



ROCKY VIEW COUNTY

SPRINGBANK AREA STRUCTURE PLAN

SEPTEMBER 2024 | DRAFT



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INTRODUCTION

1 PLAN ORGANIZATION

The Springbank Area Structure Plan (the Plan) is organized into three parts, followed by six appendices.

Part I: Introduction

Part I outlines the Plan's purpose and any required policy terminology. The boundary of the Plan area is then outlined, while current local plans within the Plan area are highlighted. A brief overview follows of how this Plan aligns with higher-level strategic documents. Part I also contains a description of the development of the Springbank area from its early beginnings to today. Finally, it presents a vision of what Springbank would be like in the future and outlines 20 broad goals that would help achieve this vision.

Part II: Plan Policies

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

Part III: Implementation

This Part presents the Plan implementation process, covering how the Plan will be implemented and requirements for different planning applications. The Part also includes how phasing in the Plan area will take place and when the timeline for the Plan needs to be reviewed. Finally, the Part identifies how intergovernmental affairs will be handled with the City of Calgary as a significant portion of the Plan area is within the Rocky View County / City of Calgary Intermunicipal Development Plan policy area.

Appendices

APPENDIX A: DEFINITIONS

APPENDIX B: LOCAL PLAN REQUIREMENTS

APPENDIX C: ENGAGEMENT

APPENDIX D: LOCAL PLANS IN SPRINGBANK

APPENDIX E: EARLY HOMESTEADERS & LANDOWNERS

APPENDIX F: GROWTH PLAN CORRIDOR MAP

2 PLAN PURPOSE

Area Structure Plans

An area structure plan is a statutory document approved by Council and adopted by bylaw. An area structure plan outlines the vision for the future physical development of an area with regard to such things as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An area structure plan provides Council with a road map for 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 economic goals of the County, County-wide growth, and the ability to provide servicing.

An area structure plan 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 area structure plan, 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 plan address the interests of residents and stakeholders in the Plan area, as well as the interests of those in other parts of the County.

The Alberta *Municipal Government Act* states an area structure plan must describe:

- proposed land uses;
- density of population and sequence of development;
- general location of major transportation routes and public utilities; and
- any other matters Council considers necessary.

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

Local Plans

For brevity, this document uses the term local plan to refer to a conceptual scheme or master site development plan. Local plans are developed within the framework provided by an area structure plan. Based on this framework, the local plan must demonstrate how development in the local area will retain the integrity of the overall area structure plan planning concept and how development will be connected and integrated with adjacent areas. Policy sections in the area structure plan identify the unique requirements that must be addressed in the local plan due to the location and specific development conditions of the area. The standard technical requirements of a conceptual scheme or master site development plan are identified in the Municipal Development Plan (Section 29 and Appendix C) and within the policies of the Plan.

Local plan is a term that refers to a conceptual scheme or master site development plan. A local plan will have unique planning requirements based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the Municipal Development Plan (Section 29 and Appendix C) and within the policies of the area structure plan.

A **conceptual scheme** is a statutory plan, subordinate to an area structure plan that shall 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.

A **master site development plan** is a non-statutory plan that is adopted by Council resolution. A master site development plan accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A master site development plan 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.

Plan Interpretation

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

- Shall:** a directive term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion, by Council, Administration, the developer, the Development Authority, and the Subdivision Authority.
- Should:** a directive that indicates a strongly preferred course of action by Council, Administration, the developer, the Development Authority, and the Subdivision Authority 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.

3 PLAN AREA

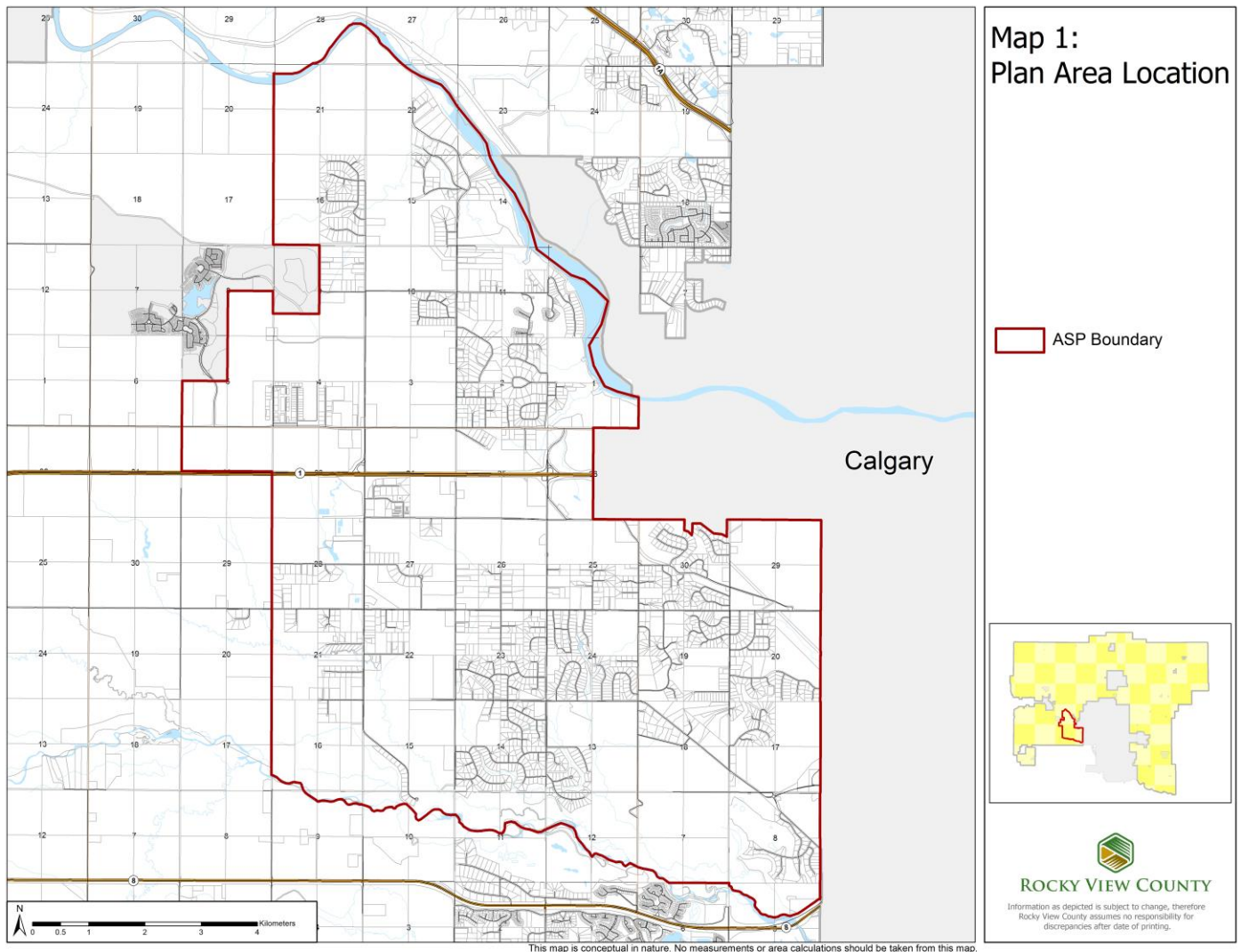
The Springbank Plan area applies to the lands contained within Map 1: Plan Area Location, and Map 2: Aerial Photo. Springbank ASP policies are to reference the lands within the Springbank Plan area boundaries.

The Springbank Plan area boundary is generally defined by the Bow River to the northeast and the Elbow River to the south, with the city of Calgary boundary establishing the eastern edge. Along the irregular western boundary, the Plan area abuts the Harmony development, and agricultural lands. The Harmony development, which provides for residential, employment, recreational, and community land uses, does not form part of this Plan; it is instead guided by its own non-statutory plan: the Harmony Conceptual Scheme.

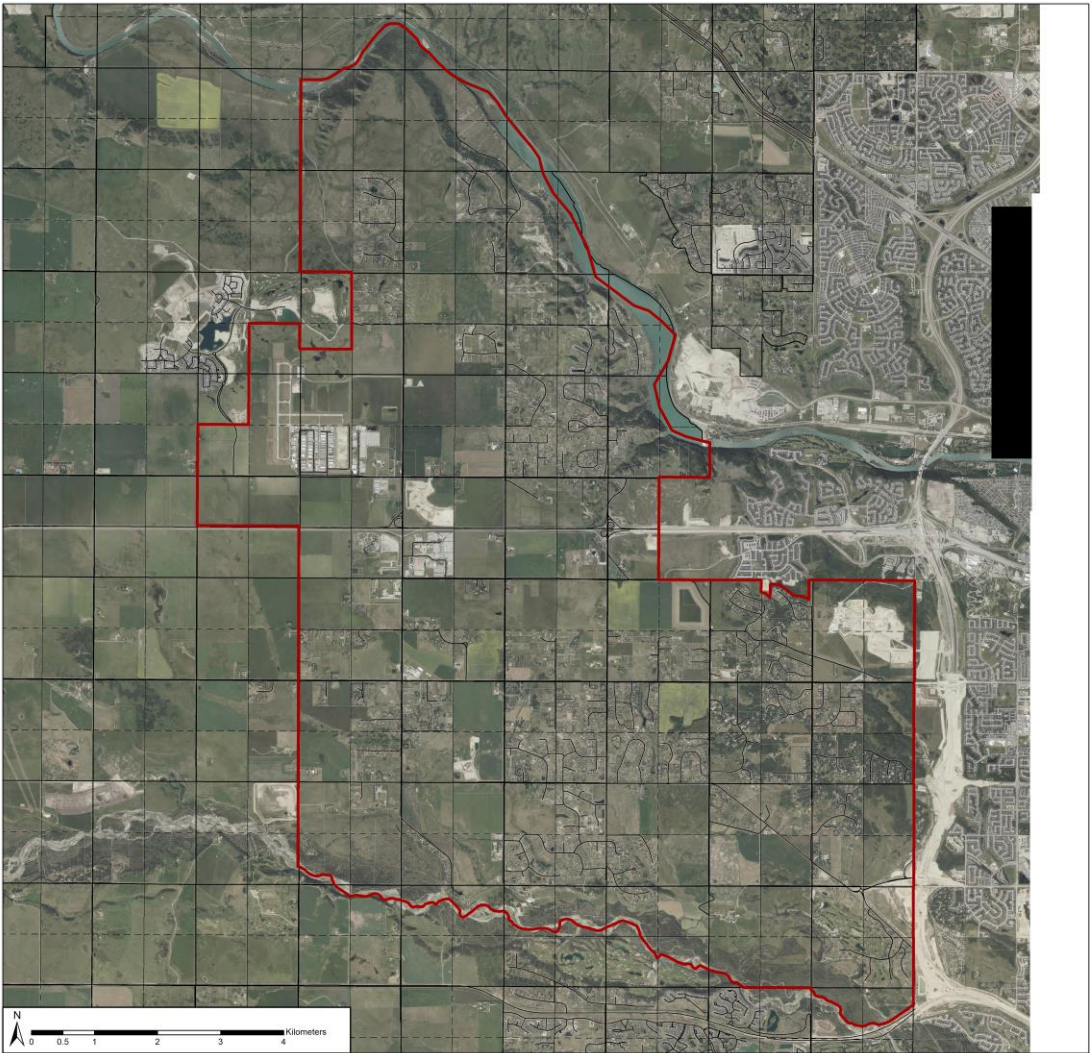
The TransCanada Highway (Highway 1) runs east to west through the Plan area, while Stoney Trail NW lies immediately east of the Plan area. This regional transportation infrastructure provides the primary access into the Plan area.

The Springbank Area Structure Plan encompasses an area of approximately 10,012.51 (24,741.46).

MAP 1: PLAN AREA LOCATION

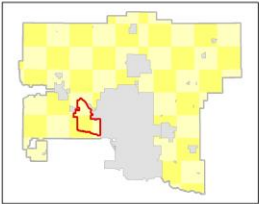


MAP 2: AERIAL PHOTO



Map 2:
Aerial Photo

 ASP Boundary




ROCKY VIEW COUNTY

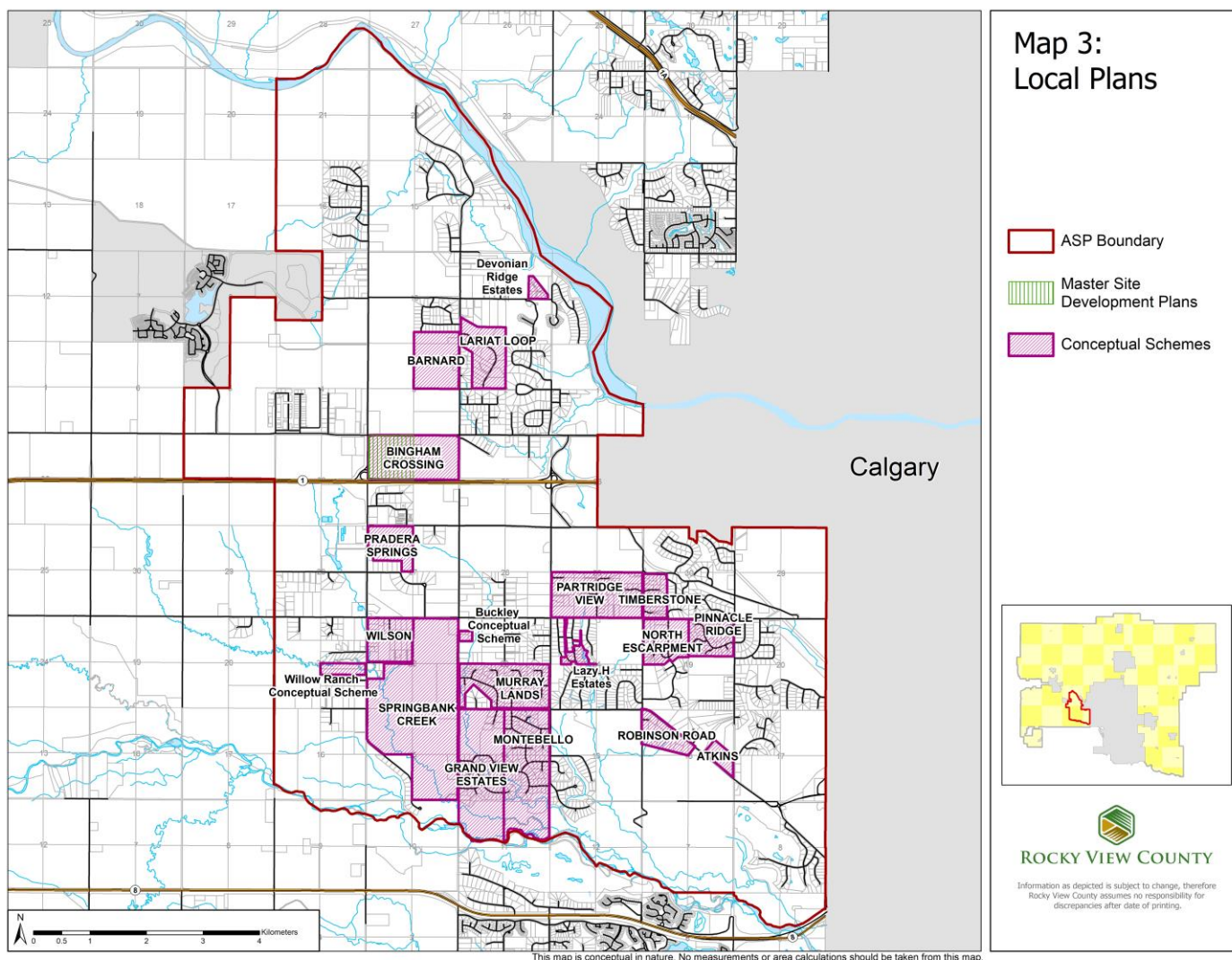
Information as depicted is subject to change, therefore
Rocky View County assumes no responsibility for
discrepancies after date of printing.

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

Existing Local Plans

Adopted local plans within the Plan area, as shown on Map 3: Local Plans, are listed in Appendix D under Table 6. These plans are considered statutory planning documents that are part of this Plan. At the time of writing, 18 local plans have been adopted in the Plan area.

MAP 3: LOCAL PLANS



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, and roads.

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.

4 RELATION TO OTHER PLANS

South Saskatchewan Regional Plan

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

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

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

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

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

Calgary Metropolitan Region Growth Plan

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

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

Rocky View County / City of Calgary Intermunicipal Development Plan

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

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

The IDP also highlights Key Focus areas within Springbank that require special attention in collaboration between the municipalities. The Highway 1 corridor is considered to be important as a transition area and is an area that has

previously seen annexation by the City. The municipal boundary south of Highway 1 is also seen as an area requiring collaboration with the City, taking into account the development interface and the construction of the Stoney Trail transportation corridor.

Rocky View County Municipal Development Plan

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

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

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

5 SPRINGBANK CONTEXT

Region History

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

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

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

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

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

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

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

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

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

Plan History

The Springbank community is comprised of three distinct area structure plans. These being the Central Springbank Area Structure Plan, North Springbank Area Structure Plan, and Moddle Area Structure Plan. The area structure plans were adopted by bylaw in:

- March 1998, Moddle Area Structure Plan.
- May 1999, North Springbank Area Structure Plan.
- October 2001, Central Springbank Area Structure Plan.

In an effort to make a more cohesive Springbank community, a decision was made by Council to amalgamate the three existing plans into one comprehensive document. The combined vision and land use strategy from the original plans has been retained, while other policies have been updated to reflect modern standards.

Existing Land Use

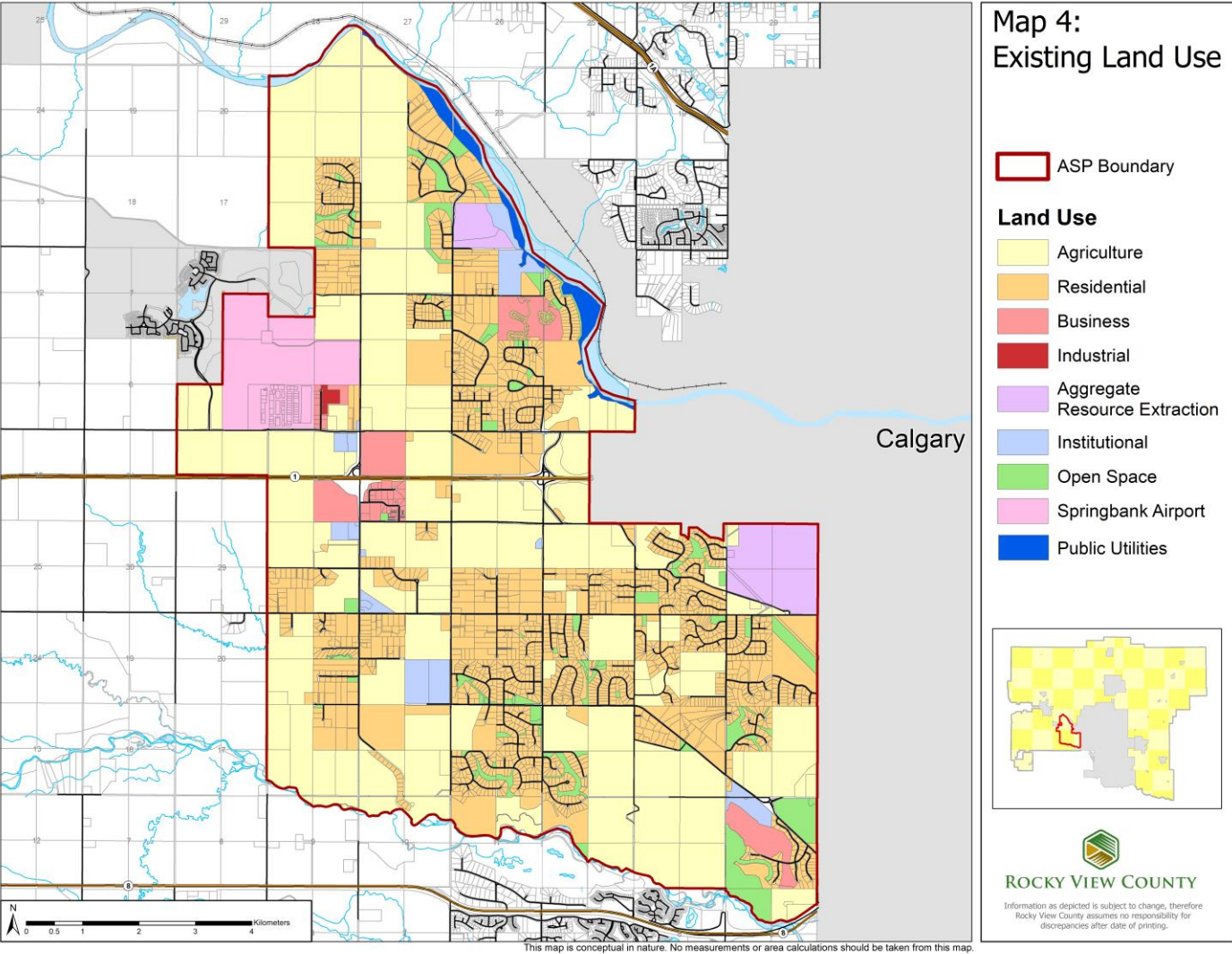
Map 4: Existing Land Use shows the land uses present within the Plan area at the time of adoption of the Plan. Springbank has predominantly developed as a country residential community and is defined as such within the Municipal Development Plan. While many areas in the community are comprehensively planned two-acre subdivisions, others feature varying lot sizes indicative of incremental subdivision.

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

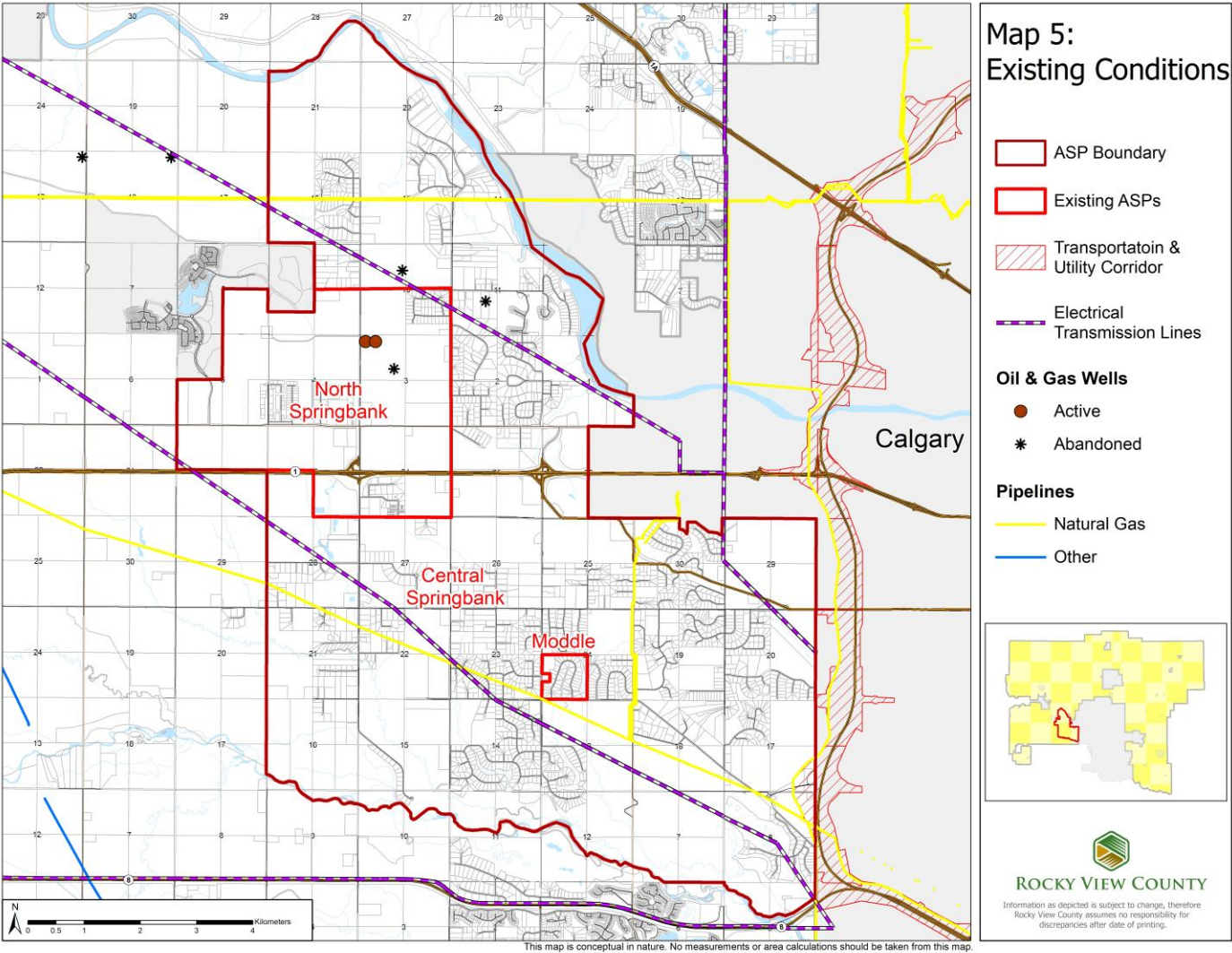
Although local plans have been adopted for further business development within the Highway corridor, this development had not yet commenced at the time of this Plan's adoption. Nonetheless, as business development occurs around the Plan area, such as within the Harmony development, employment opportunities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

Along the eastern boundary of the Plan area exists several aggregate resource extraction pits. These extraction areas provide a cost-effective building material for the Calgary region. While an important resource for the region, there is potential for conflict to arise as incompatible land uses continue to be developed towards these extraction areas.

MAP 4: EXISTING LAND USE



MAP 5: EXISTING CONDITIONS



6 VISION AND GOALS

Vision

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

Straddled by the Bow and Elbow Rivers, Springbank will offer a country residential lifestyle that blends with the area's agricultural heritage. Agricultural land uses will continue to be supported with new development only occurring at appropriate times, taking special care to respect any adjacent, ongoing agricultural operation.

High-quality design and low-density development will be promoted to ensure that the character and tranquility of Springbank is preserved. Further development will safeguard Springbank's precious natural environment and will prioritize sensitive watershed, wildlife, and natural habitat management.

Existing and future business uses will be carefully managed and will be limited to defined areas south of the Springbank Airport, with particular focus on the Range Road 33 and Highway 1 junction.

Goals

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

- policy direction of the Calgary Metropolitan Region Growth Plan, the Rocky View County / City of Calgary Intermunicipal Development Plan, and the County's Municipal Development Plan;
- the vision and direction of previous Springbank Area Structure Plans;
- the existing physical characteristics of the area;
- public input; 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 country residential community, with tranquil neighbourhoods and business areas developed at appropriate locations.
2. Promote a strong sense of place by preserving heritage assets and expanding community focal points, open space connections, and recreational opportunities.
3. Ensure that new development aligns with the direction of municipal and regional policies and plans.
4. Collaborate and engage with landowners and adjoining jurisdictions throughout the planning process to build consensus on new development.

Community Character and Appearance

5. Complement the character and appearance of Springbank through high-quality design that:
 - a. preserves and enhances the existing landscape and natural environment; and
 - b. supports efficient use of land and encourages provision of accessible public spaces.

Housing

6. Maintain the existing country residential lifestyle that has become synonymous with the Springbank community.

Business

7. Ensure sustainable and sensitive growth in identified business areas in a way that is supported by market trends, desired growth size, and limitations of servicing.
8. Create a framework of standards and guidelines that business must abide by as to limit impacts on residential development.

Agriculture

9. 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.

Airport

10. Ensure that future development in the vicinity of the Springbank Airport aligns with the objectives of the Springbank Airport Master Plan and does not impede the operation of the airport.

Transportation

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

Servicing

13. Facilitate the creation of potable water, wastewater, and storm water infrastructure within the Plan area in a safe, cost-effective, and sustainable manner.

Environment

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

PLAN POLICIES: LAND USE

7 LAND USE STRATEGY

Purpose

The land use strategy implements the vision for the Springbank ASP by detailing the physical organization of land uses in the Plan area as identified on Map 6: Land Use Strategy. The strategy identifies general land uses, the approximate boundaries of the land use area, and the policies that inform the development in each area.

The land use strategy looks to preserve the vision of existing area structure plans, while applying modern standards where required. This means maintaining the historic pattern of country residential development which has become synonymous with the Springbank community. The County seeks to preserve agricultural lands, with development only being supported on these lands when deemed appropriate. Business opportunities will continue to be directed to the Highway 1 and Range Road 33 junction. The Springbank Airport has also been included in this Plan; while the Calgary Airport Authority has full Development Authority within these lands, future surrounding development will need to interface appropriately with airport operations.

In the interest of more efficient growth and effective servicing, development will not be supported without an amendment to this Plan to adopt a local plan for development areas. Local plans must demonstrate logical connection and extension of existing residential development.

Policies

- 7.01** Current agricultural operations will be supported until such time that a transition to uses in accordance with this Plan are proposed.
- 7.02** Preserving rural character and vistas within the community shall be important considerations for future development.
- 7.03** Open space and pathway systems will be expanded through future development and the protection of environmentally sensitive areas.
- 7.04** Notwithstanding agricultural businesses, business uses shall be directed to the Business and Springbank Airport Interface areas as identified on Map 6.
- 7.05** No new industrial development shall be supported within the Plan area.
- 7.06** To provide a holistic, efficient, and thorough approach to community development in Springbank, local plans (conceptual schemes and master site development plans) shall be prepared in accordance with Section 26 and Appendix B of this Plan. Conceptual schemes and master site development plans within the Plan area shall be adopted by bylaw and appended to the Plan.
- 7.07** A local plan is not required within areas when the proposed subdivision meets the criteria for a first parcel out or agricultural use in accordance with the Municipal Development Plan.

TABLE 1: SPRINGBANK POPULATION DENSITY AT FULL BUILD-OUT

Development Area	Gross Area hectares (ac)	Gross Residential Developable Area ¹ hectares (ac)	Units ² per developable hectare (ac)	Population	Population Density hectare (ac)
Built-Out Areas	1,365.00 (3,372.98)	1,365.00 (3,372.98)	1.14 (0.46)	4,233	3.10 (1.25)
Infill Residential	2,834.75 (7,004.83)	1,984.33 (4,903.38)	1.24 (0.50)	6,617	3.33 (1.35)
New Residential	4,433.53 (10,955.49)	3,103.47 (7,668.84)	1.24 (0.50)	10,352	3.34 (1.35)
Total	8,633.28 (21,333.30)	6,452.80 (15,945.20)	1.21 (0.49)	21,202	3.26 (1.32)

1 Developable Residential Area is generally 30% less of Gross Residential area to account for MR, ER, Roads, Utilities & other Infrastructures.

2 Units and population density per hectare are based on gross residential area. Population estimated assuming 2.7 persons per dwelling or using 2018 census data when available.

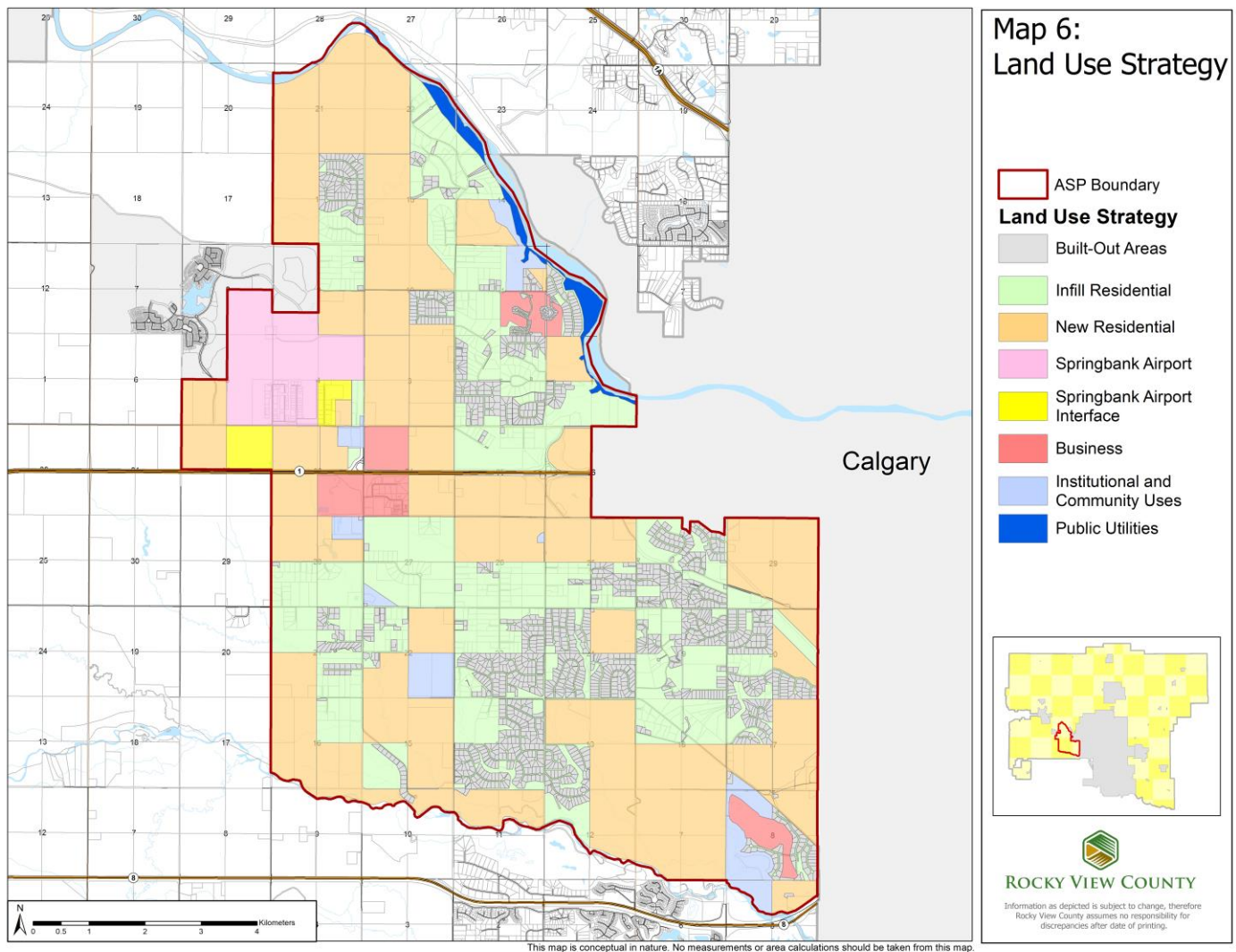
TABLE 2: LAND USE SCENARIO

Land Use Type	Gross Area Hectares (ac)
Built-Out Areas	1,365.00 (3,372.98)
Infill Residential	2,834.75 (7,004.83)
New Residence	4,433.53 (10,955.49)
Business	306.84 (758.21)
Institutional and Community Uses	292.86 (723.68)
Springbank Airport	429.88 (1,062.25)
Springbank Airport Interface	100.64 (248.69)
Regional Infrastructure	53.50 (132.20)
Bow River	79.79 (197.16)
Elbow River	26.92 (66.53)
Public Utilities	88.80 (219.44)
Total	10,012.51 (24,741.46)

Table Notes:

- Reference Map 6: 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 6: LAND USE STRATEGY



8 RESIDENTIAL

Overview

Residential development will continue to accommodate gradual population growth with a focus on retaining the existing country residential form in the community. Single-detached dwellings shall be the only form of residential development on lots generally two acres in size.

Objectives

- Maintain single-detached dwellings as the only form of housing in Springbank, preserving the country residential lifestyle.
- Ensure that redesignation and subdivision proposals are sensitive to existing residential properties, and environmental and heritage features.
- Require local plans for a wholistic approach to community development to avoid ad-hoc subdivision.

Policies

General

- 8.01** Residential development shall be in accordance with Map 6.
- 8.02** All residential development in the Plan area shall abide by the residential development policies outlined in this Section.
- 8.03** Lands suitable for residential development are classified into two categories: Infill residential and New residential with defined boundaries as shown on Map 6.
- a)** in accordance with Policies 26.18 and 26.19, the County will review the defined boundaries of the above residential categories and amend the areas as necessary.
- 8.04** Lands no longer considered suitable for further residential development are identified as Built-Out Areas on Map 6.
- 8.05** Single-detached dwellings shall be the only form of residential development.
- a)** notwithstanding Policy 8.05, accessory dwelling units may be permitted at the discretion of the Development Authority.
- 8.06** The keeping of livestock on lots subdivided for residential purposes should be prohibited on lots less than 4 acres.
- 8.07** The use of panhandles to provide access to residential parcels is discouraged and shall only be permitted if it can be demonstrated that there are no other viable alternatives to access a single proposed lot.
- 8.08** For developments where panhandles exist or are proposed in accordance with Policy 8.07, Road Acquisition Agreements shall be registered at the time of subdivision to secure future road alignments.
- 8.09** Municipal Reserve land dedication shall be determined in accordance with the policies set out within Section 18 of this Plan.
- 8.10** No new residential buildings shall be permitted within the floodway or flood fringe identified on Map 9: Environmental.
- 8.11** No new residential buildings shall be permitted within the areas with a Noise Exposure Forecast (NEF) contour of 30 as identified on Map 7: Springbank Airport.

Conceptual Schemes

- 8.12** All redesignation and subdivision applications on lands within the Plan area shall require conceptual schemes to provide holistic, efficient community development, in accordance with Section 26.
- 8.13** All conceptual schemes adopted by Council shall be appended, by bylaw, to this Area Structure Plan, with Table 6 (Appendix D) and Map 3 of this Plan updated accordingly.
- 8.14** Notwithstanding Policies 8.12 and 8.20, a conceptual scheme is not required for agricultural development or residential development when all of the following conditions are met:
- a) direct road access is available, without the use of a panhandle;
 - b) one (1) lot is being created from the parent parcel in place at time of adoption of this Plan;
 - c) the proposed lot is ± 0.8 ha (± 1.98 acres) or greater in size; and
 - d) the creation of the new lot will not adversely affect or impede future subdivision of the balance lands.
- 8.15** In the preparation of a conceptual scheme, sight line conflicts should be minimized and an assessment of both on and off-site visual impacts should be conducted in order to determine the siting of new lots, their building envelopes, and the architectural style of any structures.
- 8.16** Notwithstanding the defined conceptual scheme boundaries as defined on Map 3, conceptual scheme boundaries may be altered with an amendment to this Plan, at the discretion of Council, provided:
- a) the alternate conceptual scheme area is comprehensive in nature;
 - b) the implications of development proceeding within an alternate conceptual scheme boundary have been examined; and
 - c) the County determines that any on-site or off-site planning issues have been resolved pursuant to the provisions of this Plan.
- 8.17** Conceptual schemes shall contain or address all the requirements identified in Appendix B.

Built-Out Areas

- 8.18** Lands identified as Built-Out Areas on Map 6 shall not be permitted to subdivide further.
- 8.19** Notwithstanding Policy 8.18, where an existing lot holds a land use designation that permits further subdivision, proposals may be considered to create lots meeting the purpose and intent of that land use district subject to adhering to the policies within Section 8.

Infill Residential

- 8.20** With the exception of subdivisions which meet the criteria in Policy 8.14, lands identified as Infill Residential on Map 6 shall not be eligible for further subdivision unless a conceptual scheme is prepared in accordance with the provisions of this Plan, is approved by Council, and is appended to the Plan.
- 8.21** Future residential lots in the Infill Residential area, as defined on Map 6, shall be a minimum of 0.8 ha (± 1.98 acres) in size. Where residential lot sizes less than 1.6 ha (± 3.95 acres) are proposed within an Infill Residential area principally occupied by larger lots, the proposal's compatibility with the immediate area should be assessed, including its impact on further subdivision potential.

New Residential

- 8.22** With the exception of subdivisions which meet the criteria in Policy 8.14, no land use redesignation, subdivision, or development within the lands identified as New Residential on Map 6 will occur unless a conceptual scheme in accordance with the provisions of this Plan, is approved by Council, and is appended to the Plan.
- 8.23** The minimum allowable parcel size is ± 0.8 ha (± 1.98 acres).
- 8.24** The maximum number of lots shall not exceed 64 on a quarter section.

- 8.25** Notwithstanding Policy 8.23, the minimum parcel size may be reduced to a minimum of ± 0.4 ha (± 0.99 acres) if justified on the basis of additional open space, subdivision design, or environmental features related to the site.
- a)** such proposals shall not result in more than 64 lots overall (existing and proposed) within the subject quarter section and shall be comprehensively planned through the preparation of a conceptual scheme.
 - b)** new residential parcels less than ± 0.8 ha (± 1.98 acres) shall connect to piped water and wastewater servicing in accordance with Section 20 and County policy.

DRAFT

9 AGRICULTURE

Overview

Agriculture was the driving force of settlement in the late 1800s and early 1900s, and the opportunity to own land was a key driver of migration from Europe at that time. In the decades since, large areas of Springbank have transitioned from agricultural uses to residential development. As demand for this land use transition continues, an objective of this Plan is to ensure that residential development is respectful to existing agricultural operations, and to support opportunities for the diversification of agricultural uses and the blending of agricultural practices with compatible non-residential uses. The County has also adopted policies supporting 'Right to Farm' Legislation to protect 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.

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 (business, institutional and residential).
- Continue to support agricultural uses and agricultural subdivisions (including first parcels out, farmsteads, and new or distinct agricultural use) until alternative forms of development are determined to be appropriate.

Policies

- 9.01** In support of the Province's 'Right to Farm' legislation, local plans must acknowledge and strive for compatibility with adjacent agricultural lands and operations.
- 9.02** Agricultural land uses should:
- a) incorporate and implement best management practices for all agricultural operations; and
 - b) participate with Provincial and County initiatives to improve and implement methods of best management practices.
- 9.03** Existing agricultural operations within the Plan area should continue to be supported until such time as development of those lands to another use is deemed to be appropriate, in accordance with the policies of this Plan.
- 9.04** Subdivision of agricultural lands, other than first parcel out proposals, those that provide for a new agricultural use as per Municipal Development Plan policy, or those that provide a local plan shall not be supported.
- 9.05** Redesignation, subdivision, or development permit applications facilitating agricultural / agricultural business uses and development shall consider:
- a) compatibility with the surrounding character of the area;
 - b) if the site can sustain the proposal as it relates to the type, scale, size, and function of the use;
 - c) the compatibility of the proposed use with the adjacent existing land uses;
 - d) the provisions of the Municipal Development Plan and the Land Use Bylaw;
 - e) impact on the environment, including air quality, and surface and groundwater hydrology;
 - f) compatibility with the safe operation of the Springbank Airport; and
 - g) any other matter the County deems appropriate.

- 9.06** A master site development plan may be required for proposals facilitating agricultural development that is not ancillary to the principal agricultural operations being undertaken on a parcel.
- a)** the master site development plan shall be considered by Council for approval and shall cover the items listed in Policy 9.05 and Appendix B of this Plan.
- 9.07** All master site development plans adopted by Council shall be appended, by bylaw, to this Area Structure Plan, with Table 6 (Appendix D) and Map 3 of this Plan updated accordingly.
- 9.08** Any development that shares a boundary with agricultural operations shall address and adhere to the County's Agricultural Boundary Design Guidelines within any local plan, redesignation, subdivision, or development application.
- 9.09** Agricultural heritage buildings and cultural landscapes should be integrated wherever possible into future land use and development changes.
- 9.10** Applications for confined feeding operations, abattoir, or any large-scale processing facility shall not be supported within the Plan area.

10 BUSINESS

Overview

Business areas provide a wide range of services to County residents and the region, while contributing to the fiscal sustainability of the County. Springbank's adjacency to Highway 1 and the importance of the Springbank Airport creates potential for some business growth, where it is compatible with Springbank's country residential character. Business development must be focused in areas where it can be sensitively planned to not adversely impact existing residents or agricultural operations. Ensuring high quality design standards, restricting certain business development forms, and addressing interface and transitions will be important in this respect.

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.
- Provide for the growth of local and regional business development that celebrates and preserves the character and heritage of Springbank.
- Establish standards and requirements for business uses within the Plan area.

Policies

General

- 10.01** Business development shall be located within the business areas as identified on Map 6.
- 10.02** Notwithstanding Policy 10.01, small scale and low impact agricultural business development may be supported throughout the Plan area in accordance with the policies of Section 9 and the Land Use Bylaw.
- 10.03** Development within business areas should proceed in an orderly manner, supported by cost-effective improvements and upgrades to the County's infrastructure and transportation networks.
- 10.04** Only those land uses identified in the 'Commercial, Highway District' and 'Business, Recreation District' land use districts of the Land Use Bylaw shall be considered appropriate within the identified business areas.
- 10.05** Business development shall be attractively designed, fit with existing development, and address Rocky View County's Commercial, Office, and Industrial Design Guidelines.
- 10.06** All business development shall adhere to the performance standards and development guidelines of this Section.

Performance Standards and Development Guidelines

Performance Standards

- 10.07** No business operation shall cause or create air contaminants, visible emissions, or particulate emissions beyond the building which contains them.
- 10.08** Airborne particulate matter originating from storage yards, yards, or roads shall be minimized by landscaping, paving, or wetting those areas, or by other means considered appropriate by the County, in accordance with sound environmental practices.
- 10.09** No business operation shall cause or create the emission of odorous matter or vapour beyond the building which contains the use or operation.
- 10.10** No business operation shall cause or create the emission of excessive noise or vibrations beyond the building which contains the use or operation.

- 10.11** No business operation shall cause or create the emission of toxic matter beyond the building which contains it. If deemed necessary, the County shall request a Chemical Management Plan detailing the handling, storage and disposal of any toxic hazardous materials.
- 10.12** Garbage and waste material shall be stored in weatherproof and animal-proof containers located within buildings or adjacent to the side or rear of buildings which shall be screened from view by all adjacent properties and public thoroughfares. Mechanical waste compactors are encouraged.
- 10.13** All business operations which store or utilize materials or products which may be considered hazardous due to their flammable or explosive characteristics shall comply with the applicable fire regulations of the County or the regulations of any other government authority having jurisdiction, and in accordance with any hazard or emergency management plan that may be required by the County.

Development Guidelines

- 10.14** Vehicular entrances shall be designed to accommodate the turning movements of trucks and recreational vehicles and shall be positioned to allow for safe and adequate site distances.
- 10.15** Vehicle parking areas should be located to the side or rear of buildings and away from public frontages to be effectively screened.
- 10.16** Business development should provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.
- 10.17** The County may request a Signage Plan when deemed necessary.
- 10.18** Temporary signage is prohibited with the exception of temporary signs required during development or building construction.
- 10.19** All lighting, including security and parking area lighting, shall be designed to limit overall light pollution and sky glow, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 10.20** A Landscaping Plan is required for any proposed business development and shall align with the requirements of the Land Use Bylaw and any applicable County standard and policy.
- 10.21** Outdoor Storage as a primary use shall not be permitted in the business areas of the Plan. Outside storage accessory to the primary use of the site shall be screened and located to the side or rear of the primary building.
- 10.22** Outside display areas are permitted provided they are limited to examples of equipment, products or items related to the business use located on the site containing the display area and are not located within any required setback.
- 10.23** A Storm Water Management Plan shall be submitted to the County, if required, upon application for a development permit. Storm water should be retained on-site where possible.
- 10.24** A Construction Management Plan shall be submitted to the County, if required, upon application for a development permit. The Construction Management Plan shall detail the management of all construction activity on-site including, but not limited to, the management of construction debris and dust.
- 10.25** 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.
- 10.26** Antennas, satellite dishes or other similar equipment should not be placed on the roof of any building and should be located in the rear or side yard and shall not exceed any height restrictions imposed by the County.

11 AGGREGATE RESOURCE EXTRACTION

Overview

Within the Springbank area, there exists areas of rich aggregate resources along both the Bow and Elbow Rivers that were deposited as glaciers retreated from the area and some legacy aggregate extraction sites remain within the community. However, as growth continues within the Springbank community, there is a risk of conflict arising if any new extraction sites or processing sites are to be allowed in the community. Therefore, new aggregate extraction activities and processing activities will not be supported within the Plan area. Existing operations may continue to operate in line with existing approvals, but will be reclaimed and converted to appropriate uses once operations cease.

Objectives

- No new aggregate resource extraction operations shall be undertaken within the Plan area.
- Existing operations shall be reclaimed after operations cease, and the land converts to an appropriate land use.

Policies

- 11.01** No new aggregate resource extraction or processing operations shall be approved within the Plan area.
- 11.02** No redesignation of land shall be permitted for any new or existing aggregate resource extraction operation.
- 11.03** Existing operations may continue to operate under approvals in place at the time of adoption of this Plan. Any renewal of an existing approval shall be subject to:
- a) compliance with relevant County plans, guidelines, and requirements;
 - b) mitigation of impacts to adjacent properties, including impacts due to noise, dust, traffic, and any other nuisance;
 - c) no impact to the water table of the surrounding area; and
 - d) existence of a valid development permit.

12 SPRINGBANK AIRPORT

Overview

The Springbank Airport is operated on leased Federal Crown Land by the Calgary Airport Authority. The Springbank Airport acts as the primary general aviation reliever airport for the Calgary International Airport. The Springbank Airport currently supports light aircraft operations, flight training, charter operations, as well as aircraft maintenance and associated services. In 2022, Springbank Airport was the ninth busiest airport in Canada when measured by aircraft movements. While the airport lands themselves are federally regulated, further planning is required adjacent to the airport to consider complementary uses.

Objectives

- Align development with the vision of the Springbank Airport Master Plan 2009-2029.
- Ensure any proposed development is a compatible use with the Springbank Airport operations.
- Establish a business base that complements the Springbank Airport and diversifies the County's tax base.

Policies

Springbank Airport

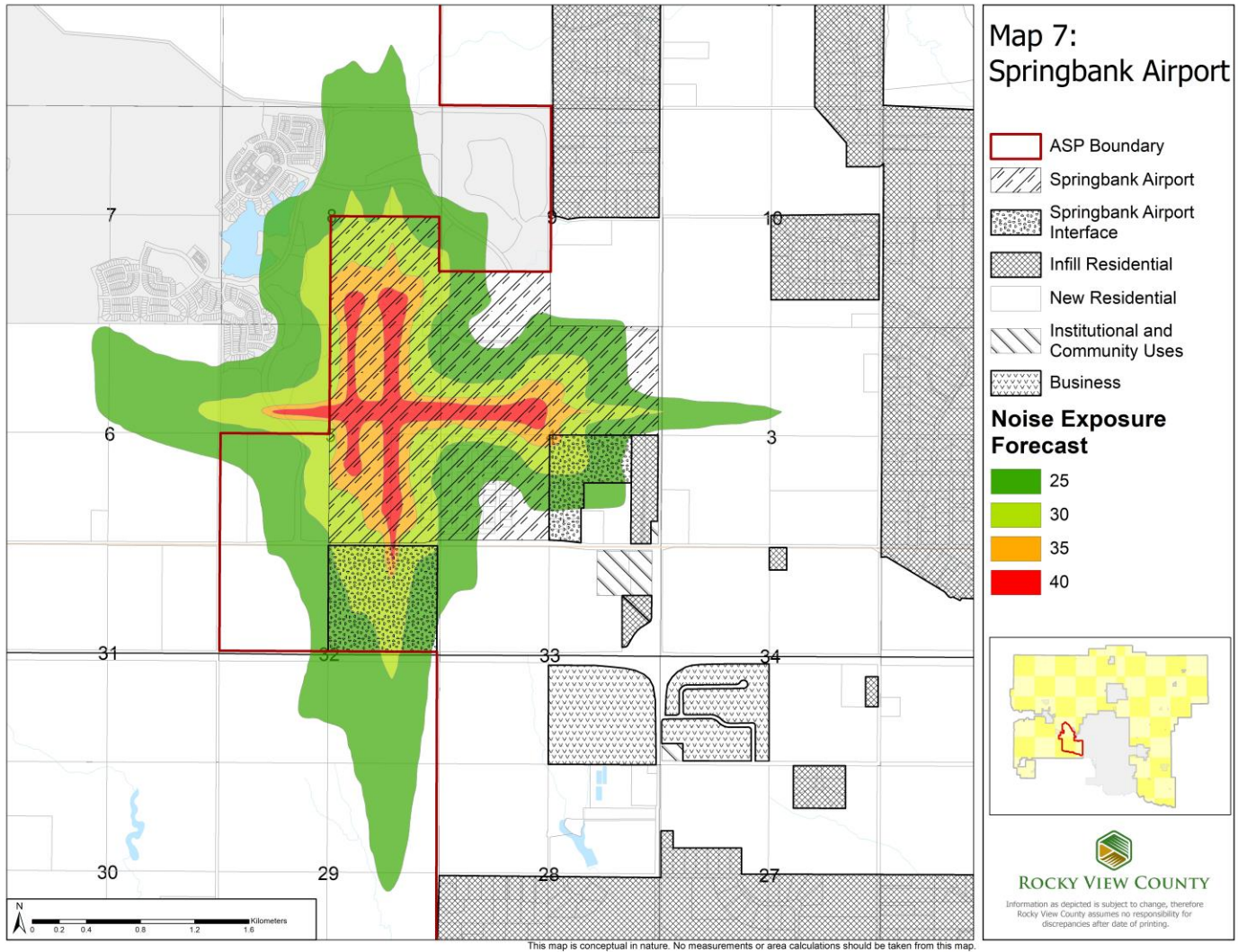
- 12.01** The Springbank Airport shall cover those lands identified on Map 6 and Map 7.
- 12.02** All proposed development must align with the Springbank Airport Land Use & Development Guidelines.
- 12.03** The Calgary Airport Authority has sole discretion for approving development applications on these lands.
- 12.04** All building permit applications for these lands shall be directed to Rocky View County Building Services.

Springbank Airport Interface

- 12.05** The Springbank Airport interface shall cover those lands identified on Map 6 and Map 7.
- 12.06** Where the provisions of this Section appear to be in conflict with other policies or sections of the Plan, the provisions of this Section shall take precedent.
- 12.07** Appropriate uses on lands within the Springbank Airport Interface include:
 - a) agricultural operations;
 - b) public and private recreation uses that include such uses as golf courses and parks;
 - c) institutional and community uses as identified in Policy 13.04;
 - d) aircraft hangers and ancillary buildings; and
 - e) land uses within the districts identified in Policy 10.04, subject to adhering to Policies 10.07 to 10.26.
- 12.08** When considering redesignation proposals, applications for subdivision and/or development approval on lands contained within the Springbank Airport Interface, the County shall verify that the proposal is fully compatible with the safe operation of the Springbank Airport.
- 12.09** When evaluating proposals for the uses listed in Policy 12.07, the County shall consider the following:
 - a) any potential for the discharge of toxic, noxious or other particulate matter into the atmosphere that may occur as a result of approval of the subject proposal;
 - b) any potential radiation or other interference by use of electronic or electrical equipment used by the airport;
 - c) any potential fire or explosive hazards that may result from approval of the subject proposal;
 - d) any potential for the accumulation of any material or waste edible by or attractive to birds;
 - e) any proposed use of extensive lighting;

- f) the proposed building height including clearance lights, mechanical penthouses, antennas, building cranes during construction, receiving or transmitting structures, masts, flagpoles, clearance markers or other element beyond the height of the principal building structure;
- g) any noise exposure forecast levels and the affect the forecasted noise will have on the proposed development;
- h) adherence to the Springbank Airport Zoning regulation; and
- i) any other matter deemed appropriate by the County.

MAP 7: SPRINGBANK AIRPORT



13 INSTITUTIONAL AND COMMUNITY USES

Overview

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. For the purpose of this Plan, institutional and community uses cover a range of both publicly and privately owned amenities with the intent of the Plan policies being to protect these lands from alternative development, to better define the uses allowed, and to maximize their benefit to the Springbank community.

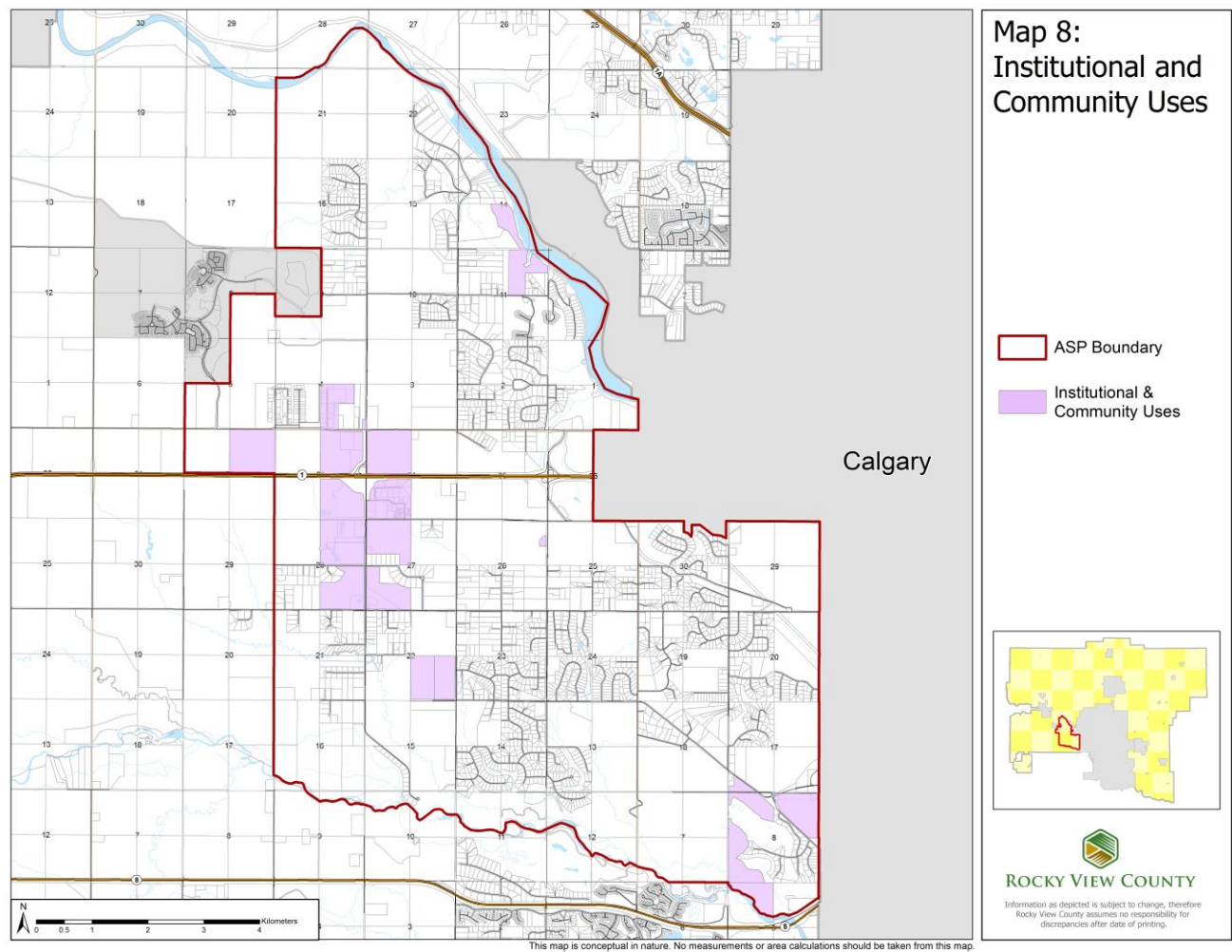
Objectives

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

Policies

- 13.01** Notwithstanding Map 6, new or expanding institutional and community uses may also be supported within the areas identified on Map 8: Institutional & Community Uses, subject to meeting the policies of this Plan.
- 13.02** When possible, school facilities should be developed as multi-disciplined joint use facilities to satisfy a variety of needs and opportunities.
- 13.03** Future expansion opportunities for the ‘Springbank Park For All Seasons’ and the Springbank Equestrian Centre should be incorporated into the master site development plans for lands adjacent to these facilities.
- 13.04** Public and non-public institutional and community uses shall be restricted to the following within the Plan area:
- a) arts and cultural centre;
 - b) athletic and recreation services;
 - c) libraries;
 - d) museums;
 - e) private schools;
 - f) public parks, open space or environmental reserves;
 - g) public schools;
 - h) religious assembly; and
 - i) senior care facilities;
- 13.05** Additions to the uses listed in Policy 13.04 may be considered as part of a minor text amendment to the Area Structure Plan.
- 13.06** All redesignation and subdivision applications on lands within the Plan area shall require a master site development plan to provide holistic, efficient community development.
- 13.07** All master site development plans adopted by Council shall be appended, by bylaw, to this Area Structure Plan, with Table 6 (Appendix D) and Map 3 of this Plan updated accordingly.
- 13.08** Master site development plans shall contain or refer to all the requirements identified in Appendix B.

MAP 8: INSTITUTIONAL AND COMMUNITY USES



**POLICIES:
NATURAL AND
COMMUNITY
INFRASTRUCTURE**

14 NATURAL AND HISTORIC ENVIRONMENT

Overview

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

Objectives

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

Policies

Natural Environment

- 14.01** At the time of conceptual scheme preparation, a Biophysical Impact Assessment (BIA) to evaluate impact on wetlands, wildlife, vegetation, and historical resources shall be submitted in accordance with the County Servicing Standards.
- 14.02** At the time of conceptual scheme preparation, a study to delineate and classify the environmentally sensitive areas to properly determine setbacks and future protection steps, such as environmental reserves, shall be submitted in accordance with the County Servicing Standards.
- 14.03** Local plans shall address how the disruption and fragmentation of natural areas and wildlife habitats by:
- a) incorporating ecological features such as natural vegetation, topography, and water bodies into the design at the local plan, redesignation, and development permit stages;
 - b) utilizing environmentally-friendly landscaping where practical; and
 - c) preventing the spread of invasive, alien species in environmentally sensitive areas.
- 14.04** Conceptual schemes shall enhance natural areas by retaining and integrating natural features into the subdivision design, to the County's satisfaction.
- 14.05** Conceptual schemes shall demonstrate the connectivity and function of all retained natural features.

Wildlife Corridors / Habitat

- 14.06** Development permit applications for new livestock uses should be limited in wildlife corridors/habitat areas, as identified on Map 9 and Map 10: Wildlife Corridors, to avoid conflict with the passage of wildlife.
- 14.07** 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 center of the corridor/habitat, to minimize human conflict with wildlife.
- a) vegetation and other natural materials should be incorporated into developments to visually separate human use areas from wildlife areas and to provide overhead cover.
 - b) proposed development of trails and pathways shall be planned in collaboration with the County to minimize interference with identified wildlife corridors/habitat.

- 14.08** At the local plan and development permit stages, development shall be designed to allow wildlife movement through and around the overall community, such that wildlife is attracted to areas designed to allow safe movement (e.g. wildlife corridors) and detracted from residences and roads to reduce interactions with people and vehicles.
- 14.09** Local plans shall identify policies on the use of appropriate buffers between high wildlife use areas (e.g. wildlife corridors) and developed areas and the strategic use of fencing within development proposals to reduce obstructions to wildlife movement, but to also limit road collisions.
- 14.10** Local plans shall 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.
- 14.11** Permanent vehicular access shall be minimized within wildlife corridor/habitat areas identified on Map 10.
- 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.
- 14.12** All local plans within wildlife corridors/habitat identified on Map 10 shall 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 align with the requirements of the County Servicing Standards, or any replacement County standard, policy, or bylaw.
- 14.13** The design and location of on-site lighting within development proposals shall not form a barrier to wildlife and/or cause unnecessary light pollution.

Wetlands

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

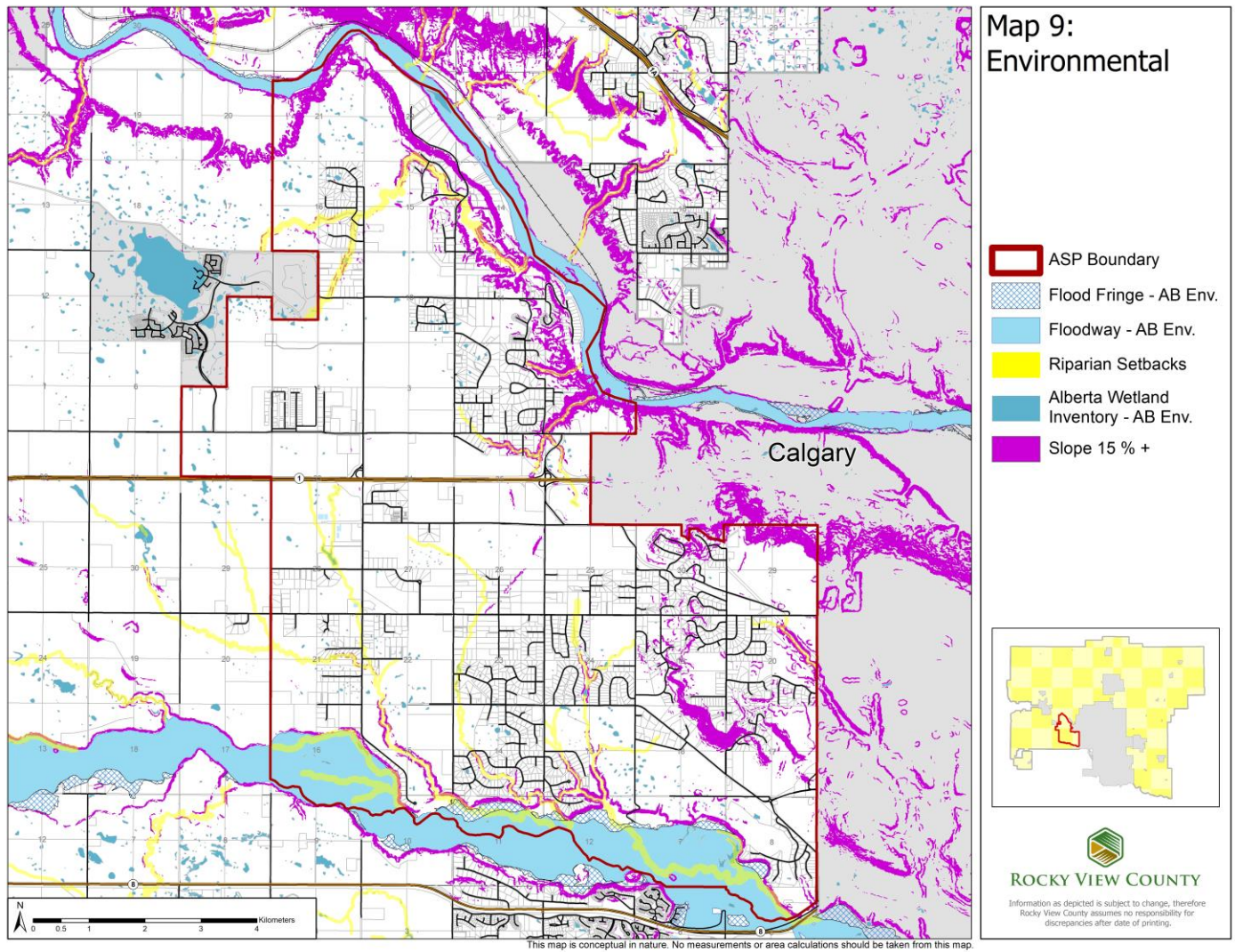
Riparian Areas

- 14.19** Building and development in the riparian protection area shall be in accordance with the County's Land Use Bylaw and the County's Riparian Land Conservation and Management Policy or any replacement policy.
- 14.20** The riparian protection area may be publicly or privately owned.
- 14.21** A local plan shall provide a detailed riparian assessment based on the Province's 'Stepping Back from the Water Guide'. The assessment shall determine the applicable mitigation requirements to protect the riparian area.
- 14.22** The riparian protection area should principally remain in its natural state. Development proponents should principally maintain the natural riparian function through the use of native plant species.
- 14.23** Notwithstanding Policy 14.22, Riparian protection area uses may include: linear infrastructure, parks, pathways, and trails when designed to minimize impact on the riparian area.
- 14.24** Notwithstanding Policy 14.22, 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.

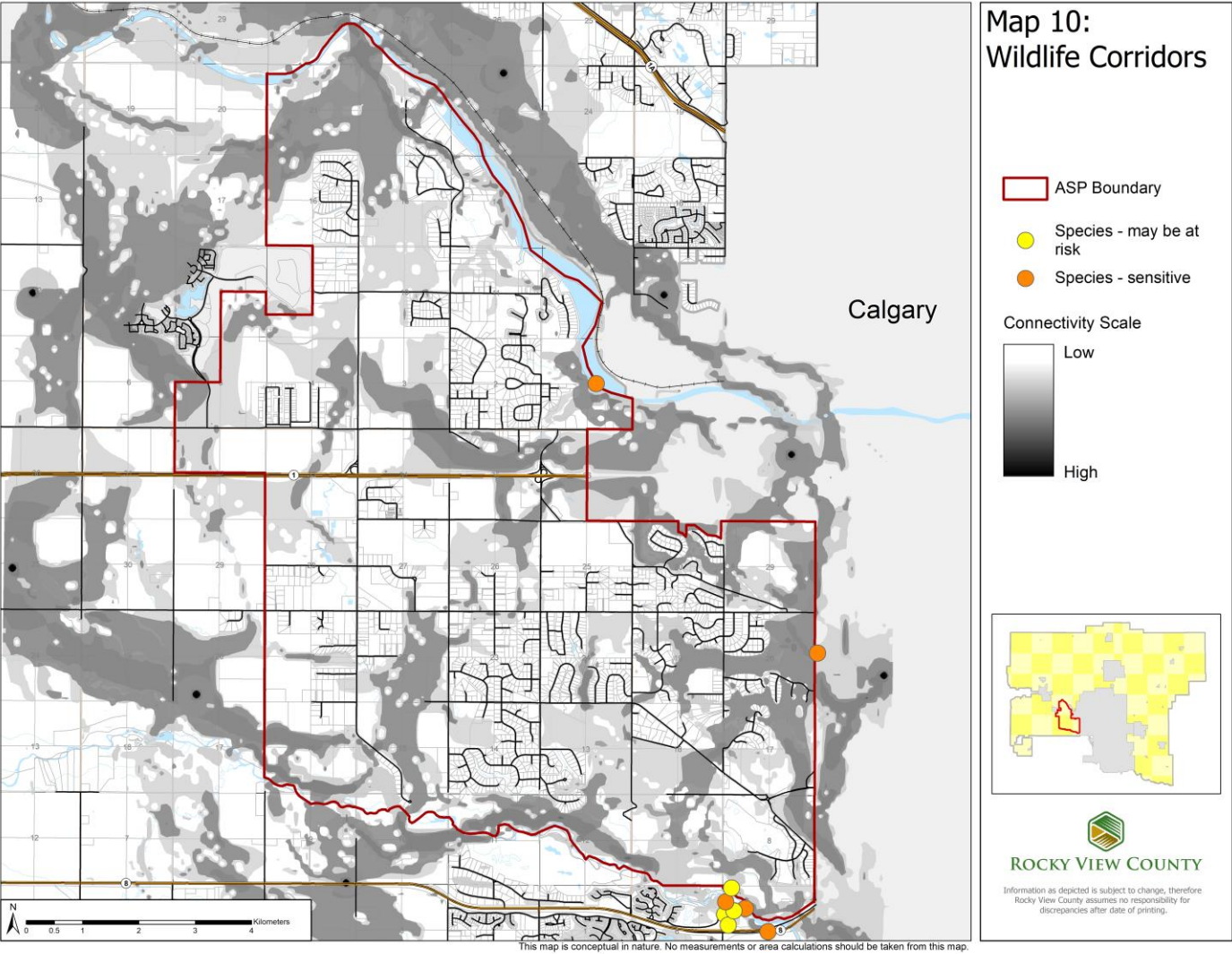
Historic Resources

- 14.25** In preparation of a local plan, applicants shall consult the Alberta Government's Listing of Historic Resources to identify the potential for historic resources within the development area.
- 14.26** Provincial guidelines shall 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.
- 14.27** Until a Cultural Heritage Landscape Assessment of the Plan area is completed, local plans shall identify the impact of the proposal on any heritage or landscape features either within the local plan area, and upon adjacent lands:
- a)** where necessary, measures to preserve and enhance these features shall also be detailed.
- 14.28** Applicants are encouraged to incorporate heritage and landscape features into the layout and design of development proposals. Approaches may include:
- a)** sensitive restoration or relocation of heritage buildings;
 - b)** complementary architectural design of adjacent new buildings;
 - c)** preservation of views or buffering around the feature;
 - d)** preservation of road alignments and boundary treatments; and
 - e)** use of interpretive signage denoting features.
- 14.29** Names of new developments and/or roads should incorporate traditional knowledge, the names of local settlement families (some of whom are listed in Appendix E), historical events, topographical features, or locations.

MAP 9: ENVIRONMENTAL



MAP 10: WILDLIFE CORRIDORS



15 SCHOOLS

Overview

Presently, there are three existing school sites located in Springbank: an elementary school, middle school, and high school. Further collaboration will be required with school boards to determine additional locations within the Springbank area based on demand and the policies of this Plan.

Objectives

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

Policies

General

- 15.01** As master site development plans are prepared, consultation shall occur with the school boards and other relevant partners to confirm additional school needs and specific locations for future school sites.
- 15.02** Redesignation and subdivision applications for school sites shall address land use compatibility, servicing needs, and transportation requirements, and shall ensure the site is of sufficient size to accommodate parking needs.

Land Suitability

- 15.03** Suitability of proposed school sites shall be evaluated by the school authority in consultation with the County, with emphasis on locating within the area located on Map 8.
- 15.04** When evaluating the appropriateness of land for school sites, the following should be considered:
- a) proposed access to the sites should be via collector roads within the County road hierarchy;
 - b) natural or man-made hazards and extreme topographic variations that may be present on site;
 - c) the feasibility of providing the proposed site with public and/or private services;
 - d) the appropriateness of the proposed site to accommodate a basic school development, which includes an amenities area; and
 - e) any other matter deemed appropriate by the County.
- 15.05** School sites should provide suitable land for active playing fields and park space to meet the needs of students, and should be connected to the community through trails, pathways, and/or sidewalks.
- 15.06** The provision and allocation of school reserves and municipal school reserves shall be determined as per Section 18 of this Plan.

Joint Use

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

Private Schools

- 15.08** Private schools shall locate within the areas identified on Map 8.
- 15.09** When considering the appropriateness of a private school contemplated by Policy 15.08 herein, the County shall consider adherence to the policies identified in Section 13 and the requirements of a master site development plan as identified in Appendix B.

16 RECREATION

Overview

Community space and facilities for recreation uses are an important component of Springbank. In 2021, Rocky View County Council approved the development of the Recreation and Parks Master Plan. A long-term strategic plan will better address the recreational needs in the County as a whole. Once the spaces are created, recreational programs can be supported through a variety of mechanisms. The Springbank area has several community groups and organizations that have identified their future recreation facility needs.

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

Objectives

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

Policies

General

- 16.01** Conceptual schemes shall align with the County's Recreation and Parks Master Plan and consider the appropriate type, size, and scale of recreational, cultural, and community services.
- 16.02** Conceptual schemes shall consider and, where required, provide for the location of lands for recreational uses and park space.
- a)** spaces intended for social gatherings and performing arts may also be considered.
- 16.03** The County shall support the development of recreation facilities and services through grant funding programs/appropriate funding mechanisms.
- 16.04** The County should encourage both public and private partnerships to provide recreation services.
- 16.05** The County shall work collaboratively with the school boards, community groups, and The City of Calgary to plan for an appropriate amount of land for future recreation needs.
- 16.06** Recreational opportunities in the wildlife corridors/habitat should be passive, low-intensity, informal, and unstructured to minimize the physical and visual impacts to the natural areas and views.

17 ACTIVE TRANSPORTATION, PARKS, AND OPEN SPACE

Overview

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. Pathways that connect to neighbouring municipalities are also important to provide for regional connections and opportunities.

With both the Bow and Elbow Rivers making up the boundaries of the Springbank community, there exists an opportunity to take advantage of such a unique location. The establishment of river access allows for further enjoyment of the area by individuals, but special care needs to be taken to ensure this water can continue to be used for consumption by communities within the County and City of Calgary. In 2018, the Bearspaw Reservoir Trilateral Task Force was established by representatives from Rocky View County, The City of Calgary, and TransAlta, who owns the Bearspaw Dam and much of the adjacent shoreline. The Task Force published a Consensus Report in 2019, discussing risks and management options for the Bearspaw Reservoir. In line with the findings of the Consensus Report, activities that pose a risk to public safety or the deterioration of water quality should be limited.

Objectives

Active Transportation

- Provide an integrated regional and local active transportation network offering connections to parks, open space, and community focal points throughout the Plan area in accordance with the primary network identified in the County's Active Transportation, Parks and Open Space framework.
- 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 County's Active Transportation, Parks and Open Space framework.
- Through the local plan process, encourage the design of subdivisions to accommodate 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 business areas.
- Promote the principles of 'Crime Prevention Through Environmental Design' (CPTED) in the development of an active transportation network within parks and open space.

Open Space and Parks

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

Policies

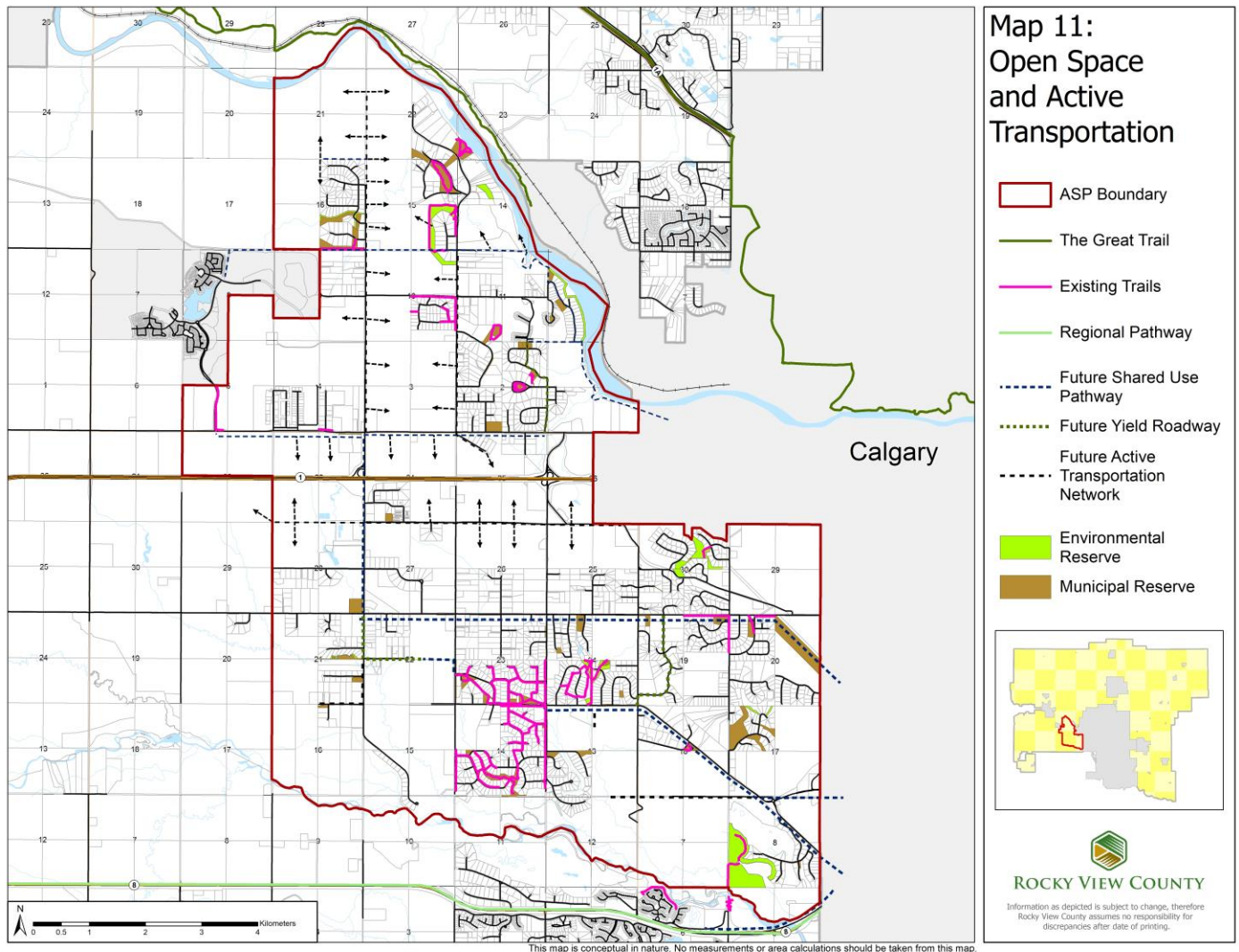
General

- 17.01** To support an integrated public open space system, open space designs should consider:
- a) creating an appropriate buffer along the open space system that recognizes the significance of the natural amenity;
 - b) designing the open space system so that it is safe, accessible, active, and highlights the community's unique identity; and
 - c) featuring the natural and cultural heritage aspect of the open space system so that all can understand and appreciate the area's unique natural assets.
- 17.02** Future development shall provide for an interconnected system of open space and parks in general accordance with Map 11: Open Space and Active Transportation.
- 17.03** 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; and/or
 - f) other mechanisms as approved by the County.
- 17.04** 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.
- 17.05** The overall active transportation network of on-road bicycle facilities, pathways, trails, and sidewalks should promote cycling and walking, and provide connections between residential, business, open space, and public service areas.
- 17.06** 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 should be considered.
- 17.07** 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) the Geometric Design Guide for Canadian Roads;
 - b) the County Servicing Standards; and
 - c) the County Parks and Pathways: Planning, Development, and Operational Guidelines.
- 17.08** Conceptual scheme preparation shall provide for an active transportation network connection that generally aligns with the primary network shown on Map 11, and should:
- a) provide connections within, and external to, the conceptual scheme 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 with bicycle facility design guidelines as identified in the Active Transportation Plan: South County; and
 - f) contribute to the overall regional active transportation network.

River Access

- 17.09** Focused public access to the Elbow and Bow River shall be considered if appropriate infrastructure is provided. The County shall only consider river access if public safety, ownership, water quality and maintenance issues are resolved.
- 17.10** The County shall consider locations for river access in alignment with outcomes related to the Bearspaw Reservoir Trilateral Task Force.
- 17.11** The location and arrangements for river access within the Plan area should be further investigated as part of revisions to the County's Active Transportation, Parks and Open Space framework, and Council policies.
- 17.12** Local plans shall establish designated river access points only where this is supported by Council direction and the County's Active Transportation, Parks and Open Space framework. Appropriate river access points shall be determined in collaboration with the Province, the City of Calgary, and utility providers.
- 17.13** Local plans shall establish signage and other boundary treatment requirements to clarify where access is allowed to the Bow or Elbow, and to limit the potential for trespass or public safety concerns.
- 17.14** Local plans shall develop appropriate links to the rivers through trail networks that respect private property and provide safe and dedicated public access for visitors and surrounding neighbourhoods. If a direct connection is not possible, roadways and pathways should be considered that terminate onto adjacent open space to create natural view corridors.
- 17.15** Local plans shall address detailed design consideration of river access, including:
- a)** safety;
 - b)** fire and emergency access;
 - c)** environmental investigation and approvals;
 - d)** changes to the river water flow and channels; and
 - e)** accessibility.

MAP 11: OPEN SPACE AND ACTIVE TRANSPORTATION



18 RESERVES

Overview

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

Objectives

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

Policies

- 18.01** 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.
- 18.02** Provision and allocation of reserves shall be determined in the adopted local plan, where required, and implemented at subdivision stage by the Subdivision Authority.
- 18.03** The dedication of reserves should meet the present and future needs of the Plan area by considering the recommendations of this Plan, the Active Transportation Plan: South County, the Recreation and Parks Master Plan, the local plan, and/or the school boards.
- 18.04** Where the opportunity exists to provide connections to an existing or planned active transportation route, municipal reserve dedication in residential areas should be provided by a full dedication of land to facilitate the establishment of fully functional pathways and open space areas within a development.
- 18.05** The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 18.06** Where a tentative plan of subdivision proposes a recreation business use, the County shall not consider the proposed recreational use as satisfying the requirements for Reserve dedication and shall require reserves in accordance with the *Municipal Government Act*.
- 18.07** 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.
- 18.08** 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.

PLAN POLICIES: TRANSPORTATION AND SERVICING

19 TRANSPORTATION

Overview

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 12: Transportation Network shows the Provincial, regional, and some local transportation networks in the Springbank area, and provides information on road classifications.

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

- 19.01** The transportation network should be developed in accordance with Map 12. The classification of the County Road Network may be refined through further transportation analysis and/or at the conceptual scheme stage.
- 19.02** A transportation impact assessment shall be required as part of the local plan preparation and/or subdivision application process in accordance with the County Servicing Standards.
- a)** a transportation impact assessment may be required as part of a development permit application if deemed necessary by the County and shall be in accordance with the County Servicing Standards.
- 19.03** Applications for local plans, land use amendments or subdivision of lands within the Business or New Residential Area of the Rocky View County / City of Calgary Intermunicipal Development Plan, applications shall identify:
- a)** mechanisms to implement the construction of any required regional transportation network improvements; and
- b)** opportunities for accommodation of any future transit strategy that has been jointly supported by the County and The City of Calgary.
- 19.04** 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

- 19.05** The regional transportation system shall be developed in general accordance with Map 12.
- 19.06** No 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.
- 19.07** The County shall collaborate with the City of Calgary and Alberta Transportation and Economic Corridors to identify future east/west collectors (corridors) through the Plan area.

- 19.08** 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.
- 19.09** Where required, conceptual schemes shall be designed to accommodate existing and/or potential changes in access to the Provincial transportation network, as identified on Map 12, and identify the land required for future highway interchange.

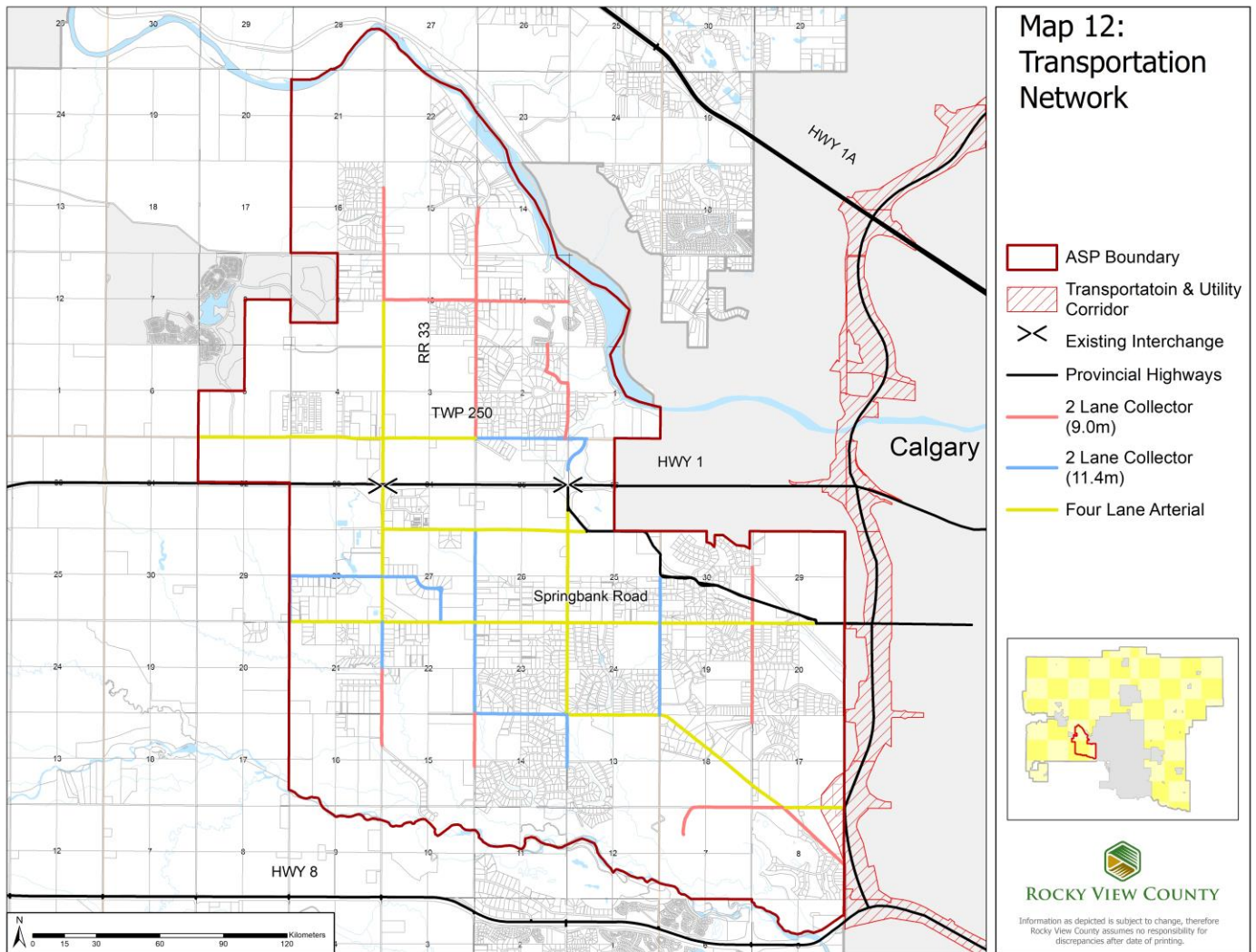
Local Transportation Network

- 19.10** 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.
- 19.11** 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 conceptual scheme preparation. Local roads shall be designed in accordance with the urban or rural cross section requirements established by the County.
- 19.12** The type of road cross section (urban or rural) for development within the Plan area shall be determined at the time of local plan preparation.
- 19.13** 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.
- 19.14** As part of preparation for conceptual schemes, a Construction Management Plan shall be submitted demonstrating best management practices and should be considered before road construction or upgrades are initiated to reduce the potential for sedimentation into watercourses.
- 19.15** Direct lot access to collectors should be avoided.
- 19.16** The number of lots permitted to access from a cul-de-sac will be considered on the basis of functional safety, and in accordance with County policy and standards.
- 19.17** Conceptual schemes for residential development shall provide for emergency and secondary access, pathway, trail, or sidewalk linkages within, and external to, the conceptual scheme area in accordance with municipal standards.

Road Allowances

- 19.18** All applications to consolidate/dispose of any road allowance must be in accordance with applicable County standards and policies.

MAP 12: TRANSPORTATION NETWORK



20 UTILITY SERVICES

Overview

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

However, there is a need to ensure that business development supported within the plan area is connected to piped water and wastewater systems to protect groundwater and the overall health of the Bow and Elbow River.

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

Policies

General

- 20.01** Utility service development should support an orderly, logical, and sequential pattern of development.
- 20.02** The location of regional and local transmission corridors, utility rights-of-way and easements, and related line assignments, shall be identified and protected at the conceptual scheme stage to the mutual satisfaction of the County, the developer, and the utility companies.
- 20.03** 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.
- 20.04** Costs associated with utility service improvements shall be the developer's responsibility.
- 20.05** All new business and institutional development shall connect to piped servicing for water and wastewater at the time of subdivision or development permit approval. Deferrals of piped servicing connections shall not be considered in subdivision or development approvals.
- a)** the requirement to connect to piped servicing for change of use applications within existing business developments shall be determined by the County, with consideration given to the intensity of the new use, the proximity and capacity of available piped servicing, and the effectiveness of existing private servicing serving the development.
- 20.06** All residential development proposed within the New Residential Areas shown on Map 6 of this Plan shall connect to piped servicing for water and wastewater at the time of subdivision.

- a) Notwithstanding Policy 20.06, subdivision to create a single residential lot that meets the criteria set out within Policy 8.14 of this Plan may utilize PSTS and water wells where this meets all relevant County standards and policies.

20.07 All new residential parcels less than 0.8 ha (\pm 1.98 acres) in size located within either the Infill Residential Areas or the New Residential Areas shown on Map 6 of this Plan shall connect to piped water and wastewater servicing at the time of subdivision. On-site servicing via water well PSTS shall not be supported for new residential parcels less than 0.8 ha (\pm 1.98 acres) in size.

Water

20.08 Existing water systems are identified on Map 13: Water Servicing.

20.09 To maintain an acceptable quantity and quality of groundwater in the aquifers, any future applications for water wells must be in accordance with the *Water Act*.

20.10 The use of water saving devices is encouraged in future residential development and should be addressed in the conceptual scheme in accordance with County policies and standards.

20.11 The reuse of storm water for the purposes of residential irrigation is encouraged in place of water suitable for domestic purposes and should be addressed in local plans.

20.12 Vehicle transport of bulk water is not considered an acceptable means of water supply.

20.13 All business and institutional buildings shall provide fire suppression systems in accordance with the County's Fire Hydrant Water Suppression Bylaw, the National Fire Code (Alberta Edition), National Building Code (Alberta Edition), and other applicable codes and legislation in force.

20.14 All water systems serving developments within the Plan area shall be designed to provide adequate water pressure to combat fires in accordance with the County's Fire Hydrant Water Suppression Bylaw and the County's Servicing Standards.

20.15 Water co-operatives operating in the County are encouraged to provide accessible water points in their distribution systems to provide water for the suppression of fire.

20.16 A Deferred Servicing Agreement or other such mechanism shall be required on each lot created through subdivision that is serviced by groundwater. The agreement will notify landowners of a commitment to decommission their existing groundwater system and connect to a water treatment and distribution system when deemed appropriate by the County.

Wastewater

20.17 Existing wastewater systems are identified on Map 14: Wastewater Servicing.

20.18 All wastewater utility systems shall meet the legislative and regulatory requirements of the Government of Alberta.

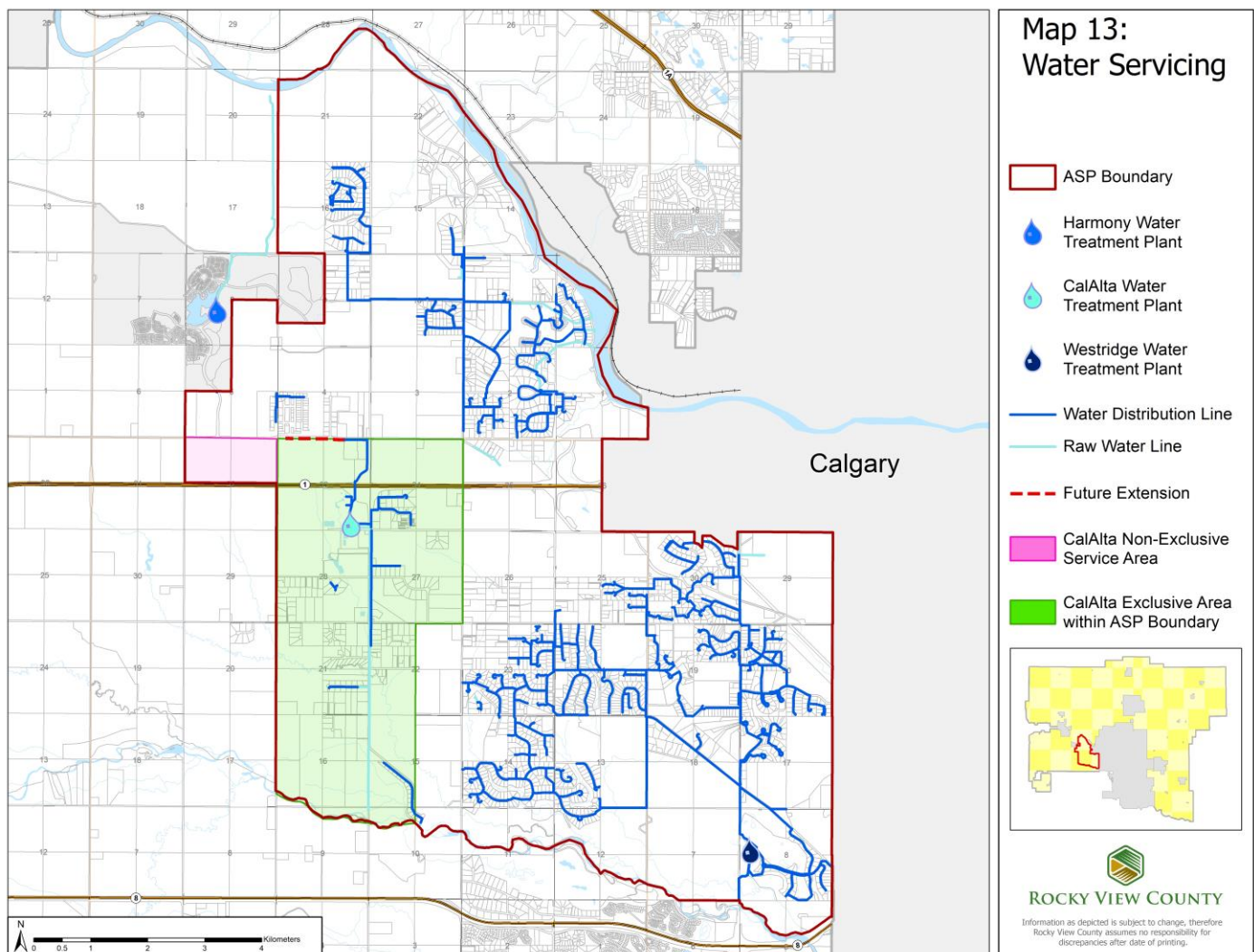
20.19 Provided the site conditions are suitable and only allowed by other policies of this Plan, a \pm 0.8 ha (\pm 1.98 acres) in size or greater may employ a PSTS if it has at least one (1) contiguous developable acre available in accordance with the County Servicing Standards.

20.20 To determine if site conditions are satisfactory to utilize a PSTS, a certified professional in accordance with Provincial and County standards must prepare a report, to the satisfaction of the County, verifying that the site is suitable and will not negatively impact the environmental integrity of a catchment basin over time. Long-term cumulative impacts should be addressed as part of the assessment.

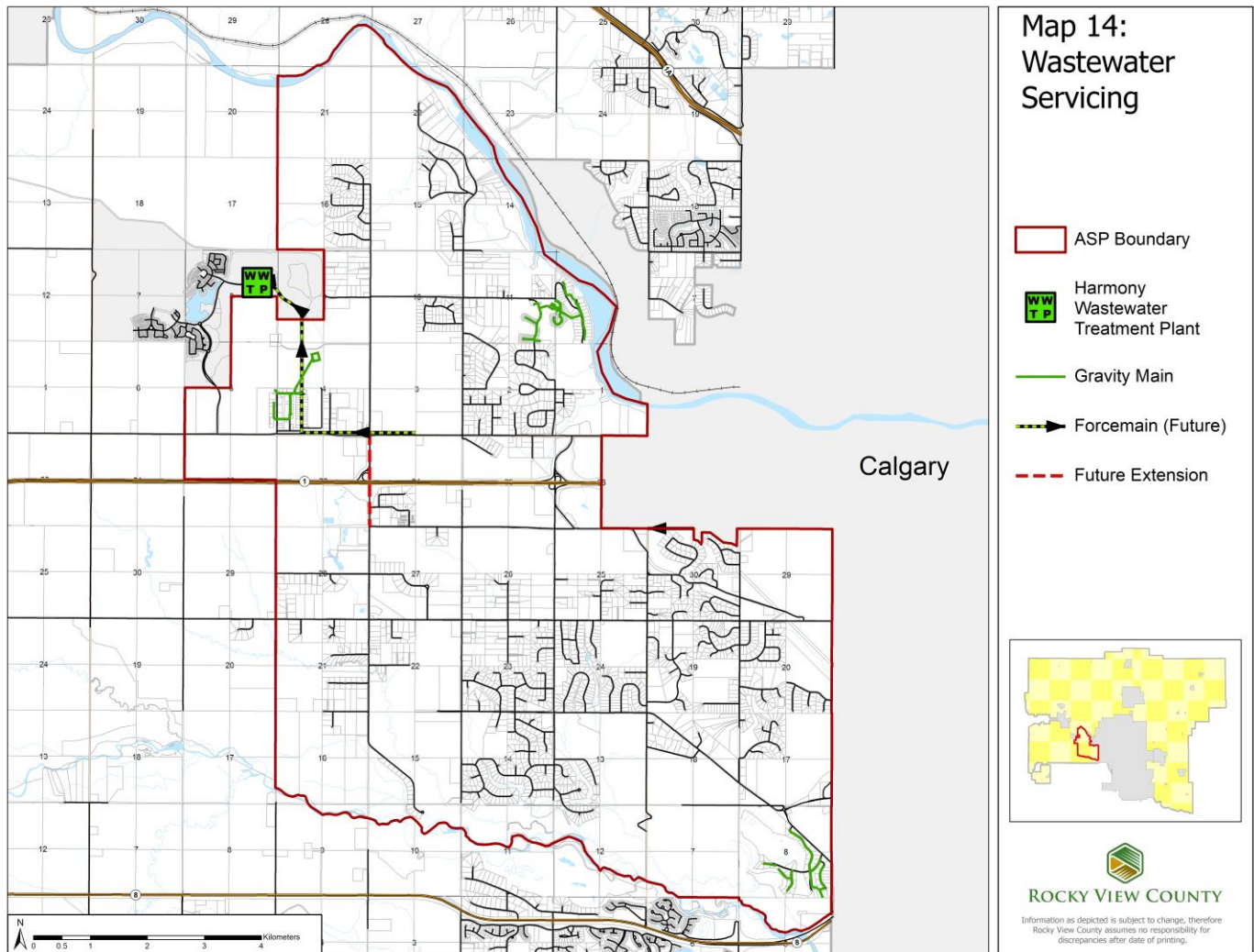
20.21 Future subdivision may require both a PSTS and the identification of future sewer rights-of-way in combination with a Deferred Services Agreement.

- 20.22** Future piped systems shall be designed and operated to meet immediate needs and to anticipate future cumulative requirements of a broader area. The systems shall be designed to be expandable, and this shall be taken into consideration when determining the location of effluent disposal areas and protection of future rights-of-way.
- 20.23** Future piped systems shall be the responsibility of the developer to construct, and their ownership and operation should be transferred to the County at the economic break-even point.
- 20.24** Methods of wastewater effluent discharge must meet a quality that is acceptable to the Province and the County.
- 20.25** The use of pump out tanks are not considered to be an acceptable means of wastewater disposal.
- 20.26** Due to visual and odour impacts to the community at large, neither open lagoons for collection and storage of wastewater effluent or the use of spray irrigation are appropriate methods of sewage disposal.
- 20.27** A Deferred Servicing Agreement or other such mechanism shall be required on each lot created through subdivision. The agreement will notify future owners of the commitment to connect to a wastewater collection and treatment system when deemed appropriate by the County. The agreement will also outline the location of the existing system, operational and maintenance information, and the requirements for its decommissioning.

MAP 13: WATER SERVICING



MAP 14: WASTEWATER SERVICING



Shallow Utilities

- 20.28** Shallow utilities should be located in common locations to maximize the developability and functionality of lands and to reduce any off-site impacts.
- 20.29** 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.
- 20.30** Utilities in the road rights-of way should be avoided unless sufficient right-of-way expansion is available for transportation needs.
- 20.31** All new residential and non-residential development shall be serviced with shallow utilities at the expense of the developer.

21 STORM WATER

Overview

The Springbank area is made up of twelve storm water catchment areas, with five flowing north to the Bow River and seven flowing south towards the Elbow River. Both the Elbow and Bow Rivers are important water courses that support many uses, including irrigation for crops and golf courses, stock watering, terrestrial wildlife, native flora and aquatic ecosystems, recreational activities, as well as one of the most significant raw water supplies for the City of Calgary via the Glenmore Reservoir, and Rocky View County and the City of Calgary via the 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 15: Storm Water Servicing shows the main drainage catchments in the Plan area.

Objectives

- To ensure development incorporates the policies and best practices contained within the County's Springbank Master Drainage Plan and sub-basin plans for effective storm water management.
- Ensure effective, sustainable, and responsible storm water infrastructure in the Plan area.
- Maximize the use of natural storm water drainage conveyance systems.
- Support innovative conservation methods and best management practices with respect to storm water management, including storm water reuse and recycling opportunities.
- To maintain post-development rates of storm water runoff that equal predevelopment rates on both a regional and site-specific basis.
- Preserve high value wetlands within the Plan area.

Policies

Watershed Management

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

Master Drainage Plan

- 21.05** As part of a local plan preparation process, the proponent shall submit a sub-catchment Master Drainage Plan or

a Storm Water Management Report that is consistent with the approved Springbank Master Drainage Plan, any existing Sub-catchment Master Drainage Plans for the area, and the policies of this Plan, and adheres to Provincial legislation and regulation.

- 21.06** A Sub-catchment Master Drainage Plan or Storm Water Management Plan for a local plan area shall comply with any new storm water management plans, management policies, and interim servicing policies that may be introduced after the adoption of this Plan.
- 21.07** The location of the storm water conveyance systems shall be protected as part of the development process, in general accordance with Map 15.
- 21.08** 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.
- 21.09** 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.
- 21.10** Storm water shall be conveyed in a manner that protects downstream properties and preserves the water quality of receiving water courses.
 - a)** local plans will include a Construction Management Plan outlining how a reduction in sedimentation disruption and deterioration of catchment areas will be achieved.
- 21.11** 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 Natural Wetlands

- 21.12** Proposed storm water ponds should be enhanced with bio-engineering techniques, wherever possible, to promote volume control and water quality within the Plan area.
- 21.13** 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.
- 21.14** 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.
- 21.15** The determination of correct best management practices shall require an assessment of:
 - a)** topography;
 - b)** soil types;
 - c)** elevation changes;
 - d)** drainage courses;
 - e)** ponds, low lying areas, and wetlands;
 - f)** environmentally sensitive areas; and
 - g)** existing storm water accumulation areas.

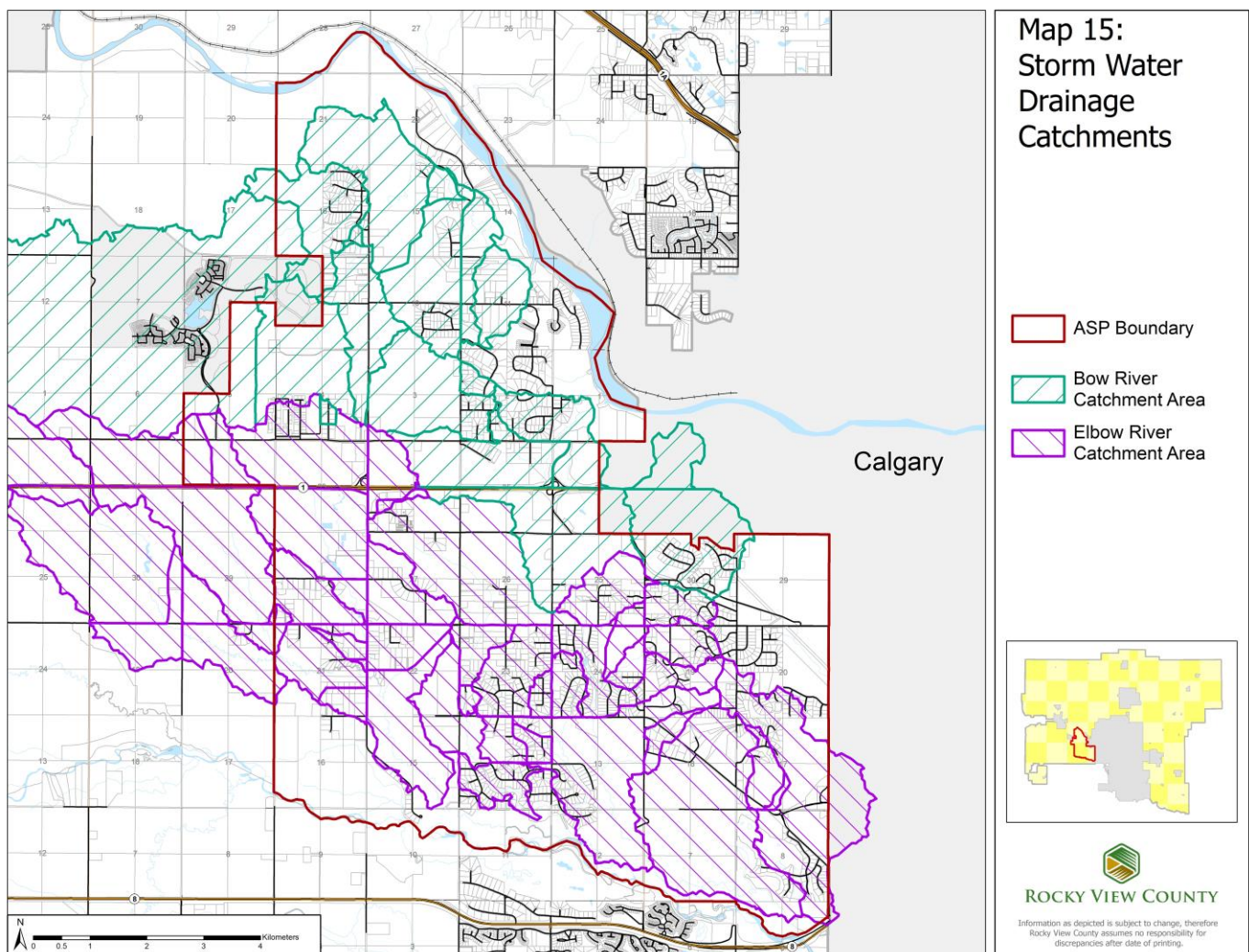
- 21.16** Storm water ponds servicing more than one lot should be located on Public Utility Lots.

- 21.17** 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.

Reduce, Recycle and Reuse

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

MAP 15: STORM WATER SERVICING



22 SOLID WASTE AND RECYCLING

Overview

The accumulation of solid waste through all stages of development, from construction and demolition to full build-out is inevitable. The following policies address the management of solid waste, emphasizing 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 local plans address solid waste management during all stages of development in accordance with the County's Solid Waste Master Plan.
- 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

Development

- 22.01** Developers shall be responsible for the management and disposal of the solid waste generated through all stages of construction and development.
- 22.02** Local plans should outline how solid waste will be contained on site and identify proper disposal methods during all stages of construction and development.

Business

- 22.03** Business owners shall be responsible for providing their own solid waste services and shall include waste minimization and waste diversion practices.
- 22.04** Business 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

- 22.05** Solid waste containment and disposal is the responsibility of the property owner and/or lot owner association until such time as a County-sponsored waste management program is available in the area.
- 22.06** The County supports community-initiated recycling programs when possible.

23 OIL AND GAS

Overview

Oil and gas facilities, infrastructure, and operations have the potential to affect public safety, quality of life, and the natural environment. The co-existence of oil and gas activities with other forms of development in the Plan area is an important consideration in the area's development. Within the Plan area exists a natural gas line, and several oil and gas wells as identified on Map 5. In total, there are five wells, two active (license number 0448026 & license number 047664), two abandoned with a reclamation certificate (license number 0036861 & license number 0030565), and one abandoned well that is reclamation exempt (license number 0008643).

Objectives

- Ensure appropriate and safe land development within the proximity of oil and gas infrastructure.
- Allow for the continued and safe operation of oil and gas infrastructure.

Policies

General

- 23.01** Applicants proposing to develop land in the vicinity of oil and gas facilities and wells shall adhere to the setback requirements and policies of this Plan, and the directives and bulletins of the Alberta Energy Regulator.
- 23.02** At the time of subdivision or development permit approval, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, reclaimed, or abandoned well.
- 23.03** Prior to the preparation of a local plan to develop lands within 1.5 km of a petroleum facility that is situated within an Emergency Planning Zone, the developer shall consult with the County, the City of Calgary, and the operator of the facility to determine how an Emergency Response Plan will be prepared, updated, or replaced.
- 23.04** The location, development setbacks, Emergency Planning Zones, and emergency response planning regarding all petroleum facilities shall be identified in the local plan and included in any marketing information and other public communication materials.

Abandoned Oil and Gas Wells

- 23.05** All buildings located in proximity to an abandoned well site shall comply with the Alberta Matters Related to Subdivision and Development Regulation and Alberta Energy Regulator setback requirements, or provide a minimum building setback as required by the operator(s), whichever is greater.
- 23.06** Vehicular access to an abandoned well site shall:
- a) be identified in a local plan; and
 - b) if required, be protected by easements in favour of the County at the time of subdivision or development approval.
- 23.07** In conjunction with the preparation of a local plan, a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide:
- a) surveyed locations of abandoned wells and pipelines and confirmation from the Alberta Energy Regulator of any setbacks;
 - b) a Phase I Environmental Site Assessment specific to the abandoned well;

- c) a Phase II Environmental Site Assessment specific to the abandoned well as deemed appropriate by the Approving Authority;
- d) an evaluation of the integrity of the well abandonment; and
- e) a reclamation certificate for the well, if possible.

23.08 Pending the results of a risk assessment, lands with abandoned wells may be part of the municipal reserve dedication if they are compatible with a park or trail plan, at the discretion of the approving authority.

23.09 Roads shall not be located over abandoned wells.

23.10 During land development, all abandoned well sites shall be marked with temporary signage identifying the location of the abandoned well and providing contact information for the Alberta Energy Regulator. Such signage, as well as adequate fencing and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

Pipelines

23.11 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operations of these facilities.

23.12 Land containing pipeline rights-of-way may be accepted as municipal reserve credit if they are compatible with a park or trail plan and at the discretion of the approving authority.

23.13 If applicable, crossing and access agreements shall be in place prior to conditional subdivision approval over lands encumbered by a pipeline right-of-way.

23.14 Pathways and other recreational uses may be permitted on pipeline right-of-way with the consent of the easement holder and at the discretion of the Approving Authority.

23.15 Intersections of water, wastewater or stormwater utility lines, roads, and parcels where new building construction will take place shall not be co-located with abandoned pipelines. At the discretion of the approving authority, an environmental assessment of a pipeline right-of-way where the pipeline has been removed may be required to demonstrate that land is suitable for the intended use.

23.16 A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating and in compliance with Provincial regulations.

23.17 An abandoned pipeline is one which will not be reactivated for service, and therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way, unless the pipeline has been removed.

Local Plans

23.18 As part of a local plan preparation process, applicants shall obtain a Land Development Information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the local plan area. In addition, the applicant must determine if an Emergency Planning Zone has been established around a sour gas facility or well.

23.19 A risk assessment shall be required prior to, or in conjunction with, a local plan application for land on which oil and gas facilities and their associated setbacks are present. Terms of Reference for this Assessment are to be developed in consultation with the Approving Authority. This Assessment shall be used by the Approving Authority to determine whether the proposed development should be subjected to a greater setback distance and whether additional mitigation measures should be integrated at the time of development.

23.20 With each local plan application, the applicant shall update the risk assessment with any changes to oil and gas infrastructure to ensure that it is current.

23.21 Prior to a local plan application with lands in a setback area of oil and gas infrastructure, the applicant must consult with the operator and Alberta Energy Regulator.

PLAN POLICIES: COMMUNITY SAFETY

24 EMERGENCY SERVICES

Overview

Emergency services within the Plan area are focused on fire and protective service needs. The Plan area is currently serviced by a fire station located near the Springbank Airport, and depending on the shift, may have a staff of between four (4) to six (6) full-time or part-time firefighters. The fire station is equipped with four units, each designed for specific roles to handle a variety of incidents.

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

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

25 FLOOD RISK MANAGEMENT

Overview

While the adjacency of the Bow and Elbow River does provide the Springbank community with scenic views and recreation opportunities, the waterways also present significant flooding risk to nearby lands. The policies of this Section are meant to prevent development within the floodways and flood fringe, while also seeking to maximize the ecological capacity and recreational uses.

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

- 25.01** No development in the Plan area shall take place within the floodway or flood fringe of the Bow and Elbow River, with the following exceptions:
- a) essential roads and bridges that have to cross the flood risk area;
 - b) flood or erosion protection measures or devices;
 - c) pathways that are constructed level with the existing natural grades;
 - d) recreation facilities, provided there are no buildings, structures, or other obstructions to flow within the floodway; and
 - e) essential utility infrastructure that has to be located in the flood risk area for operational reasons.
- 25.02** Any exempt development allowed within the floodway or flood fringe shall be designed to limit impermeable surfaces, so as to not impede the groundwater storage capacity of these areas.
- 25.03** 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 of flood risk between 1:100 and 1:1000;
 - b) demonstrate that there is sufficient developable area for the proposal after excluding floodways and flood fringe areas; and
 - c) provide recommendations on locating more vulnerable developments (for example, elderly care facilities, educational facilities, and healthcare services) towards lower flood risk areas (greater than 1:1000, where possible) and on implementing other measures that would limit flood risk.

IMPLEMENTATION

26 IMPLEMENTATION

Overview

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

Objectives

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

Policies

Subdivision Applications

- 26.01** Applications for subdivision shall require the concurrent or prior adoption of a local plan, unless otherwise directed by the policies of this Plan.
- 26.02** Subdivision applications shall address and adhere to the requirements of the supporting local plan and the policies of this Plan.
- 26.03** When considering applications for subdivision approval, the County should evaluate tentative plans of subdivision in terms of the following considerations:
- a) the natural condition of the lands proposed for subdivision and the manner in which these conditions (i.e. topography, environmentally sensitive areas, etc.) have been integrated into the design of the tentative plan of subdivision;
 - b) the serviceability of the proposed parcels by private and public utilities;
 - c) the suitability of each of the proposed parcels to accommodate a building site of sufficient area to permit the development of a residential building and ancillary structures;
 - d) the context of the lands proposed for subdivision and the compatibility of the proposed design with adjacent lands including, but not limited to, site conditions, parcel sizes, visual impact, etc.;
 - e) the intensification potential of the Tentative Plan of Subdivision and the flexibility of the proposed design to accommodate future subdivision;
 - f) the conformity of the Tentative Plan of Subdivision with any local plan prepared and/or adopted pursuant to the provisions of this Plan;
 - g) the design of the proposed road system having regard for Municipal Engineering Standards and integration with the Municipal and Provincial road hierarchy;
 - h) conformity to this Plan, which may necessitate an amendment to the Plan; and
 - i) any other matter referenced within this Plan or deemed appropriate by the County.
- 26.04** Subdivision design and servicing shall comply with the County's Servicing Standards.

Redesignation Applications

- 26.05** Applications for redesignation shall require the concurrent or prior adoption of a local plan, unless otherwise directed by the policies of this Plan.
- 26.06** Local plans shall be prepared as per the policies of this Plan and to be deemed complete, shall include the applicable information set out within Appendix B of this Plan.
- 26.07** Redesignation applications shall address and adhere to the requirements of the supporting local plan and the policies of this Plan.

Development Permit Applications

- 26.08** Development permits applications shall adhere to the policies within this Plan. Where this Plan is silent on a subject, the policies within the Municipal Development Plan will be adhered to where applicable.

Local Plan Requirements

- 26.09** All local plans shall contain or address all the requirements identified in Appendix B.
- 26.10** Where a local plan is not required, or is silent on a subject, the relevant policies of this Plan and the Municipal Development Plan shall apply to redesignation and subdivision applications.
- 26.11** Applications for local plans, redesignation, subdivision, development, shall comply with the policies and requirements of the following master plans and servicing standards, as amended or replaced, unless otherwise directed by the policies of this Plan:
- a)** Springbank Master Drainage Plan;
 - b)** Active Transportation Plan: South County;
 - c)** Recreation and Parks Master Plan;
 - d)** Rocky View County Solid Water Master Plan;
 - e)** Rocky View County Servicing Standards; and
 - f)** Fire Services Master Plan.
- 26.12** Conceptual schemes shall 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 the development proceeding within an alternate local plan boundary have been examined; and
 - c)** it has been demonstrated that any on-site or off-site planning issues have been resolved pursuant to the provisions of this Plan.
- 26.13** Prior to approval of local plan, land use amendments, subdivision, or development permit applications falling within the Policy Area of the Rocky View County / City of Calgary Intermunicipal Development Plan, the County shall consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County and The City of Calgary.
- 26.14** All local plans adopted by Council shall be appended, by bylaw, to this Area Structure Plan, with Table 6 (Appendix D) and Map 3 of this Plan updated accordingly.

Phasing

- 26.15** 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.
- 26.16** Incremental subdivision within the Plan area shall be directed towards areas identified on Map 6 as Infill Residential to support an orderly pattern of development and efficiencies in connection to existing communal water co-op connections.
- 26.17** Comprehensive, multiple-lot subdivision and development within the areas identified on Map 6 as new residential may occur concurrently with development within infill residential areas, subject to the submission of a servicing strategy for the development that aligns Section 20 of this Plan and with other County policies and direction.
- 26.18** Phasing of other development within the Plan area should follow the availability of efficient, cost effective, and environmentally responsible utility services that is satisfactory to the County.

Plan Review and Amendment

- 26.19** The Springbank Area Structure Plan shall be subject to an assessment and possible full review every 10 years, or in accordance with the Municipal Development Plan, County policies, and the *Municipal Government Act*.
- 26.20** If required, the County may initiate a review earlier than 10 years, if the rate and extent of development is drastically altered from the expectation.

27 INTERGOVERNMENTAL COLLABORATION AND COOPERATION

Overview

The Springbank Area Structure Plan has several important areas within the borders that require additional planning considerations due to their regional significance. The geographically similar spaces have been grouped into the Special Planning Areas and are located along the Bow and Elbow River Valleys, the TransCanada Highway, and the interface with the City of Calgary. Each planning area has specific needs and shall be incorporated into local plans within the Special Planning Areas.

The Plan area also contains several provisions relating to matters including storm water, utility service, transportation, and open space that provide for compatible development and promote a coordinated and cooperative approach to planning. Therefore, this Plan ensures that any growth within any of these Special Planning Areas, shall require engagement and coordination with the City of Calgary, and in the case of Special Planning Area #1 along Highway 1, engagement will be required with Alberta Transportation and Economic Corridors.

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

Objectives

- Ensure ongoing, meaningful collaboration and consultation occurs between the County, City of Calgary, and Alberta Transportation and Economic Corridors on matters related to the implementation of this Plan.

Policies

General

- 27.01** Any applications within the Plan area adjacent to the City of Calgary, together with all relevant supporting technical documents, shall be circulated in accordance with the Rocky View County / City of Calgary IDP; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts to the City.
- 27.02** Effective cross-boundary transition and interface shall be achieved through continued collaboration with the City of Calgary in accordance with the Rocky View County / City of Calgary IDP.
- 27.03** Prior to approval of any land use amendment, subdivision, development permit or local plan application, collaboration shall be undertaken with the City to establish appropriate land use compatibility and interface measures for land adjoining the City within the Plan area, in alignment with Section 6.0 of the Rocky View County / City of Calgary IDP. Agreed upon measures shall be included within approved local plans, subsequent planning process, and adhered to in subsequent subdivision and development permit approvals within the Plan area.
- 27.04** The County shall continue to collaborate with adjacent municipalities to support the establishment of baseline conditions for infrastructure needs and environmental assets which assist in the planning and assessment of future growth and development.

Local Plans, Redesignation, and Subdivision

27.05 Rocky View County shall ensure that local plans and applications for redesignation, subdivision of land, and development permit applications within the Policy and Notification areas of the Rocky View County / City of Calgary IDP address:

- a) servicing requirements, regional drainage and storm water quality;
- b) access agreements to community services including transit;
- c) alignment and connectivity of pathways and roadways with Calgary and regional mobility corridors, together with potential infrastructure improvements;
- d) land use compatibility with adjacent municipal land uses;
- e) gateway design elements;
- f) servicing upgrades and cost sharing agreements;
- g) other appropriate policies of this Plan.

Special Planning Areas

27.06 The Special Planning Areas are located as shown on Map 16: Special Planning Areas.

27.07 All local plans within any of the Special Planning Areas identified on Map 16 shall consider all applicable Special Planning requirements in accordance with Appendix B.

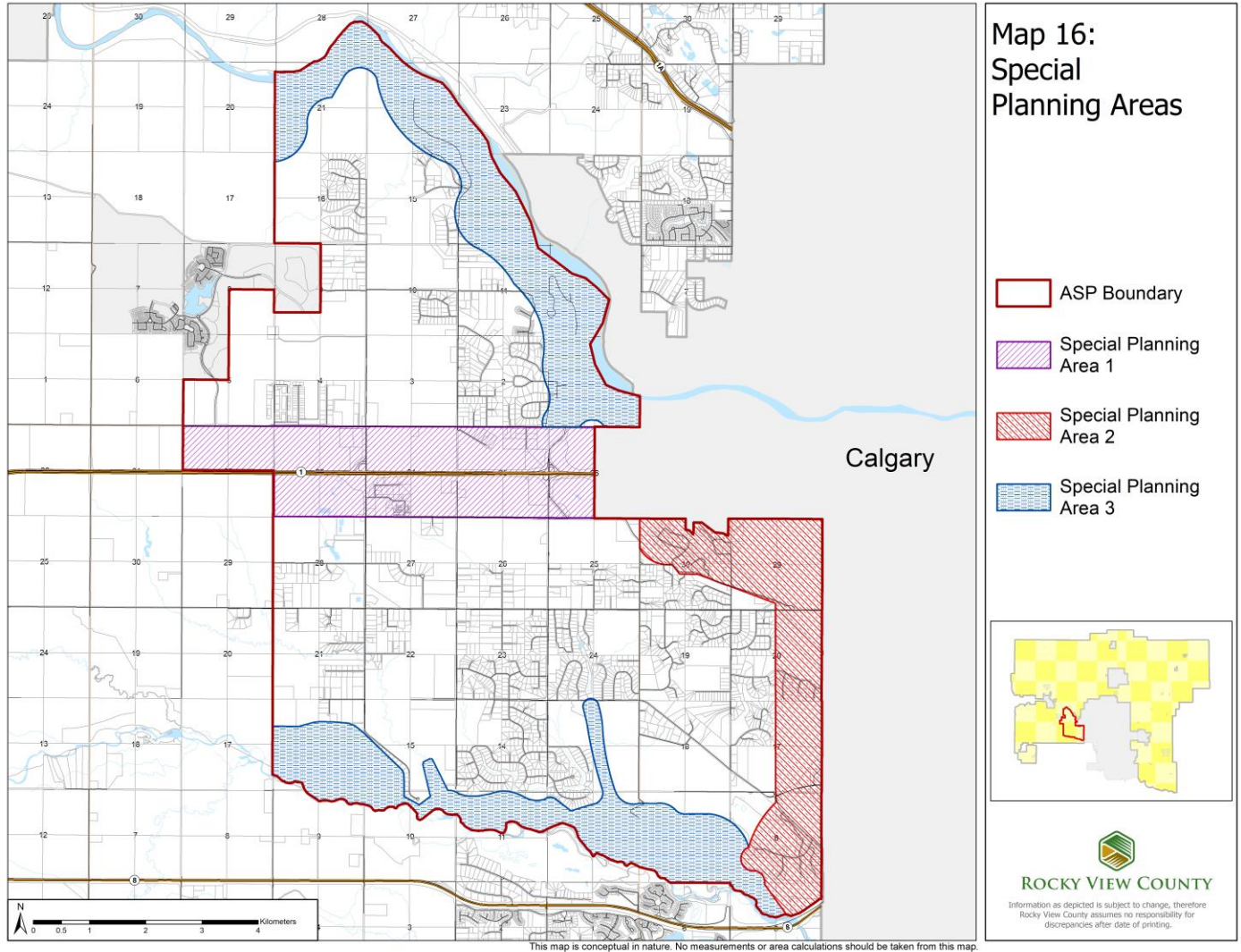
27.08 All local plans within any of the Special Planning Areas identified on Map 16 shall be circulated to The City of Calgary.

Special Planning Area #1 – Highway 1 is a major provincial transportation link for the Calgary region. The highway acts as the gateway for motorists entering the City of Calgary from the west, but also provides the first view of the Rocky Mountains for those leaving the municipality. Therefore, careful consideration is required to preserve the regional and scenic significance that Highway 1 provides.

Special Planning Area #2 – As the Springbank Area Structure Plan borders the City of Calgary, further consideration is needed on how to create an interface that harmonizes the transition between the City and the Springbank community. This interface should ensure there is a gradual transition between the two municipalities, while also establishing the Springbank community as a distinct area.

Special Planning Area #3 – The Bow and Elbow Rivers are the primary sources of drinking water for the City of Calgary. While this alone is enough to consider additional planning requirements, the rivers also provide habitat to various wildlife, recreation opportunities within the water and along the shores, and in general, adds a tranquil beauty to the region. Preserving these waterways as to not jeopardize any of the benefits these rivers provide is integral to both the Springbank community, but also the Calgary region as a whole.

MAP 16: SPECIAL PLANNING AREAS



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.

Aggregate means all sand, gravel, clay and marl as defined as part of a landowner's surface right under the *Law of Property Act*.

Agriculture means the use of land, buildings or structures for the raising of non-domestic animals and/or growing for food or other production.

Agriculture Business means a development connected with producing, preparing and selling agricultural products or items made from them.

Area Structure Plan means a statutory plan, adopted by by-law, which provides a policy framework for subsequent redesignation, subdivision and development of a specified area of land in the County.

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

Best Management Practices (BMPs) means the minimization of 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).

Business means a commercial enterprise that offers goods and/or services. Businesses may employ a number of individuals.

Calgary Metropolitan Region Growth Plan means the statutory plan guiding the strategy for sustainable growth within the Calgary Metropolitan Region.

Constructed Wetland means 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.

Construction Management Plan means a plan detailing steps taken to mitigate impacts on the natural environment during the development stage.

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

Environmental Reserve Easement means lands defined in the *Municipal Government Act* for the purposes of Environmental Reserve and dedicated as an easement on the title of the lands.

First parcel out means the subdivision of a single residential or agricultural parcel created from a previously un-subdivided quarter section.

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

Industrial means any development that manufactures, processes, fabricates, assembles, or stores raw material or manufactured goods. Industrial developments may have an affect on adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or placement of dangerous goods.

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

Intermunicipal Development Plan means a statutory plan that is jointly prepared by Rocky View County and the City of Calgary which includes areas of land lying within the boundaries of the municipalities, as they consider necessary. Intermunicipal Development Plans are further defined in the *Municipal Government Act*.

Land Use Bylaw means Rocky View County's Land Use Bylaw C-8000-2020, as amended from time to time.

Land Use District means districts established in the Land Use Bylaw to regulate permitted and discretionary uses of land and buildings.

Livestock means cattle, goats, horses, sheep, swine, and other game.

Local Plan means a **conceptual scheme** or **master site development plan**. A Local Plan will have unique planning requirements, based on the planning direction provided in the ASP. *Local Plans* must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the County Plan (Section 29 and Appendix C).

- A **conceptual scheme** is a statutory plan, subordinate to an ASP. It 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.
- A **master site development plan** is a non-statutory plan that is adopted by Council resolution. A master site development plan accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A master site development plan 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.

Low Impact Development (LID) means 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 Drainage Plan means a conceptual-level stormwater drainage plans, in support of Area Structure Plans, and prepared for large drainage areas serviced by (usually) a single outfall to a receiving water body.

Municipal Government Act means the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26 with amendments in force as of May 30, 2024, and as amended from time to time.

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

Open Space means all land and water areas, either publicly or privately owned, that contribute to community building by preserving rural landscapes and providing residents opportunities for passive and active recreation. Open space may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, land for recreation and community facilities.

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

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

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

Plan Area means all land within the boundary of the Springbank Area Structure Plan as shown on Map 1.

Private Sewage Treatment System (PSTS) means on-site wastewater treatment and includes tile fields, treatment mounds, and packaged sewage treatment plants.

Redesignation means the process of changing the land use district in the Land Use Bylaw.

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

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

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

Shallow Utility means electrical telecommunications, and gas utilities.

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

Storm Water Pond means 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.

Surface Water means any water located on above ground.

Tentative Plan of Subdivision means a proposal detailing a site-specific subdivision design that may form the basis for an application for subdivision approval, which is subject to a decision (either approval or refusal) of the County's Subdivision Authority.

Transportation Impact Analysis means an area-specific study which include, but is not limited to, an analysis and evaluation of:

- the potential impact of a proposed subdivision and/or development on the existing transportation network; and
- a program of future expansion and/or improvement of the transportation network to accommodate the proposed growth and to preserve the function and integrity of the network.

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.

Use means the type of general activity allowed on a parcel of land. In this document Use may have a modifier such as commercial, industrial, mixed, or agriculture to give a greater level of understanding of what is intended. Detailed Uses and regulations are found in Rocky View County's *Land Use Bylaw*.

APPENDIX B: LOCAL PLAN REQUIREMENTS

TABLE 3: LOCAL PLAN REQUIREMENTS

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

	<p>CONCEPTUAL SCHEME SUBMISSIONS</p> <p>Conceptual Schemes shall address the following:</p> <ol style="list-style-type: none"> 1. A description and evaluation of the existing plan area: <ul style="list-style-type: none"> a) topography, soils, vegetation, geotechnical considerations (constraints); b) environmental sensitivity and significance; c) agricultural capability, natural resources; d) existing land use, ownership, development, and adjacent land uses; e) archaeological and historical considerations; f) existing oil and gas infrastructure; and f) existing utilities and transportation routes. 2. A land use concept which includes; <ul style="list-style-type: none"> a) a future land use scenario; b) demonstration of consistency with higher order plans; c) design controls/guidelines, where appropriate; d) reserve area dedication and strategy (municipal/school/ e) environmental); f) transportation network and pedestrian network; g) stormwater management plan; h) servicing strategy; i) anticipated improvements to existing infrastructure; j) population densities, population projection; k) an indication of target market to determine impact on the area's School District; l) recreation requirements as indicated in Section 16; l) phasing of development; m) landscaping and aesthetic details that will enhance the development. 3. A summary of the Applicant's community consultation and results. 4. Any other matter identified by the County.
<p>Business Conceptual Scheme</p>	<p>TECHNICAL REQUIREMENTS AND SUPPORTING INFORMATION</p> <p>The County may require studies, reports, and tests to be submitted on the following matters:</p> <p>Compatibility</p> <ol style="list-style-type: none"> a) compatibility of the proposed development with adjacent land uses and the use of design measures to mitigate adverse impacts; b) compatibility of the proposed development with existing agricultural, business, residential uses, and natural environment; c) potential off-site impacts such as dust, smell, and odour; <p>Design</p> <ol style="list-style-type: none"> d) proposed land uses; e) development scale, size, and site design; <p>Emergency Services</p> <ol style="list-style-type: none"> f) fire protection requirements; g) protective service requirements; h) emergency response requirements; <p>Environment</p> <ol style="list-style-type: none"> i) bio-physical impact assessment of potential impacts on the natural environment; j) wildlife corridors; k) any on-site or off-site physical constraints; l) geotechnical assessment (slope stability); m) surface water quality; <p>Landscaping</p> <ol style="list-style-type: none"> n) landscape requirements for visual appearance and/or mitigating measures;

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

	<p>f) anticipated phasing.</p> <p>3. A summary of the Applicant's community consultation and results.</p> <p>4. Technical issues identified by the County that are necessary to determine the project's viability and offsite impacts.</p>
Special Planning Area Requirements	<p>Requirements shall apply to any proposed local plan within an applicable Special Planning Area</p> <p>Special Planning Area #1</p> <ul style="list-style-type: none"> a) protection of scenic views; b) development should complement the landscape characteristics; c) no impacts on highway functionality; d) sensitive building height, massing and architectural details; e) open landscapes abutting the highway right-of-way; f) noise and light attenuation and/or buffering; g) all signage must be unlit. <p>Special Planning Area #2</p> <ul style="list-style-type: none"> a) attention to site design and building envelope; b) visual separation and sound attenuation; c) acknowledgment of existing land uses and community characteristics within the City of Calgary; d) demonstration that City of Calgary residents have been involved in planning stage while preparing local plan. <p>Special Planning Area #3</p> <ul style="list-style-type: none"> a) maintenance of drinking water quality and supply in the Bow and Elbow River; b) consideration of fish and wildlife; b) limited vegetation cover; c) floodway and flood fringe considerations; d) slope stability; and e) consideration of river access.

APPENDIX C: ENGAGEMENT

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 4.

TABLE 4: PUBLIC ENGAGEMENT – KEY EVENTS

PHASE	DATE	ENGAGEMENT
Project 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	<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. 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>
	June, 2017	Due to the positive feedback from attendees on the previous coffee-chat engagement format, a further round of these chats was held at the Springbank Park for All Seasons. These chats built on the previous feedback received and focused on seeking input on a high-level land use strategy, together with discussions on specific areas of the community. Approximately 60 people attended the meetings.
Phase 3 Draft Vision, Objectives, and Land Use Scenarios	May, 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	<p>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.</p> <p>The hearing was held on February 16, 2021.</p>
Phase 6 Plan Refinement	May, 2022 and, June, 2023	The public was notified of the project re-initiation through a mailout, Safe and Sound, and the project email distribution letter. Further public engagement regarding the draft ASP document opportunities include focused coffee chat sessions, surveys, and an open house.
Phase 7 Transition in Plan Direction	Summer, 2024	Council directed administration to reconsider the Springbank ASP project with the new direction of amalgamating the three existing Springbank area structure plans into one cohesive document, maintain the land use strategy established within the existing documents on May 28, 2024. A new draft Springbank Area Structure Plan abiding by this direction was circulated to the City of Calgary in the summer of 2024.

Intermunicipal Engagement (City of Calgary)

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

TABLE 5: KEY INTERMUNICIPAL ENGAGEMENT

PHASE	DATE	ENGAGEMENT
Phase 1 Project Launch	December, 2016	The County prepared an Intermunicipal Engagement Plan as agreed upon with the City. This Plan identified how the County would engage with the City and was updated throughout the project to adapt to any changes in the direction of the ASP.
Phase 2 Setting the ASP Direction	February, 2017	The City was notified of the County's public engagement events that were held, and was advised of the materials available at the events.
	April, 2017	A site visit was undertaken to a range of locations in Springbank, with staff from both municipalities and Alberta Transportation attending. Discussions were focused on identifying any policy or technical issues and opportunities at an early stage.
	November, 2017	Representatives from both municipalities met to discuss the County's servicing study for Springbank, and potential options for water and waste water servicing to support development.
Phase 3 Draft Vision, Objectives, and Land Use Scenarios	June, 2018	The County invited the City to the open house held to present the draft vision, goals, objectives, and land use scenarios. Two City staff attended, and the associated materials were later sent through to the City for comment.
	July, 2018	An update was presented by the County to the Intermunicipal Committee, outlining the draft land use scenarios and the status of the project.
	November, 2018	The County invited the City to comment on its refined draft land use scenario.
	January, 2019	<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.</p> <p>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 wastewater; and • Fire services provisions. <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	Fall-Winter, 2020-2021	The City was formally circulated the final draft of the ASP. Appropriate amendments addressing The City's comments were incorporated into the documents wherever possible. The revised documents and comment responses were provided for the City's review. An update on the project was presented to the Intermunicipal Committee on September 11, 2020. The County met with City representatives to discuss the project timeline and to develop mutually agreeable revisions for Council's consideration. Final comments received from the City were provided within the report to Council alongside the draft ASP. The outcome of intermunicipal discussions on the final draft plan were also reported to Council.
Phase 6 Plan Refinement	March-June, 2022	The County met with the City to inform that the ASP project is being reinitiated and to discuss high level policies and a letter was provided as a follow-up that further highlights key aspects for discussions.
Phase 7 Transition in Plan Direction	Summer, 2024	<p>Council directed administration to reconsider the Springbank ASP project with the new direction of amalgamating the three existing Springbank area structure plans into one cohesive document, maintain the land use strategy established within the existing documents on May 28, 2024.</p> <p>A new draft Springbank Area Structure Plan abiding by this direction was circulated to the City of Calgary in the Summer of 2024.</p>

APPENDIX D: LOCAL PLANS IN THE SPRINGBANK

TABLE 6: LOCAL PLANS IN THE SPRINGBANK

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	July 27, 2004	Country Residential
	C-5960-2004	February 8, 2005	
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
Central Springbank Conceptual Scheme	C-7298-2013	October 1, 2013	Country Residential
North Escarpment Drive Conceptual Scheme	C-7649-2017	April 11, 2017	Country Residential
Atkins Conceptual Scheme	C-7755-2018	May 22, 2018	Country Residential
Lazy H Estates Conceptual Scheme	C-7799-2018	May 14, 2019	Country Residential
Devonian Ridge Estates Conceptual Scheme	C-7889-2019	June 11, 2019	Country Residential
Pradera Springs Conceptual Scheme	C-7908-2019	July 23, 2019	Country Residential
Buckley Conceptual Scheme	C-8036-2020	September 1, 2020	Country Residential
Willow Ranch Conceptual Scheme	C-8203-2021	March 28, 2023	Country Residential

These local plans are considered to form part of this ASP as appended documents, and they provide detailed land use direction, subdivision design, and development guidance for the areas they cover. All future conceptual schemes and master site development plans adopted by Council shall be appended, by bylaw, to this Area Structure Plan, with Table 6 and Map 3 updated accordingly.

APPENDIX E: LIST OF HOMESTEADERS & EARLY LANDOWNERS

TABLE 7: LIST OF HOMESTEADERS & EARLY LANDOWNERS

NAME	DESCRIPTION	DATE	NAME	DESCRIPTION	DATE
ANDERSON, N.C.	S 11-25-3-5	1910	BRADLEY, LEVI	NW 10-24-2-5	1896
ANDREWS, JOHN M.	SE 11-24-2-5 NE 11-24-2-5	1905 NO DATE	BRADLEY, RICH	SW 22-24-2-5	1899
ARIS, ARCHIE D.	NW 12-24-2-5	1920	BRADLEY, N.C.	SE 34-24-4-5	1902
AUSTIN, CHARLES N.	NE 14-25-5-5	1909	BROWN, JOHN	NW 14-25-5-5	1908
AUSTIN-LODER, N.C.	N 6-24-2-5	1887	BROWN, ROBERT	NE 36-25-5-5	1905
BACON, ERNEST M.	SE 20-25-5-5	1911	BRUCE, WM	SE 32-24-1-5	1885
BACON, HARRY J.	SW 12-25-5-5	1909	BRYANT, ALDRED H.	SW 16-24-1-5	1915
BILIE, N.C.	NE 4-24-4-5	1892	BRYDEN, CLARA	NW 10-25-6-5	1923
BARKLEY, HENRY	SW 36-24-4-5	1910	BUIE, ARCHIBALD	NE 20-24-2-5	1901
BARNES, ELLIOTT C.	NW 30-24-5-5	1916	BURKE, N.C. R.	NE 24-25-5-5	1907
BATEMAN, JOHN	NE 24-24-5-5	1902	BURNET, NORMAN	SE 11-24-3-5	1917
BATEMAN, THOMAS	SW 10-24-5-5	1921	BURNS, JOHN	SW 24-24-3-5	1917
BELCOURT, ADUNA	S 20-24-2-5	1887	BUTLER, R.H.W.	NE 32-25-4-5	1905
BELWAY, JOHN M.	SW 2-25-3-5	1894	BUYERS, N.C.	SW 36-24-2-5	1887
BENNETT, GEORGE	NW 3-24-1-5	1885	BYRON, CECIL E.	NW 24-24-5-5	1911
BENNETT, WILLIAM	NE 2-25-5-5	1909	CALLAWAY, E.J.	NE 22-25-4-5	1905
BEVAN, CATHERINE	SW 32-25-4-5	1905	CALLAWAY, G.F.	NW 22-25-4-5	1905
BEVAN, GEORGE A.	NW 32-25-4-5	1905	CHAPMAN, WM	NE 26-24-3-5	1887
BEVAN, LANCELOT J.	NW 28-25-4-5	1906	CLARIDGE, THOMAS	NW 16-25-4-5	1907
BEVERIDGE, A.D.	NW 24-24-3-5	1898	CLEMENS, JOESPH	NE 12-25-5-5	1903
BINGHAM, N.C.	NE 34-3-5	1887	CLEMENS, SAMUEL G.	NW 12-25-5-5	1904
BLACHE, JOHN A.	NE 18-24-3-5	1887	COELEN, ARTHUR E.	NW 22-24-5-5	1919
BLACCHE, LOUIS N.	NW 18-24-3-5 NW 24-24-4-5	1887 1887	COLEMAN, LUCIUS Q.	SW 20-26-6-5	1901
BOUCHER, JOHN	SW 11-24-3-5	1905	COOK, EDWARD	SW 14-25-5-5	1911
BOW RIVER HORSE RANCH	NW 13-25-3-5 16-25-3-5 18-25-3-5	NO DATE NO DATE NO DATE	COOK, JOHN	SW 36-25-4-5	1904
BRADLEY, JONATHAN	NE 10-24-2-5	1894	COOK, WILLIAM	NW 36-25-4-5	1904

COPE, ARTHUR J	SE 34-25-5-5	1915	DUKE, SARA J.P.	SE 2-24-4-5	1900
COPE, JAMES E.	NE 22-25-5-5	1908	DURBAN, WILLIAM	NW 12-24-4-5	1891
COPE, THOMAS S.	SW 22-25-5-5 SE 29-25-5-5	1909 1918	DURRANT, FRANK	SW 12-24-5-5	1921
COPE, THOMAS S.	SW 22-25-5-5	1909	DYER, C.	SE 4-24-3-5	1897
COPITHORNE, JAMES	NW 2-25-5-5 N 6-24-5-5	1911 1915	DYER, JAMES	NE 10-24-3-5	1887
COPITHORNE, JOHN	SE 6-25-4-5 SE 6-25-4-5 SW 32-24-4-5 SE 12-25-5-5 W 11-25-5-5 SE 18-24-5-5	1900 1901 1903 1916 1917 1919	DYER, N.C. E.	SW 4-24-3-5	1898
COPITHORNE, RICHARD	NW 29-24-4-5 NW 32-24-4-5 NE 32-24-4-5 NE 29-24-4-5 SE 29-24-4-5	1893 1893 1907 1917 1921	EDGE, WILLIAM H.	SE 14-25-4-5 NE 14-25-4-5 NE 11-25-4-5 SW 11-25-4-5	1897 1902 1915 NO DATE
COPITHORNE, R.C.	NE 18-24-5-5	1918	EDWORTHY, THOMAS	W 24-24-2-5 SW 24-24-2-5	1897 1902
COPITHORNE, R.E.E	NE 16-24-5-5	1921	ELLIS, EDWARD	SE 14-24-5-5	1901
COPITHORNE, S.	NE 36-24-5-5 W 18-24-5-5	1910 1913	ELLIS, JOHN	SW 14-24-3-5 W 18-24-4-5	1888 1897
COWAN, BEECHER	NE 32-24-3-5	1894	ELLIS, OLIVER	E 18-24-4-5	1897
COWAN, JOHN	SW 32-24-3-5 NW 32-24-3-5	1987 1899	ELLIS, ROBERT	E 20-24-4-5	1897
COWAN, N.C.	SE 32-24-3-5	1890	ELLIS, THOMAS	W 20-24-4-5	1892
CRAIG, R.P.	SE 24-25-5-5	1912	ELLIS, WILLIAM	W 4-24-5-5	1927
CRUSE, JOHN	NE 3-24-2-5	1902	FARLEY, FREDERICK	SE 30-25-5-5	1911
CULLEN, KEYES	NE 24-24-3-5	1900	FERREN, FREDERICK A.	NE 16-25-4-5	1906
CULLEN, T.H.	N 4-24-3-5	1887	FISHER, CHAS W.	SE 22-25-4-5 SE 34-25-4-5 NE 34-24-4-5	1906 1910 1912
CULLEN, N.C.	SE 24-24-3-5	1888	FRAREY, N.C. J.	SE 12-25-4-5	1900
DENNISON, J.	SE 24-24-3-5	1901	FRASER, ALEX C.	SW 12-24-4-5	1899
DICK, ALLEN A.	NW 34-24-3-5	1899	FRASER, H.G.W.	NW 2-24-3-5	1889
DRUMMOND, PATRICK	NE 22-24-4-5	1894	FRASER, JULIA L.	SE 14-24-2-5	1889
DRUMMOND, ROSE	NE 4-25-4-5	1910	FRASER, J.A.W.	SW 26-24-5-5 SW 34-24-5-5 N 34-24-5-5 10-25-5-5 SE 16-25-5-5 SE 16-25-5-5	1901 1902 1902 1902 1904 1916
DUKE, CHRISTOPHER	SW 2-24-4-5	1906	FRAYN, ED. J.	SW 4-25-3-5 NW 4-25-3-5	1894 1899

FRAYN, WM.	SE 36-24-3-5	1890	HUTT, NANCY	SE 22-25-5-5	1912
FULLMAN, JOHN	SE 6-24-3-5 SW 6-24-3-5	1888 NO DATE	JACKSON, F.E.	NE 7-24-1-5	1900
FULLERTON, JOHN	NW 16-24-2-5	1899	JOHNSON, A.N.	NW 14-24-4-5	1891
FULLERTON, THOMAS	SE 24-2-2-5	1887	JOHNSON, EDWARD	S 13-25-4-5	1898
GALLEON, CHAS. F.	SW 28-24-3-5	1885	JOHNSTON, JAMES	NW 36-24-2-5	1887
GARDNER, CLEM	E 11-24-4-5	NO DATE	KAIRAIN, FRED B.	E 22-24-2-5	1891
GARDNER, MEOPHAM	S 18-24-3-5 E 12-24-4-5 SE 12-24-4-5	1886 1888 1888	LAMBERT, SAMUEL	SW 22-24-4-5	1901
GARDNER, N.	E 4-24-5-5 SE 12-24-4-5	1921 NO DATE	LANCASTER, WM.	SE 10-25-4-5	1909
GAVIN, WM. R.	NW 14-24-3-5	1887	LAWRY, JOHN	N 18-24-1-5	1887
GIBBS, ALFRED	SE 2-25-5-5	1905	LEE, THOMAS	NE 30-24-1-5	1885
GIBSON, JOHN	SE 28-24-3-5	1895	LEPPARD, ABRAHAM	NW 4-25-4-5	1905
GIBSON, N.C.	E 20-24-3-5	1890	LINDSAY, ALEX	NW 10-24-3-5	1898
GODLONGTON, JOHN	NE 30-24-4-5	1893	LIVINGSTONE, A.A.	SW 6-25-5-5 NW 36-24-6-5	1921 1928
GOODWIN, WYCLIFFE	W 34-24-4-5	1891	LIVINGSTONE, C.	SE 6-25-5-5	1915
GOSS, JAMES	SE 24-24-4-5	1890	LIVINGSTONE, G.H.	SE 32-24-2-5 NW 32-24-2-5 SW 34-24-2-5 NE 32-24-2-5 SW 32-24-2-5	1890 1891 1892 1893 NO DATE
GOSS, T.H.B.	NE 24-24-4-5	1893	LIVINGSTONE, J.	NW 6-25-5-5 NE 6-25-5-5	1915 1916
GRAHAM, T.H.	NW 32-25-5-5	1911	LOGAN, HENRY	NW 36-24-5-5	1909
GRAY, HENRY ALLAN	SW 6-24-2-5	1887	LOGAN, ROBERT A.	NW 4-25-5-5	1908
GRAYSON, JAMES	W 6-24-4-5	1900	LOTT, HEBERT	SE 6-24-2-5	1888
HARRIS, F.D.	SE 6-24-4-5	1903	LUSK, THOMAS C.	NE 28-25-5-5	1908
HARRISON, EDWARD	NW 24-25-5-5	1904	LYNCH, JOHN J.	NE 12-24-5-5	1921
HEALY, CLARENCE G.	NW 30-24-4-5	1902	MACKAY, JOHN H.	NE 10-24-5-5	1917
HEALY, EBENEZER	N 12-25-4-5	1900	MCCALLUM, JOHN	N 6-24-1-5	1885
HENNING, GEORGE M.	SW 2-25-4-5	1907	MCCREIGHT, JAMES D.	NE 2-24-4-5	1903
HEMMINGS, HERBERT	NE 32-24-1-5	1885	MCEWING, ALEX	SE 30-24-1-5	1885
HEWITT, JAMES	E 2-24-2-5	1886	MCGILLIS, DON	SW 2-24-3-5	1897
HODGKINSON, N.C.	NW 32-24-1-5	1899	MCKAY, ALFRED	NE 24-24-2-5	1887
HOWSE N.C.	SE 4-24-2-5	1886	MCKENZIE, DONALD	SE 6-24-1-5	1885
HUGHES, ISSAC	SW 16-25-4-5	1910	MCKNIGHT, J.T.	SW 12-25-3-5	1894
HUTCHINSON, STEVE	SW 20-24-3-5	1888	MCLAURIN, JOHN D.	SW 24-24-5-5	1911

MCDougall, G.M.	NW 25-24-6-5 NE 26-24-6-5	1912 1921	NILSSON, NILS	NE 32-25-5-5	1904
MCNAB, PETER	SE 4-25-5-5	1914	NOLAN, N.C.	NW 11-24-2-5	1905
MCPHERSON, H.	NW 9-24-2-5	1901	NORMAN, ARTHUR	SE 14-24-4-5 SE 16-24-4-5	1898 1909
MCPHERSON, JOSEPH	SW 2-24-2-5	1887	ODLIN, JOHN H.	SE 2-25-3-5	1905
MCPHERSON, R.	SW 11-24-2-5	1905	PARK, ANDREW	SE 28-25-5-5	1921
MCPHERSON, R. C.	SW 10-24-2-5	1894	PARK, JOHN	NW 16-25-5-5	1907
MICKLE, EDWIN, A.	SW 4-24-4-5	1913	PARK, ROBERT	SW 16-25-5-5	1909
MICKLE, CHARLES W.	SE 4-24-4-5	1917	PARLOW, CHAS. H.	SW 30-24-1-5	1887
MICKLE, GEORGE A.	SE 4-24-4-5	1922	PARROTT, N.C. H.	NW 22-24-4-5	1891
MICKLE, OLIVER F.	SW 14-25-4-5	1898	PARSONS, DANIEL	NE 10-25-6-5	1915
MICKLE, WHEELER A.	NW 4-24-4-5 NW 22-24-3-5	1901 1887	PARSONS, HORACE	PTS. 10-25-6-5	1913
MILNE, A.S.	SE 12-24-3-5	1888	PATRICK, ALLAN P.	S 12-24-2-5	1885
MITCHELL, J.	NW 12-24-3-5	1890	PATTERSON, JAMES	SE 34-24-2-5	1890
MOFFAT, JAMES D.	SE 10-24-2-5	1887	PATTERSON, ROBERT	NW 22-24-2-5	1899
MORRIS, JOHN B.	29-24-2-5	1905	PEACOCK, ANTHONY P	NE 14-24-4-5	1890
MOUNTSTEVENS, W.	SW 10-25-4-5	1913	PEACOCK, ARTHUR F.	N 10-24-4-5	1890
MUNNS, SAMUEL G.	SE 28-24-4-5	1910	PENMAN, J.	S 32-24-2-5	1904
MUNRO, CHAS. R.	SW 6-25-3-5	1893	PEPPER, HARRIET	N 36-24-4-5	1904
MUNRO, JOHN A.	NE 6-25-3-5	1893	PEPPER, ISSAC	SE 36-24-4-5	1898
MUNRO, MARGARET	NW 6-25-3-5	1893	PEPPER, ROBERT J.	SE 2-25-4-5	1907
MUNRO, WM. J.	SE 6-25-3-5	1893	PEPPER, N.C. E.	NE 2-25-4-5	1906
MURRAY, JOHN	NW 28-24-4-5 NE 28-24-4-5	1894 1900	PERRY, WILLIAM H.	NW 10-25-4-5	1911
MUNRO, JOHN A.	NE 6-25-3-5	1893	PIERCE, HENRY	NW 20-24-2-5	1901
MUNRO, MARGARET	NW 6-25-3-5	1893	PIERCE, JOHN A.	SW 28-24-4-5	1913
MUNRO, WM. J.	SE 6-25-3-5	1893	POTTINGER, N.C.	NE 11-24-3-5	1905
MURRAY, JOHN	NW 28-24-4-5 NE 28-24-4-5	1894 1900	POTTS, JOHN G.	SW 34-25-5-5	1907
NELSON, MENIL	NW 30-19-3-4	1913	POTTS, WALTER	NW 34-25-5-5 NE 34-24-5-5	1908 1912
NEWHAM, ALFRED	NE 16-24-2-5	1891	PRICHARD, J.W.	NE 2-24-3-5	1885
NELSON, MENIL	NW 30-19-3-4	1913	QUALE, N.C.	NE 36-24-3-5	1891
NEWHAM, ALFRED	NE 16-24-2-5	1891	QUIGLEY, SAMUEL	SE 36-25-4-5	1907
NEUMAN, WALTER	SE 32-25-4-5	1904	RAMBOUVILLE, E.	NW 16-24-3-5	1889
NICOLL, EUGENE E.	SW 36-24-5-5	1911	RAMSAY, SILAS A.	SW 6-24-1-5	1885

RHODES, HERVERT	W 18-25-4-5	1915	SHAW, ARTHUR J.	NW 22-25-5-5	1901
RICKS, FRANK	N 18-25-5-5 N 20-25-5-5 SE 16-24-5-5	1903 1903 1905	SIBBALD, ANDREW F.	SW 4-25-5-5 SE 28-24-5-5 N 32-24-5-5	1909 1912 1918
RICKS, ISABELLA J.	E 12-25-6-5	1915	SIBBALD, FRANKLIN	NE 28-24-5-5	1902
RICKS, WALTER F.	SW 20-25-5-5 W 12-25-6-5	1912 1915	SIBBALD, HOWARD E.	NW 28-24-5-5	1902
RILEY, HAROLD	SE 36-24-2-5	1896	SIMMONS, H.L.	NE 36-24-4-5	1909
RILEY, THOMAS	NW 20-24-1-5	1888	SMITH, CHARLES C.	NW 30-24-2-5	1901
RILEY, W.E.	NE 36-24-2-5	1887	SMITH, F.P.	N 11-25-3-5	NO DATE
RITCHIE, JAMES M.	SE 36-25-5-5	1908	SMITH, GEORGE	N 2-25-3-5	1900
RITCHIE, T.G.G.	NW 36-25-5-5	1908	SMITH, HERBERT A.	NE 16-25-5-5	1910
RITCHIE, T.G.G. JR	SW 36-25-5-5	1908	SMITH, ROBERT	SE 14-25-5-5	1906
ROBB, JOHN A.	NE 10-25-3-5	1902	STEEL, N.C. B.	NW 2-24-2-5	1887
ROBB, WILLIAM	SW 2-25-5-5	1910	STONE, THOMAS	NW 34-24-2-5	
ROBINSON, ART	NE 14-24-3-5 SE 14-24-3-5	1887 NO DATE	STUART, N.C. W.	SW 30-24-4-4 SE 30-24-4-5	1891 1902
ROBINSON, H.L.	SW 4-25-4-5	1908	SWANSON, HERBERT	S 27-24-2-5	1900
ROBINSTON, JOE	NW 18-24-2-5 NE 6-24-3-5 NW 6-24-3-5	1887 1895 NO DATE	TAYLOR, SYKES	NW 14-25-4-5 NW 11-25-4-5	1904 1914
ROBINSON, R.W.	SW 14-24-3-5 NW 11-24-3-5 NE 18-24-3-5	1899 1905 1910	TESKEY, ROBERT A.	NE 16-24-4-5	1900
ROBINSON, WM. R.	NW 2-24-5-5	1907	THOMPSON, A. WM.	SE 16-25-4-5	1905
ROPER, CHARLES	SW 24-25-1-5	1905	THOMPSON, JOHN	NW 28-24-3-5	1896
ROWE, CATHERINE	NE 20-24-1-5	1889	THURBER, JAMES	SE 6-25-2-5	1891
RYAN, JOE P.E.	SE 4-25-4-5	1906	TOWERS, FRANCIS H.	NE 18-25-4-5 SE 30-25-4-5 NW 20-25-4-5 N 30-25-4-5 SW 29-24-4-5 SE 29-25-4-5 NE 20-25-4-5 S 20-25-4-5	1901 1903 1904 1915 1919 1921 NO DATE NO DATE
SAUNDERS D.V.	SE 15-24-5-5	1919	TOWERS, GEORGE	NE 28-25-4-5	1908
SCOTT, FREDERICK M.	SE 18-25-5-5	1915	TOWERS, HAROLD	SE 30-25-4-5	1913
SCOTT, JOHN	SW 32-24-1-5	1885	TOWERS, LESLIE H.	SE 28-25-4-5 SW 28-25-4-5	1911 1923
SCOTT, LATHAM	SE 4-24-3-5	1895	TOWERS, WALTER F.	SE 18-25-4-5 E1/2 OF W1/2 OF 18-25-4-5	1902 NO DATE
SCOTT, PRESS	NE 4-24-3-5	1897	TURNBULL, GEORGE	SW 12-24-3-5	1890
SEMPLE, CHARLES	SE 10-25-3-5	1899	TWEED, J.G.W.	PTS. SE&SW OF 34- 25-4-5	1906
VAUDIN, ED. H.O.	S 10-24-4-5	1893	WESTAWAY, F.	NE 28-24-3-5	1888

VON MELICKE, ALEX	SE 16-24-2-5 SW 16-24-2-5	1887 NO DATE	WESTOVER, EDWARD	NW 2-25-4-5 S 2-25-6-5	1910 1913
WADDECONUBE, H.T.	SE 18-24-2-5	1887	WESTOVER, M.G.	N 2-25-6-5	1913
WADE, WM. J.	SE 32-24-4-5	1898	WHITLEY, S.P.	NW 2-24-4-5	1890
WALLACE, A.J.	SW 16-24-4-5	1913	WIDDECOMBE, J.	S 10-24-3-5	1886
WALLACE, R.H.	NW 10-25-3-5	1892	WILLS, GEORGE	SW 10-25-3-5	1894
WALLACE, N.C.	NW 16-24-4-5	1912	WILSON, FRANK E.	NW 16-24-5-5	1913
WARD, LEO J.F.	NW 10-24-5-5 SE 10-24-5-5	1916 1918	WILSON, G. & J.	SE 11-25-4-5	1919
WARNER, W.P.	20-25-3-5 22-25-3-5 SW 14-25-3-5	1918 NO DATE NO DATE	WILSON, STEVE	NW 20-24-3-5	1887
WATSON, JOHN G.	SE 30-24-2-5 SW 30-24-2-5	1901 1903	WOOD, JAMES H.	SE 24-24-5-5	1911
WATTS, ERNEST O.	NE 22-24-5-5	1915	WRIGHT, N.C. C.	NE 10-25-4-5	1907
WATTS, JOHN H.	SE 22-24-5-5	1915	WYLIE, BRUCE	SW 4-24-2-5	1887
WATTS, JOSEPH J.	SW 22-24-5-5	1915	YOUNG, FRANK E.	SE 16-24-3-5 SW 16-24-3-5	1906 NO DATE
WEBB, FRANCIS	NE 34-24-4-5	1893	YOUNG, FRED	NE 22-24-3-5	1903
WELSH, ROBERT	NE 12-24-2-5 NW 12-24-2-5	1885 1903	YOUNG, JAMES	SE 22-24-3-5	1889
WESTAWAY, F.	NE 28-24-3-5	1888			

Names noted with "N.C." means a full name or initial could not be confirmed.

APPENDIX F: GROWTH PLAN CORRIDORS

