facilities, and where appropriate, by contract from adjacent municipalities.
- 25.3** Rocky View County and The City of Calgary shall explore partnerships for the delivery of emergency services, where appropriate.

- 25.4** Policing in the Plan area shall be provided by the Royal Canadian Mounted Police (RCMP) as per the Provincial Police Service Agreement, until such time as another policing solution is required or sought out.
- 25.5** 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.
- 25.6** In preparing local plans, development proponents shall work with the County to identify any potential land requirements for fire and protective services.
- 25.7** Local plans shall address fire and protection response measures as well as on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, and fire control measures.
- 25.8** Crime prevention through environmental design features should be considered and incorporated into the design and construction of all new development wherever possible.
- 25.9** 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.

EMERGENCY SERVICES FACILITY:

An emergency services facility is a site and building(s) containing the staff, equipment, and other apparatus required to deliver fire and/or protective services within the County and may include facilities and space for other related services.

Actions

1. The County shall explore potential for joint municipal communications between developers and Councils to set expectations and increase understanding on service delivery.
2. 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.

26 FLOOD RISK MANAGEMENT

The Plan area has the benefit of bordering both the Bow and Elbow Rivers, but this also brings significant flood risk to those lands adjacent to the rivers. 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

- 26.1** No development in the Plan area shall take place within the floodway or flood fringe of the Bow and Elbow Rivers, 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.

26.2 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.

26.3 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 towards lower flood risk areas (greater than 1:1000, where possible) and on implementing other measures that would limit flood risk.

27 RENEWABLE RESOURCES

As Rocky View County expands, so do its energy requirements. Ensuring a secure and sustainable supply of energy will be important to the area’s future prosperity. Across Canada, an increasing number of communities are engaged in the process of sustainable energy planning.

The Springbank area has a natural advantage for the development of renewable energy initiatives such as wind and solar, and this section aims to encourage the growth and use of these resources, where compatible with Springbank’s rural character.

Objectives

- Support opportunities for renewable energy generations that reduce dependence on fossil fuel.
- Promote innovative technologies and processes to achieve environmental goals.
- Encourage the use of solar photovoltaic systems (PV) on rooftops and in agricultural settings.

Policies

General

- 27.1** Local plans should identify renewable and low-carbon energy opportunities available at the district or neighbourhood scale.
- 27.2** Developments are encouraged to assess the feasibility of solar energy equipment on new buildings through consideration of environmental and economic benefit.
- 27.3** Renewable energy generation projects should be supported in accordance with the intent of this plan, the applicable policies, bylaws, and standards, and applicable provincial regulations.

IMPLEMENTATION

28 IMPLEMENTATION

The Springbank ASP outlines the vision for physical development of the Springbank area and provides guidance with respect to infrastructure requirements, land use, subdivision, and development. The purpose of this section is to describe the implementation process, provide detail on the sequence of development, ensure adherence to the Springbank Area Structure Plan policies and strategies, and identify follow-up actions required for Plan 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

- 28.1** 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.
- 28.2** Local plans are to be prepared as per the policies of this Plan and, in order to be deemed complete, should include the applicable information set out within Appendix B of this Plan.

- 28.3** Subdivision applications shall address and adhere to the requirements of the local plan and the policies of this Plan.
- 28.4** 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.
- 28.5** Where a local plan is not required, or is silent on a subject, the relevant policies of the Springbank ASP and County Plan shall apply to redesignation and subdivision applications.
- 28.6** 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) Rocky View West Recreation Master Plan;
 - d) Rocky View County Solid Waste Master Plan; and
 - e) Rocky View County Servicing Standards.
- 28.7** 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 F) 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.

- 28.8** The principal consideration in the phasing of all development within the Springbank ASP shall be the availability of efficient, cost effective, and environmentally responsible utilities.
- 28.9** 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.
- 28.10** Criteria established in Sections 11 and 12 of this Plan shall guide the sequencing for Special Planning Areas 1-5 and Future Expansion Areas 1 and 2.

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 County Plan. However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

- 28.11** The Springbank Area Structure Plan shall be subject to an assessment and possible full review every 10 years in accordance with the County Plan, County Policy, and the Municipal Government Act.

Actions

- 1.** Actions are activities that need to be carried out by the County to achieve the goals, objectives, and policies of the Plan. The following are the recommended County actions to assist in the implementation of the Springbank Area Structure Plan.

Table 04: Implementation Actions

ACTION		SECTION
1	Develop architectural and community design guidelines that promote consideration of rural character, views, and landscape in new development.	9
2	The uses allowed and general regulations applied to Cluster Live-Work development areas shall be specified through amendments to the County's Land Use Bylaw, initiated either by the County or a submitted redesignation application.	8
3	Develop a Cluster Residential open space district within the County's Land Use Bylaw that provides for contemporary agriculture.	15
4	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.	21
5	In consultation with Alberta Transportation and The City of Calgary, develop design and appearance criteria for development adjacent to Highway 1, managing interjurisdictional constraints and opportunities, and promoting a high-quality development form for those traveling through or visiting Springbank.	21
6	The County shall explore potential for joint municipal communications between developers and Councils to set expectations and increase understanding on service delivery.	25
7	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.	25
8	Develop access management and road design requirements for 101st Street in collaboration with The City of Calgary.	20
9	Monitor and report on the Plan implementation as part of the yearly County Plan reporting.	28

29 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. Undeveloped lands within close proximity of the municipal boundary have largely been designated as Special Planning Areas. Prior to proceeding with development on 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. 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 west within the identified Future Expansion Areas, shall require engagement and coordination with The City.

The Plan contains a number of 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. 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 and ensure adherence to the Interim Growth Plan and Regional Growth Plan (once adopted).

Policies

- 29.1** Any applications within the Plan area adjacent to the city of Calgary, together with all relevant supporting technical documents, shall be circulated to The City; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on the city.
- 29.2** Development proposals adjacent to the city of Calgary shall ensure that transition and interface tools are used in alignment with Sections 21 (Scenic and Community Corridors), 14 (Transitions); effective cross-boundary transition and interface shall be achieved through continued collaboration with The City.

Local Plans, Redesignation, and Subdivision

- 29.3** Rocky View County shall ensure that local plans and applications for redesignation and subdivision of lands in areas adjacent to Calgary address:
- a) regional drainage and storm water quality;
 - b) alignment and connectivity of pathways and roadways with Calgary and regional mobility corridors, together with potential infrastructure improvements;
 - c) land use compatibility with adjacent municipal land uses;
 - d) gateway design elements; and
 - e) other appropriate policies of this Plan.

Divider photo

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.

Aggregate development relates to the extraction and/or processing of sand, gravel, clay, or marl that is excavated from the surface of a site, either in a processed or unprocessed form, but does not include such material that is expected to be unsuitable for sale.

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).

Compact 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.

Conceptual schemes are plans that are subordinate to an area structure plan. They may be adopted either by bylaw or by a resolution of Council. A conceptual scheme is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. 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'.

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.

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.

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.

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 28 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.

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

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. Open space may include current and future parks, environmentally significant areas, and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

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.

Petroleum facilities are plants, pipelines, and batteries used to process and transport oil and gas. Petroleum wells are producing, suspended, or abandoned oil and gas wells.

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. This cash-in-lieu is shared between the school boards and the recreation districts.

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.

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.

Villa Condo developments can suit a range of groups, including retirees and those with mobility impairments. The key characteristic of Villa Condo developments is that they provide an accessible and low-maintenance housing option. Units are single storey and are surrounded by common land that is maintained by a homeowners’ association or other private entity. They usually have a resident gathering space such as a community centre or place of worship.

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:

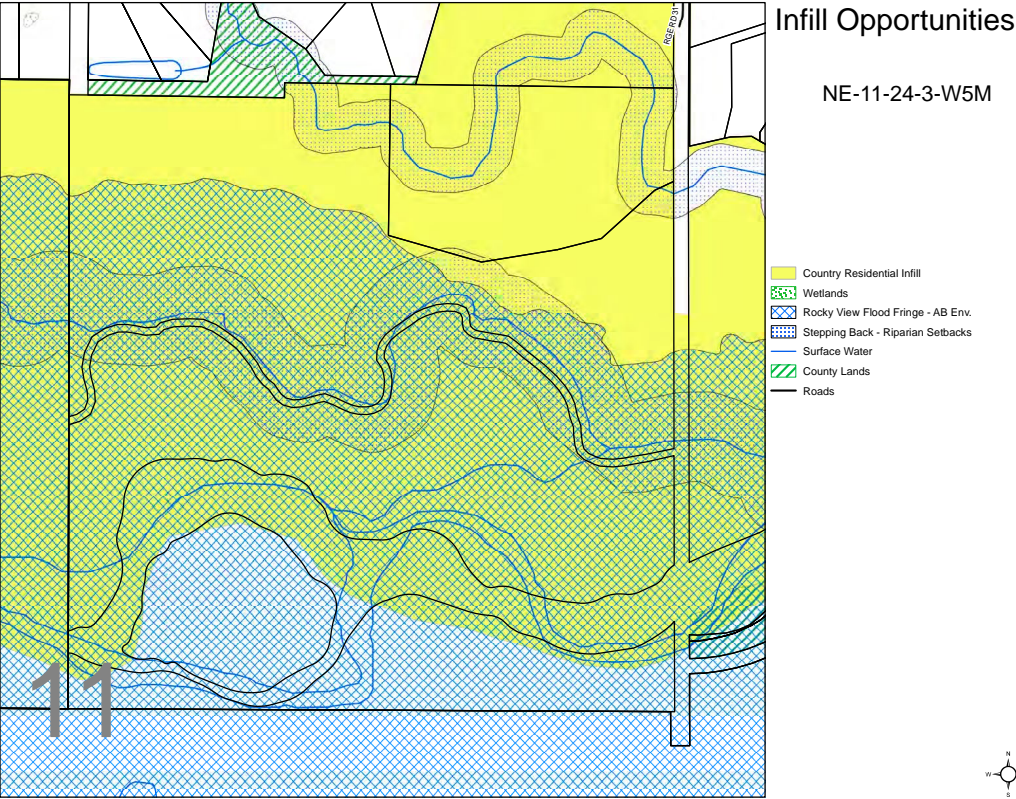
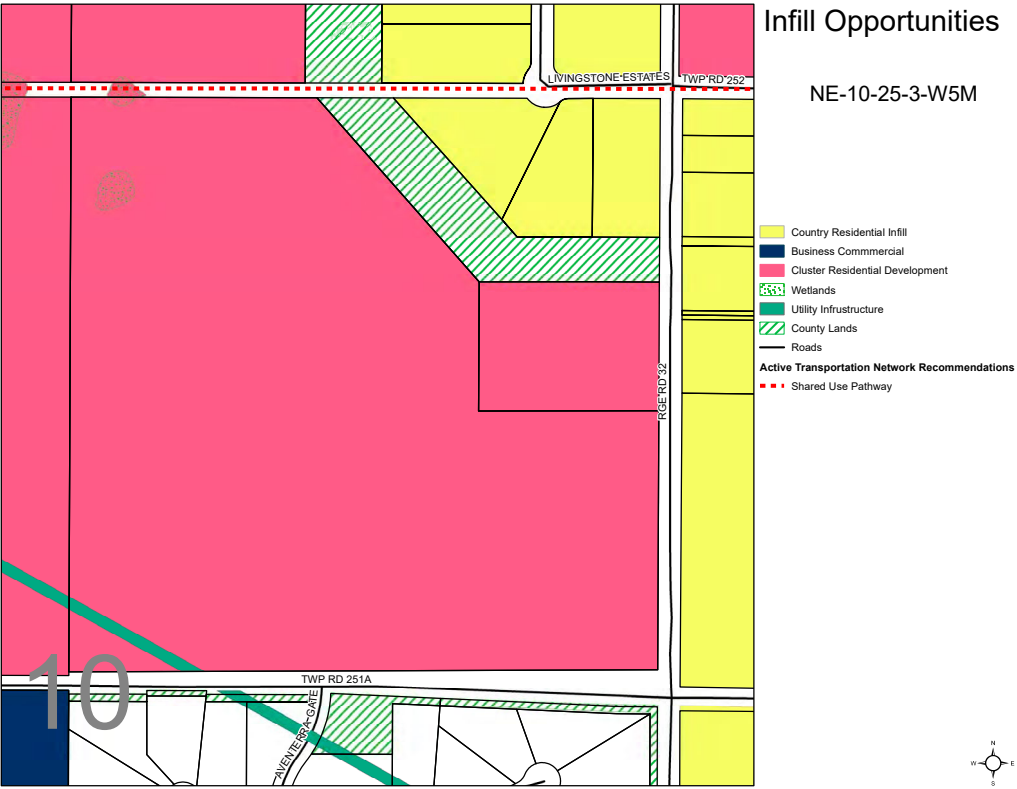
Table 05: Local Plan Requirements

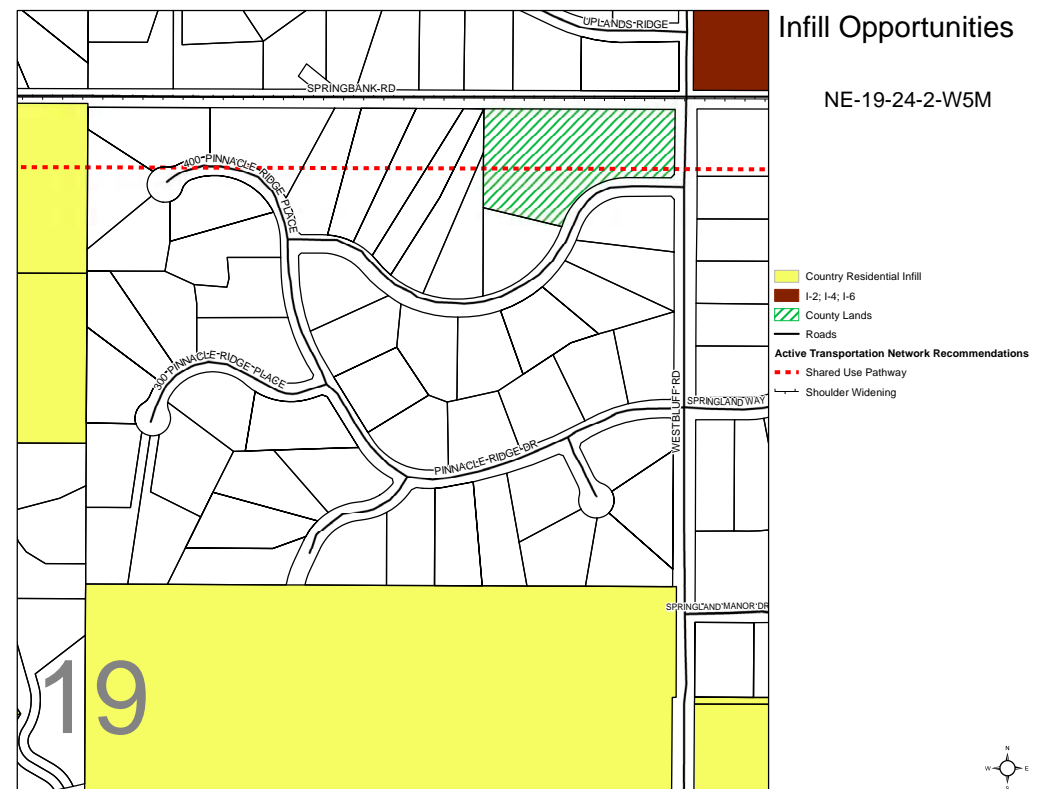
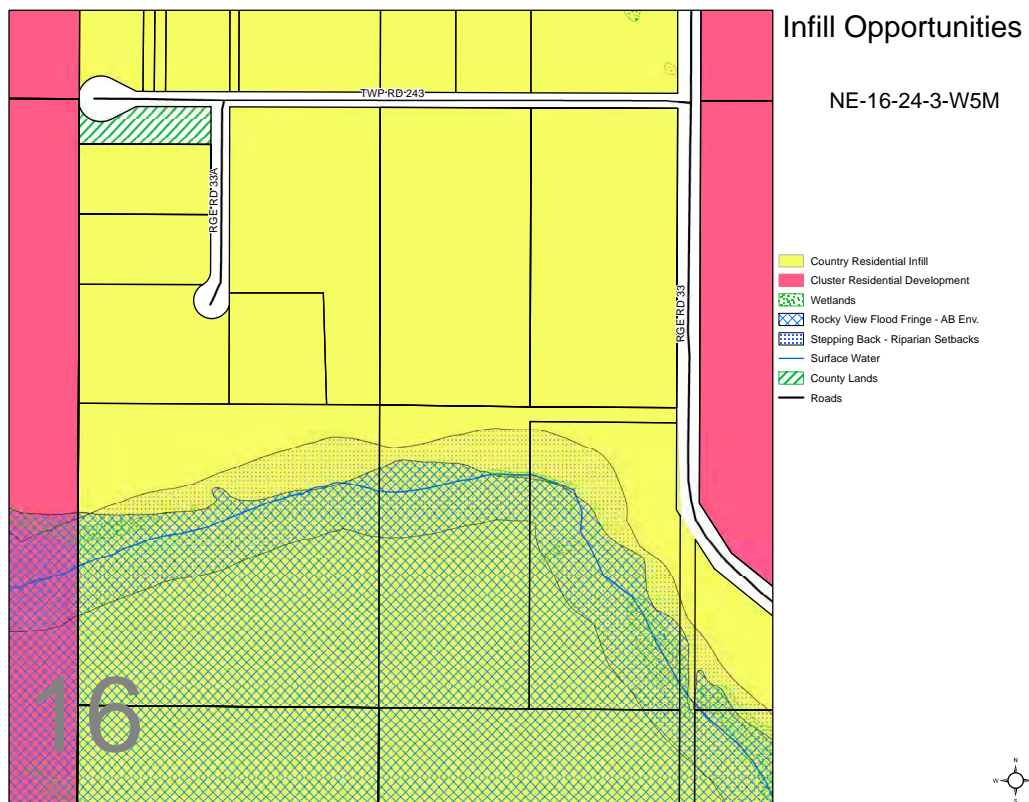
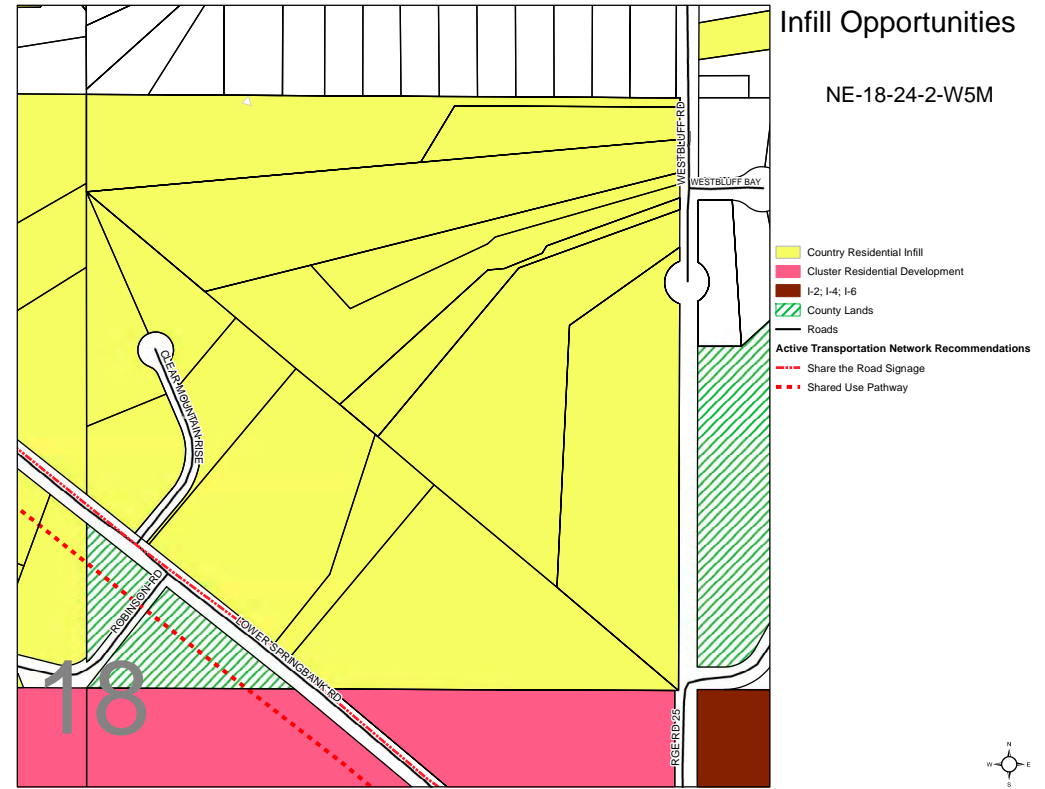
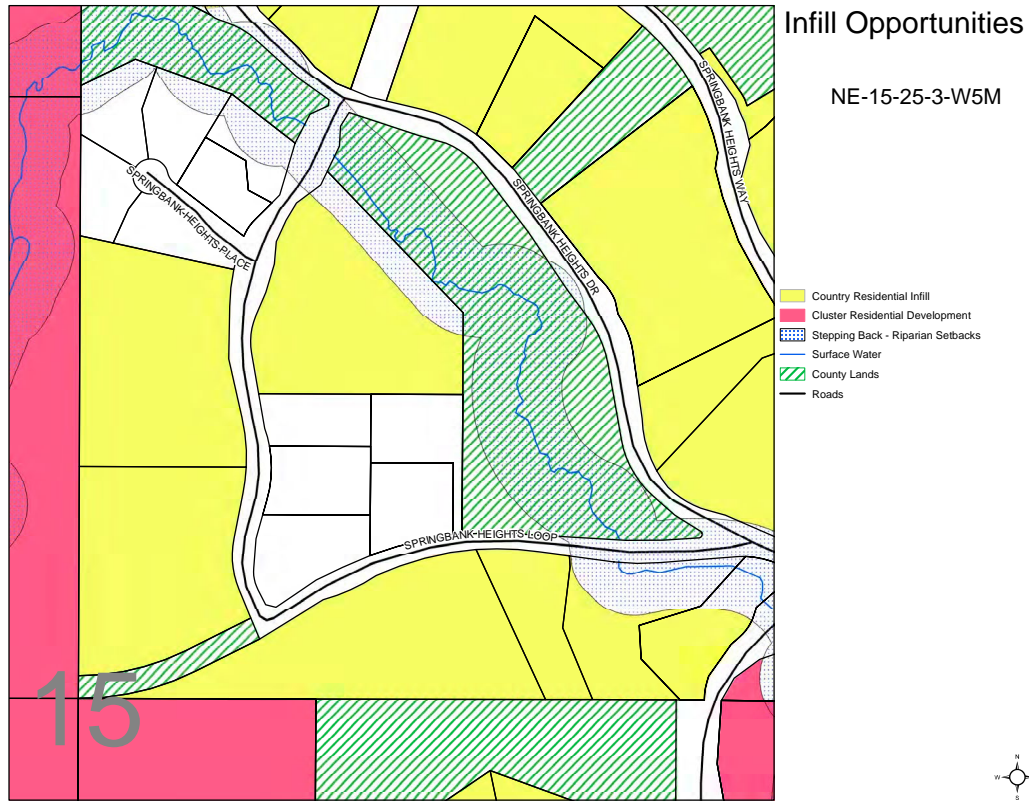
ITEM		APPLICABLE DEVELOPMENT
1	A description and evaluation of the local plan area including: a. topography, soils, vegetation, geotechnical considerations; b. environmental sensitivity and significance; c. agricultural capability, natural resources; d. existing land use, ownership, development, and adjacent land uses; e. archaeological and historical considerations; and f. existing utilities and transportation routes.	All.
2	A land use concept including a. a vision for the proposal; b. lot design and configuration; c. lot sizes; and d. phasing of the development.	All.
3	A rationale for determining the boundary of the proposed local plan area.	All.
4	Proposed residential densities, including calculations of gross and net densities and minimum, average and maximum lot sizes.	Residential and Cluster Live-Work.
5	An assessment of how the application facilitates active transportation connections and details of any active transportation connections proposed within the local plan area.	All development facilitating subdivision.
6	An assessment of how the local plan aligns with policies of the Springbank ASP.	All.
7	Water and waste water servicing strategies, supported by applicable technical information required by the County. Such strategies should also include identification of any required rights-of-way to connect to regional or decentralized networks.	All.
8	Proposals for municipal reserve dedication, where reserves are outstanding.	All developments facilitating subdivision.
9	A summary of all community engagement and feedback received prior to submission of the local plan application, together with a description of how feedback has been incorporated into the local plan.	All.

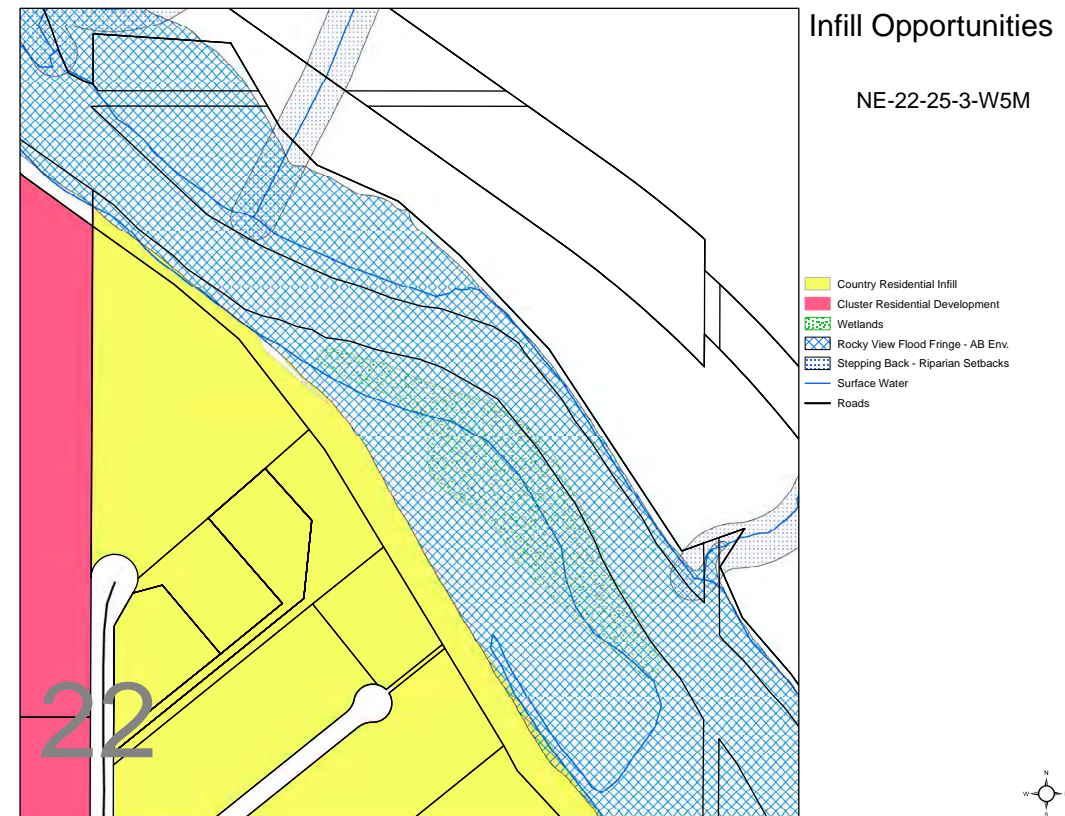
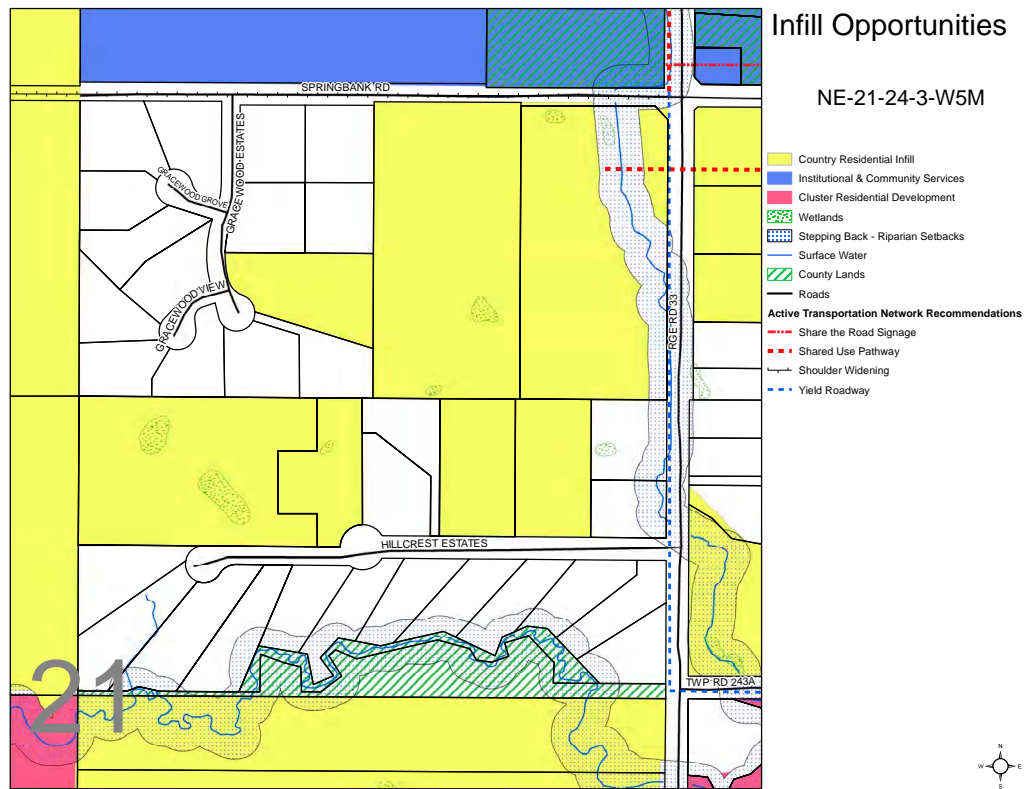
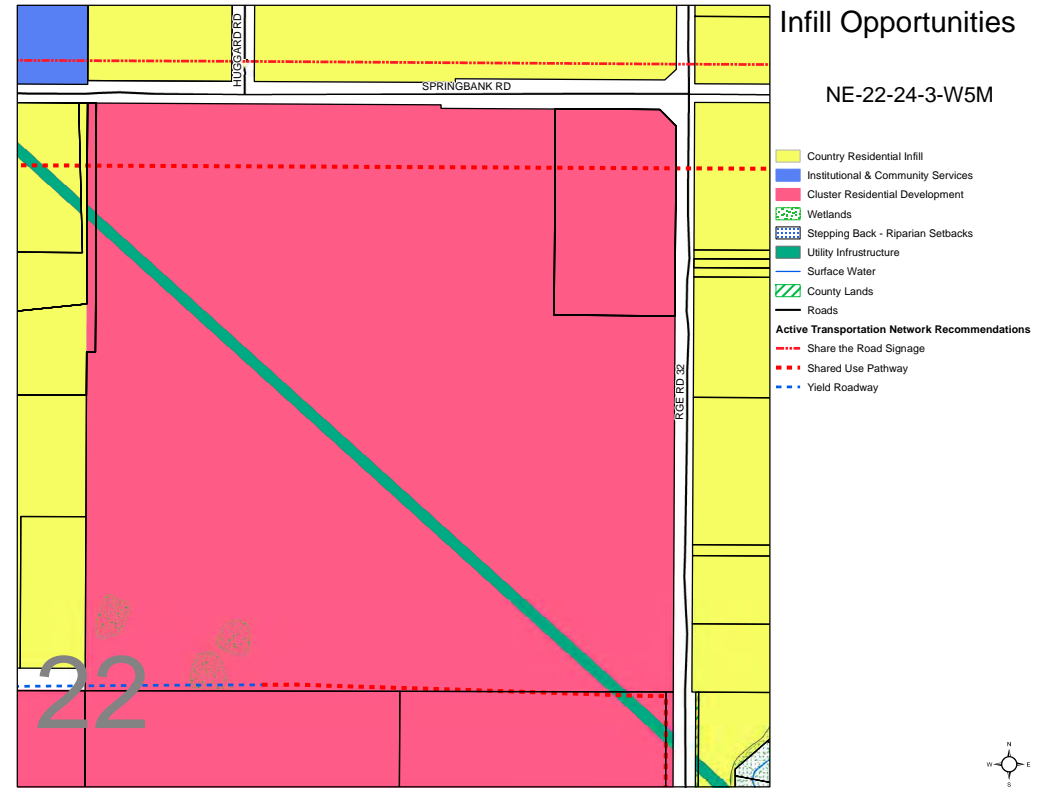
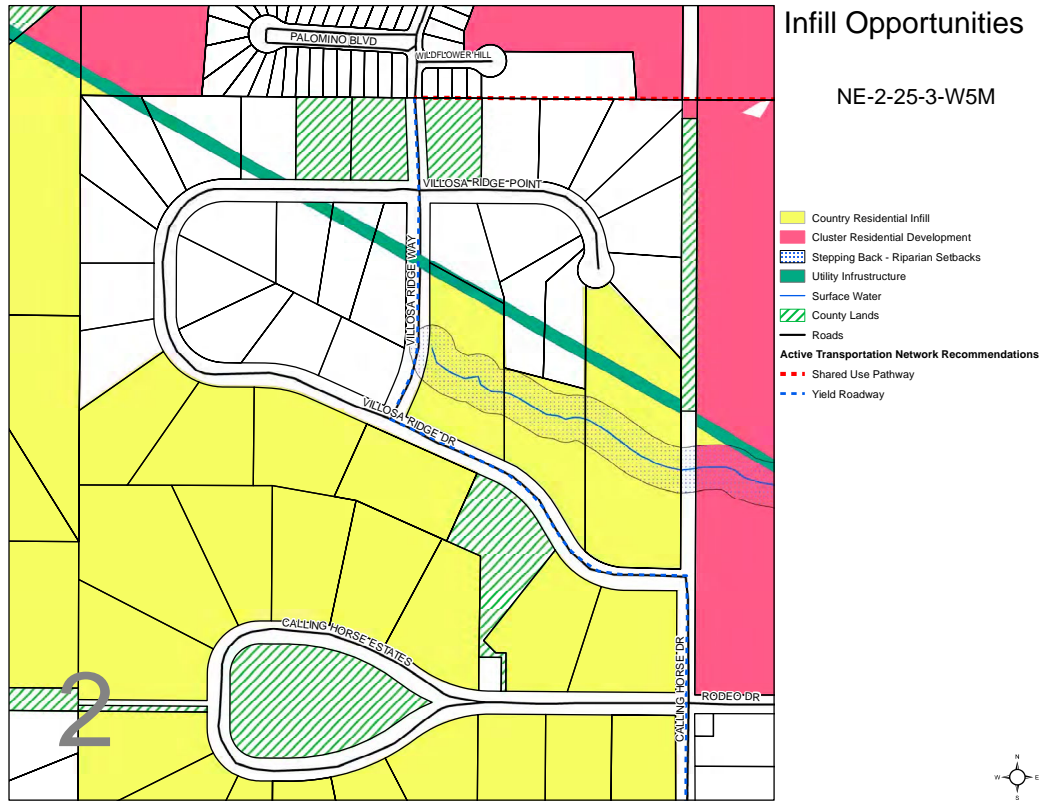
ITEM		APPLICABLE DEVELOPMENT
10	Mitigation to minimize impacts on surrounding land uses through appropriate spatial transition and interface measures..	All.
11	An open space plan including: <ul style="list-style-type: none"> a. a rationale for designation of the chosen open space areas; b. details of the natural and physical attributes of the open space identifying developable and non-developable lands; c. a calculation of the open space area; d. proposals for how the open space will be implemented, managed and maintained for public use; e. proposals for ensuring connectivity with adjacent open space and active transportation connections, either existing or designated by this ASP; and f. a description of any recreational, community or other uses that are proposed to connect, or be sited within the open space. 	Cluster Residential and Cluster Live-Work.
12	A landscaping plan that includes the following: <ul style="list-style-type: none"> a. site plans showing existing and a conceptual landscape design; b. an assessment of the existing landscape character; c. measures to screen any visually intrusive aspects of the development; d. proposals to retain important landscape features and boundary treatments; and e. maintenance proposals for existing and proposed landscaping. 	Business, Cluster Residential, Cluster Live-Work, Villa Condo, and Institutional and Community Services.
13	Proposals for design criteria that reflect Springbank’s unique character and rural setting and that covers: <ul style="list-style-type: none"> a. building placement and setbacks; b. building mass, height, and architectural appearance; c. location and screening of parking stalls and outside storage; d. use of appropriate landscaping and screening measures to soften the appearance of a site; e. the design of lighting installations to minimize sky glow, light trespass and impacts on wildlife; f. ensuring sensitivity to the development form and appearance of adjacent land uses; g. promoting a consistent development form and theme within the local plan area; h. maintenance of sight lines and open space, particularly for development adjacent to Highway 1; i. measures to ensure the unobstructed movement of wildlife across the local plan area; j. building design that promotes energy conservation and efficient use of land; and k. consideration of identified gateway areas and policies of the ASP. 	All.
14	A storm water strategy supported by applicable technical information required by the County and in line with the Springbank Master Drainage Plan.	All.
15	A road plan and design strategy that: <ul style="list-style-type: none"> a. promotes efficient and safe access and internal road circulation. b. highlights how the development promotes connectivity with adjoining lands. c. is supported by applicable technical information required by the County including, where necessary, a Traffic Impact Assessment. 	All.

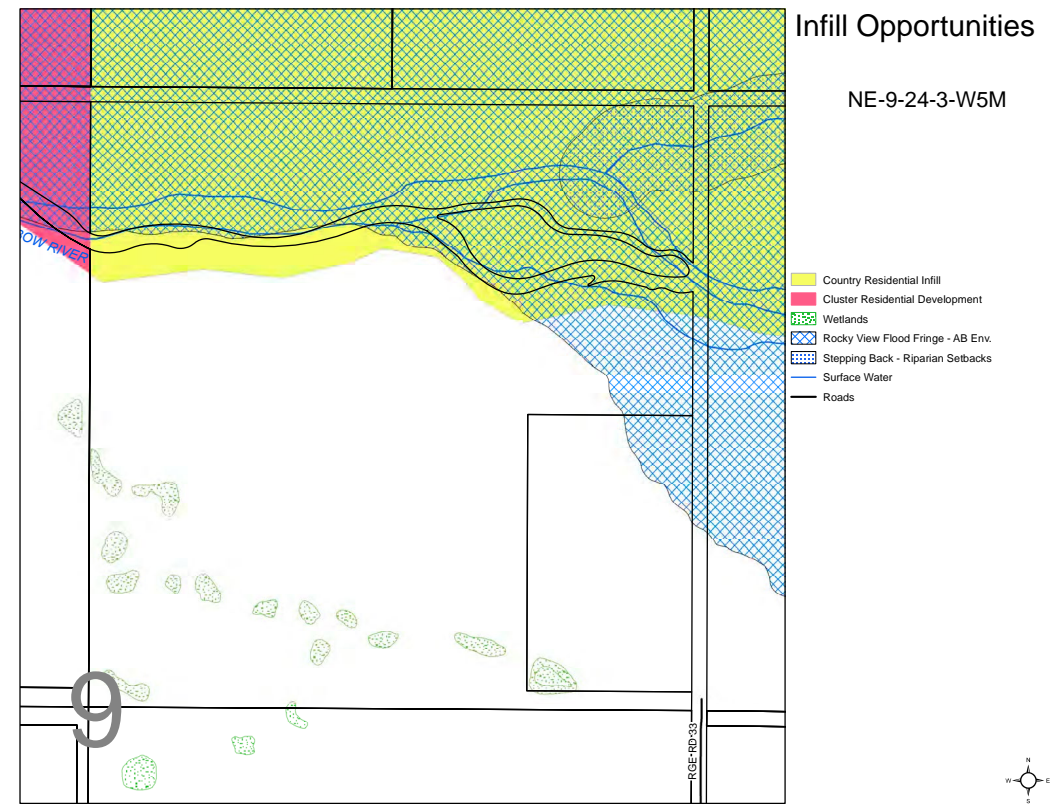
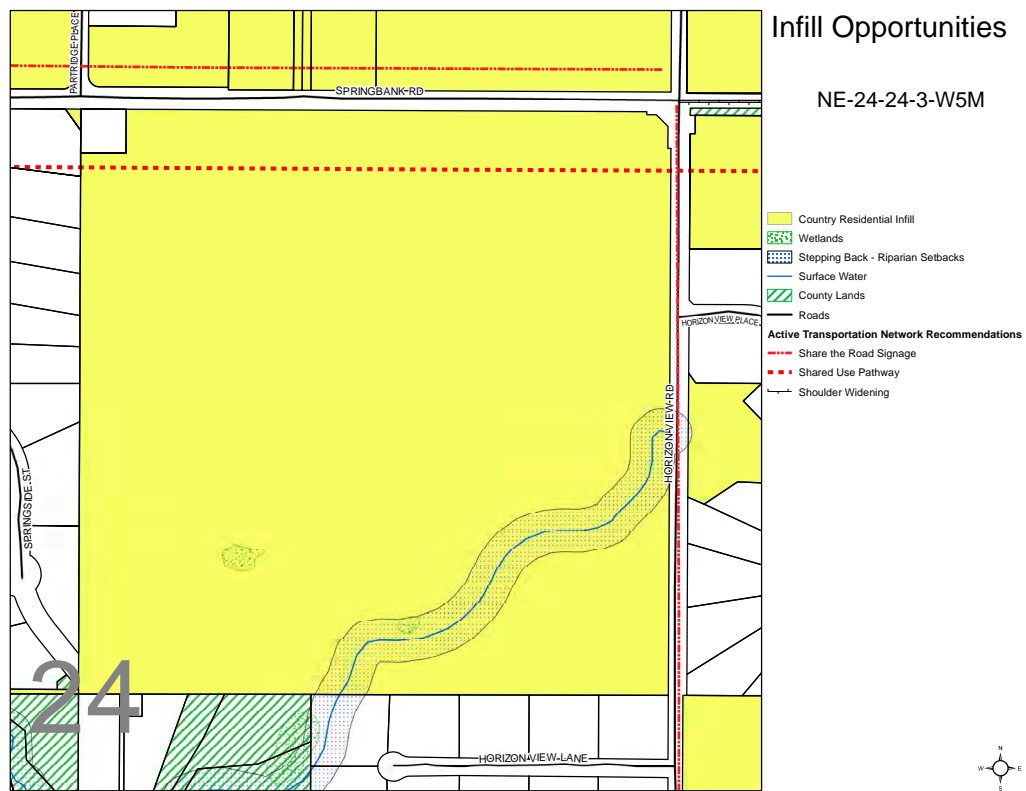
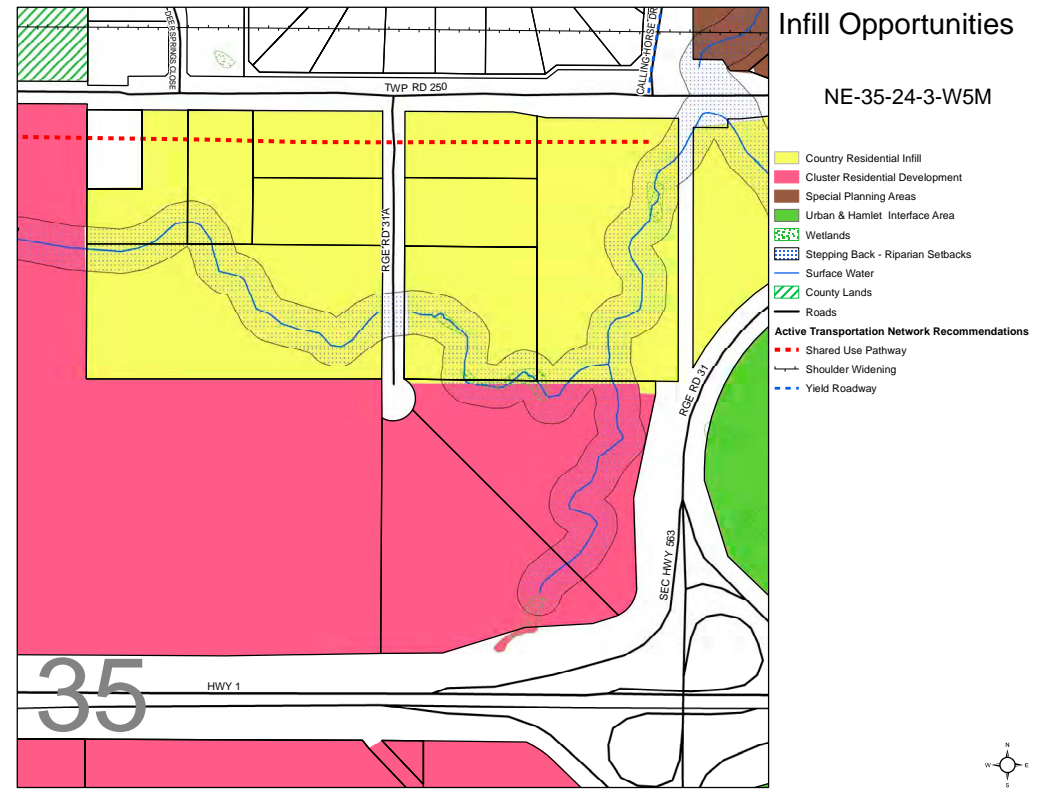
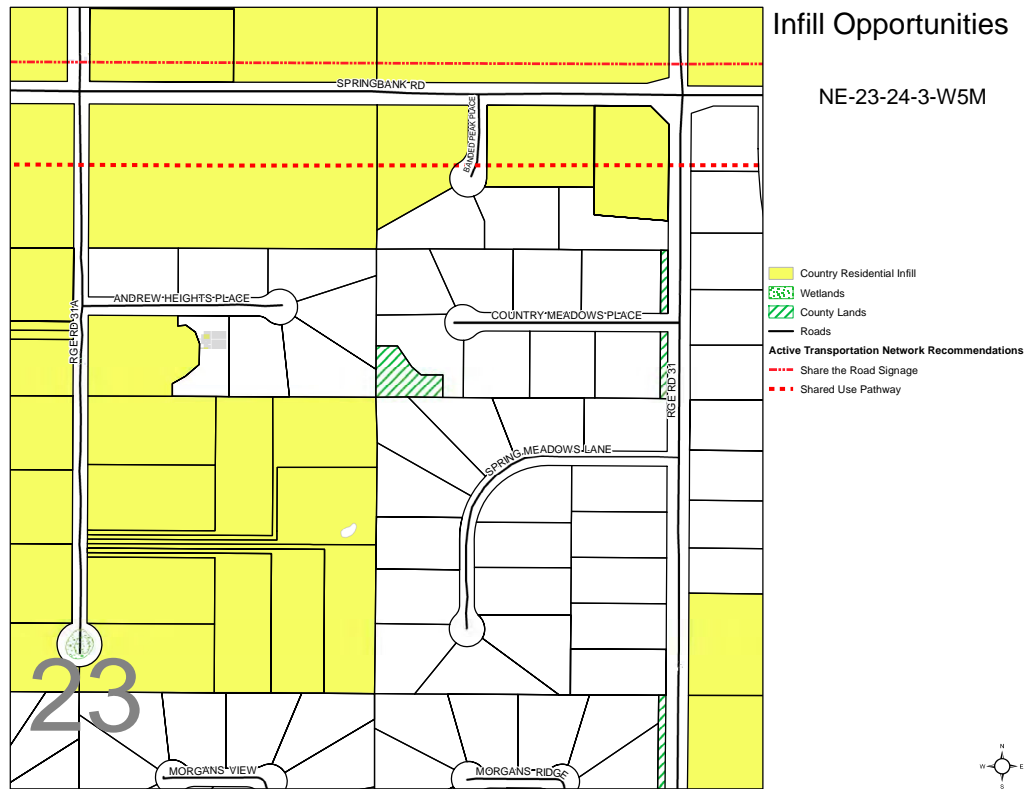
ITEM		APPLICABLE DEVELOPMENT
16	An environmental strategy noting all environmentally sensitive areas within and adjacent to the local plan area and measures for avoiding or mitigating impact on these areas. The strategy shall be supported by applicable technical information required by the County.	All
17	An assessment of compatibility with operations at Springbank Airport and a description of any measures to address potential impacts on the Airport or development itself.	All developments in proximity of Springbank Airport operations, including flight paths.
18	A description of how the proposal will address potential impacts upon agricultural operations, together with any impacts of agricultural operations on the development itself.	All developments adjacent to lands that are in agricultural use.
19	A solid waste management plan that: <ul style="list-style-type: none"> a. addresses the responsibility for, and level of service of, solid waste management through all stages of development, including occupancy; b. provides for innovative solid waste management practices that encourage, promote, and maximize landfill diversion and minimize waste material hauling; c. includes the infrastructure required to support solid waste and recycling management in public spaces; d. identifies the appropriate waste transfer stations / sites and recycling depots that serve the local plan area; e. conforms to the policies of the County’s Solid Waste Master Plan; and f. sets a solid waste diversion target for the construction stage and for the occupancy stage. 	All.
20	Proposals for incorporating Springbank’s heritage assets within the development, including the use of street and place naming reflecting local historic themes or physical features.	All.
21	Provide an assessment of how the County’s Commercial, Office, and Industrial Design Guidelines have been incorporated into the development.	Business development.
22	A summary should be provided of the: <ul style="list-style-type: none"> a. development purpose and benefit to the public; b. proposed days and hours of operation c. anticipated numbers employed; d. anticipated users of the development; e. parking requirements and measures to reduce transportation impacts upon the surrounding road network and adjacent land uses. 	Institutional and Community Services, Business development and Cluster Live-Work development.
23	All applicable technical assessments and reports required to support the development proposal as specified by municipal policies, plans and standards.	All.

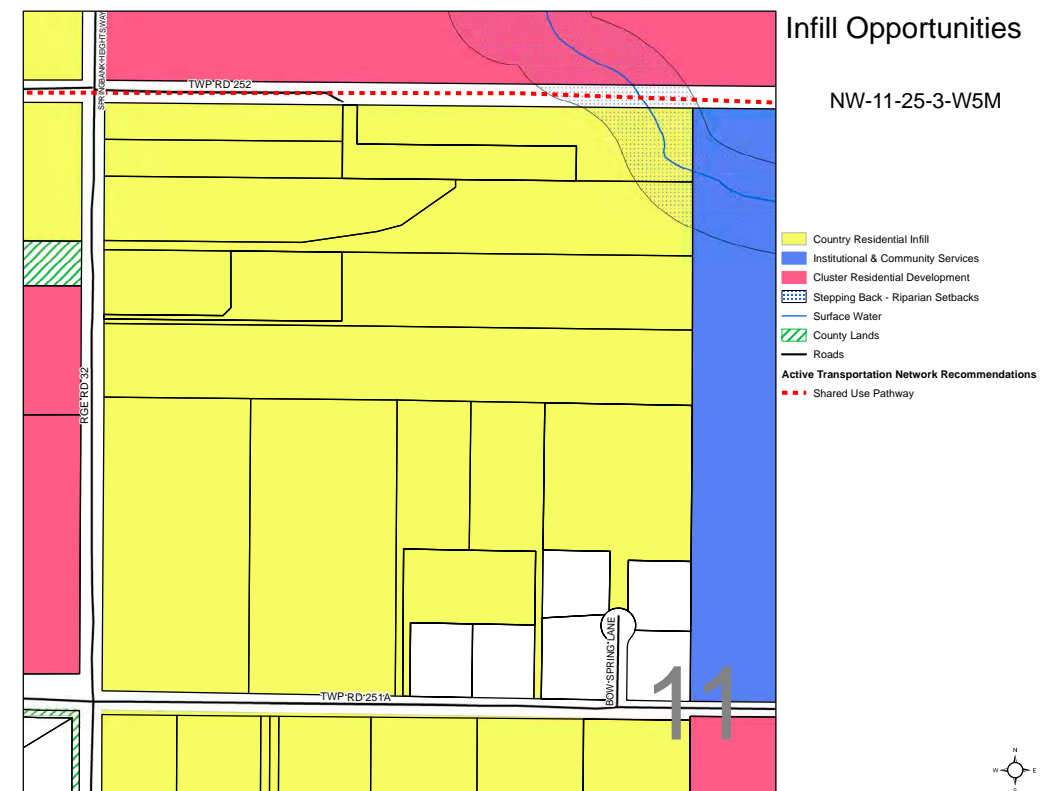
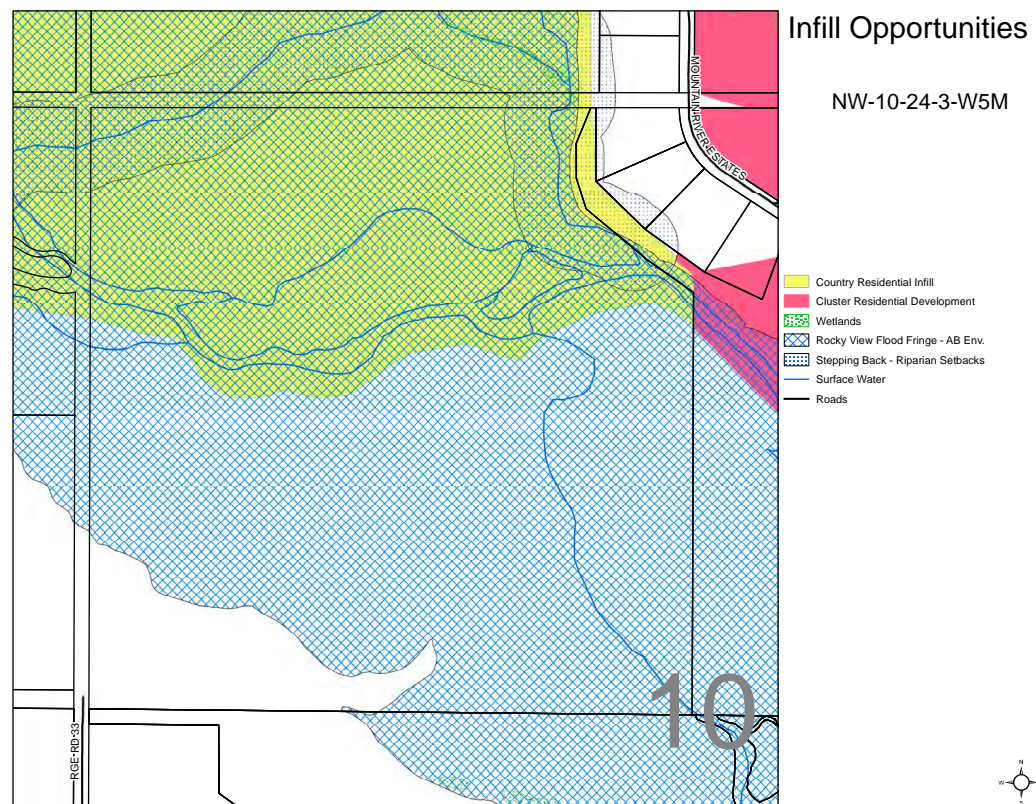
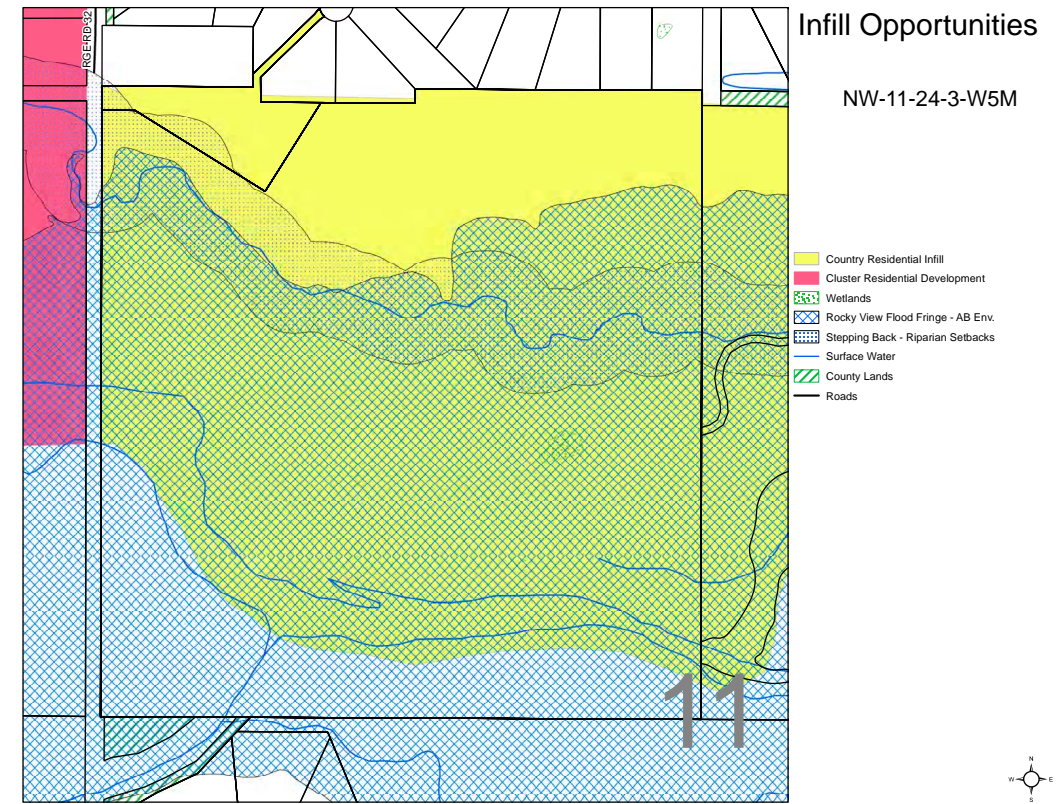
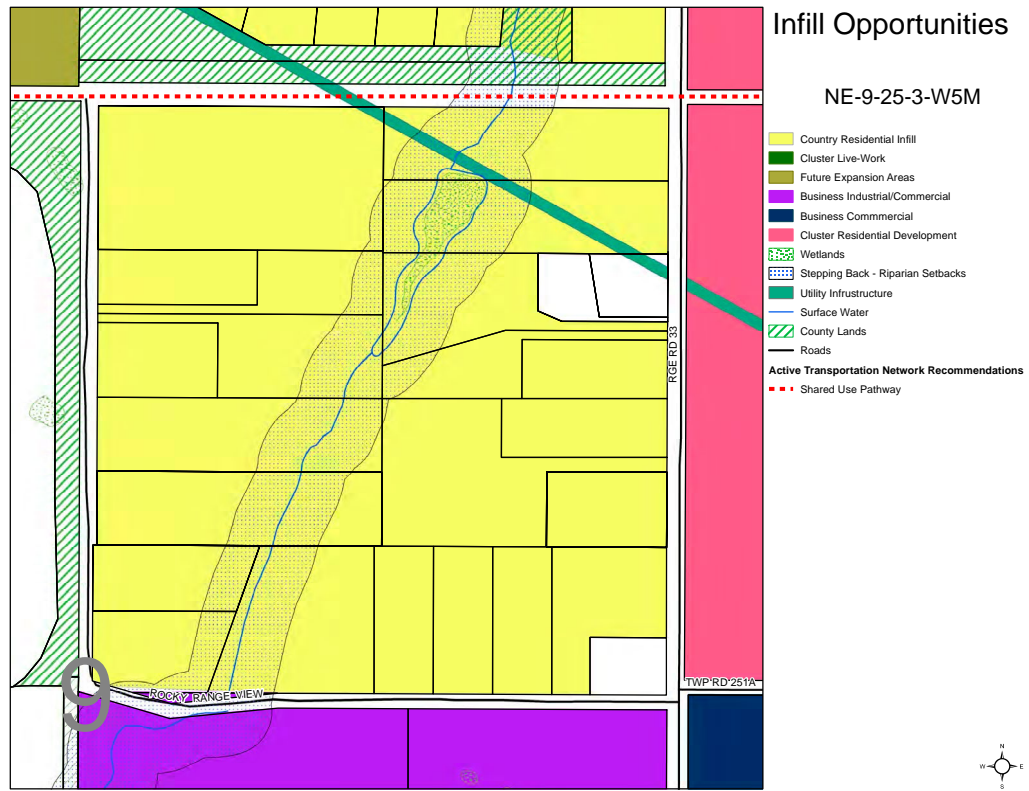
APPENDIX C: INFILL DEVELOPMENT CRITERIA

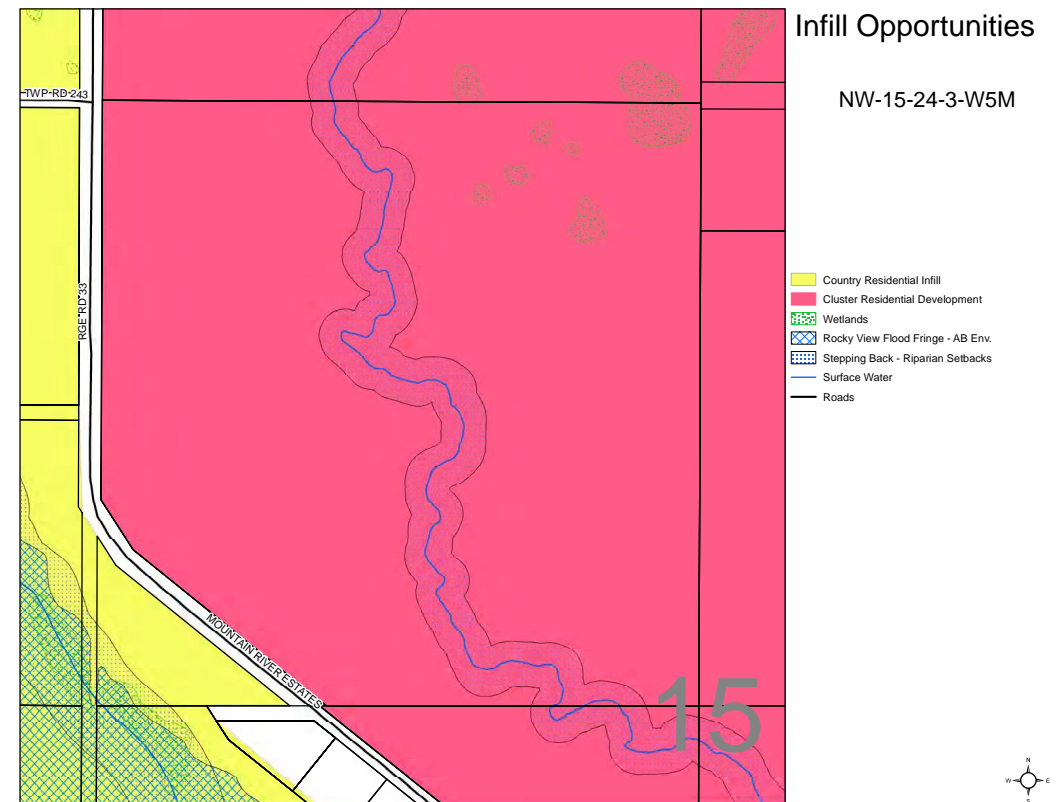
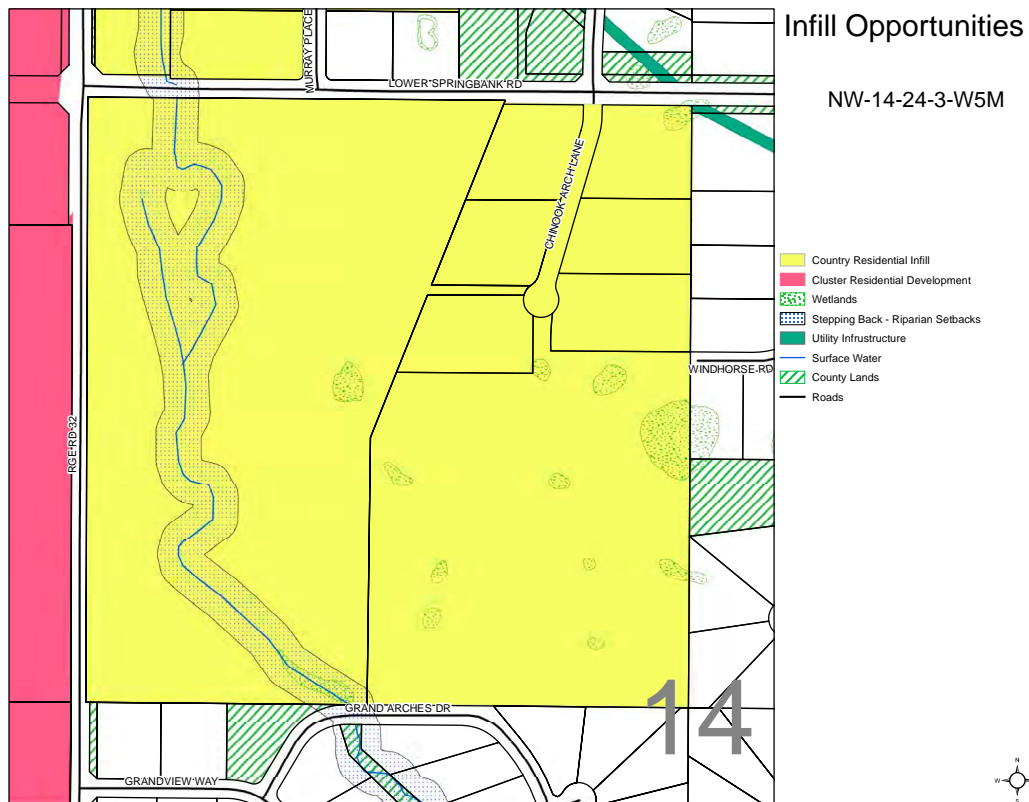
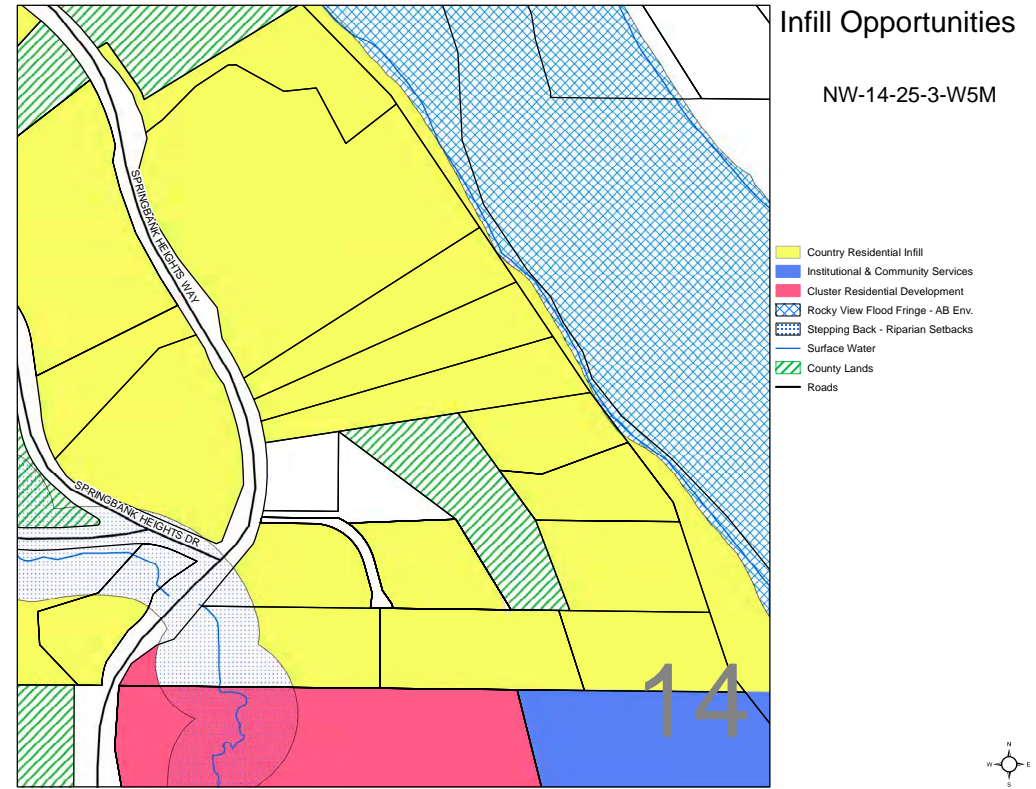
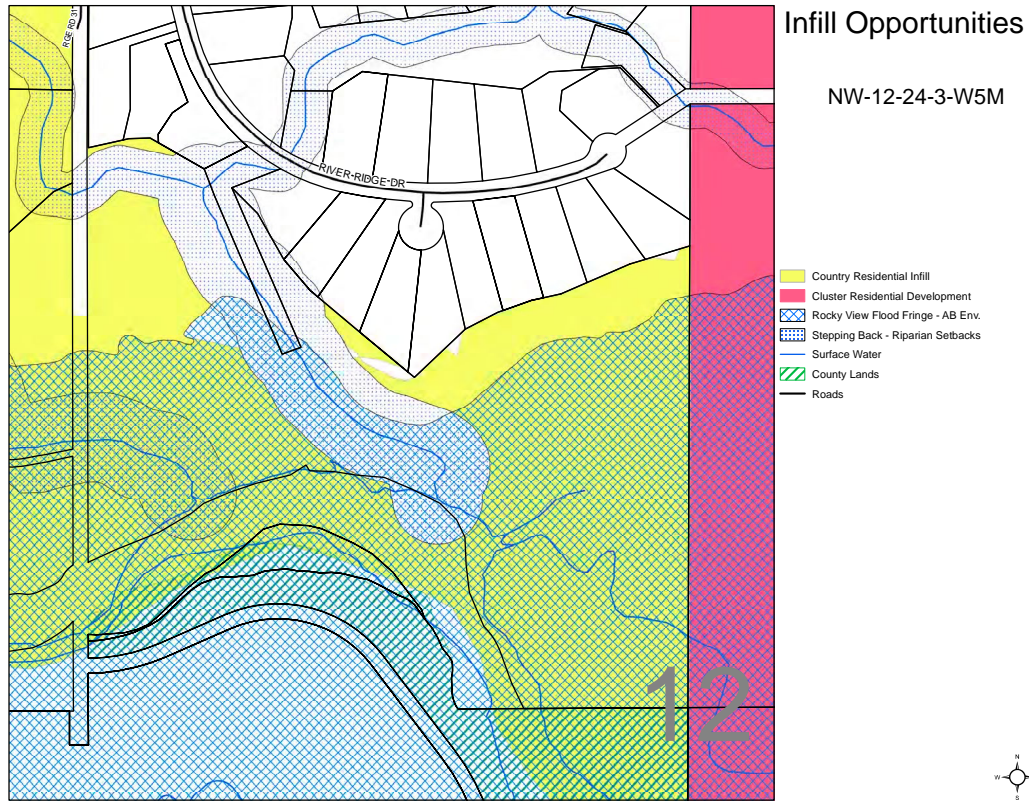


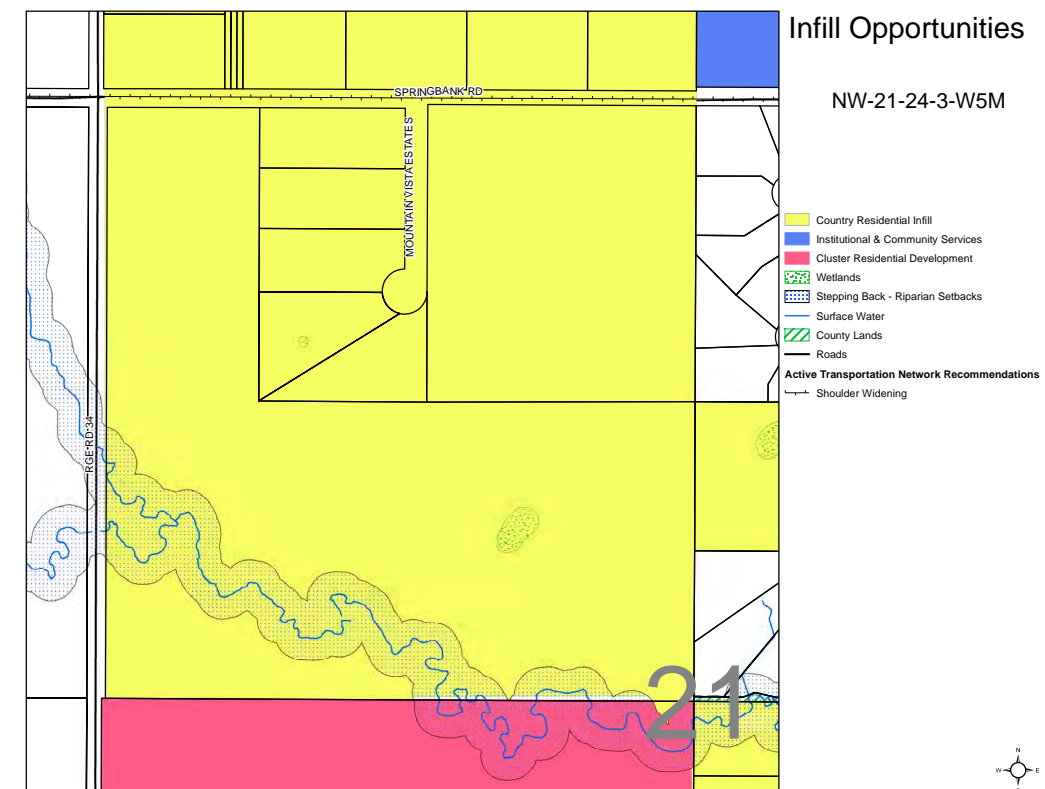
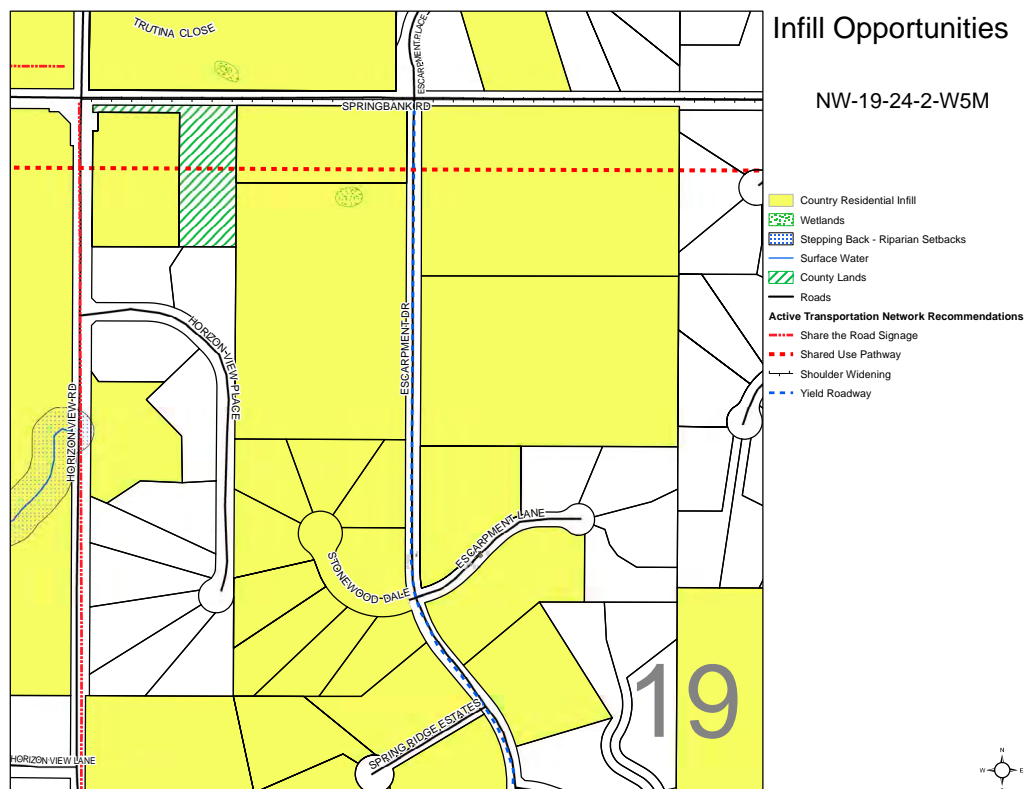
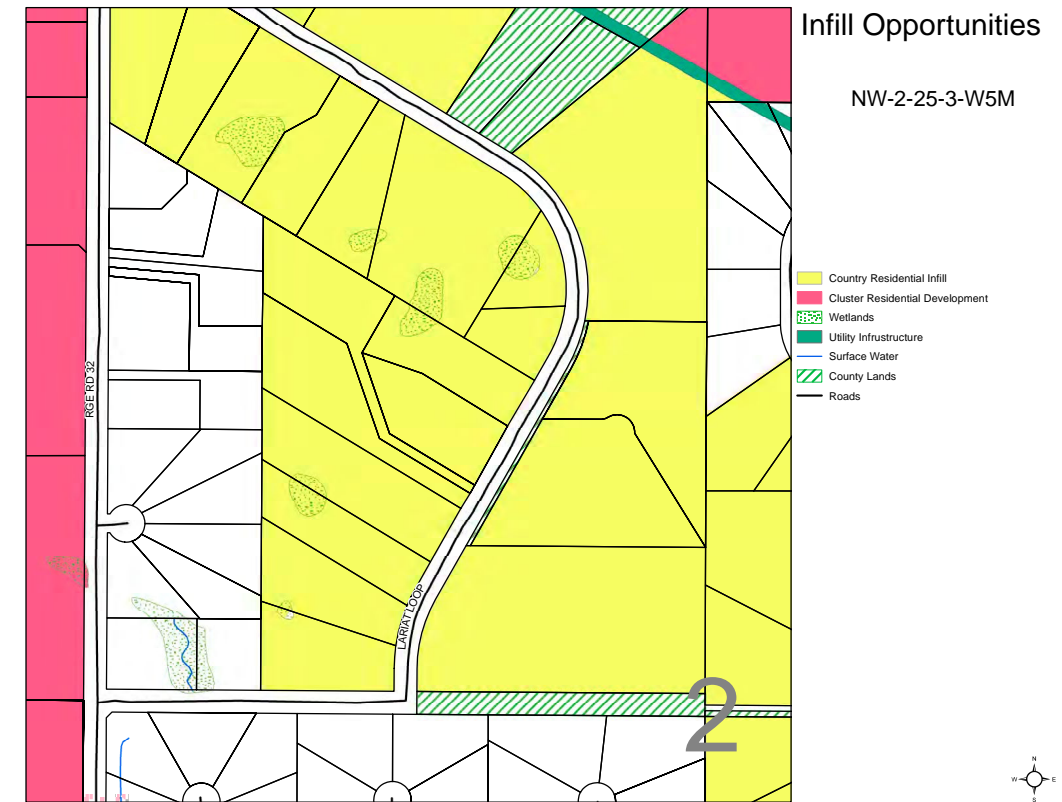
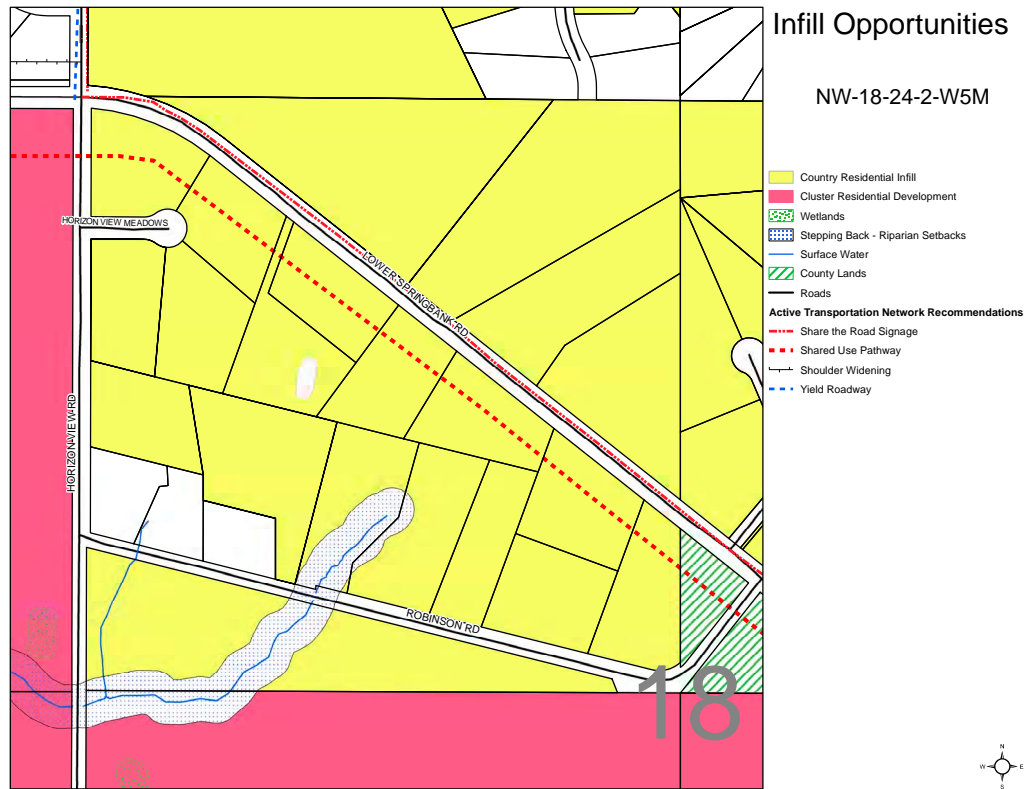


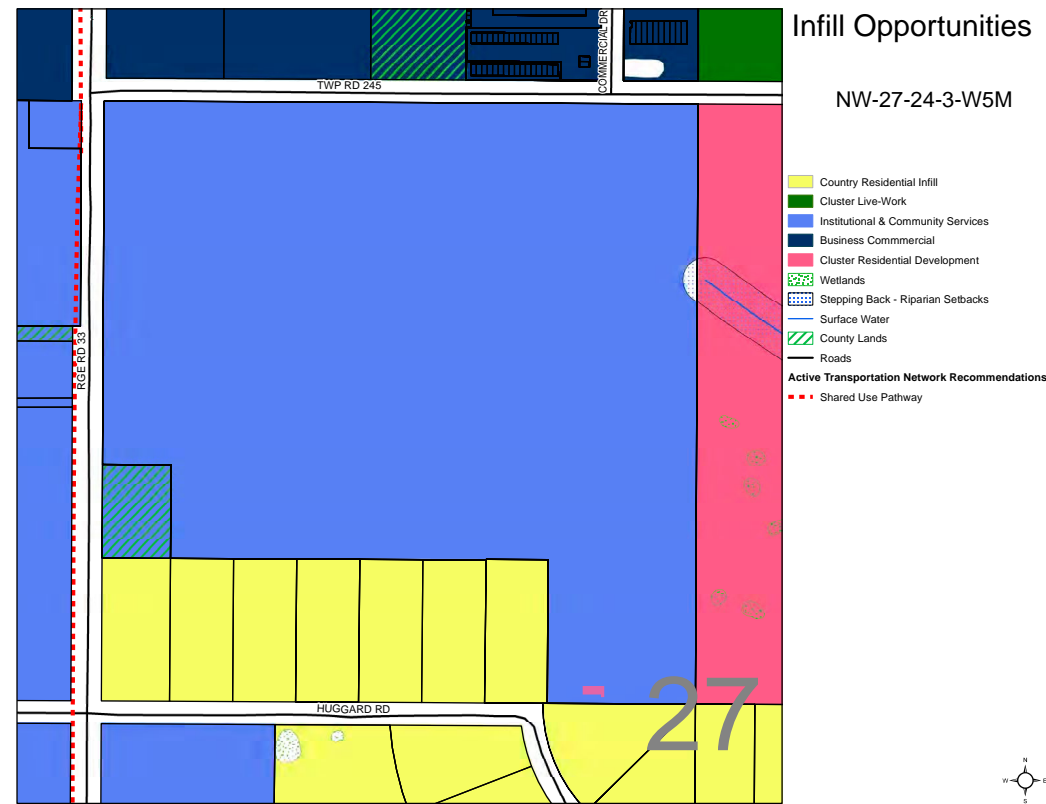
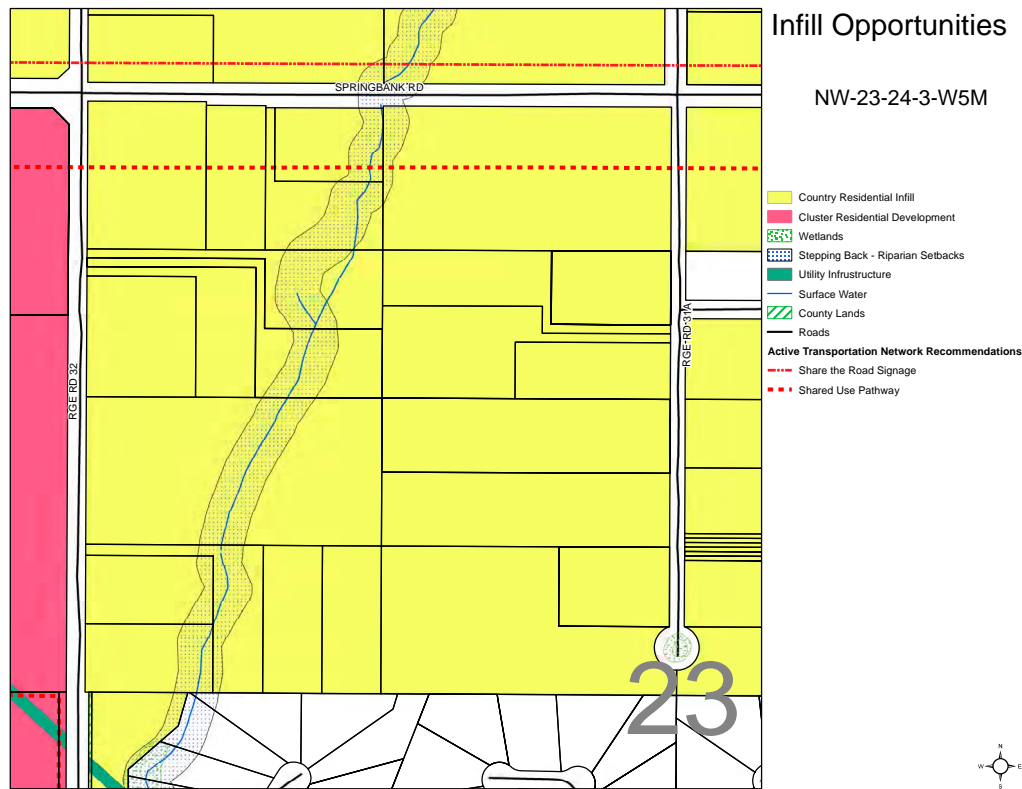
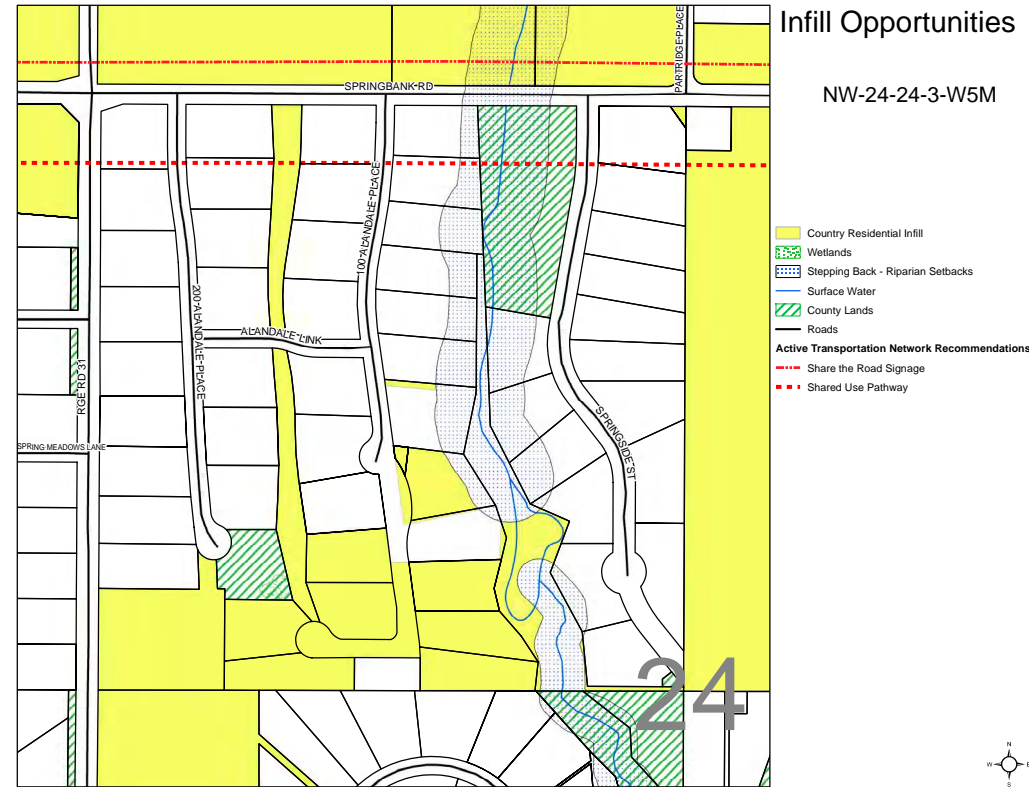
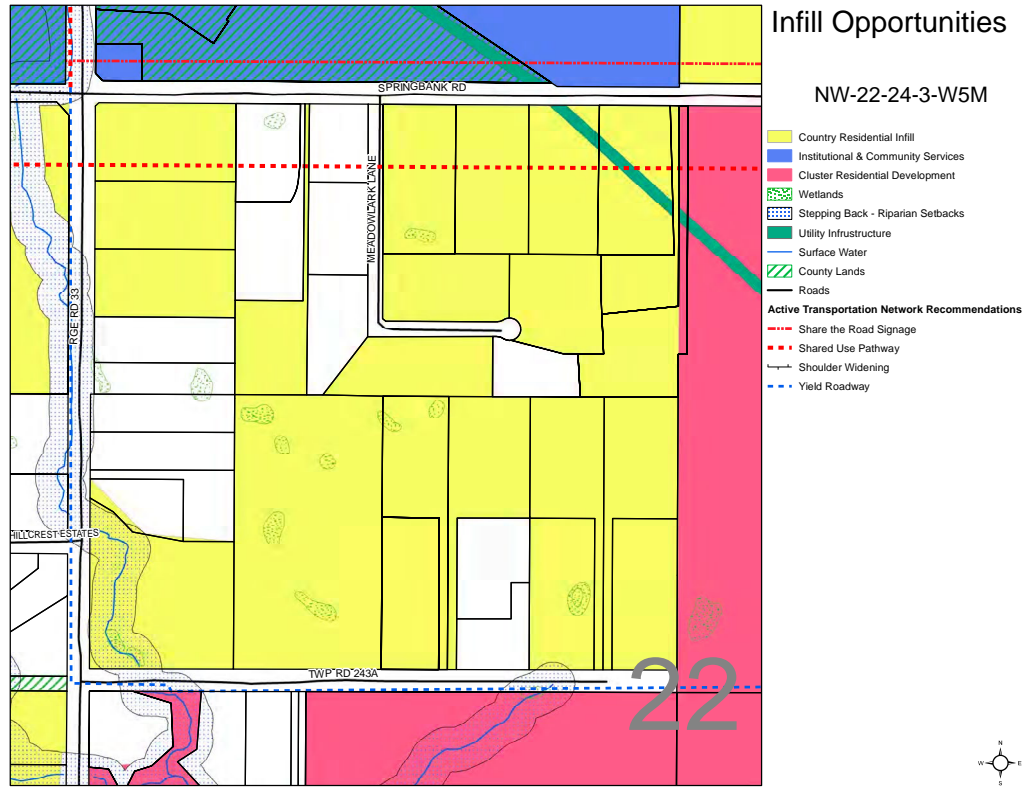


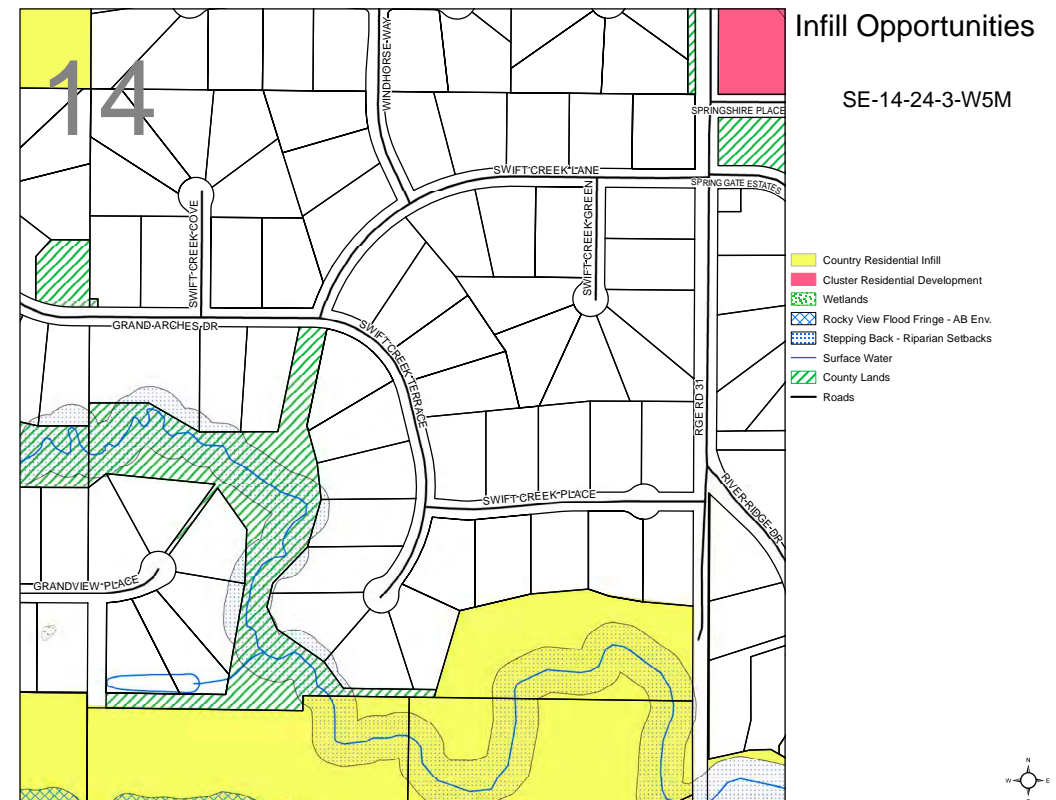
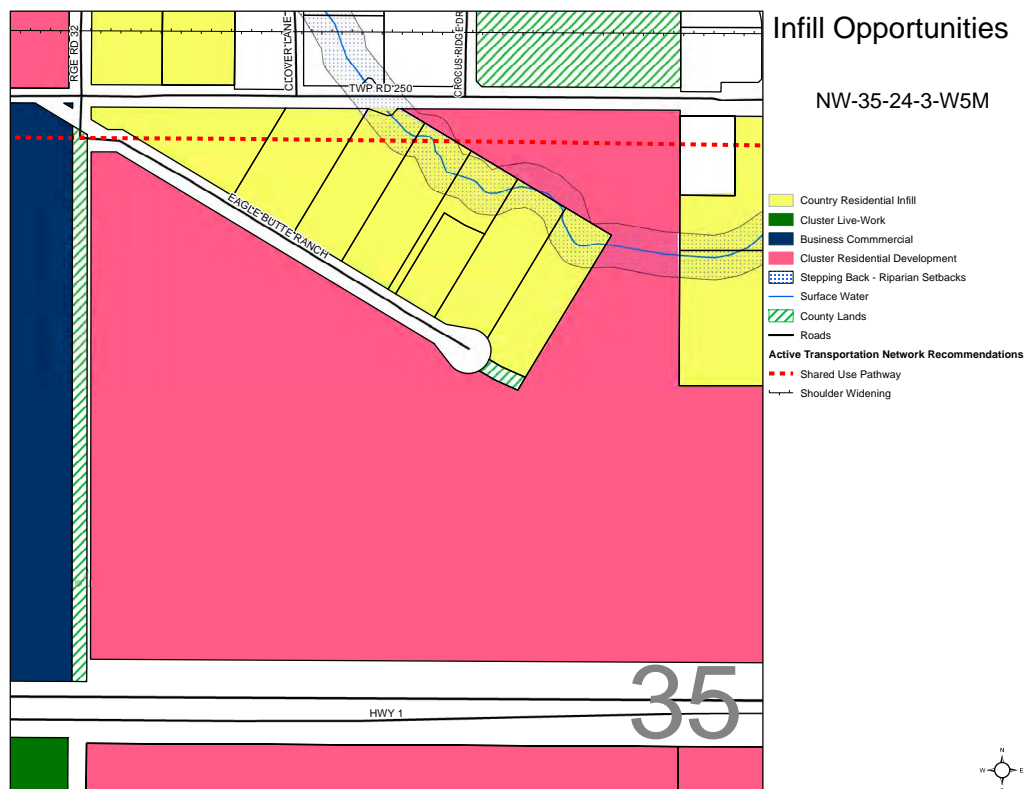
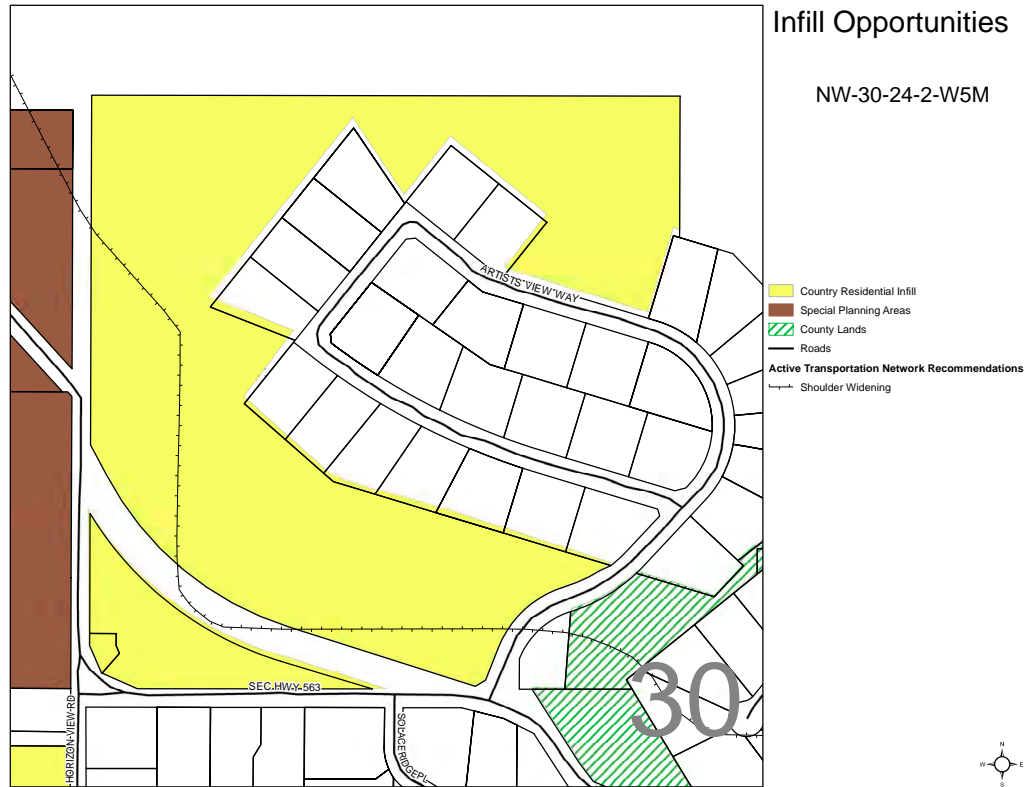


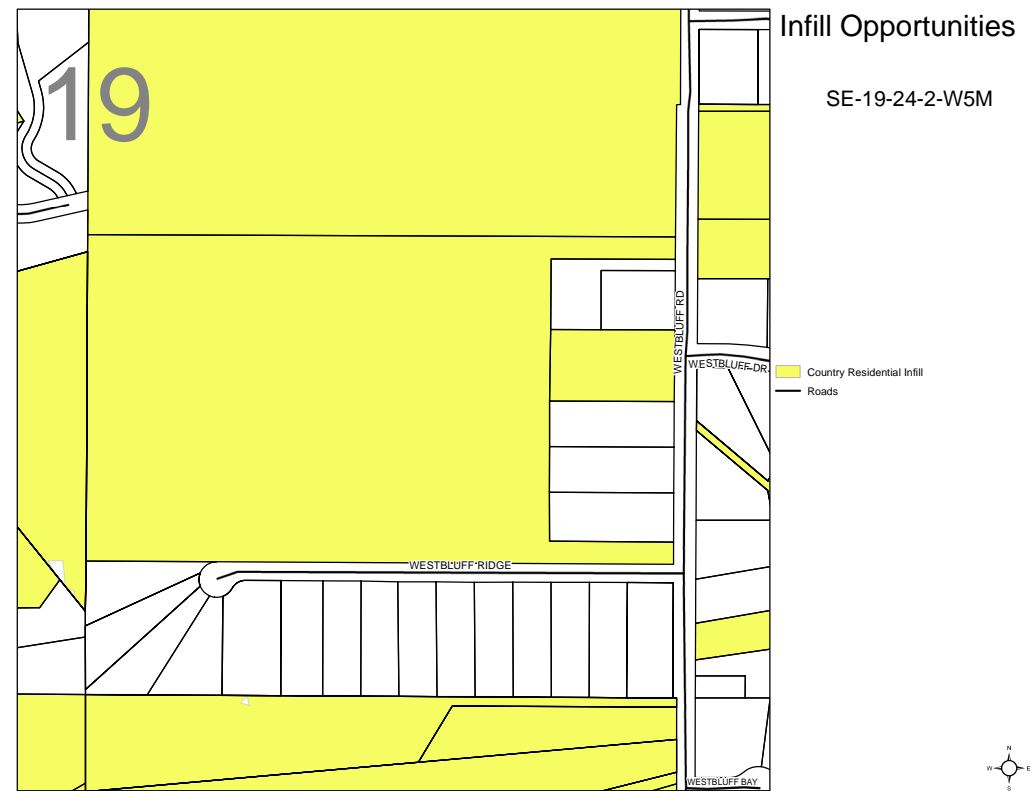
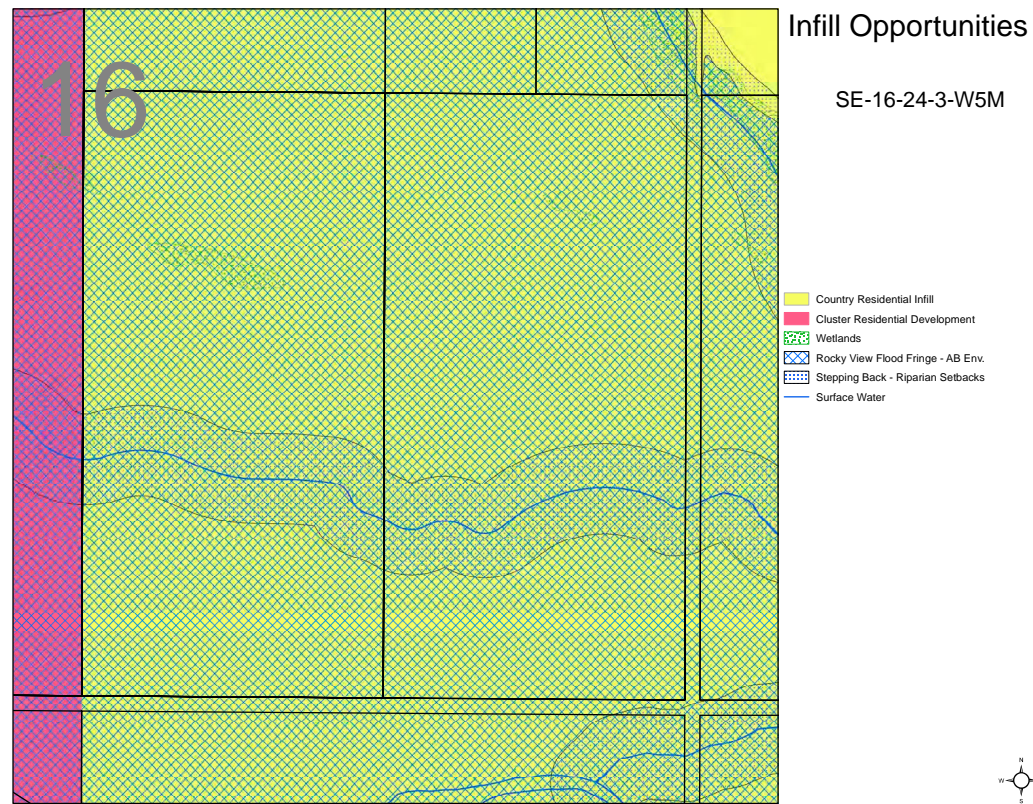
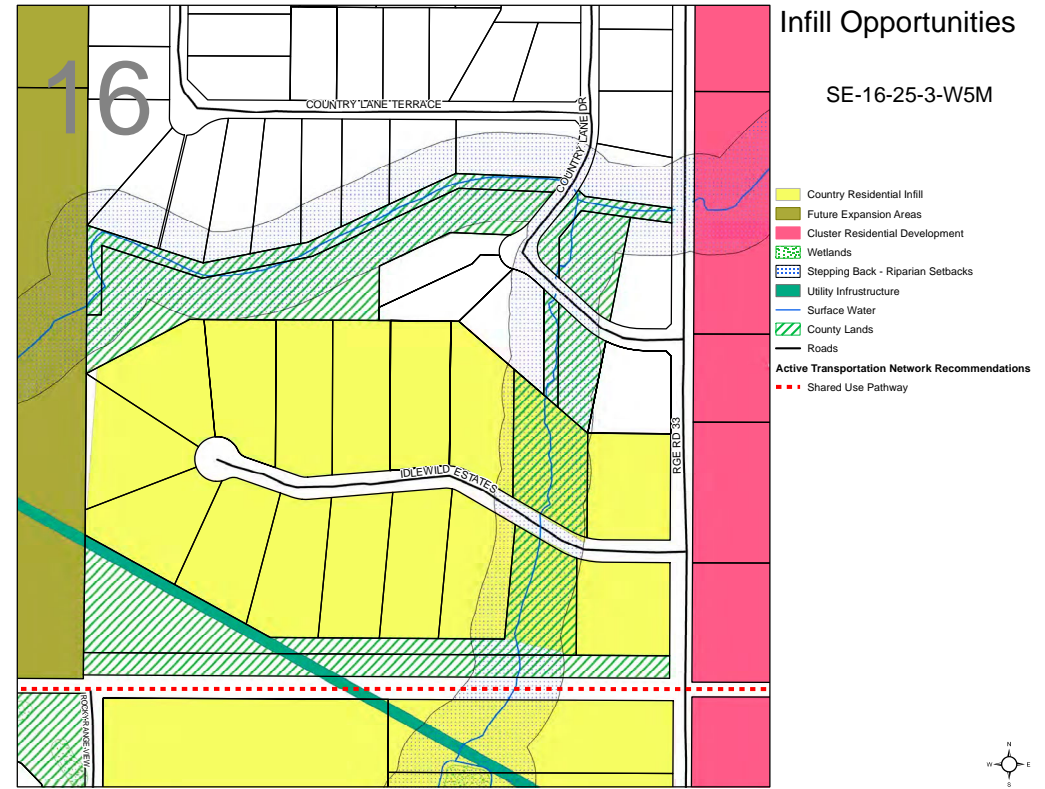
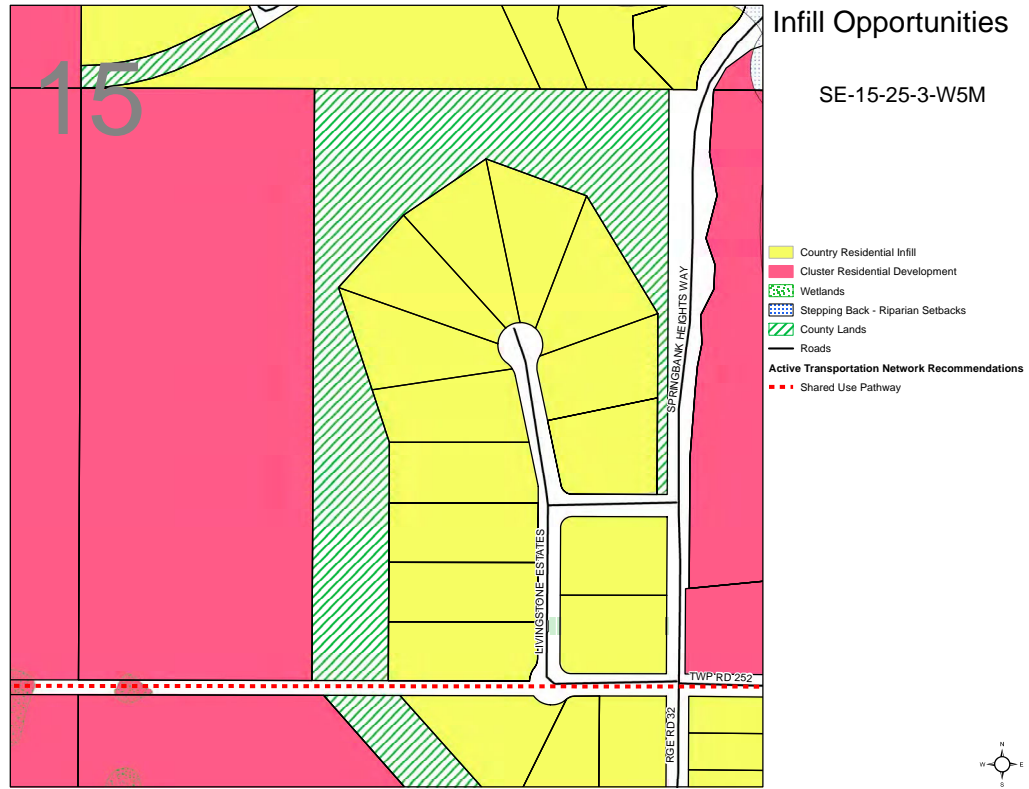


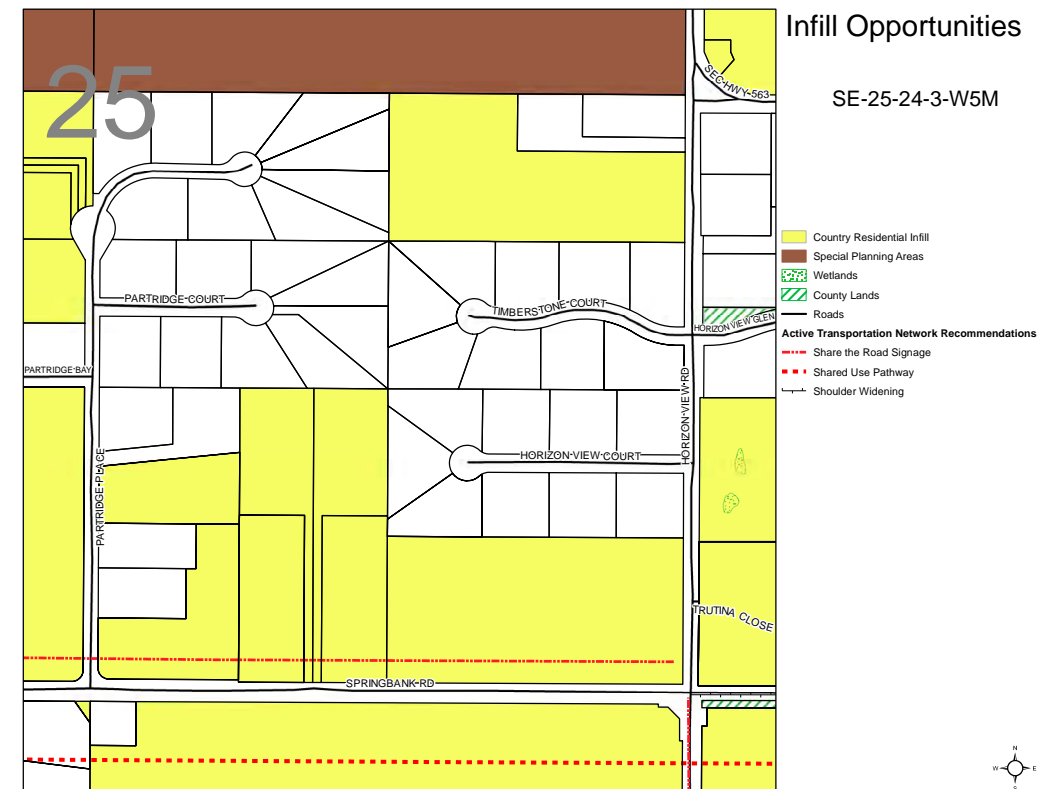
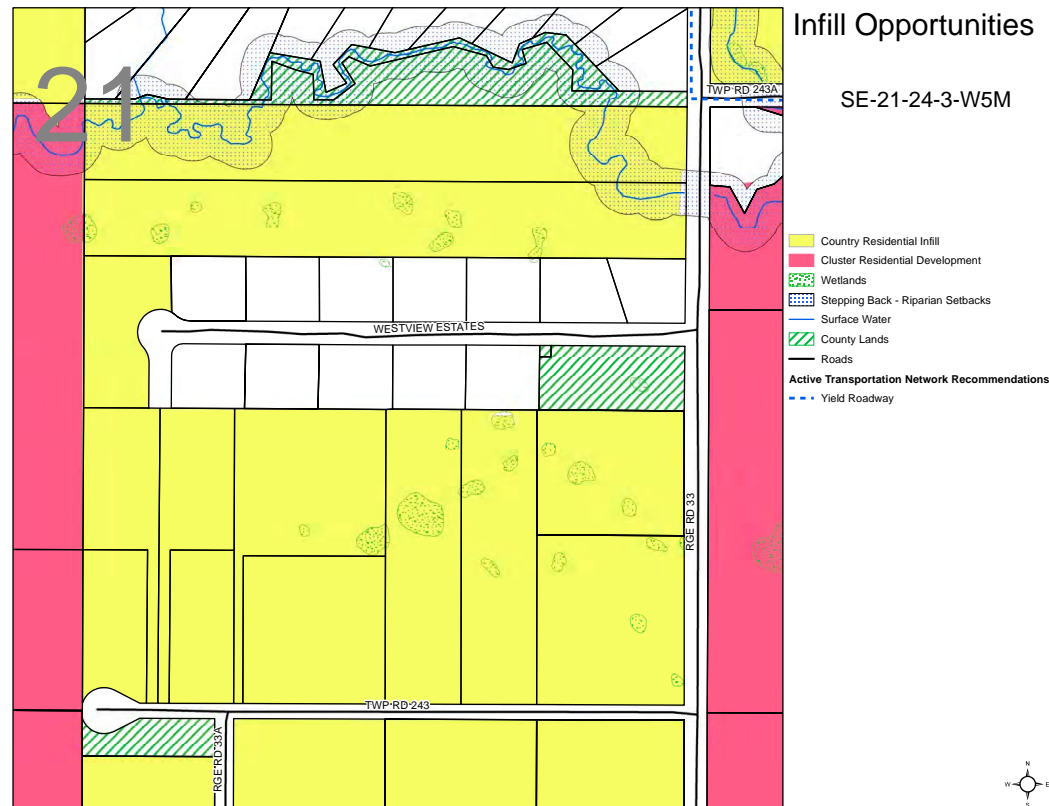
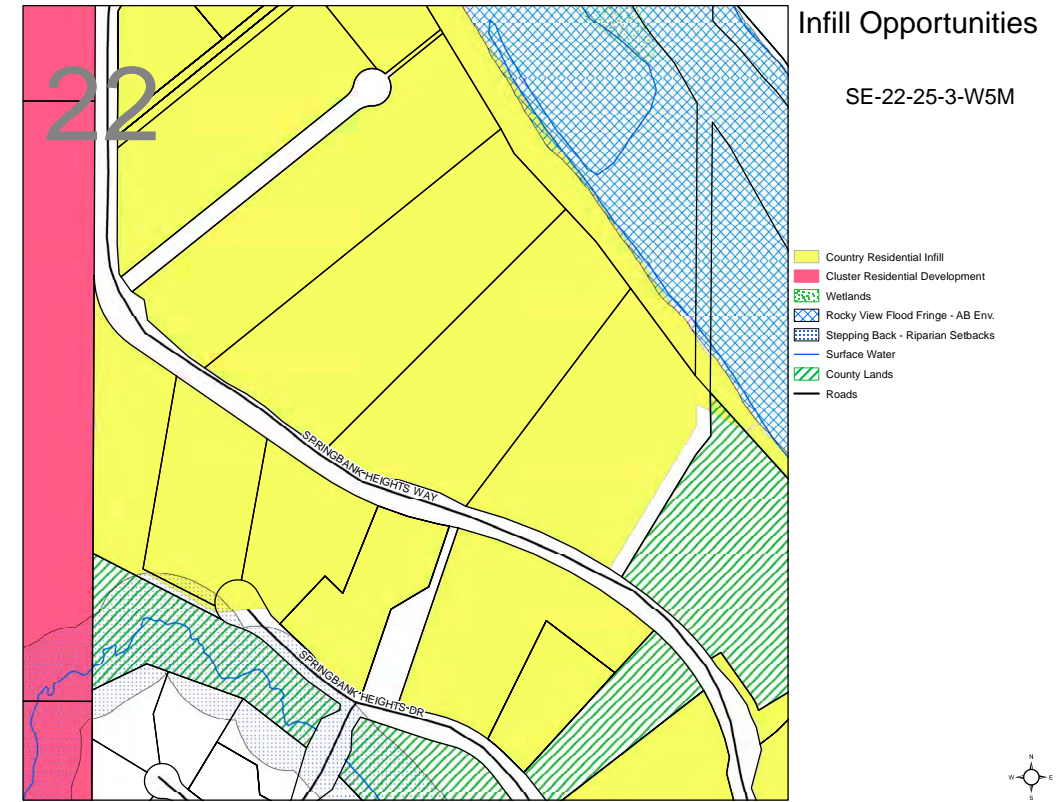
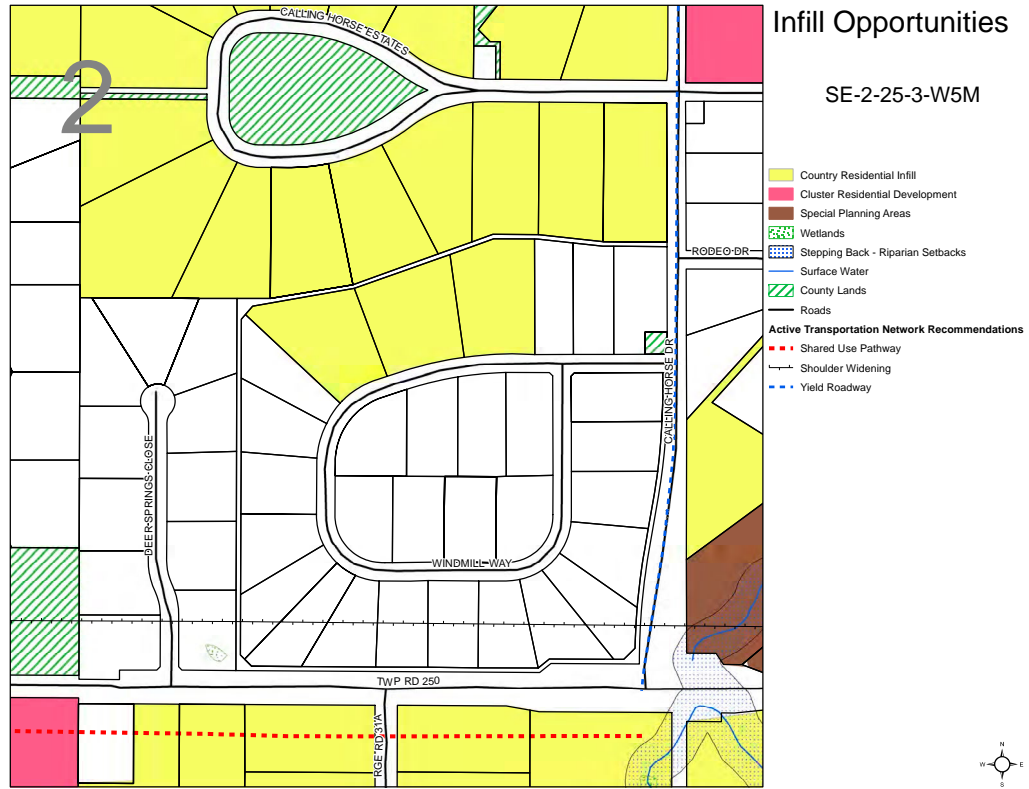


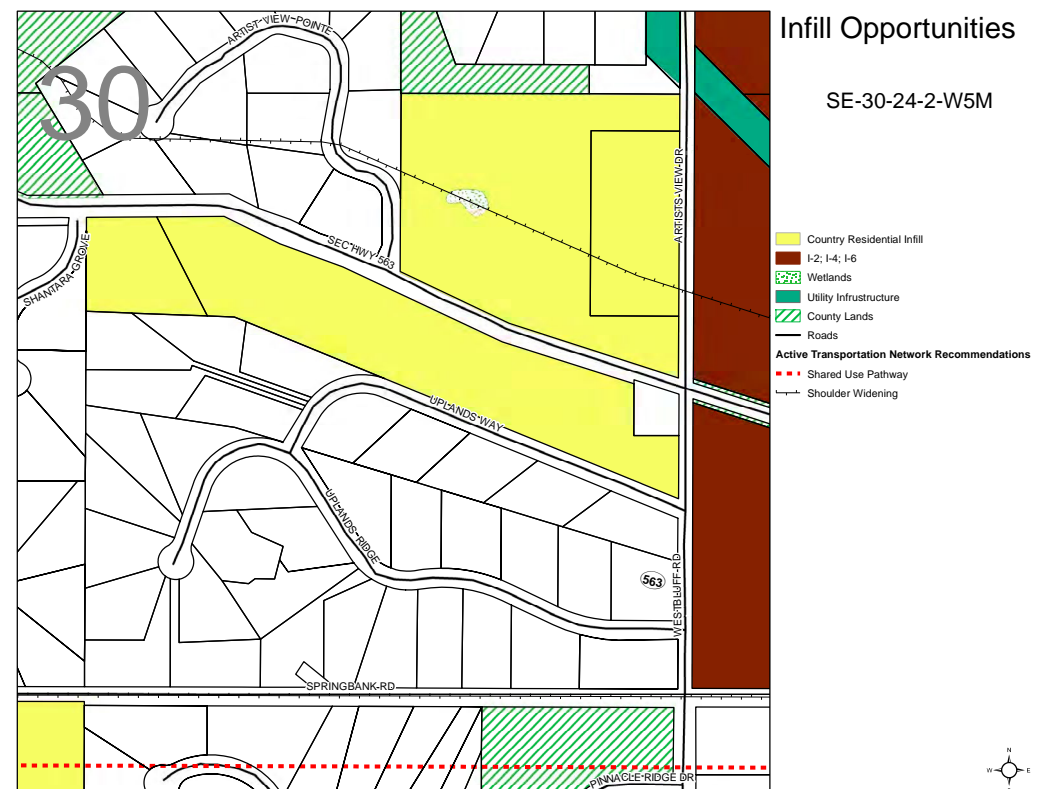
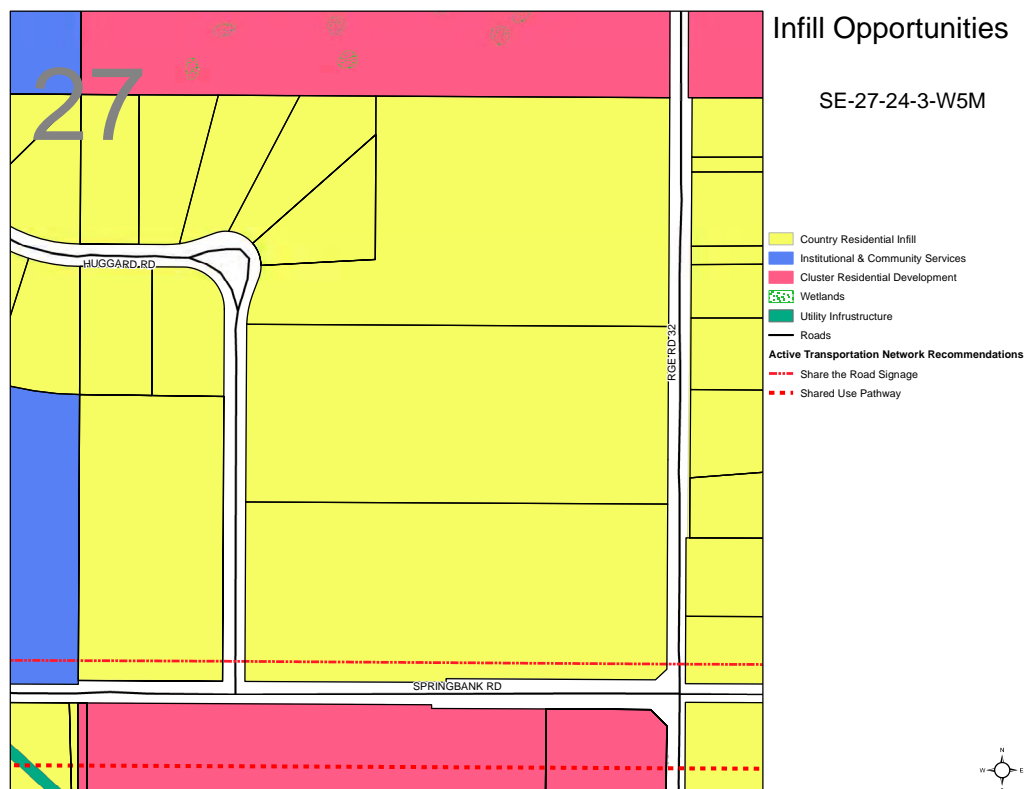
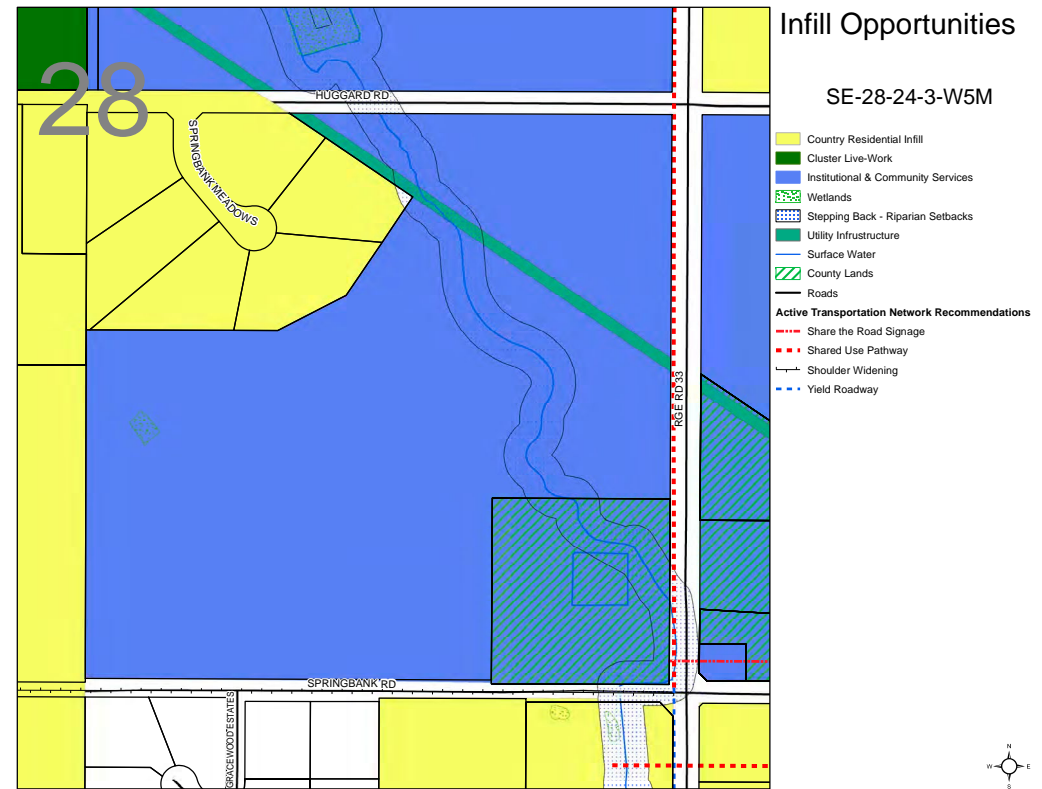
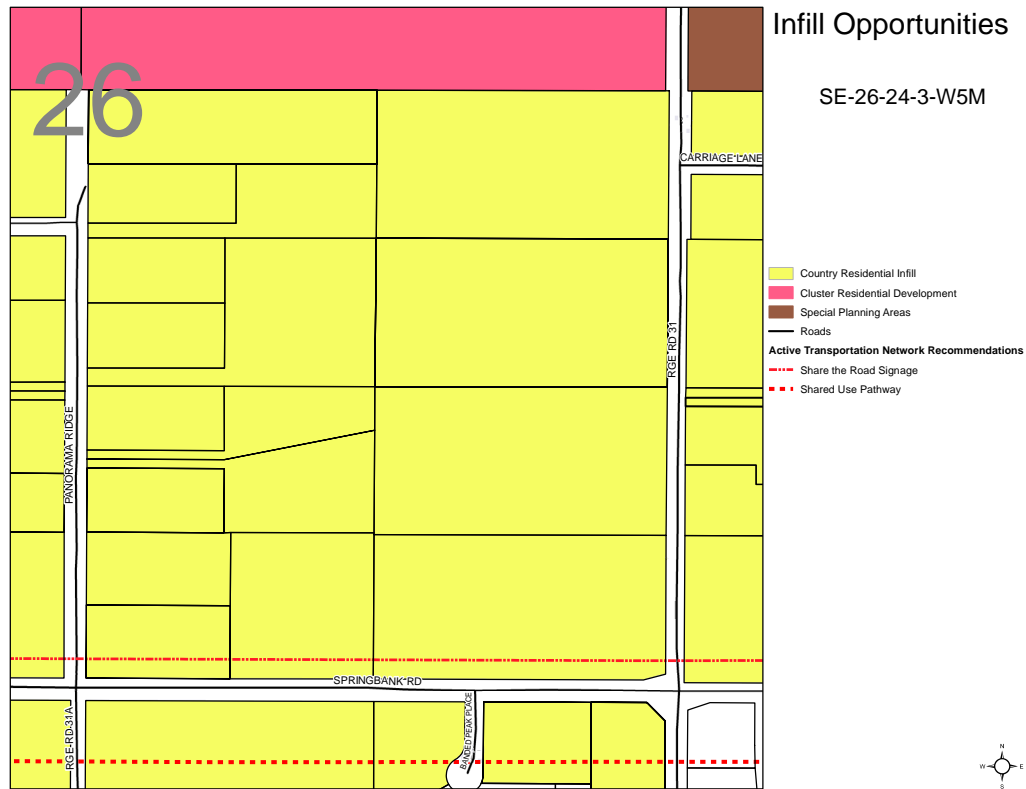


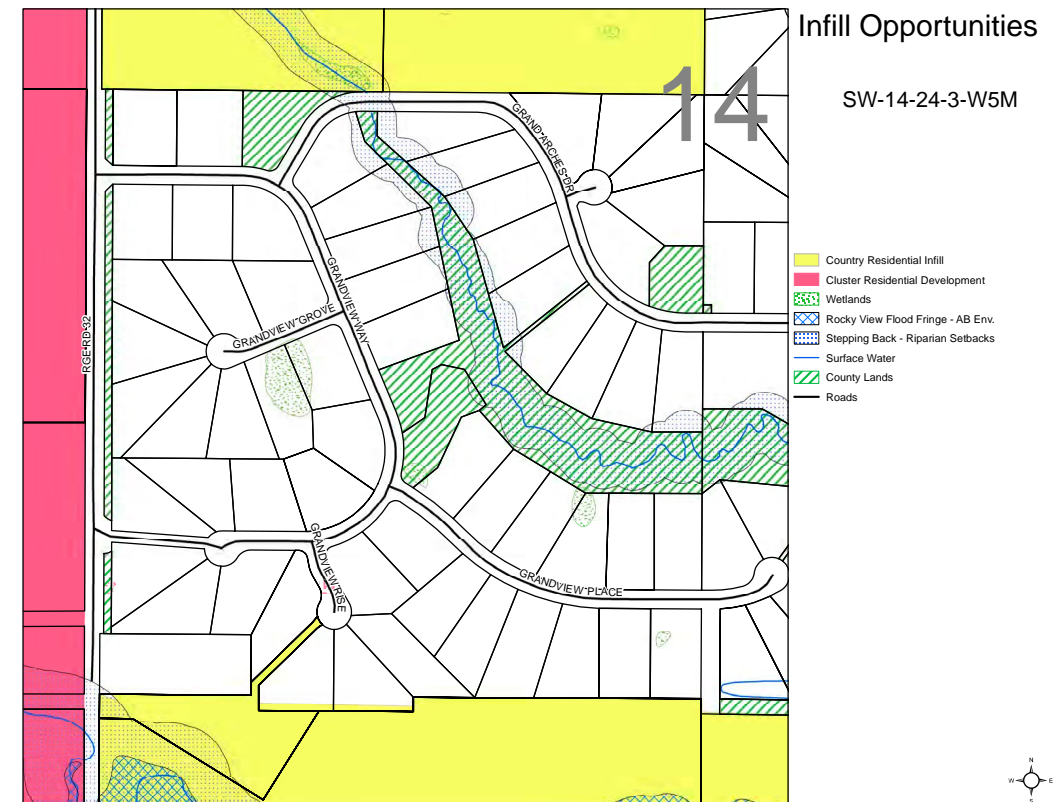
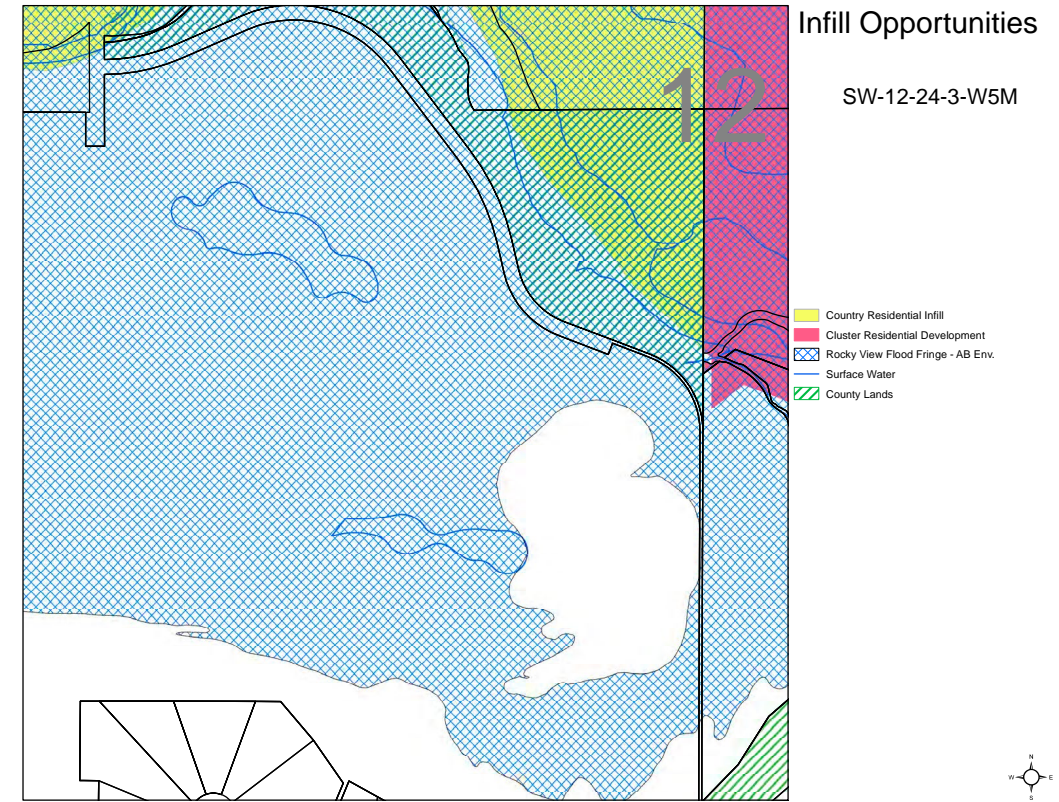
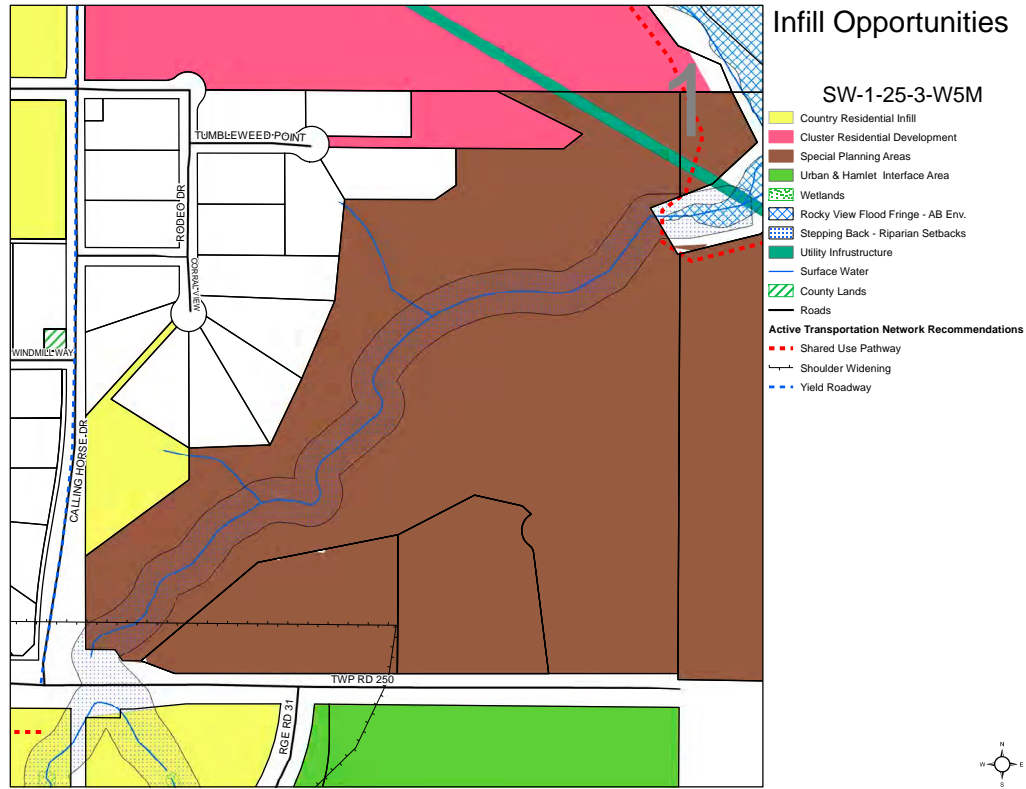










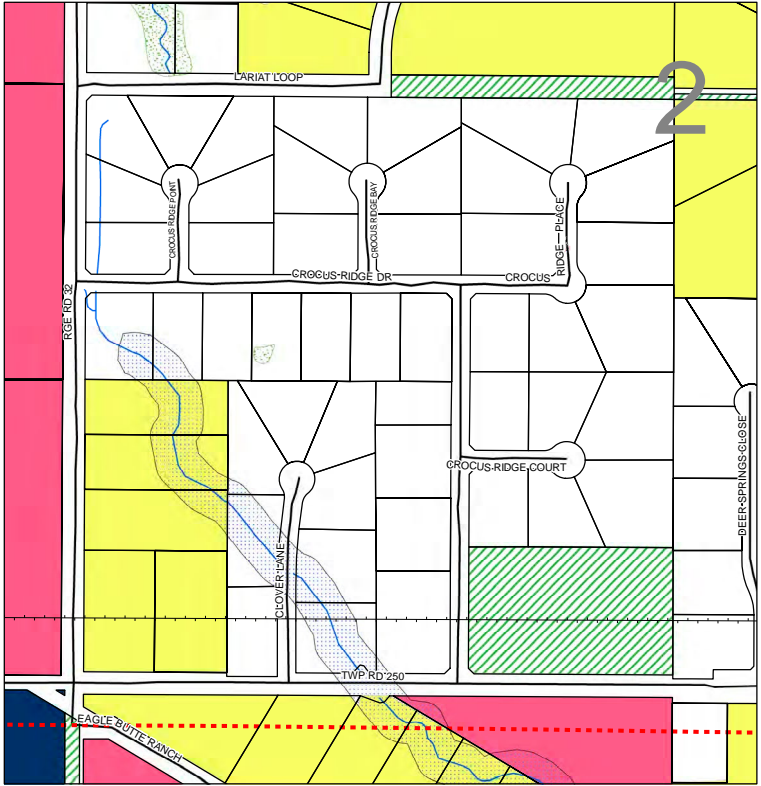




Infill Opportunities

SW-15-24-3-W5M

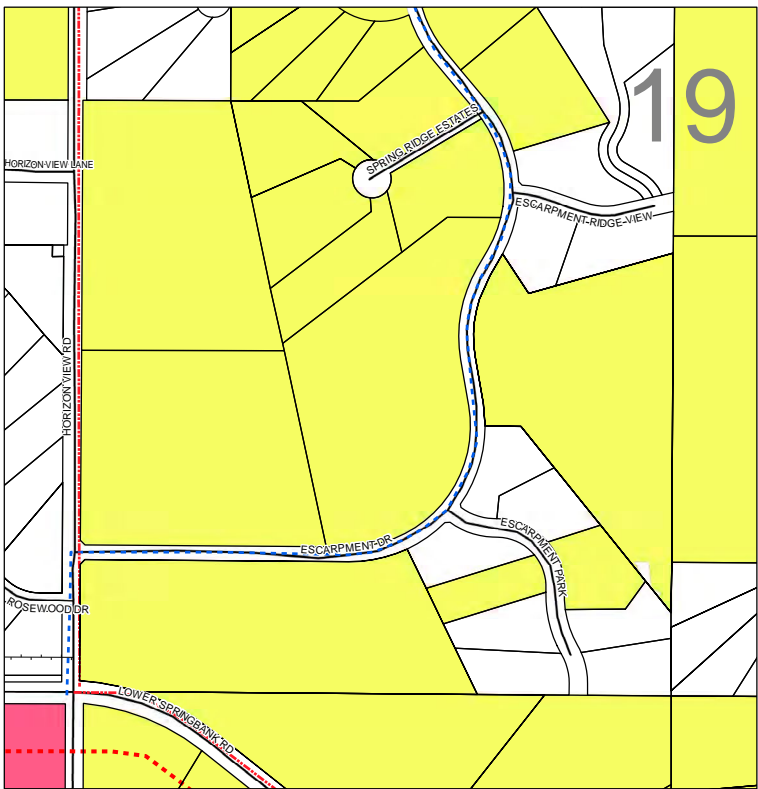
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- Cluster Residential Development
- Wetlands
- Rocky View Flood Fringe - AB Env.
- Stepping Back - Riparian Setbacks
- Surface Water
- Roads



Infill Opportunities

SW-2-25-3-W5M

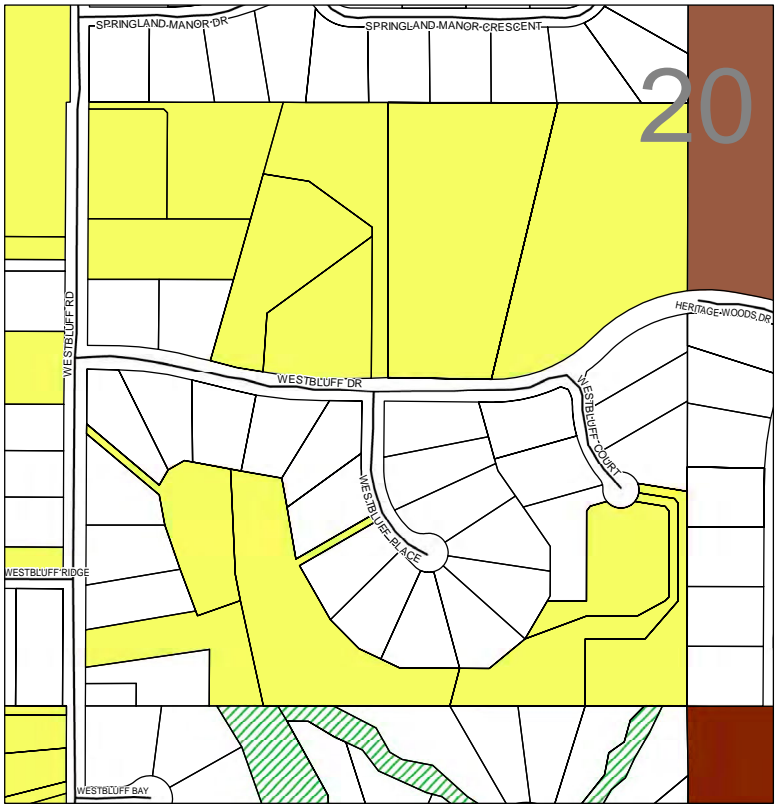
- Country Residential Infill
- Business Commercial
- Cluster Residential Development
- Wetlands
- Stepping Back - Riparian Setbacks
- Surface Water
- County Lands
- Roads
- Active Transportation Network Recommendations
 - Shared Use Pathway
 - Shoulder Widening



Infill Opportunities

SW-19-24-2-W5M

- Country Residential Infill
- Cluster Residential Development
- Roads
- Active Transportation Network Recommendations
 - Share the Road Signage
 - Shared Use Pathway
 - Shoulder Widening
 - Yield Roadway

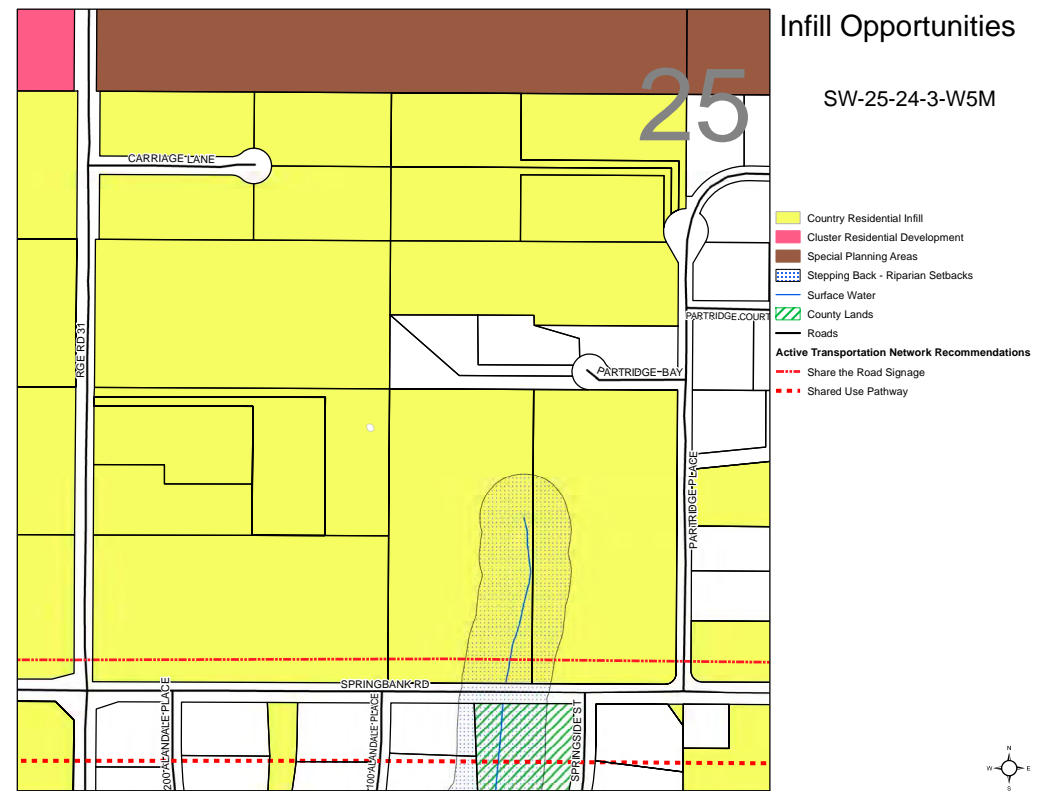
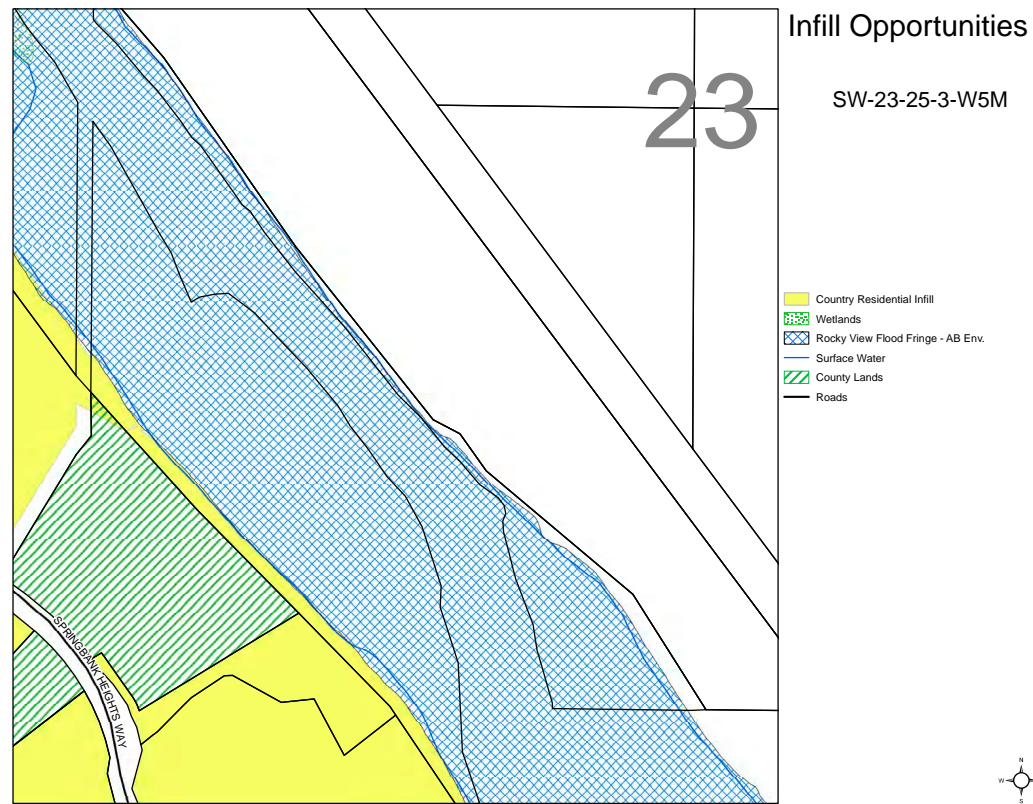
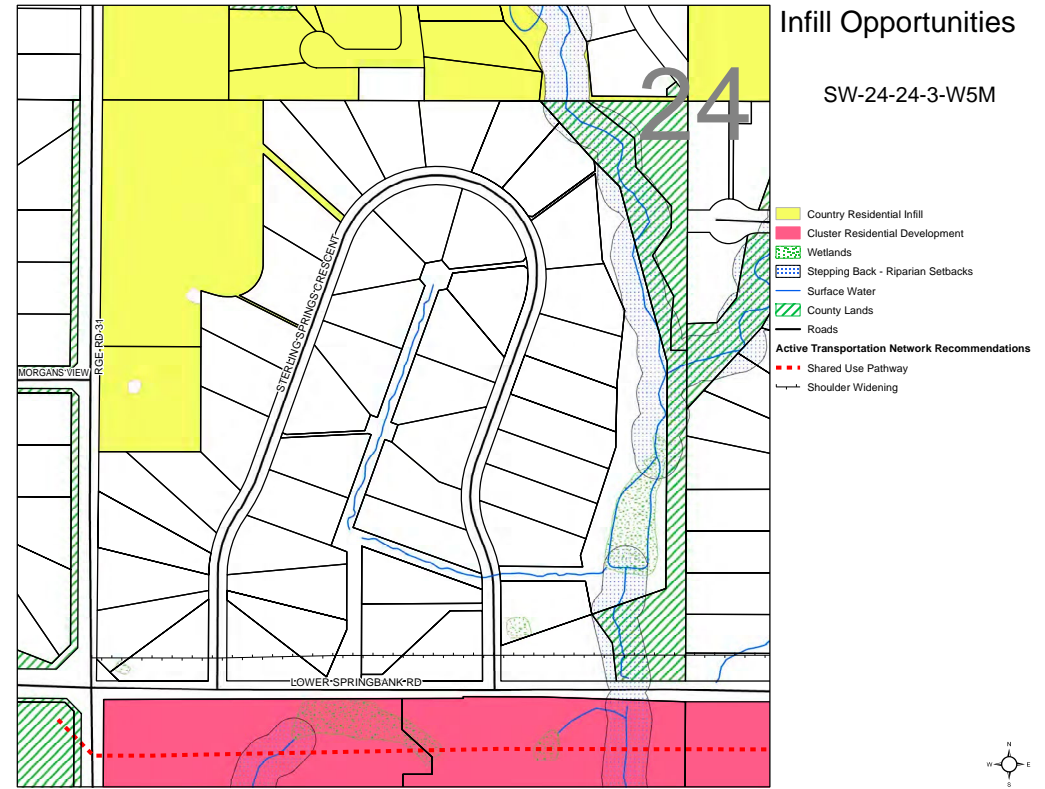
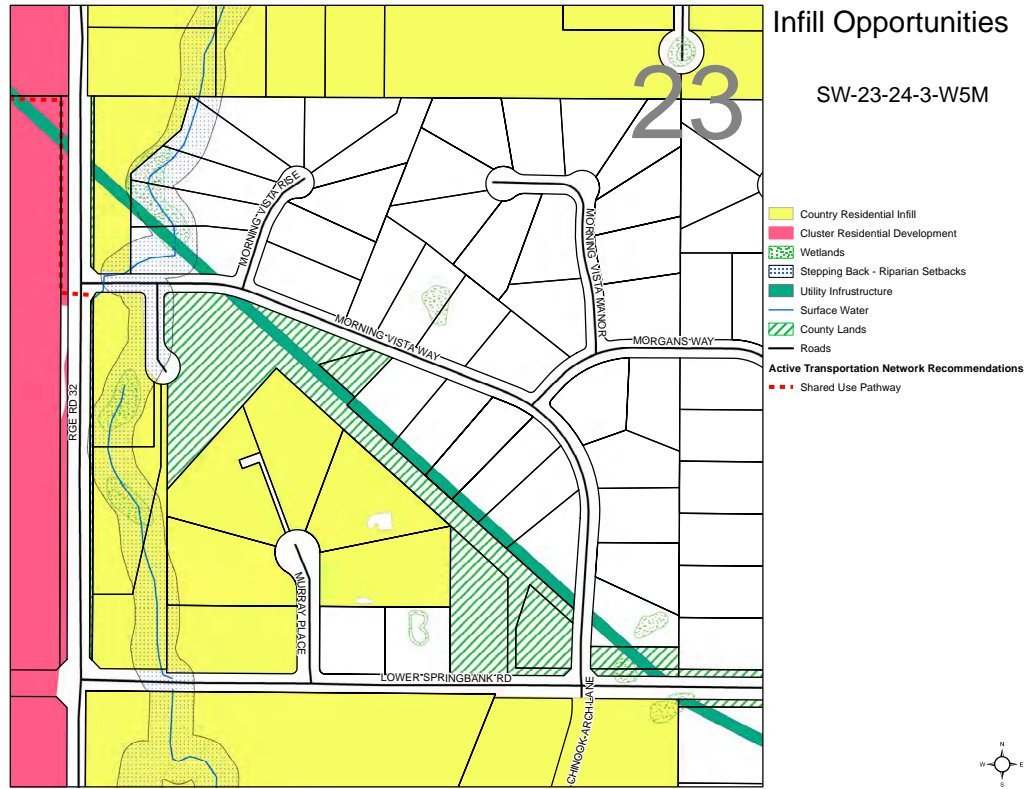


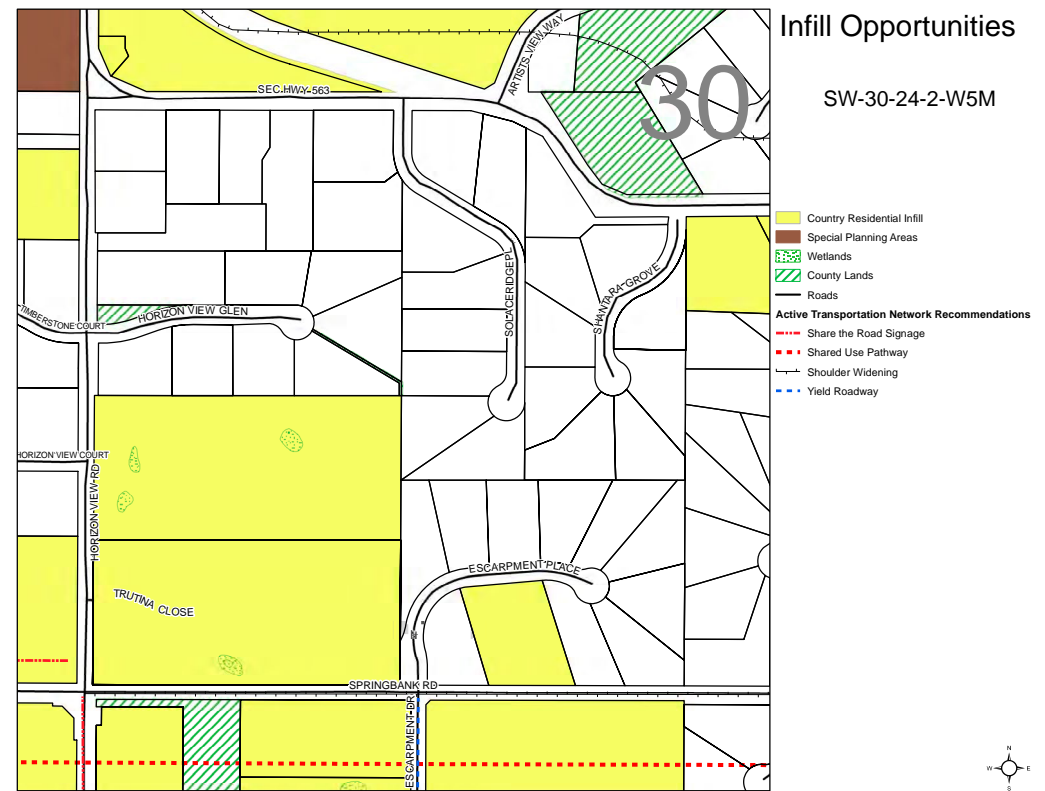
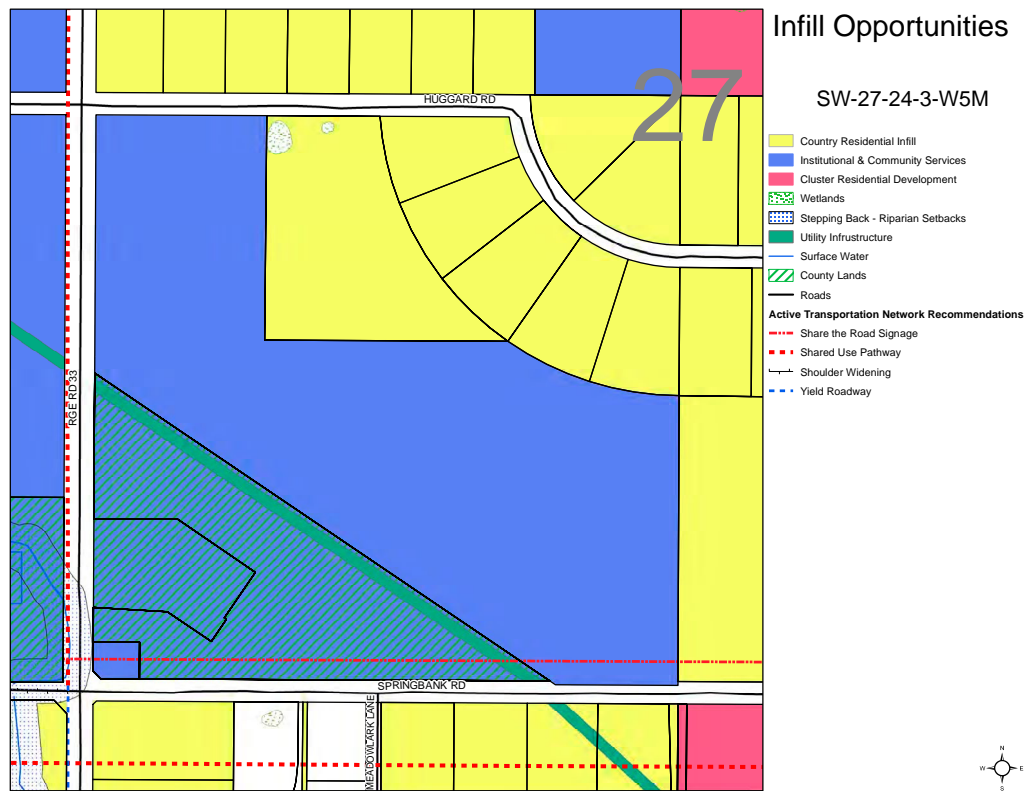
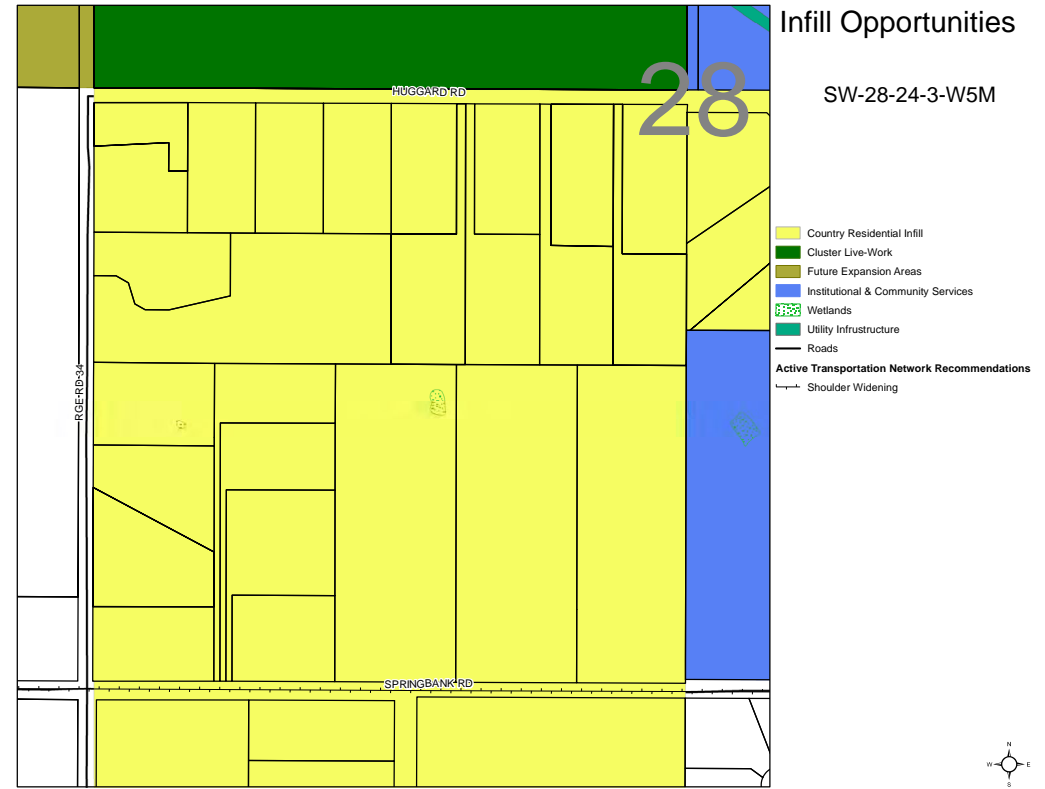
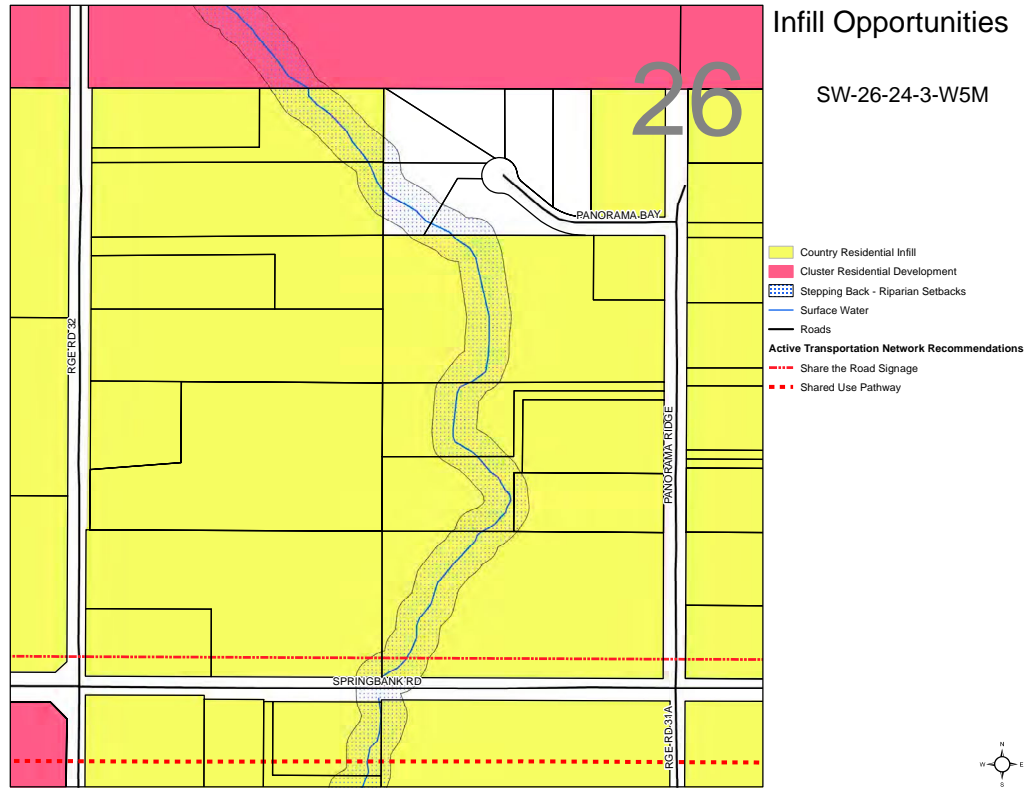
Infill Opportunities

SW-20-24-2-W5M

- Country Residential Infill
- Special Planning Areas
- I-2, I-4, I-6
- County Lands
- Roads







APPENDIX D: DESIGN GUIDELINES

To ensure that Range Road 33 reflects the community's character and promotes interaction and connectivity, the following principles will guide development in this area until the Design Guidelines are established in accordance with Action Item 2 within Table 04: Implementation Actions). The principles will provide a starting point for the development of the design guidelines in combination with the community core areas as identified on Map 10: Scenic and Community Corridors.

Principles

- 1. A safe, active, and inviting corridor that balances the needs of vehicular, pedestrian, and other modes of transportation.
- 2. Gateway and entrance features developed in a manner that reflects Springbank's heritage and identity.
- 3. Parks and community nodes that provide for passive and active recreations, as well as formal and informal community gatherings throughout the day, all year long.
- 4. Buildings that are situated and orientated to frame the public street, and provide an intimate, comfortable, and visually interesting streetscape for pedestrians.

- 5. Buildings that are well balanced and proportioned to create a dynamic and interesting pedestrian experience at the street level.
- 6. Development that reflects the local context, adopts the existing cultural heritage, and fits in with its surroundings to create a distinct sense of place.
- 7. Landscaping that takes into consideration and coordinates with the surroundings, provides adequate screening for adjacent properties, and complements development on-site.
- 8. Signs that are designed and scaled to reinforce the overall character of the area, while still allowing businesses to clearly identify themselves, their goods, and their services.
- 9. Lighting that complements the individual architecture of a building, and extends into part of the streetscape.
- 10. Utility and service areas that are sensitively integrated into the overall site design and are appropriately located and screened to minimize visibility from the public realm.
- 11. Decorative fences and other similar privacy features that delineate public and private boundaries, promote connectivity, and complement the overall streetscape.

APPENDIX E: PLANNING SPRINGBANK

Springbank Area Structure Plan

Overview

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

- Central 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 these ASPs, taking into account the new developments and policy documents and 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 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.

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 Interim Growth Plan, the South Saskatchewan Regional Plan, the Rocky View County/City of Calgary Intermunicipal Development Plan, and the County 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 County 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 County 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.

Local Plans

For brevity, this document uses the term local plan to refer to a conceptual scheme, master site development plan, or residential infill development plan. The County anticipates that the majority of local plans within the ASP boundary will be submitted as conceptual schemes. Subdivisions would generally be expected to submit a local plan in the form of 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

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.

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'.

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 28 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.

requirements that must be addressed in the local plan due to the location and specific development conditions of the area. The technical requirements of a conceptual scheme, master site development plan, and residential infill development plan 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 Plan.

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.

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

On January 1, 2018, Rocky View County and nine other municipalities became part of a regional planning area defined as the Calgary Metropolitan Region. The Calgary Metropolitan Region Board Regulation (190/2017), enacted under the Municipal Government Act, directs that a regional growth plan and a supporting regional servicing plan shall be prepared to guide how lands within the 10 participating municipalities will develop.

The Metropolitan Region Growth and Servicing Plans are to be submitted for Ministerial approval by January 1, 2021, and, among other matters, will identify the following:

- growth areas;
- development density;
- transportation, recreation, utility, and transit corridors; and
- servicing required to support the Growth Plan relating to transportation, water, waste water, storm water, solid waste, and emergency services.

The Growth Plan will also address policy matters relating to planning for regional corridors, environmentally sensitive areas, the intensification of existing settlement areas, and conservation of agricultural lands.

Interim Growth Plan

Prior to the Calgary Metropolitan Region Growth and Servicing Plans being adopted, the Region Board approved an Interim Growth Plan (IGP), which received approval by the Minister of Municipal Affairs on October 4, 2019. The IGP sets out three broad principles:

- 1. Promote the integration and efficient use of regional infrastructure.
- 2. Protect water quality and promote water conservation.
- 3. Encourage efficient, strong, and sustainable growth.

Policies within the IGP cover the following areas:

- 1. Region-wide policies – these relate to how municipalities collaborate to coordinate land-use planning, servicing, and infrastructure endeavours.
- 2. Flood prone area policies – these seek to prevent development in provincially-identified flood hazard areas.
- 3. Development policies – these outline evaluation criteria for different types of development based on regional planning principles and objectives.
- 4. Regional corridors policies – these relate to protection of regional transportation and transmission corridors.

In adopting the Springbank ASP, Rocky View County has ensured the Plan conforms to the principles and objectives of the IGP. The ASP is also in conformance with all relevant IGP policies, including:

The Interim Regional Evaluation Framework requires that new statutory plans and plan amendments are assessed against the principles, objectives, and policies of the IGP, and that certain plans and amendments are presented to the

Calgary Metropolitan Region Board (CMRB) for consideration and approval.

As the Springbank ASP meets the threshold for submission to the CMRB, it was referred to the Board after receiving second reading from Rocky View County Council on [date to be inserted upon second reading, 2020].

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 (the County Plan) was prepared in alignment with

Table 06: Principles and Objectives of the IGP

ICP POLICY	CORRESPONDING ASP SECTIONS
Policy 3.2.2 Intermunicipal collaboration.	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.
Policy 3.2.3 Protection of source water, wetlands, and regional corridors.	Policies within Sections 16 (Natural & Historic Environment) and 20 (Transportation) of this ASP address these matters.
Policies 3.3.1 and 3.3.2 Flood prone areas.	Policies within Sections 7 (Residential) and 17 (Reserves) of this ASP address these matters.
Policy 3.4.2 Expansion of Settlement Areas	Policies within Section 12 (Future Expansion Areas) of this ASP address these matters.
Policy 3.4.4 Country Residential Development	Policies within Section 7 (Residential) of this ASP address these matters.
Policy 3.4.5.1 Employment Areas	Policies within Section 9 (Business) of this ASP address these matters.
Policy 3.5.1.1 and Schedules 3 & 4 Mobility Corridors	Policies within Sections 21 (Scenic and Community Corridors) and 23 (Utility Services) of this ASP address these matters.
Policy 3.5.2.1 and Schedules 5 & 6 Transmission Corridors	Policies within Section 22 (Utility Services) of this ASP address these matters.

the SSRP, and subsequently, all ASPs must follow the direction of the County 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 County 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 County 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 Special Planning Areas (see Section 11). 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 Plan

The Springbank ASP is consistent with the policies of the County Plan. The County 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 County 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 County Plan. The County Plan encourages efficient use of land by reducing the development footprint through the use of compact residential development. The County Plan emphasizes the importance of retaining rural character through the use of adjacent open space, community design, and reducing the development footprint.

Section 9 of the County Plan provides support for country residential communities such as Springbank, providing for a high-quality built environment, while also retaining rural character. The County Plan provides direction for reviewing existing country residential ASPs and states that the County should consider reducing the overall area dedicated to country residential uses where development potential is not being fulfilled. Instead, alternative development forms, such as compact residential development, should be considered to reduce the development footprint on the rural landscape. The support for Cluster Residential development within this ASP aligns with the goals, objectives, and policies of the County Plan in this respect.

COMPACT 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.

For the purposes of this ASP, **compact residential development** is called **Cluster Residential development** (see Section 7).

Section 13 of the County Plan supports the infilling and intensification of existing Business areas within the County; Map 05 of this ASP identifies a Regional Business Area around the Springbank Airport and also a Highway Business Area adjacent to the Highway 1/Range Road 33 interchange. Comprehensively planned commercial/residential developments have been identified on the western side of Springbank Airport, south of Harmony, and along Highway 1 towards the eastern boundary of the Plan area, adjacent to the city of Calgary. This ASP provides for the continuing growth of business uses, both commercial uses and certain forms of industrial uses, within these identified areas.

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 07.

Table 07: 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, and, June, 2017	<p>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:</p> <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. <p>The coffee-chats were attended by approximately 90 people.</p> <p>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.</p> <p>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.</p>
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 [date to be inserted].

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. Genuine engagement with the municipality was undertaken throughout the ASP process. This included two technical workshops, and reporting to councilors and staff at Intermunicipal Committee meetings. An outline of the key intermunicipal engagement events is set out below.

Table 08: 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	DATE	ENGAGEMENT
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	<p>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:</p> <ul style="list-style-type: none">• Planning;• Parks, pathways, and recreation;• Transportation;• Water and waste water; and• Fire Service provision. <p>Following the joint workshop, both Administrations agreed on 16 action items to be addressed within the ASP and through separate intermunicipal projects or communications.</p>
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	April, 2020	The City was formally circulated the final draft of the ASP. Comments received from the City were provided within the report to Council alongside the draft ASP.

APPENDIX F: LOCAL PLANS IN THE SPRINGBANK PLAN AREA

Table 09: 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

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.



ROCKY VIEW COUNTY