

# Council Meeting Agenda \*Hwm\*

April 28, 2020

9:00 a.m.



ROCKY VIEW COUNTY

262075 ROCKY VIEW POINT  
ROCKY VIEW COUNTY, AB  
T4A 0X2

## CALL MEETING TO ORDER

## UPDATES/APPROVAL OF AGENDA

### A APPROVAL OF MINUTES

1. February 4, 2020 Governance and Priorities Committee Meeting Page 6
2. March 10, 2020 Council Meeting Page 8
3. March 27, 2020 Special Council Meeting Page 17

### B FINANCIAL REPORTS

- None

### C APPOINTMENTS/PUBLIC HEARINGS

- None

### D GENERAL BUSINESS

1. All Divisions – File: 0660 – Spring Budget Finalization

Staff Report Page 19

2. Division 4– File: 0785 – Penalty Cancellation Request – Tax Roll 03222511

Staff Report Page 30

3. Division 7– File: N/A – Budget Adjustment for Dwight McLellan Trail Improvements

Staff Report Page 36

4. Division 4 & 5 – File: 1013-280 – Glenmore Trail Area Structure Plan – Status Update

Staff Report Page 41

5. Division 8 – File: PL20190098 (06713066) – Council Direction – Residential Subdivision Condition

Staff Report Page 42

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6. Division 5– File: PRDP20190022 (03330005) – Council Direction – Development Permit Conditions

Staff Report

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7. Division 7– File: PRDP20200125 (36401004) – Development Permit Item – Offal Processing Addition (Harmony Beef) Continuation of PRDP20173352

Staff Report

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8. All Divisions – File: N/A – Traffic Safety Act Enforcement on Primary Highways

Staff Report

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9. All Divisions – File: N/A – Guidelines to Evaluate Commercial Communication Facilities Policy, C-308

Staff Report

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10. All Divisions – File: N/A – Utility Fee Deferral Program Assessment

Staff Report

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11. All Divisions – File: N/A – Response to Council Directive – Exploration of the creation of a Rocky View County Recreation and Parks Foundation

Staff Report

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12. Division 2 – File: N/A – Municipal Sustainability Initiative (MSI) Funding – Springbank Recreational Initiatives

Staff Report

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## E BYLAWS

1. All Divisions – File: N/A – Bylaw C-8043-2020 – Tax Penalty Bylaw – Penalty Deferral

Staff Report

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2. Divisions 2 & 3 – File: 1015-550 – First Reading Bylaw – Bylaw C-8031-2020 – Springbank Area Structure Plan

Staff Report

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# Council Meeting Agenda



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3. All Divisions – File: 0650 – Country Lane Estates Water Coop Upgrades – Local Improvement Plan and First Reading of Borrowing Bylaw C-8032-2020

Staff Report

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4. Division 5 – File: 1012-370 – First Reading Bylaw – Bylaw C-8033-2020 – Conrich Area Structure Plan Amendments

Staff Report

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5. Division 2 – File: PL20170009/10 (05701004) – First Reading Bylaw – Minor Amendment to the Central Springbank Area Structure Plan and Adoption of the Riverside Estates Conceptual Scheme

Staff Report

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6. Division 7 – File: PL20190194 (07308003) – First Reading Bylaw – Bylaw C-7999-2020 – Residential Redesignation

Staff Report

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7. Division 5 – File: PL20190181 (05308013) – First Reading Bylaw – Bylaw C-8022-2020 – Commercial Redesignation

Staff Report

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8. Division 9 – File: PL20190188 (08903001) – First Reading Bylaw – Bylaw C-8023-2020 – Agricultural Redesignation

Staff Report

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9. Division 5 – File: PL20190149 (03332011) – First Reading Bylaw – Bylaw C-8024-2020 – Industrial Redesignation

Staff Report

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10. Division 8 – File: PL20200024 (06701019) – First Reading Bylaw – Bylaw C-8034-2020 – Residential Two District to Residential One District

Staff Report

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# Council Meeting Agenda



ROCKY VIEW COUNTY

262075 ROCKY VIEW POINT  
ROCKY VIEW COUNTY, AB  
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## 11. Division 8 – File: PL20200010 (05724053) – First Reading Bylaw – Bylaw C-8037-2020 – Residential Redesignation

Staff Report

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## 12. Division 4 – File: PL20200022 (03234014) – First Reading Bylaw – Bylaw C-8038-2020 – Residential Redesignation

Staff Report

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### F UNFINISHED BUSINESS - None

### G COUNCILLOR REPORTS - None

### H MANAGEMENT REPORTS

#### 1. All Divisions – File: N/A – 2020 Council Priorities and Significant Issues List

List

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### I NOTICES OF MOTION

#### 1. All Divisions – File: N/A – Councillor Hanson and Councillor Kissel – Rocky View County Optional Property Tax Deferral Program

Notice of Motion

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### J PUBLIC PRESENTATIONS - None

### K CLOSED SESSION

#### 1. RVC2020-19

**THAT Council move into closed session to consider the confidential item “SR1” pursuant to the following sections of the *Freedom of Information and Protection of Privacy Act*:**

Section 24 – Advice from officials

Section 25 – Disclosure harmful to the economic or other interests of a public body

# Council Meeting Agenda'



ROCKY VIEW COUNTY

262075 ROCKY VIEW POINT  
ROCKY VIEW COUNTY, AB  
T4A 0X2

April 28, 2020

9:00 a.m.

## 2. RVC2020-20

THAT Council move into closed session to consider the confidential item  
“CMRB” pursuant to the following sections of the *Freedom of Information and  
Protection of Privacy Act*:

Section 21 – Disclosure harmful to intergovernmental relations  
Section 27 – Privileged information

ADJOURN THE MEETING

ROCKY VIEW COUNTY  
GOVERNANCE AND PRIORITIES COMMITTEE  
February 4, 2020

Page 1

A regular meeting of the Rocky View County Governance and Priorities Committee was held in the Council Chambers of the County Hall, 262075 Rocky View Point, Rocky View County, Alberta on February 4, 2020 commencing at 9:29 a.m.

Present:	Division 5	Councillor J. Gautreau (Chair)
	Division 2	Councillor K. McKylor (Vice Chair)
	Division 1	Councillor M. Kamachi
	Division 4	Deputy Reeve A. Schule
	Division 7	Councillor D. Henn
Absent:	Division 6	Reeve G. Boehlke
Also Present:	K. Robinson, Executive Director, Corporate Services	
	B. Riemann, Executive Director, Operations	
	G. Kaiser, Executive Director, Community and Business	
	T. Cochran, Executive Director, Community Development Services	
	C. Satink, Municipal Clerk, Municipal Clerk's Office	
	K. Tuff, A/Deputy Municipal Clerk, Municipal Clerk's Office	
	D. Kazmierczak, Supervisor, Planning and Development Services	

**Call to Order**

The Chair called the meeting to order at 9:29 a.m. with all members present with the exception of Reeve Boehlke.

**1-20-02-04-01**

**Updates/Acceptance of Agenda**

MOVED by Councillor McKylor that an emergent item be added with regards to rescinding the Terms of Reference for the Governance and Priorities Committee, as agenda item D-1.

Carried

MOVED by Councillor McKylor that the February 4, 2020 GPC meeting agenda be approved as amended.

Carried

**1-20-02-04-02 (A-1)**

**Confirmation of Minutes**

MOVED by Councillor Henn that the December 3, 2019 Governance and Priorities Committee meeting minutes be approved as presented.

Carried

**1-20-02-04-03 (D-1)**

**All Divisions – Rescinding the Terms of Reference for the Governance and Priorities Committee**

**File: N/A**

MOVED by Councillor McKylor that the Chair of the Governance and Priorities Committee recommend to Council to rescind the Terms of Reference for the Governance and Priorities Committee.

Carried

ROCKY VIEW COUNTY  
GOVERNANCE AND PRIORITIES COMMITTEE  
February 4, 2020

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The Chair called for a recess at 9:34 a.m. and called the meeting back to order at 9:39 a.m. with all previously mentioned members present.

**1-20-02-04-04 (C-1)**

**All Divisions – Calgary Catholic School District – Strategic Engagement**

**File: N/A**

**Presenters:** Lory Lovinelli, Trustee for wards 6 and 8 for the Calgary Catholic School District  
Nishka Waite, Manager of District Planning for the Calgary Catholic School District  
Brad MacDonald, Superintendent of Support Services for the Calgary Catholic School District

MOVED by Councillor McKylor that the Calgary Catholic School District presentation be received as information.

Carried

**Adjournment**

MOVED by Deputy Reeve Schule that the February 4, 2020 Governance and Priorities Committee meeting be adjourned at 10:12 a.m.

Carried

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Chair

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Chief Administrative Officer or Designate

ROCKY VIEW COUNTY  
COUNCIL MEETING MINUTES  
March 10, 2020

Page 1

A regular meeting of Rocky View County Council was held in the Council Chambers of the County Hall, 262075 Rocky View Point, Rocky View County, Alberta on March 10, 2020 commencing at 9:00 a.m.

Present:	Division 6	Reeve G. Boehlke
	Division 1	Councillor M. Kamachi
	Division 2	Councillor K. McKylor
	Division 3	Councillor K. Hanson
	Division 5	Councillor J. Gautreau
	Division 7	Councillor D. Henn
	Division 8	Councillor S. Wright
	Division 9	Councillor C. Kissel

Absent:	Division 4	Deputy Reeve A. Schule
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Also Present:

- A. Hoggan, Chief Administrative Officer
- K. Robinson, Executive Director, Corporate Services
- B. Riemann, Executive Director, Operations
- G. Kaiser, Executive Director, Community and Business
- T. Cochran, Executive Director, Community Development Services
- R. Smith, Fire Chief, Fire and Emergency Services
- C. Satink, Municipal Clerk, Municipal Clerk's Office
- M. Wilson, Manager, Planning and Development
- G. Nijjar, Manager, Recreation, Parks and Community Support
- T. Andreasen, Deputy Municipal Clerk, Municipal Clerk's Office
- A. Bryden, Senior Planner, Planning and Development Services
- J. Kwan, Senior Planner, Planning and Development Services
- S. Kunz, Senior Planner, Planning and Development Services
- X. Deng, Planner, Planning and Development Services
- B. Manshanden, Coordinator, Intergovernmental Affairs
- M. Austen, Solid Waste and Recycling Advisor, Utility Services

**Call to Order**

The Chair called the meeting to order at 9:00 a.m. with all members present with the exception of Deputy Reeve Schule.

**2020-03-10-01**

**Updates/Acceptance of Agenda**

MOVED by Councillor Kamachi that the March 10, 2020 Council meeting agenda be amended as follows:

- Remove items C-1 and C-2

Carried

MOVED by Councillor Gautreau that the March 10, 2020 Council meeting agenda be approved as amended.

Carried

ROCKY VIEW COUNTY  
COUNCIL MEETING MINUTES  
March 10, 2020

Page 2

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**2020-03-10-02**

**Approval of Minutes**

MOVED by Councillor Gautreau that the February 25, 2020 Council meeting minutes be approved as presented.

Carried

**2020-03-10-06 (D-1)**

**All Divisions – Intermunicipal Development Plan between the Village of Beiseker and Rocky View County**

**File: N/A**

MOVED by Councillor Hanson that the deadline for completion of the Village of Beiseker/Rocky View County Intermunicipal Development Plan be extended to April 1, 2021, as per Ministerial Order MSL:047/18.

Carried

**2020-03-10-07 (D-2)**

**All Divisions – Adoption of Intermunicipal Collaboration Framework between the Town of Crossfield and Rocky View County**

**File: N/A**

MOVED by Councillor Gautreau that the Town of Crossfield and Rocky View County Intermunicipal Collaboration Framework be approved as presented in Attachment 'A'.

Carried

**2020-03-10-08 (D-3)**

**All Divisions – Adoption of Intermunicipal Collaboration Framework between Wheatland County and Rocky View County**

**File: N/A**

MOVED by Councillor Gautreau that the Wheatland County and Rocky View County Intermunicipal Collaboration Framework be approved as presented in Attachment 'A'.

Carried

**2020-03-10-09 (D-4)**

**Divisions 4 & 5 – Terms of Reference – Highway 1 East Corridor Area Structure Plan**

**File: N/A**

MOVED by Councillor Gautreau that item D-4 be tabled until the May 12, 2020 Council meeting.

Carried

**2020-03-10-10 (D-5)**

**Division 6 – Rocky View Schools Request for Capital Funding**

**File: 1075-600**

MOVED by Councillor Henn that funding up to a maximum of \$15,000 from Rocky View Schools' Public Reserve, to fund the W.G. Murdoch School Playground project, be approved.

Carried

ROCKY VIEW COUNTY  
COUNCIL MEETING MINUTES  
March 10, 2020

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**2020-03-10-11 (D-6)**

**Division 4 – Langdon Quad Diamond Complex Budget Adjustment**

**File: N/A**

MOVED by Councillor Gautreau that the budget adjustment of \$93,600.00 be approved as per Appendix 'A' to reallocate monies originally allocated from the General Regional Reserve to support the construction of the Langdon Quad Diamonds.

Carried

**2020-03-10-12 (D-7)**

**All Divisions – Forest Resource Improvement Association of Alberta (FRIAA) Grant Funding Endorsement**

**File: N/A**

MOVED by Councillor McKylor that Council endorse the County's application to the FRIAA grant in support of the Bragg Creek Vegetation Management project.

Carried

The Chair called for a recess at 9:28 a.m. and called the meeting back to order at 9:38 a.m. with all previously mentioned members present.

**2020-03-10-13 (E-1)**

**All Divisions – Bylaw C-8030-2020 – Amendments to the Procedure Bylaw and Boards and Committees Bylaw**

**File: N/A**

MOVED by Councillor Gautreau that Bylaw C-8030-2020 be given first reading.

Carried

MOVED by Councillor Wright that section 6 of Bylaw C-8030-2020 be amended as follows:

“Presentation requests must be submitted to the Chief Administrative Officer **or designate** no later than four weeks prior to the Council Meeting at which the presenters wish to present.”

Carried

**MAIN MOTION:**

MOVED by Councillor Wright that section 7 of Bylaw C-8030-2020 be amended as follows:

“All presentation requests must be approved by the Reeve **or Deputy Reeve** in order for the presentation to proceed to the requested Council Meeting date. The Reeve **or Deputy Reeve**, at their discretion, may refuse or defer a presentation request in the following circumstances:”

**AMENDING MOTION:**

MOVED by Councillor Hanson that the main motion be amended as follows:

THAT section 7 of Bylaw C-8030-2020 be amended as follows:

“All presentation requests must be approved by the Reeve or, **in the absence of the Reeve, the Deputy Reeve** in order for the presentation to proceed to the requested Council Meeting date. The Reeve or, **in the absence of the Reeve, the Deputy Reeve**, at their discretion, may refuse or defer a presentation request in the following circumstances:”

Carried



ROCKY VIEW COUNTY  
COUNCIL MEETING MINUTES  
March 10, 2020

Page 4

The Chair called for a vote on the main motion as amended.

MAIN MOTION AS AMENDED:

MOVED by Councillor Wright that section 7 of Bylaw C-8030-2020 be amended as follows:

“All presentation requests must be approved by the Reeve **or, in the absence of the Reeve, the Deputy Reeve** in order for the presentation to proceed to the requested Council Meeting date. The Reeve **or, in the absence of the Reeve, the Deputy Reeve**, at their discretion, may refuse or defer a presentation request in the following circumstances:”

Carried

MOVED by Councillor Wright that section 11 of Bylaw C-8030-2020 be amended as follows:

“All presentations, discussion, and questions are directed through the Chair and presenters are not permitted to **directly** ask questions of Council or Administration.”

Carried

MOVED by Councillor Gautreau that Bylaw C-8030-2020 be given second reading as amended.

Carried

MOVED by Councillor Hanson that Bylaw C-8030-2020 be considered for third reading as amended.

Carried

MOVED by Councillor Henn that Bylaw C-8030-2020 be given third and final reading as amended.

Carried

MAIN MOTION:

MOVED by Councillor Gautreau that Administration be directed to prepare a proposal for an additional Council meeting each month to be held on the first Tuesday of every month.

AMENDING MOTION:

MOVED by Councillor Hanson that the main motion be amended as follows:

THAT Administration be directed to prepare a proposal/**options** for an additional Council meeting ~~each month to be held on the first Tuesday of every month.~~

Carried

The Chair called for a vote on the main motion as amended.

MAIN MOTION AS AMENDED:

MOVED by Councillor Gautreau that Administration be directed to prepare a proposal/options for an additional Council meeting.

Carried

**2020-03-10-14 (E-2)**

**Divisions 1 & 9 – Third Reading of Bylaw C-7937-2019 – Municipal District of Bighorn and Rocky View County Intermunicipal Development Plan**

**File: N/A**

MOVED by Councillor Hanson that Bylaw C-7937-2019 be amended to delete Section 6.0.

Carried

ROCKY VIEW COUNTY  
COUNCIL MEETING MINUTES  
March 10, 2020

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MOVED by Councillor Kamachi that Bylaw C-7937-2019 be amended to correct the following clerical, technical, grammatical or typographical errors:

1. Add page numbers;
2. Add Maps and Figures to the Table of Contents;
3. Delete "Draft" watermark; and
4. Delete drafting note "Add as required\*" in Section 4.2

Carried

MOVED by Councillor Kissel that Bylaw C-7937-2019 be given third reading as amended.

Carried

**2020-03-10-15 (E-3)**

**Division 6 – Third Reading of Bylaw C-7943-2019 – Kneehill County and Rocky View County Intermunicipal Development Plan**

**File: N/A**

MOVED by Councillor Gautreau that Bylaw C-7943-2019 be given third reading.

Carried

**2020-03-10-16 (E-4)**

**All Divisions – First Reading Bylaw – C-8007-2020 – Regional Transportation Off-Site Levy Bylaw**

**File: 1007-800**

**2020-03-10-17 (E-5)**

**All Divisions – First Reading Bylaw – C-8008-2020 – Regional Stormwater Off-Site Levy Bylaw**

**File: 1007-755**

**2020-03-10-18 (E-6)**

**All Divisions – First Reading Bylaw – C-8009-2020 – Regional Water and Wastewater Off-Site Levy Bylaw**

**File: 1007-700**

MOVED by Councillor Hanson that Bylaw C-8007-2020 be given first reading.

Carried

MOVED by Councillor Hanson that Bylaw C-8007-2020 be advertised for a Public Hearing on May 12, 2020.

Carried

MOVED by Councillor Gautreau that Bylaw C-8008-2020 be given first reading.

Carried

MOVED by Councillor Gautreau that Bylaw C-8008-2020 be advertised for a Public Hearing on May 12, 2020.

Carried

MOVED by Councillor McKylor that Bylaw C-8008-2020 be given first reading.

Carried

MOVED by Councillor McKylor that Bylaw C-8008-2020 be advertised for a Public Hearing on May 12, 2020.

Carried

ROCKY VIEW COUNTY  
COUNCIL MEETING MINUTES  
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MOVED by Councillor Wright that previous motions be rescinded.

*MOVED by Councillor McKylor that Bylaw C-8008-2020 be given first reading.*

*Carried*

*MOVED by Councillor McKylor that Bylaw C-8008-2020 be advertised for a Public Hearing on May 12, 2020.*

*Carried*

Carried

MOVED by Councillor Hanson that Bylaw C-8009-2020 be given first reading.

Carried

MOVED by Councillor Hanson that Bylaw C-8009-2020 be advertised for a Public Hearing on May 12, 2020.

Carried

**2020-03-10-19 (E-7)**

**Division 2 – First Reading Bylaw – C-8016-2020 – Minor Amendment to the Central Springbank Area Structure Plan and Adoption of the Bearspaw Lakefront Estates Conceptual Scheme**  
**File: PL20170009/10 (05701004)**

MOVED by Councillor McKylor that item E-7 be tabled.

Carried

**MOTION ARISING:**

MOVED by Councillor McKylor that Administration be directed to work with the applicants on suitable naming for roads and development.

Carried

**2020-03-10-20 (E-8)**

**Division 6 – First Reading Bylaw – C-7906-2019 – Agricultural Holdings District to Residential Two District**  
**File: PL20190006 (08501007)**

**2020-03-10-21 (E-9)**

**Division 9 – First Reading Bylaw – C-8027-2020 – Industrial Redesignation**  
**File: PL20190196 (06836003)**

**2020-03-10-22 (E-10)**

**Division 1 – First Reading Bylaw – C-8028-2020 – Residential and Commercial Redesignation**  
**File: PL20190206 (03912039)**

**2020-03-10-23 (E-11)**

**Division 3 – First Reading Bylaw – C-8029-2020 – Commercial Redesignation**  
**File: PL20190200 (04606472)**

The Chair called for a recess at 10:43 a.m. and called the meeting back to order at 10:55 a.m. with all previously mentioned members present.

ROCKY VIEW COUNTY  
COUNCIL MEETING MINUTES  
March 10, 2020

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MOVED by Councillor Kissel that the following bylaws receive first reading:

- Bylaw C-7906-2019
- Bylaw C-8027-2020
- Bylaw C-8028-2020
- Bylaw C-8029-2020

Carried

**2020-03-10-24 (H-1)**

**All Divisions – 2020 Council Priorities and Significant Issues List**

**File: N/A**

MOVED by Councillor Gautreau that the 2020 Council Priorities and Significant Issues List for March 10, 2020 be received as information.

Carried

**2020-03-10-25 (K-1)**

**All Divisions – Confidential Closed Session Item – Cochrane Ag Society Land Transfer**

**File: RVC2020-13**

**2020-03-10-26 (K-2)**

**All Divisions – Confidential Closed Session Item – Springbank Land Purchase**

**File: RVC2020-14**

**2020-03-10-28 (K-4)**

**All Divisions – Confidential Closed Session Item – Alberta Transportation**

**File: RVC2020-17**

MOVED by Councillor McKylor that Council move into closed session at 10:58 a.m. to consider the following items under the following sections of the *Freedom of Information and Protection of Privacy Act*:

**K-1 – Cochrane Ag Society Land Transfer**

- Section 24 – Advice from officials
- Section 25 – Disclosure harmful to the economic or other interests of a public body

**K-2 – Springbank Land Purchase**

- Section 24 – Advice from officials
- Section 25 – Disclosure harmful to the economic or other interests of a public body

**K-4 – Alberta Transportation**

- Section 21 – Disclosure harmful to intergovernmental relations
- Section 24 – Advice from officials

Carried

ROCKY VIEW COUNTY  
COUNCIL MEETING MINUTES  
March 10, 2020

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Council held the closed session for confidential items K-1, K-2, and K-4 with the following people in attendance:

Rocky View County:      A. Hoggan, Chief Administrative Officer  
                                     K. Robinson, Executive Director, Corporate Services  
                                     B. Riemann, Executive Director, Operations  
                                     G. Kaiser, Executive Director, Community and Business  
                                     T. Cochran, Executive Director, Community Development Services  
                                     C. Morrice, Manager, Legal & Land Administration

MOVED by Councillor Henn that Council move into open session at 12:19 p.m.

Carried

MOVED by Councillor McKylor that Council that Administration be directed to proceed with mandate #2 presented in confidential report #RVC2020-13.

Carried

MOVED by Councillor McKylor that Council that Administration be directed to prepare a business plan, including a funding proposal and related budget adjustment, to support the purchase of land in the Springbank area as discussed in confidential report number RVC2020-14.

Carried

MOVED by Councillor Wright that Council that the confidential report RVC2020-17 be received as information.

Carried

**2020-03-10-27 (K-3)**

**All Divisions – Confidential Closed Session Item – Councillor Code of Conduct**

**File: RVC2020-16**

MOVED by Councillor Henn that Council move into closed session at 12:22 p.m. to consider the confidential item “Councillor Code of Conduct” pursuant to the following sections of the *Freedom of Information and Protection of Privacy Act*:

- Section 23 – Local public body confidences

Carried

Council held the closed session for confidential item K-3 with no additional people in attendance.

MOVED by Councillor Henn that Council move into open session at 1:32 p.m.

Carried

MOVED by Councillor Kissel that item K-3 be received as information.

Carried

ROCKY VIEW COUNTY  
COUNCIL MEETING MINUTES  
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2020-03-10-05 (C-3)

All Divisions – Southern Alberta Energy from Waste Association (SAEWA) – Energy from Waste Project Update  
File: N/A

Presenters: Paul Ryan, Vice Chair, Southern Alberta Energy from Waste Association (SAEWA)  
Tom Grant, Chair, Southern Alberta Energy from Waste Association (SAEWA)

MOVED by Councillor Hanson that the Energy from Waste Project Update by the Southern Alberta Energy from Waste Association (SAEWA) be received as information.

Carried

**Adjournment**

MOVED by Councillor Wright that the March 10, 2020 Council meeting be adjourned at 2:20 p.m.

Carried

Absent: Councillor Kamachi

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Reeve or Deputy Reeve

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Chief Administrative Officer or Designate

ROCKY VIEW COUNTY  
SPECIAL COUNCIL MEETING MINUTES  
March 27, 2020

Page 1

A special meeting of Rocky View County Council was held via teleconference call on March 27, 2020 commencing at 11:05 a.m.

Present:	Division 6	Reeve G. Boehlke
	Division 4	Deputy Reeve A. Schule
	Division 1	Councillor M. Kamachi
	Division 2	Councillor K. McKylor
	Division 3	Councillor K. Hanson
	Division 5	Councillor J. Gautreau
	Division 7	Councillor D. Henn
Absent:	Division 8	Councillor S. Wright
	Division 9	Councillor C. Kissel
Also Present:	A. Hoggan, Chief Administrative Officer	
	G. Kaiser, Executive Director, Community and Business	
	C. Satink, Municipal Clerk, Municipal Clerk's Office	
	T. Andreasen, Deputy Municipal Clerk, Municipal Clerk's Office	

**Call to Order**

The Chair called the meeting to order at 11:05 a.m. with all members present via teleconference call, with the exception of Councillor Wright and Councillor Kissel.

**2020-03-27-01**

**Updates/Acceptance of Agenda**

MOVED by Deputy Reeve Schule that the March 27, 2020 special Council meeting agenda be approved as presented.

Carried

**2020-03-27-02 (D-1)**

**All Divisions – Cancellation of the April 7, 2020 Council Meeting**

**File: N/A**

MOVED by Deputy Reeve Schule that the April 7, 2020 Council meeting be cancelled.

Carried

ROCKY VIEW COUNTY  
SPECIAL COUNCIL MEETING MINUTES  
March 27, 2020

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**Adjournment**

MOVED by Councillor Henn that the March 27, 2020 special Council meeting be adjourned at 11:12 a.m.

Carried

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Reeve or Deputy Reeve

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Chief Administrative Officer or Designate





## FINANCIAL SERVICES

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**TO:** Council  
**DATE:** April 28, 2020 **DIVISION:** All  
**FILE:** 0660  
**SUBJECT:** Spring Budget Finalization

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### **POLICY DIRECTION:**

Section 242 of the *Municipal Government Act* prescribes that Council must adopt a budget for each calendar year. Once the final budget is approved by Council, all subsequent adjustments are considered and approved by Council.

### **EXECUTIVE SUMMARY:**

With COVID-19 and the ongoing review of the 2020 Operating and Capital base budget, Administration requires budget adjustments to finalize Rocky View County's 2020 Operating and Capital budget. Administration has also provided various property tax increase and decrease scenarios for Council's consideration.

### **BACKGROUND:**

#### **Municipal Budget Adjustments**

Council and Administration review the operating and capital budget on a regular basis, and due to the current COVID-19 outbreak, an additional analysis is being done to determine options to assist rate payers during this trying time. Administration has identified various operating budget adjustments (increases and decreases) to better align service delivery with the 2020 Operating and Capital base budget.

Administration started the 2020 budget process in June 2019. As part of the budget process, Administration uses an estimation of live growth from Assessment Services to increase tax revenue. The live growth component is essentially new property tax on new development growth within the County. In September 2019, Administration estimated the live growth component of the assessment at 1.4% or \$1,176,200. Upon completion of the 2020 assessment roll, the final live growth component is 2.5% or \$1,994,000. A difference between the estimated live growth used in the December 10, 2019, operating base budget approval and the final live growth is \$817,800 and forms part of these adjustments.

Council approved the 2020 Operating and Capital base budget on December 10, 2019, which included the 1.4% live growth, and a 2% tax increase, or \$1,462,900, and generated an excess operating budget amount of \$58,300.



## **2020 OPERATING BUDGET ADJUSTMENTS**

### **Section I (Appendix 'A')**

#### **Expenses**

Decreased FCSS expense – Community Services	(\$71,200)
To adjust for 2019 top up	
Decreased expense - Humane Society – Enforcement Services	(\$ 5,000)
To adjust for external services for humane societies	
Decreased transfer to capital expense – Capital Projects	(\$700,000)
Re-prioritize Capital Projects and funding – This will also require a Capital Adjustment	
Decreased transfer to capital expense – Fleet Services	(\$200,000)
Reduced tool purchases	
Increased services expense – Governmental Relations	\$24,000
Deescalating training and Specialized Municipality Consultation	
Increased Fire project expense – Fire Services	\$7,000
Successful grant application - Flood Ready Grant	
Increased services expenses – Capital Projects	\$95,000
Cooperative Storm Management Initiative	
Increased services expense – Building Services	\$28,900
Online computer enhancements	
Increased services expense – Enforcement Services	\$826,100
New Provincial Policing costs	
<b>Total Expenses</b>	<b>\$4,800</b>

**Revenue\*\***

Increased Green employment initiative – Employee Relations	\$5,700
New Provincial program to replace STEP	
Increased Fire grant – Fire Services	\$7,000
Successful grant application – Flood ready grant	
Decreased STEP grant – Employee Relations	(\$42,000)
Program rebranded by the Provincial Government to the Green Initiative	
Decreased insurance revenue – Municipal Clerks Office	(\$70,000)
Adjustment to correct revenue	
Decreased bylaw revenue – Development Services	(\$3,000)
Adjustment to correct revenue	
Increased final assessment – live growth – new development taxation	\$817,800
<b>Total Revenue</b>	<hr/> \$715,500

**Net Summary**

Total Increased Expense Adjustments	\$4,800
Total Increased Revenue Adjustments	\$715,500
<b>Total Net Expense and Revenue Adjustments</b>	<hr/> \$710,700 <hr/>

\*\* For presentation purposes, revenue numbers are reported in reverse of the actual budget adjustment.

**Capital Budget Adjustments**

In review of the 2020 budget, \$700,000 in Operating funding for Capital projects and \$200,000 for tool purchases has been removed. The capital projects include: 1) Langdon Centre street paving and sidewalk – funding adjustment; 2) Inverlake road base – project deferred; and 3) Dickson Stevenson paving – funding adjustment. Deferral of project start times and other sources of funding will be used to replace the removed \$700,000 in Operating funding for Capital projects. The following adjustments are required to ensure both the operating and capital budget stay in balance:

**Expenses**

Decreased expenses – Inverlake road base (deferred)	(\$1,600,000)
Decreased Tool Purchases	(\$200,000)

**Revenue\*\***

Decreased transfer from operations	(\$900,000)
Decreased transfer from TOL Reserve	(\$750,000)



## ROCKY VIEW COUNTY

Decreased transfer from CAP Reserve	(\$50,000)
Decreased FGTF grant	(\$100,000)
<b>Total Net Capital Adjustments</b>	<u>0</u>

\*\* For presentation purposes, revenue numbers are reported in reverse of the actual budget adjustment.

### External Requisitions

- 1) External requisitions are flow-through amounts in that Rocky View County collects these funds through the property tax system and forwards them to the requisitioning bodies such as the Provincial government (education and designated industrial properties) and the Rocky View Foundation.

Administration has now received final external requisitions relating to schools from the Provincial government. Changes to Rocky View County's external requisitions are as follows:

- Alberta School Foundation Fund (ASFF) and the Calgary Catholic School District (CCSD) decrease of \$934,000. This decrease is due the Provincial requirement last year to estimate the Provincial education requisition in 2019, in which Rocky View County over-collected.
- The Rocky View Foundation has increased by .3% and will require an increase of \$2,000.

### Council Options Relating to Tax Rate Increase/Decrease

Currently, there is a 2% tax increase (\$1,462,900) within the approved 2020 Operating base budget. With current economic conditions, Council and Administration are committed to exploring options relating to property taxes while balancing financial stability. Three property tax options are presented for Council's consideration.

### Section II (Appendix 'B' – 'D')

#### Option #1: 2% Property Tax Increase (Current Scenario – Appendix 'B')

This option would keep the Rocky View County budget the same as it is currently approved. Due to the increased live growth of .9%, an excess amount of \$769,000 would be left. This amount could be used to reduce the current 2% to 1%, be transferred to the tax stabilization reserve, or used for other purposes that Council directs. Administration is recommending that the excess amount be transferred to the Tax Stabilization Reserve for future Council direction.

Current Excess Amount (as approved on December 10, 2019)	\$58,300
Net Expense and Revenue adjustments	<u>\$710,700</u>
<b>Total unallocated <u>excess</u> amount</b>	<b>\$769,000</b>
<b>Transfer <u>to</u> Tax Stabilization Reserve</b>	<b>(\$769,000)</b>



**Option #2: 0% Property Tax Increase – (Appendix ‘C’)**

This option would remove the current 2% tax increase from the current 2020 Operating budget. The additional live growth amount is not sufficient to balance the operating budget, and a transfer from the Tax Stabilization Reserve in the amount of \$693,900 would be required.

Current Excess Amount (as approved on December 10, 2019)	\$58,300
Net Expense and Revenue adjustments	\$710,700
Removal of current 2% property tax increase	(\$1,462,900)
<b>Total unallocated <u>deficit</u> amount</b>	<b>(\$693,900)</b>
<b>Transfer <u>from</u> Tax Stabilization Reserve to balance</b>	<b>\$693,900</b>

**Option #3: 3% Property Tax Decrease – (Appendix ‘D’)**

This option would remove the current 2% tax increase from the 2020 Operating budget and an additional 3%. As above, the additional live growth amount is not sufficient to balance the operating budget and a transfer from the Tax Stabilization Reserve in the amount of \$2,888,200 would be required.

Current Excess amount (as approved on December 10, 2019)	\$58,300
Net Expense and Revenue adjustments	\$710,700
Removal of current 2% property tax increase	(\$1,462,900)
Removal of additional 3% property tax	(\$2,194,300)
<b>Total unallocated <u>deficit</u> amount</b>	<b>(\$2,888,200)</b>
<b>Transfer <u>from</u> Tax Stabilization Reserve to balance</b>	<b>\$2,888,200</b>

**BUDGET IMPLICATIONS:**

**Section I**

**Operating Budget Adjustments**

Increased operating expenses	\$4,800
Increased operating revenues	\$715,500
Net Adjustment	\$710,700

**Capital Budget Adjustments**

**Expenses**

Decreased expenses – Inverlake road base (deferred)	(\$1,600,000)
Decreased Tool Purchases	(\$200,000)

**Revenue**

Decreased transfer from operations	(\$900,000)
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Decreased transfer from TOL Reserve	(\$750,000)
Decreased transfer from CAP Reserve	(\$50,000)
Decreased FGTF grant	(\$100,000)

### **External Requisitions Budget Adjustments**

#### **Expenses**

Education Requisitions	(\$934,000)
Rocky View Foundation	\$2,000

### **Section II**

Option #1 – Transfer to Reserve	\$769,000
Option #2 – Transfer from Reserve	(\$693,900)
Option #3 – Transfer from Reserve	(\$2,888,200)

#### **OPTIONS:**

Option #1	THAT the budget adjustment be approved as presented in Appendix 'A', and that the budget adjustment representing a 2% tax increase be approved as presented in Appendix 'B'
Option #2	THAT the budget adjustment be approved as presented in Appendix 'A', and that the budget adjustment representing 0% tax increase be approved as presented in Appendix 'C'
Option #3	THAT the budget adjustment be approved as presented in Appendix 'A', and that the budget adjustment representing a 3% tax decrease be approved as presented in Appendix 'D'
Option #4	THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Kent Robinson"

"Al Hoggan"

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Executive Director, Corporate Services

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Chief Administrative Officer

BW/bb



**APPENDICES:**

APPENDIX 'A' – 2020 Operating and Capital Budget Adjustments

APPENDIX 'B' – 2020 Operating Budget Adjustments and a 2% Property Tax Increase

APPENDIX 'C' – 2020 Operating Budget Adjustments and a 0% Property Tax Increase

APPENDIX 'D' – 2020 Operating Budget Adjustments and a 3% Property Tax Decrease

**ROCKY VIEW COUNTY**  
**BUDGET ADJUSTMENT REQUEST FORM**  
**BUDGET YEAR: 2020**

Description	Budget Adjustment
<b>EXPENDITURES:</b>	
<b>Operating Budget:</b>	
FCSS Expenses - Community Services	(71,200)
Humane Society - Enforcement Services	(5,000)
Transfer to Capital Expenses - Capital Projects	(700,000)
Transfer to Capital Expenses - Fleet Services	(200,000)
Services Expenses - Governmental Relations	24,000
Fire Project Expenses - Fire Services	7,000
Services Expenses - Capital Services	95,000
Services Expenses - Building Services	28,900
Services Expenses - Enforcement Services	826,100
<b>Capital Budget:</b>	
Contracted Services and Engineering Fees (Inverlake Road Project)- Capital Projects	(1,600,000)
Fleet Tool Replacement - Fleet Services	(200,000)
<b>External Requisitions:</b>	
Alberta School Requisitions	(934,000)
Rocky View Seniors Foundation	2,000
<b>TOTAL EXPENSE:</b>	<b>(2,727,200)</b>
<b>REVENUES:</b>	
<b>Operating Budget:</b>	
Green Employment Initiative - Employee Relations	(5,700)
Fire Grant - Fire Services	(7,000)
Step Grant - Employee Relations	42,000
Insurance Revenue - Municipal Clerks Office	70,000
Bylaw Revenue - Development Services	3,000
Live Growth - New Development Taxation	(817,800)
<b>Capital Budget:</b>	
Transfer from Operation	900,000
Transfer from TOL Reserve	750,000
Transfer from CAP Reserve	50,000
Provincial Grant: FGTF	100,000
<b>External Requisitions:</b>	
Property Tax Revenue	932,000
<b>TOTAL REVENUE:</b>	<b>2,016,500</b>
<b>NET BUDGET REVISION:</b>	<b>(710,700)</b>
<b>REASON FOR BUDGET REVISION:</b>	
2020 Spring Finalization Operating and Capital and External Requisition Budget Adjustments	
<b>AUTHORIZATION:</b>	
Chief Administrative Officer: _____ Al Hoggan Executive Director Corporate Services: _____ Kent Robinson Manager: _____	Council Meeting Date: _____ Council Motion Reference: _____ Date: _____

Budget AJE No: \_\_\_\_\_

Posting Date: \_\_\_\_\_



**ROCKY VIEW COUNTY**  
**BUDGET ADJUSTMENT REQUEST FORM**  
**BUDGET YEAR: 2020**

Description	Budget Adjustment
<b>EXPENDITURES:</b>	
<b>Operating Budget:</b> Transfer to Tax Stabilization Reserve	769,000
<b>TOTAL EXPENSE:</b>	
	769,000
<b>REVENUES:</b>	
<b>Operating Budget:</b> Municipal Property Tax	(769,000)
<b>TOTAL REVENUE:</b>	
	(769,000)
<b>NET BUDGET REVISION:</b>	
0	
<b>REASON FOR BUDGET REVISION:</b>	
2020 Spring Finalization 2% Property Tax Increase	
<b>AUTHORIZATION:</b>	
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Chief Administrative Officer: _____            Al Hoggan</p> <p>Executive Director            Corporate Services: _____            Kent Robinson</p> <p>Manager: _____</p> </div> <div style="width: 45%;"> <p>Council Meeting Date: _____</p> <p>Council Motion Reference: _____</p> <p>Date: _____</p> </div> </div>	

Budget AJE No: \_\_\_\_\_

Posting Date: \_\_\_\_\_

**ROCKY VIEW COUNTY**  
**BUDGET ADJUSTMENT REQUEST FORM**  
**BUDGET YEAR: 2020**

Description	Budget Adjustment
<b>EXPENDITURES:</b>	
<b>Operating Budget:</b>	
<b>TOTAL EXPENSE:</b>	
0	
<b>REVENUES:</b>	
<b>Operating Budget:</b>	
Transfer From Tax Stabilization Reserve	(693,900)
Municipal Property tax	693,900
<b>Capital Budget:</b>	
<b>TOTAL REVENUE:</b>	
0	
<b>NET BUDGET REVISION:</b>	
0	
<b>REASON FOR BUDGET REVISION:</b>	
2020 Spring Finalization 0% Property Tax Increase	
<b>AUTHORIZATION:</b>	
<p>Chief Administrative Officer: _____</p> <p style="padding-left: 40px;">Al Hoggan</p> <p>Executive Director Corporate Services: _____</p> <p style="padding-left: 40px;">Kent Robinson</p> <p>Manager: _____</p>	<p>Council Meeting Date: _____</p> <p>Council Motion Reference: _____</p> <p>Date: _____</p>

Budget AJE No: \_\_\_\_\_

Posting Date: \_\_\_\_\_

**ROCKY VIEW COUNTY**  
**BUDGET ADJUSTMENT REQUEST FORM**  
**BUDGET YEAR: 2020**

Description	Budget Adjustment
EXPENDITURES:	
<b>Operating Budget:</b>	
TOTAL EXPENSE: 0	
REVENUES:	
<b>Operating Budget:</b>	
Transfer From Tax Stabilization Reserve	(2,888,200)
Municipal Property Tax	2,888,200
<b>Capital Budget:</b>	
TOTAL REVENUE: 0	
NET BUDGET REVISION: 0	
REASON FOR BUDGET REVISION:	
2020 Spring Finalization 3% Property Tax Decrease	
AUTHORIZATION:	
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Chief Administrative Officer: _____  Al Hoggan</p> <p>Executive Director  Corporate Services: _____  Kent Robinson</p> <p>Manager: _____</p> </div> <div style="width: 45%;"> <p>Council Meeting Date: _____</p> <p>Council Motion Reference: _____</p> <p>Date: _____</p> </div> </div>	

Budget AJE No: \_\_\_\_\_

Posting Date: \_\_\_\_\_



## FINANCIAL SERVICES

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**TO:** Council  
**DATE:** April 28, 2020 **DIVISION:** 4  
**FILE:** 0785  
**SUBJECT:** Penalty Cancellation Request – Tax Roll 03222511

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### **POLICY DIRECTION:**

This request was evaluated in accordance with the Late Tax Payment Penalty Cancellation Policy C-204, which establishes a uniform and consistent approach for Council to address late tax payment cancellation requests in Rocky View County (the County).

### **EXECUTIVE SUMMARY:**

On February 5, 2020, Administration received a request from the owner of Roll 03222511 regarding late payment penalty cancellation for the January 1, 2020, penalty in the amount of \$364.87. The request letter from the rate payer has been removed from the report as it contains quite a lot of personal health information. The rate payer is requesting late tax payment penalty cancellation due to prolonged sickness. Property taxes have not been paid on time for this property since 2014. This request is not in compliance with the criteria in Policy C-204 (see Appendix 'A'); Administration therefore recommends that the request be denied.

### **ADMINISTRATION RECOMMENDATION:**

Administration recommends the request be denied in accordance with Option #1.

### **BUDGET IMPLICATIONS:**

There are no budget implications at this time.

### **OPTIONS:**

- Option #1                      THAT the request for late tax payment penalty cancellation in the amount of \$364.87 be denied.
- Option #2                      THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

“Kent Robinson”

“Al Hoggan”

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Executive Director  
Corporate Services

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Chief Administrative Officer

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### **Administration Resources**

Barry Woods, Manager Financial Services



**APPENDICES:**  
APPENDIX 'A' – Policy C-204



## LATE TAX PAYMENT PENALTY CANCELLATION

Council Policy

C-204

<b>Policy Number:</b>	<b>C-204</b>
<b>Policy Owner:</b>	<b>Financial Services</b>
<b>Adopted By:</b>	<b>Council</b>
<b>Adoption Date:</b>	<b>2003 October 07</b>
<b>Effective Date:</b>	<b>2003 October 07</b>
<b>Date Last Amended:</b>	<b>2019 November 26</b>
<b>Date Last Reviewed:</b>	<b>2019 November 20</b>

### Purpose

- 1 This policy establishes a uniform and consistent approach for Council to address late tax payment penalty cancellation requests in Rocky View County (the County).



### Policy Statement

- 2 Council may cancel, reduce, refund, or defer property tax if it is equitable to do so pursuant section 347(1) of the *Municipal Government Act*. *Municipal Government Act* section 203 prohibits Council from delegating this power to administration.
- 3 Council recognizes the need to be fair and equitable to all County taxpayers in its effort to address late tax payment penalty cancellation requests.
- 4 This policy does not apply to exempt tax accounts held under the jurisdiction of the provincial or federal governments.



### Policy

- 5 Council considers and balances the interests of County's property owners when responding to any penalty cancellation request.
- 6 The County must provide sufficient notice of property tax payment due date, the terms of payment for remitting property taxes, and the penalties for late or non-payment of property taxes.
- 7 The County endeavors to be consistent from year to year in setting its due dates for payment of property taxes.



## LATE TAX PAYMENT PENALTY CANCELLATION

### Council Policy

#### C-204

- 8 Property owners seeking late tax payment penalty cancellation must submit a written request to the County within 120 days of the date when the related penalty was applied to the tax account.
- 9 Administration must present late tax payment penalty cancellation requests during public meetings of Council, as Council's decisions on these matters have an impact on all property owners. The report regarding the request includes the information provided by the requesting property owner.

### Tax Relief Categories

- 10 When Council grants a late tax payment penalty cancellation request, the late tax payment penalty cancellation is only available for the penalties in the current taxation year:
  - (1) where a death in the immediate family of the property owner occurred within seven days prior to the due date;
  - (2) where the tax notice has been sent to an incorrect address as a result of the County's error in recording an address change on the tax roll; or
  - (3) where a late tax payment has been processed by a financial institution and either the Financial Institution or the property owner provides documentation indicating the payment was processed on or before the due dates.
- 11 Council may consider penalty adjustments or cancellations for types of requests not set out in this policy.

### Tax Relief Not Available

- 12 A property owner may not seek tax relief under this policy for:
  - (1) taxes imposed under section 326(1)(a)(vi) of the *Municipal Government Act* relating to designated industrial property;
  - (2) taxes or penalties relating to more than one prior taxation year; or
  - (3) amounts added to the tax roll that do not relate to the annual property assessment and taxation process, including but not limited to:
    - (a) charges arising from the tax recovery process;
    - (b) unpaid violation charges;



## LATE TAX PAYMENT PENALTY CANCELLATION

Council Policy

C-204

- (c) utility consumption or installation charges; or
- (d) any penalties, interests or other charges related to those amounts.



### References

#### Legal Authorities

- *Municipal Government Act*, RSA 2000, c M-26

#### Related Plans, Bylaws, Policies, etc.

- Rocky View County Tax Penalty Bylaw C-4727-96

#### Related Procedures

- N/A

#### Other

- N/A



### Policy History

#### Amendment Date(s) – Amendment Description

- 2019 November 26 – Council amended to reflect changes to the MGA, keep penalty cancellations to current tax year, set consideration criteria, and align with new policy standards
- 2011 November 01 – Amended by Council
- 2009 December 15 – Amended by Council
- 2004 September 07 – Amended by Council
- 2003 October 07 – Amended by Council

#### Review Date(s) – Review Outcome Description

- 2019 November 20: Minor changes recommended in light of MGA amendments and current County processes and standards



### Definitions

13 In this policy:

- (1) “administration” means the operations and staff of Rocky View County under the direction of the Chief Administrative Officer;
- (2) “Council” means the duly elected Council of Rocky View County;





## LATE TAX PAYMENT PENALTY CANCELLATION

Council Policy

C-204

- (3) "County" means Rocky View County;
- (4) "immediate family" means spouse, a parent, child, or sibling;
- (5) "*Municipal Government Act*" means the Province of Alberta's *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
- (6) "Rocky View County" means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.



## CAPITAL PROJECT MANAGEMENT

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**TO:** Council  
**DATE:** April 28, 2020  
**FILE:** N/A  
**SUBJECT:** Budget Adjustment for Dwight McLellan Trail Improvements

**DIVISION:** 7  
**APPLICATION:** N/A

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### EXECUTIVE SUMMARY:

In 2009, Rocky View County completed upgrades to Dwight McLellan Trail through the County's Annual Road Program. At that time, the County entered into land acquisition agreements with two future commitments should the lands undergo development:

1. Provide (Proportionate) funding for a permanent stormwater management system
2. Install traffic signals at the intersection of Dwight McLellan Trail and Nose Creek Boulevard.

On September 10<sup>th</sup>, 2019, Council approved a Conceptual Scheme for the subject lands, and Administration is seeking a budget adjustment to satisfy the County's obligations.

Based on a recently completed construction tender for the work, the County's contribution is \$3 Million, in which Administration recommends funding be provided through existing Transportation Offsite Levy funds.

All work will be completed by the Developer, with the County remitting payment for applicable costs as specific milestones are met.

### ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

### BACKGROUND:

In 2009, Rocky View County completed upgrades to Dwight McLellan Trail through the County's Annual Road Program and negotiated with an area landowner to acquire a portion of land required for the roadway, as well as an interim solution for managing storm water generated by the upgrade of Dwight McLellan Trail.

The land acquisition agreements contained clauses that obligated each party to certain future commitments should the subject lands come forward for development.

Council approved a Conceptual Scheme for the subject lands on September 10<sup>th</sup>, 2019 (PL20180140-Interlink Logistics Park), initiating two specific County commitments:

1. Provide (proportionate) funding for the permanent stormwater management system.

Administration has worked with the Developer to determine an appropriate and cost-effective alignment. Under the agreed upon plan, the existing temporary stormwater ponds will be eliminated, with stormwater being conveyed through a permanent underground system.

The County's contribution for this work is \$2.5 Million.

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### Administration Resources

Doug Hafichuk, Capital Project Management



## 2. Installation of traffic signals along Dwight McLellan Trail.

Primary access to the subject lands is located on the west side of the intersection of Dwight McLellan Trail and Nose Creek Boulevard, approximately 400m North of 144<sup>th</sup> Avenue. This location sees approximately 7,000 vehicles per day (July 2018) with heavy vehicles representing approximately 15% of total traffic.

The County's contribution for this work is \$500,000.

The \$3 Million total cost was determined through a construction tender for the work, and is supported by an Opinion of Probable Cost (OPC) from an experienced consulting engineering firm.

Funding is available through existing Transportation Offsite Levy (TOL) funds, and the development is expected to generate approximately \$3.4 Million in additional levy payments upon subdivision endorsement.

All work will be completed by the Developer, with the County remitting payment for applicable costs as specific milestones are met.

### **BUDGET IMPLICATIONS:**

Expenses for budget year 2020 will increase by \$3.0 Million, with offsetting revenues provided through existing Transportation Offsite Levy funds.

### **OPTIONS:**

- |           |  |
|-----------|--|
| Option #1 | THAT the Budget Adjustment, as described in Attachment 'A', for Dwight McLellan Trail Improvements, be approved. |
| Option #2 | THAT alternative direction be provided.  |

Respectfully submitted,

Concurrence,

"Byron Riemann"

"Al Hoggan"

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Executive Director  
Operations

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Chief Administrative Officer

DH/bg

### **ATTACHMENTS:**

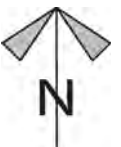
ATTACHMENT 'A' – Budget Adjustment  
ATTACHMENT 'B' – Aerial of Existing Conditions  
ATTACHMENT 'C' – Proposed Development





**ROCKY VIEW COUNTY**  
Cultivating Communities

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



AGENDA (FULL)

Page 39 of 548







## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020  
**FILE:** 1013-280  
**SUBJECT:** Glenmore Trail Area Structure Plan – Status Update

**DIVISION:** 4 and 5  
**APPLICATION:** N/A

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### EXECUTIVE SUMMARY:

On December 10, 2019, Council directed that Administration finalize the draft terms of reference for the Glenmore Trail Area Structure Plan and return to Council within three months for adoption. It was further directed that Administration investigate the potential for landowner contributions to the project and return to Council with a budget adjustment, as appropriate.

Administration held a meeting with interested landowners on February 12, 2020 to discuss the possibility of privately funding the Glenmore Trail Area Structure Plan. After positive discussion in the meeting, and a willingness from landowners to participate in development of an ASP, another meeting was requested by landowners to discuss terms for participating in the project. Administration accommodated this meeting at the County office on February 20, 2020; subsequently, landowners expressed an interest in further discussing financial contributions to the ASP and developing a terms of reference for the project.

The landowner group is still finalizing its terms of reference and has requested some additional time to submit the document for Council's consideration. As such, Administration is requesting an extension of time to return to Council with a finalized terms of reference and budget adjustment on or before May 26, 2020.

### ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

### OPTIONS:

- Option #1                      THAT Administration return to Council with feedback regarding landowner contributions, terms of reference, and a budget adjustment, on or before May 26, 2020.
- Option #2                      THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Theresa Cochran"

"Al Hoggan"

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Executive Director  
Community Development Services

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Chief Administrative Officer

ON/Itt

### Administration Resources

Oksana Newmen, Planning and Development Services



## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020 **DIVISION:** 8  
**FILE:** 06713066 **APPLICATION:** PL20190098  
**SUBJECT:** Council Direction – Residential Subdivision Condition

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### POLICY DIRECTION:

On March 9, 2020, the Municipal Planning Commission passed a resolution to recommend to Council to defer the Transportation Offsite Levy for a subdivision application PL20190098. In accordance with the Transportation Offsite Levy Bylaw (C-7356-2014), Council has the sole discretion to not impose the Levy.

### EXECUTIVE SUMMARY:

Subdivision Application PL20190098 was presented to the Municipal Planning Commission on March 9, 2020 for consideration. The Municipal Planning Commission made a motion:

*“The Applicant/Owner shall pay the Transportation Off-Site Levy in accordance with Bylaw C-7356-2014 prior to subdivision endorsement. The County shall calculate the total amount owing from the total gross acreage of ~~the Lands~~ Lot 1 to be subdivided as shown on the Plan of Survey.*

**a) The collection of Transportation Offsite Levy on Lot 2 to be subdivided as shown on the Plan of Survey is deferred.”**

The Transportation Offsite Levy Bylaw (C-7356-2014, Section 6 d) specifies that

‘Any lands or portions thereof where Council has determined, in its sole and unfettered discretion, that it is appropriate in the circumstances to not impose the Levy upon such portion of the Lands as a result of the Development contemplated in the applicable Development Permit or Subdivision Approval’.

For this reason, the application is presented to Council to consider deferring a portion of the Transportation Offsite Levy as recommended by the Municipal Planning Commission.

### ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

### BACKGROUND:

The Subdivision Application PL20190098 is to create a  $\pm 1.60$  hectare ( $\pm 3.95$  acre) parcel with a  $\pm 2.82$  hectare ( $\pm 6.97$  acre) remainder. The application is located in the Bearspaw area, approximately 0.41 km (1.4 mile) north of Twp. Rd. 262 and on the west side of Poplar Hill Drive, approximately 3.35 miles northwest of the city of Calgary.

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### Administration Resources

Jessica Anderson, Planning and Development Services





**OPTIONS:**

- Option #1                    THAT Condition #7 of Subdivision Application PL20190098 (Option #2) be amended to defer the Transportation Offsite Levy as per the Municipal Planning Commission's recommendation.
- Option #2                    THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Theresa Cochran"

"Al Hoggan"

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Executive Director  
Community Development Services

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Chief Administrative Officer

JA/Itt

**APPENDICES::**

- APPENDIX 'A' – Municipal Planning Commission Motion  
APPENDIX 'B' – Municipal Planning Commission Subdivision Report



ROCKY VIEW COUNTY

## APPENDIX 'A – Municipal Planning Commission Motions

*MOVED by Member Boehlke that the Municipal Planning Commission recommend to Council that condition 7 in Appendix 'C' be amended as follows:*

*"The Applicant/Owner shall pay the Transportation Off-Site Levy in accordance with Bylaw C-7356-2014 prior to subdivision endorsement. The County shall calculate the total amount owing from the total gross acreage of ~~the Lands~~ **Lot 1** to be subdivided as shown on the Plan of Survey.*

***b) The collection of Transportation Offsite Levy on Lot 2 to be subdivided as shown on the Plan of Survey is deferred."***

Carried

*MOVED by Member Boehlke that Subdivision Application PL20190098 be approved with the conditions noted in Appendix 'C', as amended:*

Carried



## PLANNING AND DEVELOPMENT SERVICES

**TO:** Subdivision Authority  
**DIVISION:** 08  
**SUBJECT:** Subdivision Item: Residential Subdivision

**DATE:** March 9, 2020  
**APPLICATION:** PL20190098

**APPLICATION:** To create a  $\pm 1.60$  hectare ( $\pm 3.95$  acre) parcel with a  $\pm 2.82$  hectare ( $\pm 6.97$  acre) remainder.

**GENERAL LOCATION:** Located approximately 0.41 km (1.4 mile) north of Twp. Rd. 262 and on the west side of Poplar Hill Drive, approximately 3.35 miles northwest of the city of Calgary.

**LAND USE DESIGNATION:** Residential Two District (R-2)

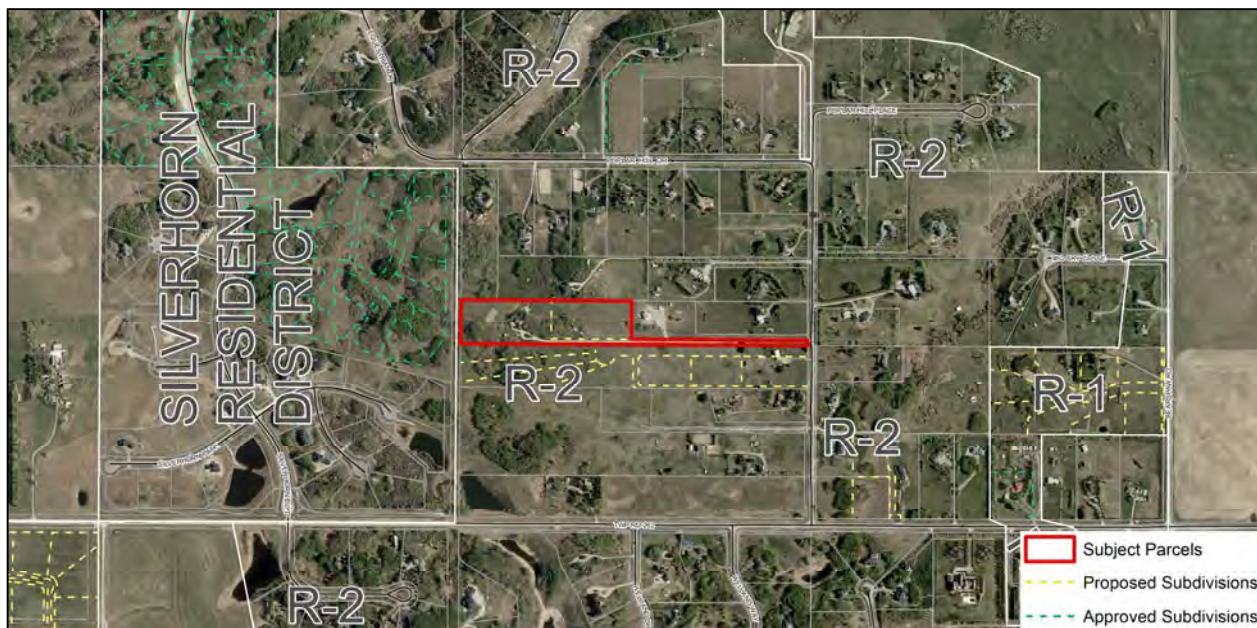
**ADMINISTRATION RECOMMENDATION:**

Administration recommends refusal in accordance with Option #3.

**OPTIONS:**

- Option #1: THAT Subdivision Application PL20190098 be approved with the conditions noted in Appendix 'B'.
- Option #2: THAT Subdivision Application PL20190098 be approved with the conditions noted in Appendix 'C'.
- Option #3: THAT Subdivision Application PL20190098 be refused as per the reasons noted.

**AIR PHOTO & DEVELOPMENT CONTEXT:**





**APPLICANT:** Robyn Weiss & Barrie Barbor

**OWNER:** Barrie Donald Barbor & Robyn Elaine Weiss

**APPLICATION EVALUATION:**

The application was evaluated based on the technical reports submitted with the application and the applicable policies and regulations.

<b>APPLICABLE POLICY AND REGULATIONS:</b>	<b>TECHNICAL REPORTS SUBMITTED:</b>
<ul style="list-style-type: none"> <li>• <i>Municipal Government Act</i>;</li> <li>• Subdivision and Development Regulations;</li> <li>• Municipal Development Plan;</li> <li>• Bearspaw Area Structure Plan;</li> <li>• Land Use Bylaw; and</li> <li>• County Servicing Standards.</li> </ul>	<ul style="list-style-type: none"> <li>• Level 3 PSTS prepared by Osprey Engineering Inc. (July 18, 2019);</li> <li>• Letter from Rocky View Water Co-op (July 15, 2019);</li> <li>• Storm Drainage Report prepared by Osprey Engineering Inc. (July 18, 2019);</li> </ul>

The subject lands are included in the Bearspaw ASP where infill development is generally supported. The lands are identified in Figure 3: Concept Plans as Development Priority Area 1 which recommend Concept Plans.

The proposal is consistent with the ASP with the exception of the minimum parcel size of 4.0 acres as the proposed lot is 3.95 acres (parcel size will be reduced by the required road dedication).

Therefore, the proposed subdivision is not consistent with the BASP, and there are technical challenges presented. Administration does not support the application for the following reasons:

1. A conceptual scheme has not been submitted as required for parcels less than 4.0 acres in size per policy 8.1.20;
2. Lot 2 is proposed as a land-locked parcel without both legal and physical access as required by the Subdivision and Development Regulations and County Servicing Standards.

*Payments and Levies*

Reserves and applicable levies are outstanding.

<b>APPLICABLE FEE/LEVY</b>	<b>AMOUNT OWING</b>
<i>TRANSPORTATION OFFSITE LEVY</i> [Base = \$4,595/ac x 10.92 ac = \$50,177.40]	\$50,177.40
<i>MUNICIPAL RESERVE (\$/ACRE)</i> \$51,739.93 per acre according to the appraisal completed by Abe Evaluations (2013) Ltd. dated August 19, 2019	\$56,500.00

*Accessibility to a Road:*

Access is currently provided to Lot 2 via a shared paved approach off Poplar Hill Drive. There is an existing Easement and Access Right-of-Way Plan [151 147 380] registered on title.

Lot 1 as proposed does not have physical access to a County road, it would be a land-locked parcel.



As both legal and physical access are required in accordance with the Subdivision and Development Regulations and County Servicing Standards; if Municipal Planning Commission wishes to approve the application, Administration recommends dedication and construction of a new County road off Poplar Hill Drive (Option #1).

There is currently a Road Acquisition Agreement [151 147 379] registered on title for both the subject panhandle and the panhandle to the north (Lot 14, Block 9, Plan 1511599) such that the lands may be acquired by the County for the sum of \$1 for construction of a public road to provide access to future parcels.

As a condition of subdivision approval, the Applicant/Owner would be required to enter into a Development Agreement with the County pursuant to Section 655 of the Municipal Government Act for construction of a new internal road system from Poplar Hill Drive west to the subject lands (approximately 400 m in length) to a Country Residential (400.4) standard complete with cul-de-sac bulb.

The Applicant has indicated that access to the proposed Lot 1 would be provided through the existing panhandle with registration of an access easement (Option #2). If Council wishes to pursue Option 2, Administration recommends that a  $\pm 12.5$  m wide road acquisition is registered on proposed Lot 2, extending west from the existing road acquisition agreement to the western boundary of Lot 2.

This would partially utilize the existing road acquisition agreement and provide the potential for the future construction of a public road, if the 19.7 acre lot to the south is to be developed.

#### *Servicing*

The existing home (Lot 2) is serviced by an existing Private Septic System. The Applicant provided a Level 3 PSTS Assessment for the proposed Lot 1, which indicates that the soil is suitable for a treatment mound and treatment field system receiving secondary treated effluent.

As Lot 1 is less than 4 acres in size, County Policy 449 requires a Decentralized or Regional Wastewater Treatment System rather than a standard PSTS. As the connection to a Decentralized or Regional Wastewater Treatment System is not possible, a Packaged Sewage Treatment Plant is therefore required for Lot 1 along with a Deferred Servicing Agreement for connection to a decentralized or regional system once available.

As a condition of subdivision, the Applicant/Owner is to enter into a Site Improvements / Services Agreement with the County, which shall be registered on title of Lot 1.

As a condition of subdivision, the Applicant/Owner shall enter into a Deferred Services Agreement with the County for connection of the proposed lots to a regional or decentralized wastewater system once available.

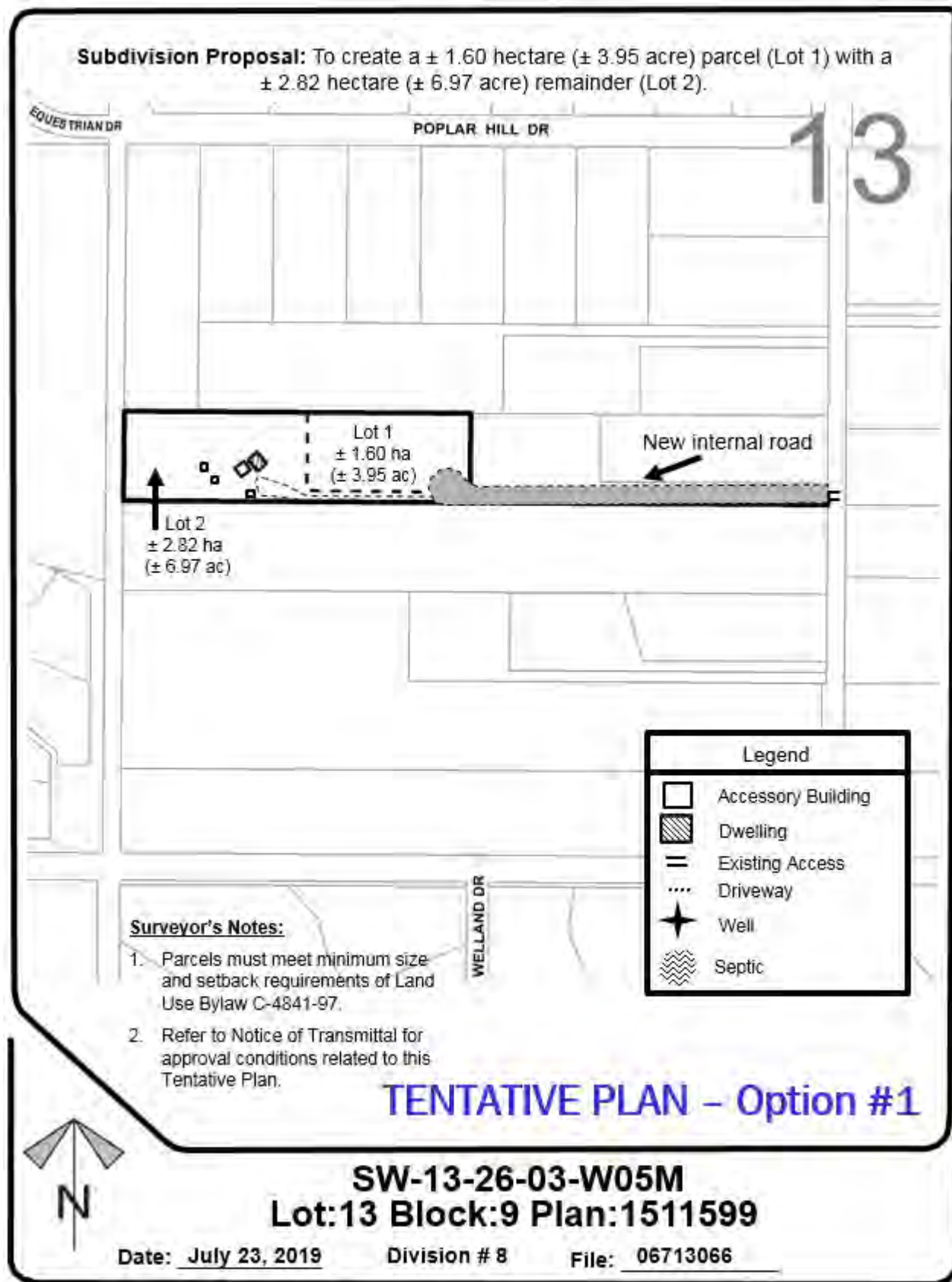
The existing home (Lot 2) is currently serviced by the Rocky View Water Co-op and the Applicant has provided a letter from Rocky View Water Co-op indicating that capacity is available to service the proposed Lot 1.

As a condition of subdivision, the Applicant/Owner is required to provide confirmation of tie-in to the Rocky View Water Co-op potable water distribution system for Lot 1.



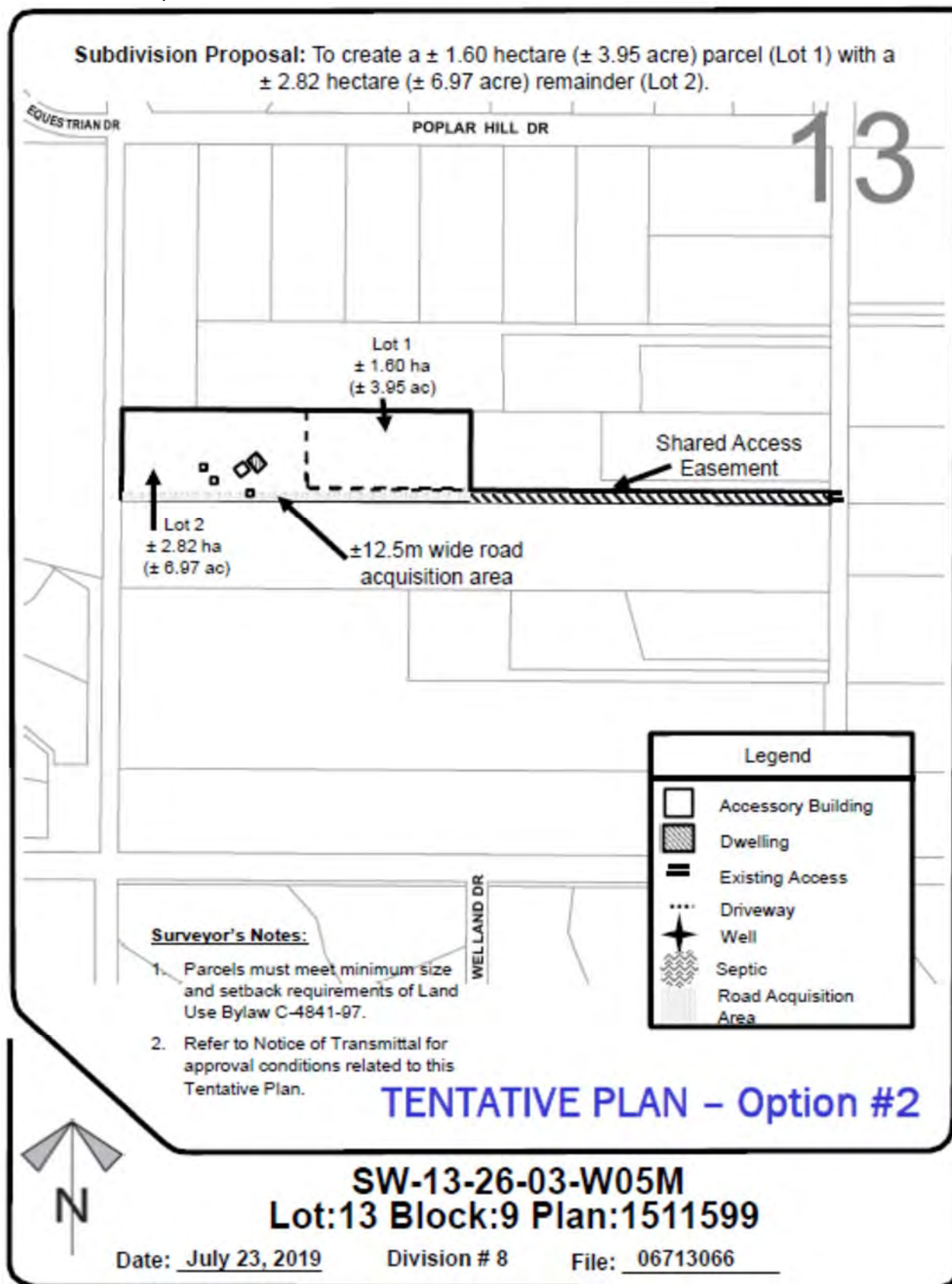


## Tentative Plan – Option #1





## Tentative Plan – Option #2





ROCKY VIEW COUNTY

**CONCLUSION:**

Subject to the proposed conditions of approval, the application is recommended for refusal.

Respectfully submitted,

Concurrence,

“Theresa Cochran”

“Al Hoggan”

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Executive Director  
Community Development Services

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Chief Administrative Officer

JA/lt

**APPENDICES:**

APPENDIX 'A': Maps and Other Information

APPENDIX 'B': Approval Conditions – Option #1

APPENDIX 'C': Approval Conditions – Option #2

APPENDIX 'D': Letters





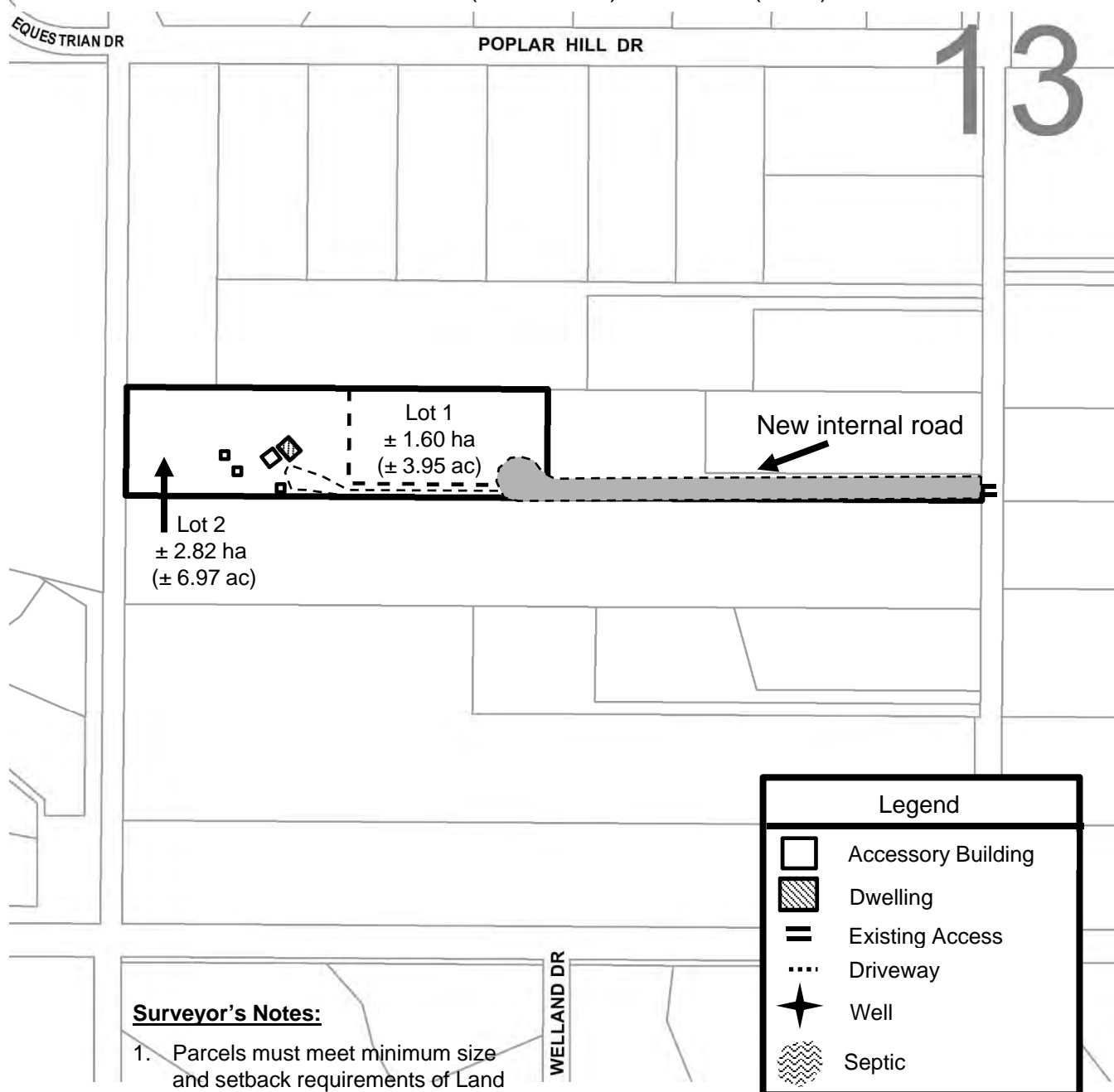
ROCKY VIEW COUNTY

**APPENDIX 'A': MAPS AND OTHER INFORMATION**

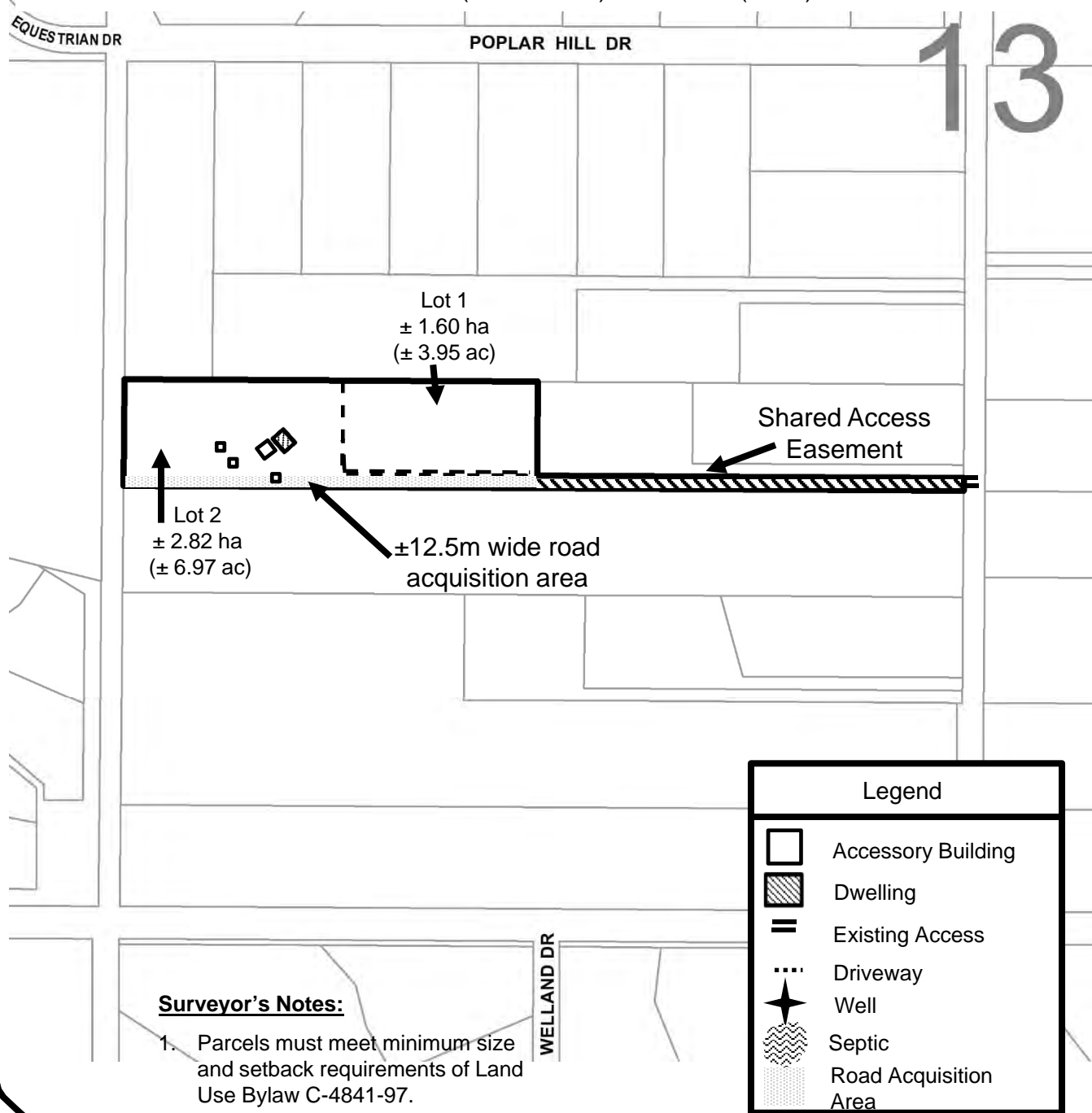
<b>DATE APPLICATION RECEIVED:</b> July 19, 2019	<b>DATE DEEMED COMPLETE:</b> August 30, 2019
<b>GROSS AREA:</b> ± 4.42 hectares (± 10.92 acres)	<b>LEGAL DESCRIPTION:</b> Lot 13, Block 9, Plan 1511599, SW-13-26-03-W05M
<b>APPEAL BOARD:</b> Subdivision and Development Appeal Board	
<b>HISTORY:</b> <p>June 15, 2015      Plan 1511599 was registered to create one (1) new parcel with a 10.92 acre remainder (subject lands).</p> <p>January 18, 1994      The Bearspaw Area Structure Plan (Bylaw C-4129-1993) was adopted by Council.</p>	
<b>PUBLIC &amp; AGENCY SUBMISSIONS:</b> <p>The application was circulated to one hundred sixty nine (169) adjacent landowners to which no responses were received.</p> <p>The application was also circulated to a number of internal and external agencies and, where appropriate, conditions of approval have been proposed based on these comments.</p>	



**Subdivision Proposal:** To create a  $\pm 1.60$  hectare ( $\pm 3.95$  acre) parcel (Lot 1) with a  $\pm 2.82$  hectare ( $\pm 6.97$  acre) remainder (Lot 2).



**Subdivision Proposal:** To create a  $\pm 1.60$  hectare ( $\pm 3.95$  acre) parcel (Lot 1) with a  $\pm 2.82$  hectare ( $\pm 6.97$  acre) remainder (Lot 2).



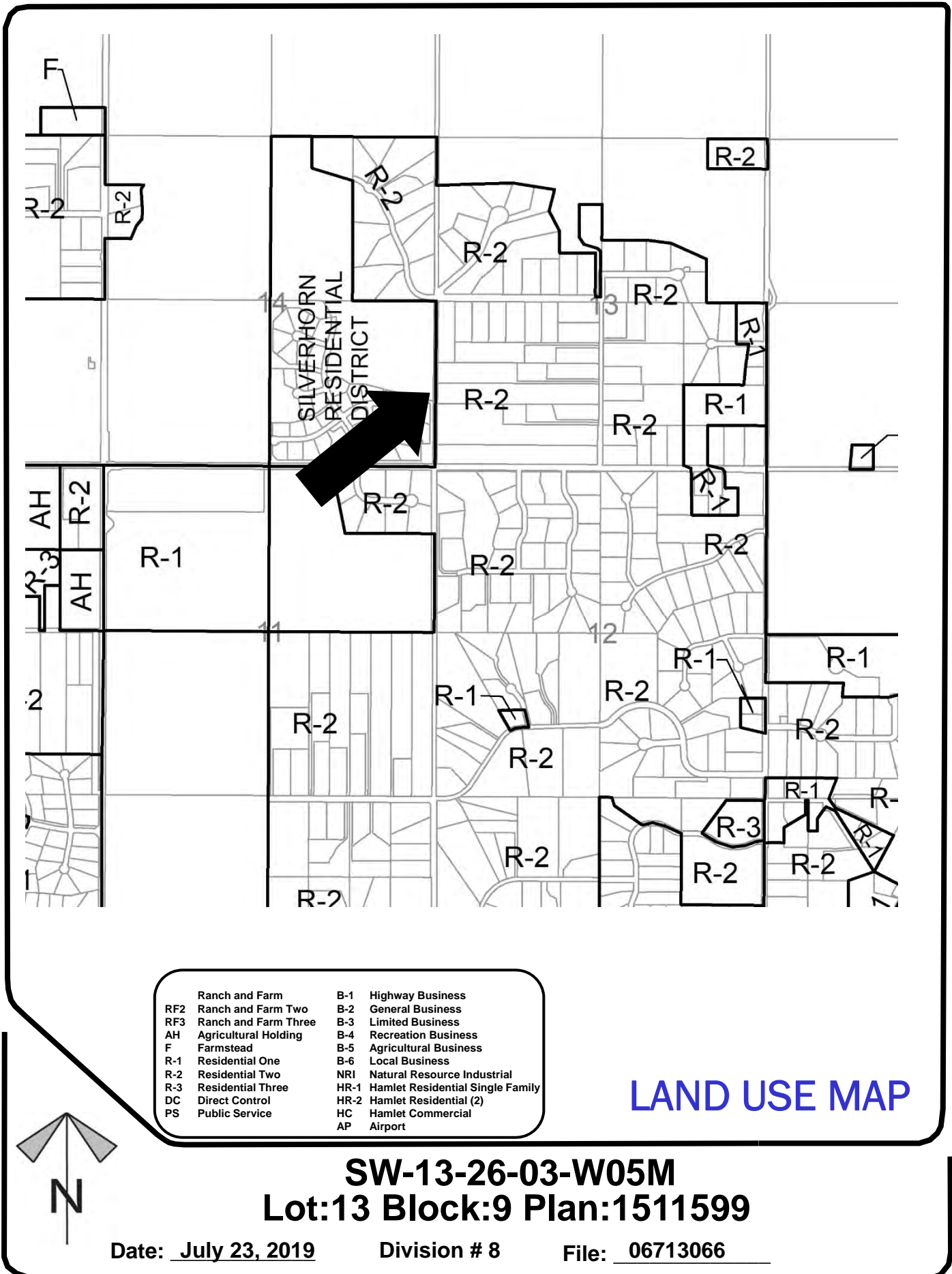
**TENTATIVE PLAN – Option #2**

**SW-13-26-03-W05M**  
**Lot:13 Block:9 Plan:1511599**

Date: July 23, 2019

Division # 8

File: 06713066







Contours are generated using 10m grid points, and depict general topographic features of the area. Detail accuracy at a local scale cannot be guaranteed. They are included for reference use only.

## TOPOGRAPHY

*Contour Interval 2 M*



**SW-13-26-03-W05M**  
**Lot:13 Block:9 Plan:1511599**

Date: July 23, 2019

Division # 8

File: 06713066





Note: Post processing of raw aerial photography may cause varying degrees of visual distortion at the local level.

**AIR PHOTO**

*Spring 2018*



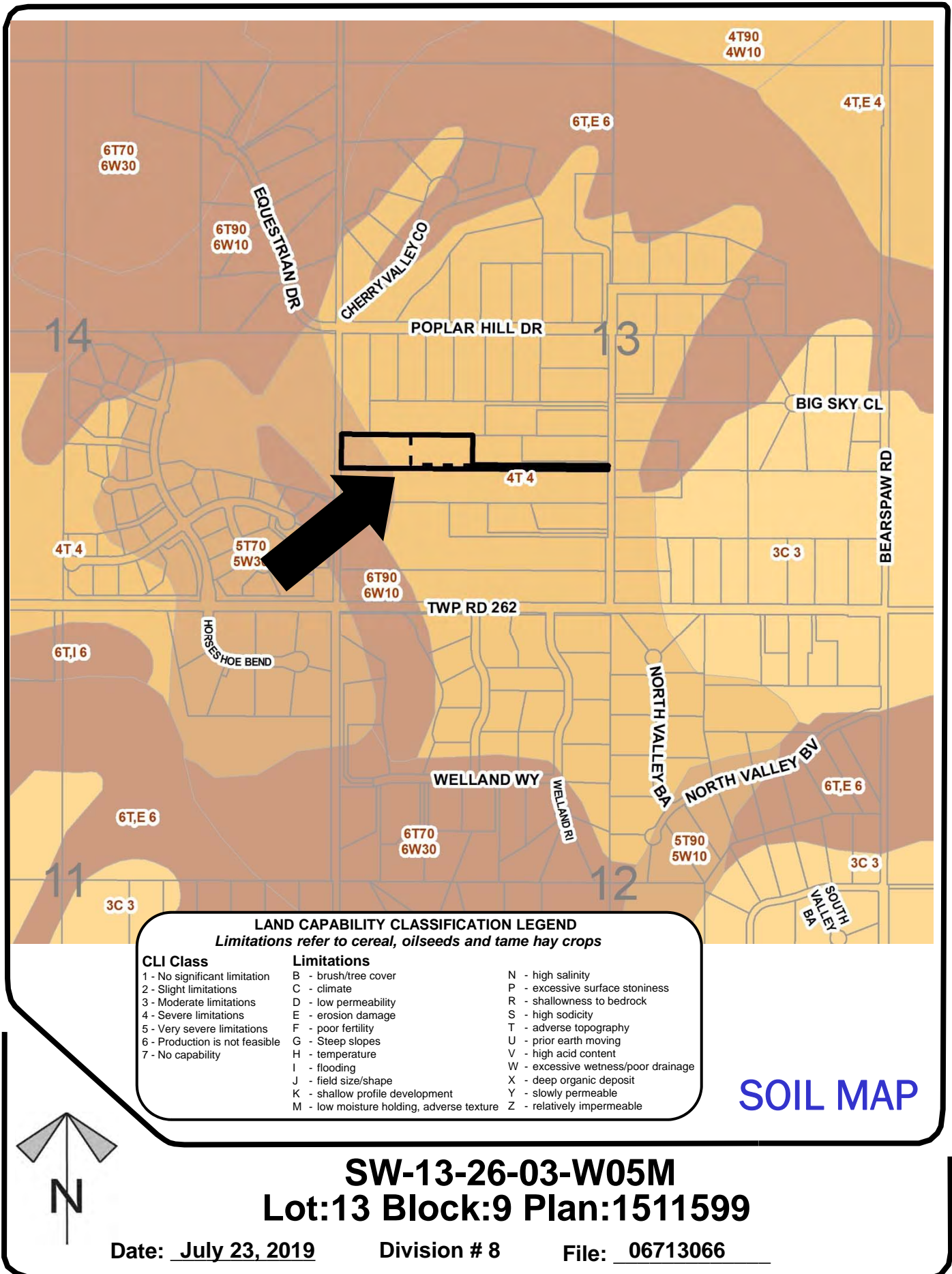
**SW-13-26-03-W05M**  
**Lot:13 Block:9 Plan:1511599**

Date: July 23, 2019

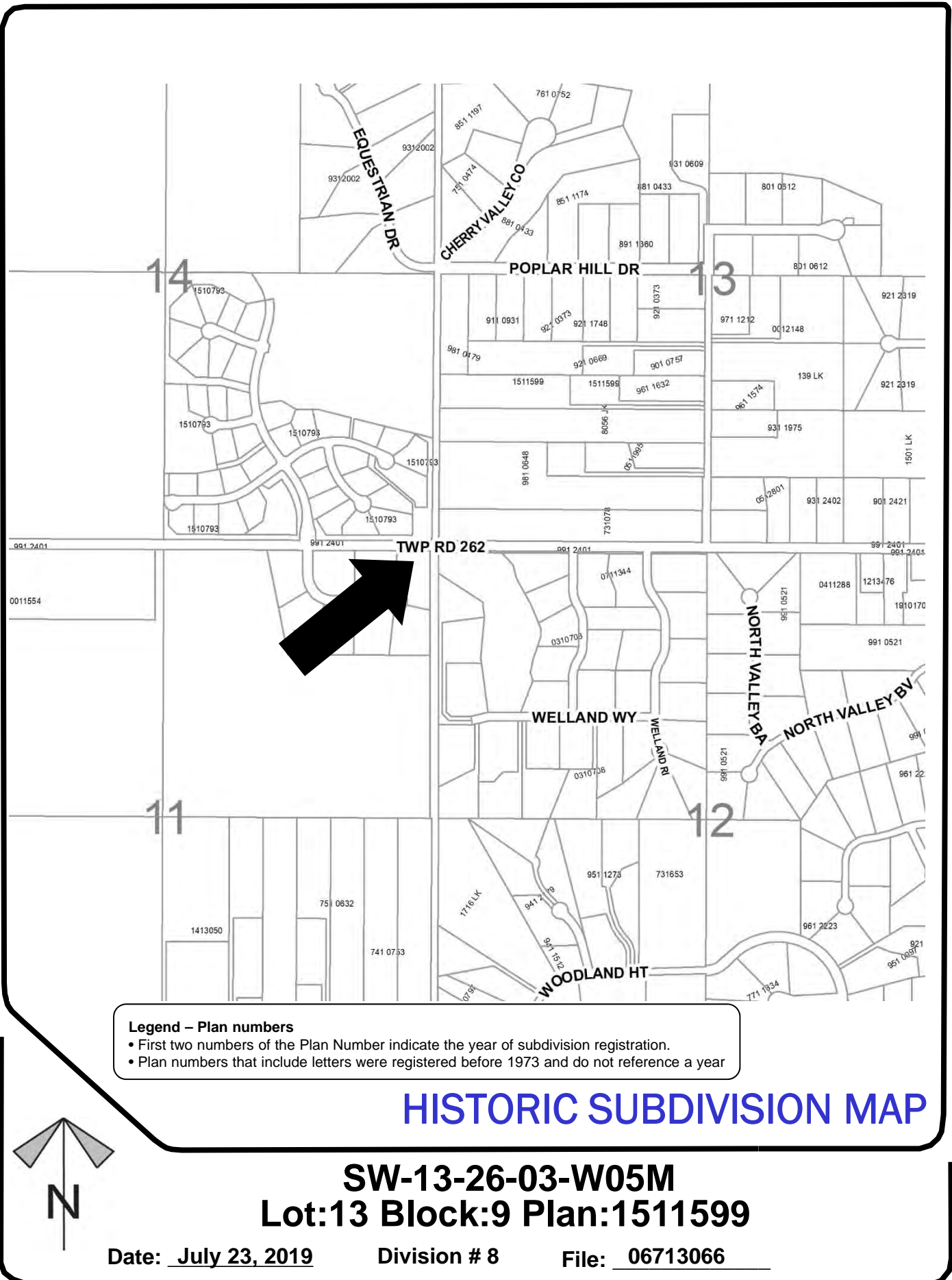
Division # 8

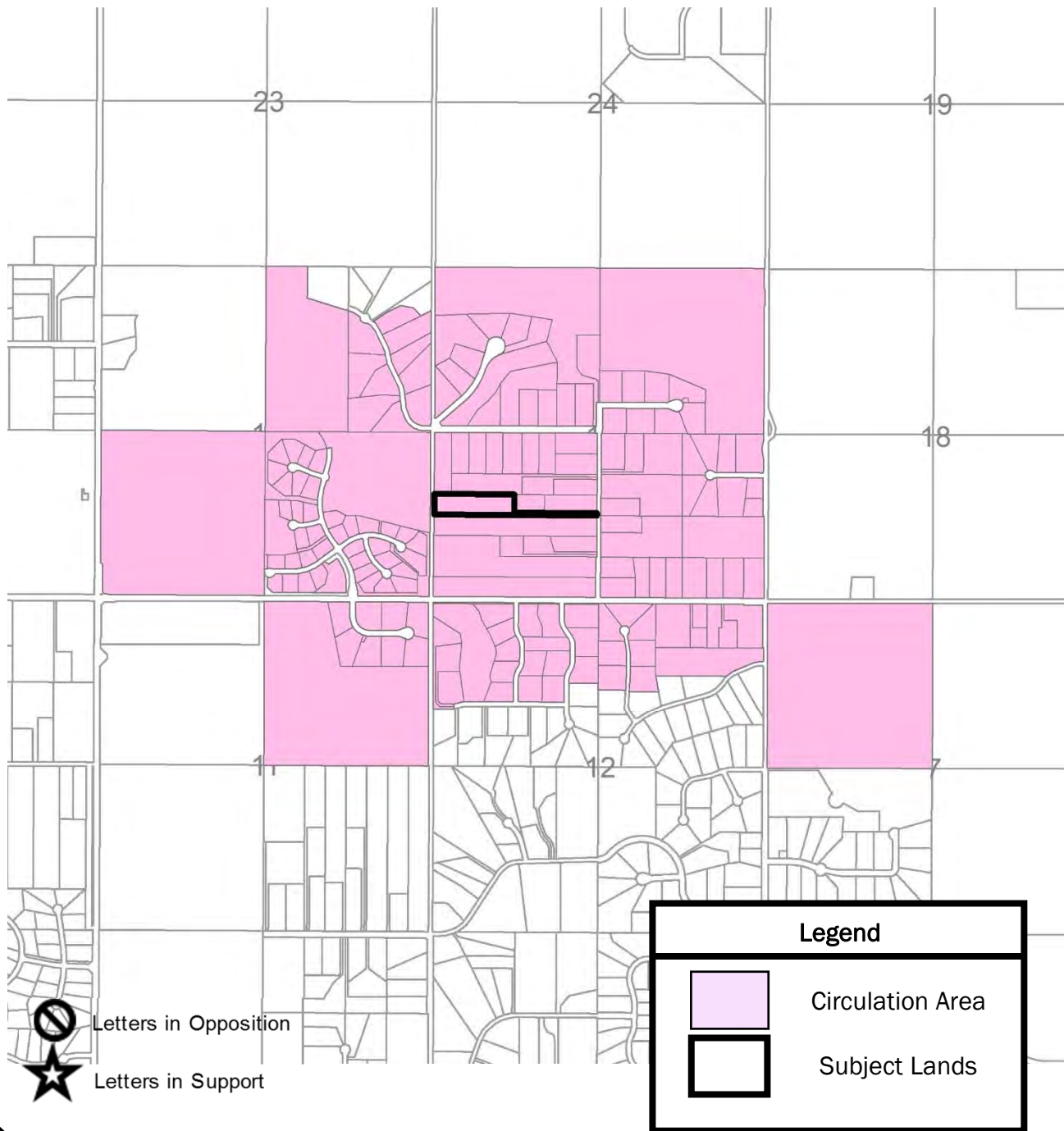
File: 06713066











## LANDOWNER CIRCULATION AREA

**SW-13-26-03-W05M**  
**Lot:13 Block:9 Plan:1511599**

Date: July 23, 2019

Division # 8

File: 06713066



### APPENDIX 'B': APPROVAL CONDITIONS [Option #1]

- A. However, should the Subdivision Authority wish to approve the application, the written decision of the Subdivision Authority must include the reasons for the decision, including an indication of how the Subdivision Authority has considered submissions made by adjacent landowners and the matters listed in Section 7 of the Subdivision and Development Regulation. The following reasons are to be provided:
- 1.
  - 2.
- B. The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting all documentation required to demonstrate each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.
- C. Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

#### *Survey Plans*

- 1) Subdivision is to be effected by a Plan of Survey, pursuant to Section 657 of the *Municipal Government Act*, or such other means satisfactory to the Registrar of the South Alberta Land Titles District.

#### *Transportation & Access*

- 2) The Applicant/Owner shall enter into a Development Agreement with the County for:
  - a) Design and construction of a paved Country Residential (400.4) internal road from Poplar hill drive to site access for Lot 1 in accordance with the County Servicing Standards and the approved Tentative plan including:
    - i. cul-de-sac bulb;
    - ii. paved approaches to each new lot;
    - iii. ditches; and
    - iv. signage
  - b) Obtaining approval for a road name by way of application to, and consultation with, the County;
  - c) Design and construction of the necessary stormwater management infrastructure to service the proposed subdivision in accordance with the recommendations of the approved Stormwater Management Plan, including the registration of any overland drainage easements and/or restrictive covenants as determined by the Stormwater Management Plan;
  - d) Removal and reclamation of the existing approach, as shown on the approved Tentative Plan;
  - e) Installation of power, natural gas, and all other shallow utilities;



## ROCKY VIEW COUNTY

- f) Dedication of necessary easements and rights-of-way for utility line assignments;
  - g) Submission of the geotechnical report for the internal road construction and implementation of the recommendations and findings of the geotechnical report in accordance with County's Servicing Standards;
  - h) Submission of the Construction Management Plan and Weed Management Plan for the internal road construction and implementation of the recommendations of the Construction Management Plan and Weed Management Plan in accordance with County's Servicing Standards.
  - i) Submission of an Erosion and Sediment Control (ESC) plan for the construction of the internal road and implementation of the ESC measures during the construction of road infrastructures.
- 3) That the existing Easement and Access Right-of-Way Plan [151 147 380] shall be discharged.
  - 4) The County shall enter into an Infrastructure Cost Recovery Agreement with the Owner to determine the proportionate recovery of infrastructure money spent by the Owner to construct municipal infrastructure that will also provide benefit to other lands.

### *Servicing*

- 5) The Owner is to provide confirmation of tie-in for connection to Rocky View Water Co-op, an Alberta Environment licensed piped water supplier, for Lot 1, as shown on the Approved Tentative Plan. This includes providing information regarding:
  - i. Confirmation from the water supplier that an adequate and continuous piped water supply is available for the proposed Lot 1;
  - ii. Documentation proving that water supply has been purchased and secured for proposed Lot 1;
  - iii. Documentation proving that water supply infrastructure requirements, including servicing to the property, have been installed, or installation is secured between the developer and water supplier, to the satisfaction of the water supplier and the County.
- 6) The Owner is to enter into a Site Improvements / Services Agreement with the County for Lot 1 and shall include the following:
  - o For the construction of a Packaged Sewage Treatment System which meet Bureau de Normalisation du Quebec (BNQ) standards for treatment
  - o In accordance with the Level 3 PSTS Assessment prepared by Osprey Engineering Inc. (May 27, 2019).
- 7) The Owner is to enter into a Deferred Services Agreement with the County to be registered on title for each proposed Lot(s) 1 and 2, indicating:
  - i. Each future Lot Owner shall connect the proposed lots to a regional or decentralized wastewater and stormwater systems once available;

### *Payments and Levies*

- 8) The Applicant/Owner shall pay the Transportation Off-Site Levy in accordance with Bylaw C-7356-2014 prior to subdivision endorsement. The County shall calculate the total amount owing from the total gross acreage of the Lands to be subdivided as shown on the Plan of Survey.
- 9) The Owner shall pay the County Subdivision Endorsement fee, in accordance with the Master Rates Bylaw, for the creation of one (1) new lot.



## ROCKY VIEW COUNTY

*Municipal Reserve*

- 10) The provision of Reserve in the amount of 10 percent of the gross area of Lots 1 and 2 as determined by the Plan of Survey, is to be provided by payment of cash-in-lieu in accordance with the per acre value listed in the land appraisal prepared by Abe Evaluations (2013) Ltd. file number 19R243, dated August 19, 2019, dated July 13, 2019 pursuant to Section 666(3) of the *Municipal Government Act*.

*Taxes*

- 11) All taxes owing up to and including the year in which subdivision is to be registered are to be paid to Rocky View County prior to signing the final documents pursuant to Section 654(1) of the *Municipal Government Act*.

## D. SUBDIVISION AUTHORITY DIRECTION:

- 1) Prior to final endorsement of the subdivision, the Planning Department is directed to present the Applicant/Owners with a Voluntary Recreation Contribution Form and ask them if they will contribute to the Fund in accordance with the contributions prescribed in the Master Rates Bylaw





### APPENDIX 'C': APPROVAL CONDITIONS [Option #2]

- B. However, should the Subdivision Authority wish to approve the application, the written decision of the Subdivision Authority must include the reasons for the decision, including an indication of how the Subdivision Authority has considered submissions made by adjacent landowners and the matters listed in Section 7 of the Subdivision and Development Regulation. The following reasons are to be provided:
- 1.
  - 2.
- B. The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting all documentation required to demonstrate each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.
- C. Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

#### *Survey Plans*

- 1) Subdivision is to be effected by a Plan of Survey, pursuant to Section 657 of the *Municipal Government Act*, or such other means satisfactory to the Registrar of the South Alberta Land Titles District.

#### *Transportation & Access*

- 2) That the existing Easement and Access Right-of-Way Plan [151 147 380] shall be updated to include provisions for access to Lot 1.
- 3) The Owner is to enter into a Road Acquisition Agreement with the County, to be registered by caveat on the title of Lot 2, to serve as notice that those lands are intended for future development as a County road, as per the approved Tentative Plan. The Agreement shall include:
  - a. The provision of road acquisition  $\pm 390$  metres in length and  $\pm 12.5$  metres wide ( $\pm 1.89$ ac) to extend west from the existing Road Acquisition Area [Agreement 151 147 379] to the road allowance on the western boundary of Lot 2;
  - b. Provisions for the removal of any existing structures within the acquisition area at the time of construction of the road; and,
  - c. That land is to be purchased for \$1 by the County.

#### *Servicing*

- 4) The Owner is to provide confirmation of tie-in for connection to Rocky View Water Co-op, an Alberta Environment licensed piped water supplier, for Lot 1, as shown on the Approved Tentative Plan. This includes providing information regarding:



## ROCKY VIEW COUNTY

- iv. Confirmation from the water supplier that an adequate and continuous piped water supply is available for the proposed Lot 1;
  - v. Documentation proving that water supply has been purchased and secured for proposed Lot 1;
  - vi. Documentation proving that water supply infrastructure requirements, including servicing to the property, have been installed, or installation is secured between the developer and water supplier, to the satisfaction of the water supplier and the County.
- 5) The Owner is to enter into a Site Improvements / Services Agreement with the County for Lot 1 and shall include the following:
- o For the construction of a Packaged Sewage Treatment System which meet Bureau de Normalisation du Quebec (BNQ) standards for treatment.
  - o In accordance with the Level 3 PSTS Assessment prepared by Osprey Engineering Inc. (May 27, 2019).
- 6) The Owner is to enter into a Deferred Services Agreement with the County to be registered on title for each proposed Lot(s) 1 and 2, indicating:
- ii. Each future Lot Owner shall connect the proposed lots to a regional or decentralized wastewater and stormwater systems once available;

### *Payments and Levies*

- 7) The Applicant/Owner shall pay the Transportation Off-Site Levy in accordance with Bylaw C-7356-2014 prior to subdivision endorsement. The County shall calculate the total amount owing from the total gross acreage of the Lands to be subdivided as shown on the Plan of Survey.
- 8) The Owner shall pay the County Subdivision Endorsement fee, in accordance with the Master Rates Bylaw, for the creation of one (1) new lot.

### *Municipal Reserve*

- 9) The provision of Reserve in the amount of 10 percent of the gross area of Lots 1 and 2 as determined by the Plan of Survey, is to be provided by payment of cash-in-lieu in accordance with the per acre value listed in the land appraisal prepared by Abe Evaluations (2013) Ltd. file number 19R243, dated August 19, 2019, dated July 13, 2019 pursuant to Section 666(3) of the *Municipal Government Act*.

### *Taxes*

- 10) All taxes owing up to and including the year in which subdivision is to be registered are to be paid to Rocky View County prior to signing the final documents pursuant to Section 654(1) of the *Municipal Government Act*.

### D. SUBDIVISION AUTHORITY DIRECTION:

- 1) Prior to final endorsement of the subdivision, the Planning Department is directed to present the Applicant/Owners with a Voluntary Recreation Contribution Form and ask them if they will contribute to the Fund in accordance with the contributions prescribed in the Master Rates Bylaw

Robyn Weiss  
262067 Poplar Hill Dr.  
Calgary (Bears paw)  
T3R 1C7

Application #- PL 20190098

January 22, 2020

Dear Ms. Cochran,

This letter is to appeal to the decision to refuse the proposed subdivision, plan :PL20190098 submitted July 2019.

We, Robyn Weiss and Donald Barbor the applicants have lived at our address for the past 6 years. We previously made a successful subdivision application and completion on June 15, 2015. This 3.98 acre parcel was permitted as it was the first lot off of our existing driveway which is considered a panhandle. The lot was successfully sold, and a home was built providing the County with subsequent residential tax revenue as well as the fees and levies that were part of the application process.

Historically the configuration of the 20 acres parcels in our area have been extremely difficult to develop. As they are so long and narrow ( lovingly referred to as spaghetti 20's) a land owner needs to work with their neighbor or own two parcels to be able to create a cul de sac configuration (so not a panhandle with lots coming off of a drive that must go down the entire length of the parcel).

Our small part of the Bears paw Area Structure Plan is sadly not an area that will receive future development and infrastructure. Currently the area off of RR 262 and Poplar Hill Dr looks messy, disorganized, unkept and disunified. There are too many individual landowners to hope that a developer would be able to purchase enough property to remedy the issues. As the 20 acres paralleling us was purchased and a conceptual scheme and development application was submitted by the new owners, we had several meetings to try to be able to work together to be able to conceptualize a cul de sac configuration. The new owner has also applied for R1 as he would like to have 7 or 8 lots as well as build a road on his property that parallels our drive which is already wide enough to become a municipal County road. These neighbors do not understand the limitations of developing within the constraints set out by Subdivision Authority. Their conceptual scheme does not make sense. It has also been challenging to meet with them as English is not their first language and it would appear that they believe that we are trying to take advantage of them rather than combine our resources to attain positive results.

I must also add that I do understand that panhandles are not the best way to go and properties are considered land locked, but we also know that this is only a concept that is considered to alleviate piece meal development and constricted accesses. The parcel that we have applied to



subdivide will not be any more land locked with a paved access than a gravel one. After exhaustive discussions with neighbors, county planners and real estate experts I do not believe that our particular application will in anyway interfere with future development of the immediate area, or any future infrastructure. I am asking the Rocky View Municipal Council to seriously think about the future development of our small piece of Bears paw to consider future development and to re-consider some of the approval conditions that impede smaller landowners to progress with development the best way we can. I also understand that this is a case by case land issue.

We have occurred a significant expense in trying to develop in a way that adds to our district. It would not be in anyway feasible or cost effective to develop our current internal road to municipal standards in order to sell one lot.

Thank you for your consideration in dealing with this appeal. I am also submitting a request to speak to Council.

Sincerely,  
Robyn Weiss



## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020 **DIVISION:** 5  
**FILE:** 03330005 **APPLICATION:** PRDP20190022  
**SUBJECT:** Council Direction – Development Permit Conditions

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### POLICY DIRECTION:

On March 23, 2020, the Applicant, on behalf of the Owner, submitted a request to Administration for Council to consider reducing the Development Area applicable to the Transportation Offsite Levy [Bylaw C-7356-2014] (TOL) and deferring the Stormwater Levy [Bylaw C-7535-2015] (SOL) for Development Permit PRDP20190022. Council has the sole discretion to modify, defer or not apply this levy.

### EXECUTIVE SUMMARY:

Development Permit PRDP20190022 is for *Auctioneering Services and outside storage*. The application was conditionally approved by the Development Authority on February 14, 2019 with prior to issuance conditions.

Prior to Issuance Conditions 10 and 11 requested:

10. *That prior to issuance of this permit, the Applicant/Owner shall provide payment of the Transportation Offsite Levy in accordance with Bylaw C-7356-2014. The total amount owing shall be calculated based on the developable area identified on the site plan.*
11. *That prior to issuance of this permit, the Applicant/Owner shall provide payment of the Stormwater Offsite Levy in accordance with Bylaw C-7535-2015. The total amount owing shall be calculated based on the developable area identified on the site plan*

The development area for the site 7.45 hectares (18.43 acres). Administration has determined that the TOL amount required is \$276,364.00 and the SOL amount required is \$101,143.84, totaling: **\$377,507.84.**

- The Transportation Offsite Levy (*Base Area, Special Area 3 and Special Area 7*)
  1. Base Levy: \$4,595.00/acre
  2. Special Area 3: \$9,028.00/acre
  3. Special Area 7: \$884.00/acre
    - i. Total: \$276,364.00.
- The Stormwater Offsite Levy (*Base Levy*)
  1. Base Levy: \$5,488.00/acre
    - i. Total: \$101,143.84

The TOL Bylaw, Section 6(d) and the SOL Bylaw, Section 6(c) provide Council with the sole discretion to not impose these levies on part or all of the applicable lands subject to a Development Permit or Subdivision approval.

The Applicant requests that the TOL be calculated on a development area of 13.52 acres; this would not include the evaporation ponds. The total site area is 18.43 acres. 4.91 acres of the site will be used to accommodate the required evaporation ponds for the site stormwater management, resulting

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### Administration Resources

Jacqueline Targett, Planning and Development Services



in a reduced development area for vehicle storage. The requested TOL amount on the reduced development area is **\$196,134.64**.

The Applicant requests that the SOL be waived in its entirety, including rationale that the proposed development is not benefitting from the provision of municipal stormwater infrastructure and rather is having to construct stormwater infrastructure on site at considerable cost and developable area loss.

**ADMINISTRATION RECOMMENDATION:**

Administration recommends that the Transportation Offsite and Stormwater Offsite Levies required by Development Permit PRDP20190022 be applied in accordance with Option #2.

**BACKGROUND:**

The subject land is located on Lot 1 Block V Plan 9711774, SW-30-23-28-04 (234110 84 ST). It is located approximately 0.41 km (1/4 mile) north of Hwy. 560 and 1.21 km (3/4 mile) west of Rge. Rd. 285. The Owner of the subject land currently owns and operates the same use of *Auctioneering Services and outside storage* on the adjacent south land (Lot 1, Block V, Plan 9711774). The subject land was purchased by the Owner, who is looking to expand business operations.

**OPTIONS:**

- Option #1: THAT the Transportation Offsite Levy be applicable, reduced and required as requested, and that the Stormwater Offsite Levy be deferred for Development Permit PRDP20190022.
- Option #2: THAT the Transportation Offsite and Stormwater Offsite Levies required by Development Permit PRDP20190022 be applied
- Option #3: THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Theresa Cochran"

"Al Hoggan"

---

Community Development Services

JT/lt

**APPENDICES:**

- APPENDIX 'A' – Council Waiver Request Submission
- APPENDIX 'B' – Notice of Decision
- APPENDIX 'C' – Map Set



## Memo

---

To:	Jacqueline Taggart Rocky View County	From:	David Symes
File:	Copart Vehicle Facility (PRDP20190022)	Date:	March 23, 2020

---

### Reference: Request for Modification of Offsite Levies for DP20190022

On behalf of the landowner (Copart), Stantec is requesting modifications to the application and calculation of offsite levies relevant to the Development Permit for 234110 84 Street (DP20190022). A summary of the request is provided below to support preparation of an agenda item to be heard at a Council Meeting. Stantec and Copart are available to attend the Council Meeting to provide further justification and clarification if required.

### Background

On February 14, 2019, Copart received Development Permit (DP) approval for the development of 234110 84 Street ('subject lands') for the purposes of vehicle storage (outside). Copart submitted the DP application to provide additional vehicle storage for their operation in Calgary, as their existing site located immediately south of the subject lands, is currently at capacity.

The Development Permit approval contained conditions requiring payments for the Transportation Offsite Levy (condition #10) and the Stormwater Offsite Levy (condition #11). Items relevant to the application of the levies are summarized below:

- Subject Lands parcel area: 18.43 acres
- Proposed evaporation ponds: 4.91 acres (27% of site)
- Stormwater management: Due to the lack of appropriate stormwater infrastructure in place within this area, stormwater is required to be managed entirely on site (i.e. zero discharge off the site). In order to manage stormwater on site, large evaporation ponds are required to be constructed on site, reducing developable area for vehicle storage purposes.

### Stormwater Levy

As the proposed development is not benefitting from the provision of municipal stormwater infrastructure (and rather is having to construct stormwater infrastructure on site at considerable cost and developable area loss), the stormwater levy is not considered reasonable or applicable to the site at this time and we request this levy be deferred in its entirety.

We recognize the only mechanism the County has in place to collect levies is through development applications and that the County is currently working on regional improvements to stormwater infrastructure that would allow sites, including the subject lands, to potentially connect and discharge to municipal stormwater infrastructure in the future. In this respect, we confirm that Copart is amenable to paying the full stormwater offsite levy at the appropriate time. Specifically, should the County finalize a stormwater infrastructure plan for implementation that allows the subject lands to connect and discharge to, Copart will submit a subsequent DP to remove the evaporation ponds on site (allowing an increase to developable area for additional vehicle storage). We encourage the County to provide updates to Copart (and other affected landowners) regarding progress on these future stormwater upgrades.

March 23, 2020

Page 2 of 2

Reference: Request for Modification of Offsite Levies for DP20190022

**Transportation Levy**

As abovementioned, a large portion of the Subject Lands (27.1%) will be utilized to accommodate evaporation ponds for stormwater management, resulting in reduced developable area for vehicle storage. Accordingly, we request the 'developable area' number that is used as the basis for the transportation levy not include this area for evaporation ponds. We therefore request that the Transportation Levy be calculated on a developable area of 13.52 acres (total site area of 18.43 acres minus evaporation pond area of 4.91 acres).

*Requested Levy Calculation & Payment:*

Base Levy	= \$4,595 x 13.52 ac	= \$62,124.40
Special Area 3 Levy	= \$9,028 x 13.52 ac	= \$122,058.56
Special Area 7 Levy	= \$884 x 13.52 ac	= \$11,951.68
<b>TOTAL Transportation Levy Payment</b>		<b>= \$196,134.64</b>

The above calculation defers levy payments for an area of 4.91 acres. Similar to the deferred levy payments for the stormwater, the deferred levy payment would be made upon submission of a subsequent DP by Copart when the evaporation ponds can be removed to make way for additional vehicle storage area.

**Summary**

A summary of the levy payments requested to satisfy the current DP is provided below.

Transportation Levy Payment: \$196,134.64

Stormwater Levy Payment: \$0.00

We trust the above is sufficient to support a request to Council for consideration. Should you have any questions, or require any further information, please do not hesitate to contact the undersigned.

Regards,



**David Symes** PMP RPP MCIP  
Senior Planner, Project Manager

Direct: 403 716 1477

Mobile: 403 830 2277

[David.Symes@Stantec.com](mailto:David.Symes@Stantec.com)

Cc Todd Taillon, Copart



# ROCKY VIEW COUNTY

262075 Rocky View Point  
Rocky View County, AB, T4A 0X2

403-230-1401  
questions@rockyview.ca  
www.rockyview.ca

## THIS IS NOT A DEVELOPMENT PERMIT

Please note that the appeal period *must* end before this permit can be issued and that any  
Prior to Issuance conditions (if listed) *must* be completed.

## NOTICE OF DECISION

B & A Planning Group (Ken Venner)  
Suite 600, 215 - 9th Avenue SW  
Calgary, AB T2P 1K3

Page 1 of 4

Thursday, February 14, 2019

Roll: 03330005

**RE: Development Permit #PRDP20190022**

**Lot 1 Block V Plan 9711774, SW-30-23-28-04; (234110 84 ST)**

The Development Permit application for General Industry Type II (existing), change of use to Auctioneering Services and outside storage has been **conditionally-approved** by the Development Officer subject to the listed conditions below (**PLEASE READ ALL CONDITIONS**):

### Description:

1. That Auctioneering Services and outside storage may take place on the subject site in general accordance with the drawings submitted with the application.

### Prior to Issuance:

2. That prior to issuance of this Development Permit, the Applicant/Owner shall confirm acceptance or refusal to participate in the Voluntary Recreation Contribution for Community Recreation Funding on the form provided by the County.
3. That prior to issuance of this permit, the Applicant/Owner shall submit a revised landscaping plan, that shows the following:
  - i. The height, caliper and proportion of coniferous and deciduous trees in accordance with Section 26.3 of the Land Use Bylaw;
  - ii. A minimum of one tree per 46.00 sq. m for the 10.00% landscaped areas, in accordance with Section 26.5 of the Land Use Bylaw or the appropriate combination of deciduous and coniferous trees/shrubs provided for in Section 26.3 of the Land Use Bylaw;
  - iii. A minimum of 6 inches depth of landscaping soil in accordance with Section 26.10 of the Land Use Bylaw; and
  - iv. The minimum landscaping requirements as outlined in Section 26.11(b)(c)(d)(t)(u)(v)(w) of the Land Use Bylaw.
4. That prior to issuance of this permit, the Applicant/Owner shall submit Lighting Details, including proposed or existing building or site lighting, in accordance with Section 27 of the Land Use Bylaw, to the satisfaction of the County.

### Technical Requirements

5. That prior to issuance of this permit, the Applicant/Owner shall conduct an onsite geotechnical investigation, prepared by a qualified professional, providing the results of a groundwater measurement program as well as design recommendations for the require storm pond liners for the onsite ponds, in accordance with the County Servicing Standards.



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B & A Planning Group (Ken Venner) #PRDP20190022

Page 2 of 4

6. That prior to issuance of this permit, the Applicant/owner shall submit a Trip Generation Assessment, prepared by a qualified professional, providing the impact of the proposed development on the local road network. Should the assessment recommend offsite impacts, the Applicant/Owner shall be required to enter into a Development Agreement with the County for the necessary offsite improvements. The assessment shall consider:
  - i. The hauling of goods to and from the site; and
  - ii. The frequency of viewings of said goods in the morning and evening peak hours.
7. That prior to issuance of this permit, the Applicant/Owner shall submit a site specific stormwater management plan (SSIP), prepared by a qualified professional, providing the onsite stormwater management strategy to be implemented on the subject lands in accordance with the Janet Master Drainage Plan and the County Servicing Standards.
8. That prior to issuance of this permit, the Applicant/Owner shall submit a construction management plan, addressing noise mitigation measures, traffic accommodation, sedimentation and dust control, management of stormwater during construction, erosion and weed control, construction practices, waste management, firefighting procedures, evacuation plan, hazardous material containment and all other relevant construction management details, in accordance with the County Servicing Standards.
9. That prior to issuance of this permit, the Applicant/Owner shall submit an Erosion and Sediment Control (ESC) Plan, prepared by a qualified professional, for the ESC measures to be implemented for the duration of development activities on the site.

## Fees

10. That prior to issuance of this permit, the Applicant/Owner shall provide payment of the Transportation Offsite Levy in accordance with Bylaw C-7356-2014. The total amount owing shall be calculated based on the developable area identified on the site plan.
11. That prior to issuance of this permit, the Applicant/Owner shall provide payment of the Stormwater Offsite Levy in accordance with Bylaw C-7535-2015. The total amount owing shall be calculated based on the developable area identified on the site plan

## Prior to Occupancy:

12. That prior to occupancy of the site, the Applicant/Owner shall submit as-built drawings of the onsite stormwater management facilities, to the satisfaction of the County..
  - i. Once received, the County shall perform an inspection of the proposed stormwater management facilities ensuring the proposed facilities were constructed as per the approved designs
13. That prior to occupancy of the site, all landscaping and final site surfaces shall be completed.
14. That should permission for occupancy of the site be requested during the months of October through May inclusive, occupancy may be allowed without landscaping and final site surface completion provided that an Irrevocable Letter of Credit in the amount of 150.00% of the total cost of completing all the landscaping and final site surfaces shall be placed with Rocky View County to guarantee the works shall be completed by the 30<sup>th</sup> day of June immediately thereafter.

## Permanent:

15. That any plan, technical submission, agreement, matter or understanding submitted and approved as part of this application, in response to a Prior to Issuance or Occupancy condition, shall be implemented and adhered to in perpetuity.





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B & A Planning Group (Ken Venner) **#PRDP20190022**

Page 3 of 4

16. That for any areas of the site filled where the depth exceeds 1.2 m, the Applicant/Owner shall be required to provide compaction testing results, prepared by a qualified professional.
17. The Applicant/Owner shall be responsible for the installation of all underground shallow utilities with all necessary utility providers, to the satisfaction of the utility providers and the County.
18. That, if required, any topsoil/dirt removed from the site shall be hauled off in a covered trailer/truck, which will prevent blowing of dust/small rocks onto the road or cause issues with other vehicles on the road.
19. That the clean-up of any mud tracking and/or dirt that enters onto adjacent County roads during construction shall be the responsibility and cost of the Applicant/Owner.
20. That for the use of any pump out tanks, sanitary sewage shall be contained in pump out tanks and transported off-site to an approved waste water receiving facility for disposal.
21. That the use of any cisterns and/or potable water shall be trucked to the site. In the specific case where a water well is being proposed, a license shall be obtained from Alberta Environment confirming the proposal is satisfactory.
22. That the entire site shall be maintained in a neat and orderly manner at all times, and all waste material shall be deposited and confined in an appropriate enclosure. All waste material shall be regularly removed from the property to prevent any debris from blowing onto adjacent property or roadways.
23. That there shall be no signage associated with the business.
24. That any future signage shall require separate Development Permit approval and shall adhere to Section 35 of the Land Use Bylaw.
25. That all on-site lighting shall be "dark sky", and all private lighting, including site security lighting and parking area lighting, should be designed to conserve energy, reduce glare, and reduce uplight. All development shall be required to demonstrate lighting design that reduces the extent of spill-over glare and eliminates glare as viewed from nearby residential properties.
26. That all garbage and waste shall be stored in weatherproof and animal proof containers, be in a location easily accessible to containerized garbage pickup, and be screened from view from all adjacent properties and public thoroughfares.
27. That between the subject lands and Lot 1, Block V, Plan 9711774, SW-30-23-28-W4M, a minimum of thirty-seven (37) parking stalls shall be maintained on site at all times.
28. That the only emergency access to the subject lands shall be permitted onto Prairie Place Road. All regular/public access shall be from 84 Street.
29. That the Applicant/Owner shall contact County Road Operations to obtain approval for any new construction, installation or alterations of any approaches, prior to commencing any work on the approaches.
30. That the subject lands shall not be used for the rental, lease, sale, service, restoration, mechanical repair, auto wrecking and the retail sale of parts and petroleum products for motorized vehicles including automobiles, trucks, trailers, motorcycles, and recreation vehicles.
31. That any non-domestic wastewater, anti-freeze, oils or fuels that accumulate on site shall be held in sealed tanks, the contents of which shall be pumped out and properly disposed of off-site in accordance with the regulations administered by Alberta Environment
32. That all landscaping shall be in accordance with the revised Landscape Plan, once submitted.
33. That a minimum of 300 mm of topsoil shall be placed for all landscaped areas.





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B & A Planning Group (Ken Venner) #PRDP20190022

Page 4 of 4

34. That the quality and extent of the landscaping shall be maintained over the life of the development, and any deceased vegetation shall be replaced within 30 days or before June 30 of the next growing season.
35. That there shall be no potable water used for irrigation and landscaping purposes and that no exterior hose bibs shall be installed.
36. That water conservation strategies shall be implemented and maintained at all times.
37. That no outdoor display areas, storage areas, parking or marshalling yards shall be allowed within landscaped yards.

## Advisory:

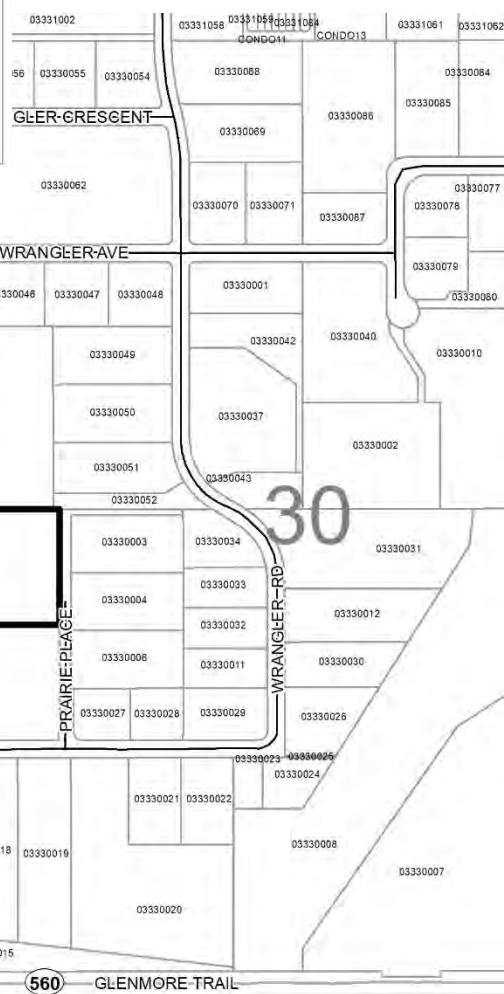
38. That the Applicant/Owner shall be responsible for all required payments of third party reviews and/or inspections, as per the Master Rates Bylaw.
39. That during construction, all construction and building materials shall be maintained on-site in a neat and orderly manner. Any debris or garbage shall be stored/placed in garbage bins and disposed of at an approved disposal facility.
40. That during construction, the dust control shall be maintained on the site, and the Applicant/Owner shall take whatever means necessary to keep visible dust from blowing onto adjacent lands.
41. That the County's Noise Control Bylaw C-5772-2003 shall be adhered to at all times.
42. That any other government permits, approvals, or compliances, including a Roadside Development Permit from Alberta Transportation, are the sole responsibility of the Applicant/Owner.
43. That if the development authorized by the Development Permit is not commenced with reasonable diligence within 12 months from the date of issue, and completed within 24 months of issue, the permit is deemed to be null and void, unless an extension to this permit shall first have been granted by the Development Officer.
44. That if this Development Permit is not issued by **AUGUST 31, 2019**, or the approved extension date, then this approval is null and void and the Development Permit shall not be issued.

If Rocky View County does not receive any appeal(s) from you or from an adjacent/nearby landowner(s) by **Thursday, March 7, 2019**, a Development Permit may be issued, unless there are specific conditions which need to be met prior to issuance. If an appeal is received, then a Development Permit will not be issued unless and until the decision to approve the Development Permit has been determined by the Development Appeal Committee.

Regards,

Development Authority  
Phone: 403-520-8158  
E-Mail: [development@rockyview.ca](mailto:development@rockyview.ca)

**THIS IS NOT A DEVELOPMENT PERMIT**

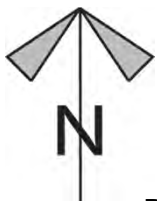


# LOCATION PLAN



**SW-30-23-28-W04M**  
**Lot:1 Block: V Plan:9711774**

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**AERIAL**

**SW-30-23-28-W04M**  
**Lot:1 Block: V Plan:9711774**

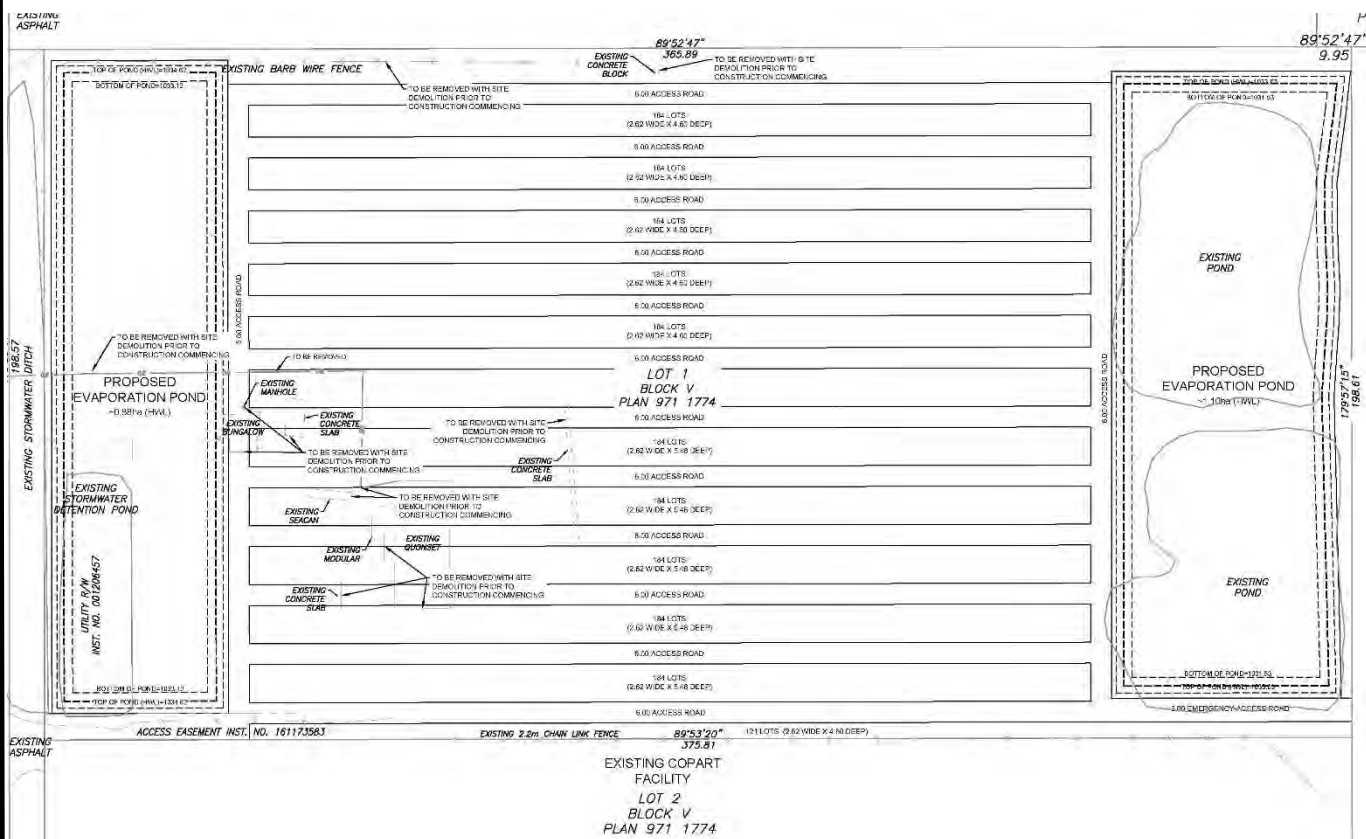
Date: 20-Mar-24

Division # 5

File: 03330005

AGENDA (FULL)

Page 77 of 548



## SITE PLAN



**SW-30-23-28-W04M**  
**Lot:1 Block: V Plan:9711774**

**Date:** 20-Mar-24

## Division # 5

File: 03330005

## AGENDA (FULL)

Page 78 of 548





## PLANNING AND DEVELOPMENT SERVICES

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<b>TO:</b>	Council		
<b>DATE:</b>	April 28, 2020	<b>DIVISION:</b>	7
<b>FILE:</b>	36401004	<b>APPLICATION:</b>	PRDP20200125
<b>SUBJECT:</b>	Development Permit Item – Offal Processing Addition (Harmony Beef) Continuation of PRDP20173352		

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### POLICY DIRECTION:

The Rocky View County/City of Calgary Intermunicipal Development Plan (IDP), Balzac East Area Structure Plan (ASP), and the provisions of Direct Control District 94 (DC-94).

### EXECUTIVE SUMMARY:

The purpose of this report is to seek, for the second time, Development Permit approval for the construction of an offal processing addition (approx. 222.96 sq. m. [2,399.93 sq. ft.]) to the existing facility. The subject lands are designated DC-94, wherein Council is specifically identified as the Development Authority. As such, Council is responsible for deciding upon Development Permits for the abattoir and meat processing facility and for accessory uses such as utilities and offices required for operation of the facility.

An approval for this development was granted by Council in November 2017 (PRDP20173352); however, the Prior to Issuance conditions required for the release of the permit were not fulfilled within the allotted timeframe. As such, the permit expired and the file was closed at the request of the Applicant. At this time, the Applicant is seeking Council approval for the same permit in order to move forward with construction of the addition. No changes from the previous application are proposed.

The application satisfies the policy provisions of the Calgary/Rocky View IDP, the Balzac East ASP, and the High Plains Industrial Park Conceptual Scheme. It is also consistent with the provisions of DC-94, the Land Use Bylaw, and the County's Servicing Standards. The technical requirements have been addressed through the conditions as noted in Appendix B.

### ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

### BUDGET IMPLICATIONS:

There are no budget implications associated with this application.

### OPTIONS:

- Option #1: THAT Development Permit Application PRDP20200125 be approved in accordance with the conditions noted in Appendix B.
- Option #2: THAT Development Permit Application PRDP20200125 be refused as per the reasons noted.

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### Administration Resources

Sandra Khouri, Planning and Development Services



Respectfully submitted,

Concurrence,

“Theresa Cochran”

“Al Hoggan”

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Executive Director  
Community Development Services

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Chief Administrative Officer

SKh/llt

**APPENDICES:**

APPENDIX ‘A’: Application Referrals

APPENDIX ‘B’: Suggested Conditions of Approval

APPENDIX ‘C’: Map Set

APPENDIX ‘D’: Council Decision Letter dated November 17, 2017

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**Administration Resources**

Sandra Khouri, Planning and Development Services



## APPENDIX A: APPLICATION REFERRALS

AGENCY	COMMENTS
<b><i>Province of Alberta</i></b>	
Alberta Transportation	<p>In reviewing the application, the proposed development does not fall within the control distance of a provincial highway as outlined in the Highways Development and Protection Act / Regulation, and will not require a roadside development permit from Alberta Transportation.</p> <p>The department does expect that the municipality will mitigate the impacts of traffic generated by developments approved on the local road connection to the highway system, pursuant to Policy 7 of the Provincial Land Use Policies and Section 648(2)(c.2) of the <i>Municipal Government Act</i>.</p>
<b><i>Internal Departments</i></b>	
Building Services	No concerns, subject to BP requirements.
Planning and Development Services – Engineering	<p><b>General:</b></p> <ul style="list-style-type: none"> <li>• That prior to issuance, the applicant is required to pay the development application engineering review fee in accordance with the Master Rates Bylaw.</li> <li>• The applicant will be responsible for all required payments of 3rd party reviews and/or inspections as per the Master Rates Bylaw.</li> </ul> <p>Noted that this application is to extend a previously issued notice of decision. The condition set and comments below match that of PRDP20173093 and we note no submissions under that DP were ever made, to our knowledge.</p> <p><b>Geotechnical:</b></p> <ul style="list-style-type: none"> <li>• No requirements.</li> </ul> <p><b>Transportation:</b></p> <ul style="list-style-type: none"> <li>• We understand the proposed building is intended to accommodate the storage of equipment currently used on the site and will not result in any changes to the traffic generation to/from the site. Therefore there is no need to revisit the accepted Traffic Impact Assessment prepared in support of the existing facility. Please contact the undersigned should this not be the case.</li> </ul>



AGENCY	COMMENTS
Planning and Development Services – Development Compliance	<ul style="list-style-type: none"> <li>Onsite parking required to support this change should be to the satisfaction of the Development Authority.</li> </ul>
	<b>Sanitary/Waste Water and Waterworks:</b>
	<ul style="list-style-type: none"> <li>The site is currently serviced and connected to the East Rocky View Water &amp; Waste Water System and a customer service agreement exists for the site. We understand the proposed outbuilding will have no impact of capacity allocation and as such there are no requirements.</li> </ul>
	<b>Storm Water Management:</b>
	<ul style="list-style-type: none"> <li>The proposed equipment storage building appears to be located in an undeveloped portion of the site and as a result is increasing the impervious coverage on the site. Therefore, prior to issuance, the applicant shall submit an updated Site Specific Stormwater Implementation plan that addresses how the increase in run-off resulting from the construction of the building will be managed.</li> <li>Should the building be located in a currently impervious area, and this be confirmed by the applicant in writing, this condition could be re-considered.</li> </ul>
	<p><b><i>Note: Applicant has confirmed that the addition will be located on a currently impervious surface.</i></b></p>
	<p>Development Compliance has the following recommendations regarding this application:</p> <ul style="list-style-type: none"> <li>Recommend that any set-back relaxations do not adversely impact neighbouring properties;</li> <li>Recommend that noise and dust controls be implemented during any construction work;</li> <li>Any drainage run-off should not negatively impact nearby wetlands or storm water ponds.</li> </ul>

Circulation Period: February 4, 2020 to February 25, 2020

Agencies that did not respond, expressed no concerns, or were not required for distribution, are not listed.





## APPENDIX B: SUGGESTED CONDITIONS OF APPROVAL

### Description:

- 1) That a Development Permit is approved for construction of a offal processing addition on the subject site in accordance with the site plans, floor and elevation drawings prepared by DGH Engineering Ltd. dated August 2017 (Project No. 3139-001) as submitted with the application, to serve an existing Abattoir and Meat processing facility and includes:
  - i. Construction of an offal processing addition of approximately 222.96 sq. m. (2,399.93 sq. ft.) in area.

### Prior to Issuance:

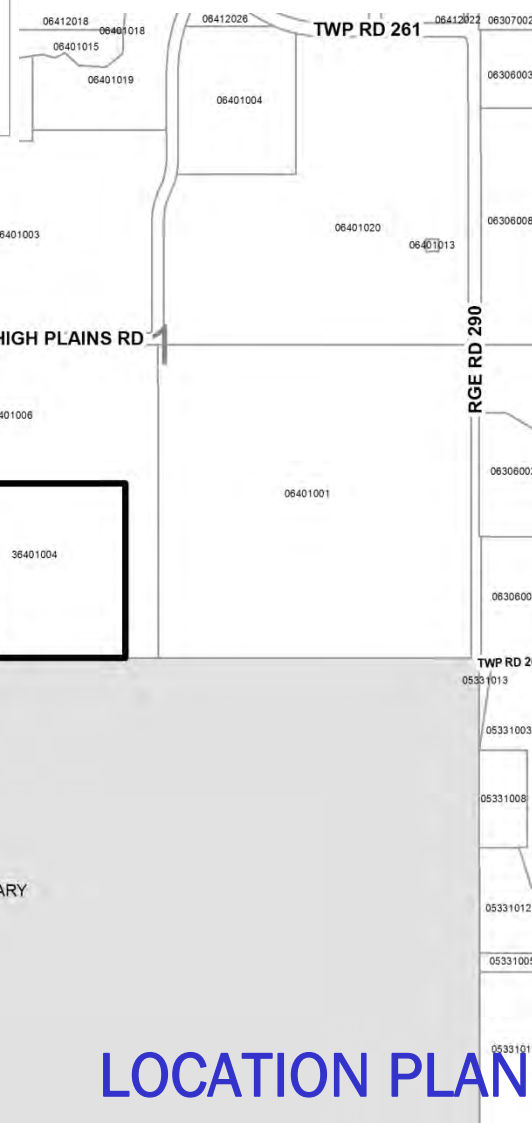
- 2) That prior to issuance, the Applicant/Owner shall provide a 3.2.2 Building Code analysis to Building Services for review and approval.
- 3) That prior to issuance, the Applicant/Owner shall fulfill the requirements stipulated in the current Customer Service Agreement including installation of an effluent meter and installation of a test manhole. Confirmation from the County's Utility Services group must be received confirming same.

### Permanent:

- 4) That any plan, technical submission, agreement, matter, or understanding submitted and approved as part of the application, in response to a Prior to Issuance or Occupancy condition, shall be implemented and adhered to in perpetuity.
- 5) That all conditions of 2004-DP-11071 and PRDP20141691 shall remain in effect.
- 6) That the site shall continue to be operated in accordance with the requirements of sections 3.2.1 to 3.2.4 of Direct Control District 94 in perpetuity.
- 7) That the site shall be operated in accordance with the approved Air Quality and Odor Assessment Protocols, which includes:
  - i. The Air Quality and Odor Assessment Protocol, prepared by DGH Engineering, dated September 22, 2005, as approved for 2004-DP-11071;
  - ii. The updated Air Quality and Odor Assessment Protocol (2015) prepared by DGH Engineering, dated August 11, 2015, as approved for PRDP20141691; and
  - iii. An odor baseline benchmark, which shall be established and provided to the County upon commencement of the Harmony Beef operations.
- 8) That if the facility changes commercial usage, the owner shall submit to the County a revised description of the process and subsequent water and wastewater requirements.
- 9) That all on site lighting shall be "dark sky" and all private lighting including site security lighting and parking area lighting shall be designed to conserve energy, reduce glare, and reduce uplight. All development shall be required to demonstrate lighting design that reduces the extent of spill-over glare and eliminates glare as viewed from nearby residential properties.

**Advisory:**

- 11) That this facility shall be subject to water usage/wastewater monitoring by Utility Operations, in order to ensure compliance with Bylaw C-5083-99 and C-7273-2013, as amended.
- 12) That the Applicant/Owner shall be responsible for all required payments of 3<sup>rd</sup> party reviews and/or inspections as per the Master Rates Bylaw. For any 3<sup>rd</sup> party review work completed prior to issuance of the DP, the invoices have to be paid prior to the DP being issued. For any work completed after issuance but before occupancy, the invoices have to be paid prior to occupancy.
- 13) That when adding/removing fill from the site, it must be hauled off/on in a covered truck/trailer to help prevent the blowing of dust/small rocks onto the road and the impact to other incoming/passing vehicles.
- 14) That a Road Use Agreement, if required, must be obtained from Rocky View County Road Operations, prior to removing/placing any fill or equipment from the site.
- 15) That Building Permits shall be obtained prior to any construction taking place and shall include:
  - i. The Commercial/Industrial/Institutional checklist requirements.
- 16) That if the development authorized by the Development Permit is not commenced with reasonable diligence within 12 months from the date of issue, and completed within 24 months of issue, the permit is deemed to be null and void, unless an extension to this permit shall first have been granted by the Development Officer.
- 17) That if this Development Permit is not issued by **September 30, 2020**, or the approved extension date, then this approval is null and void and the Development Permit shall not be issued.

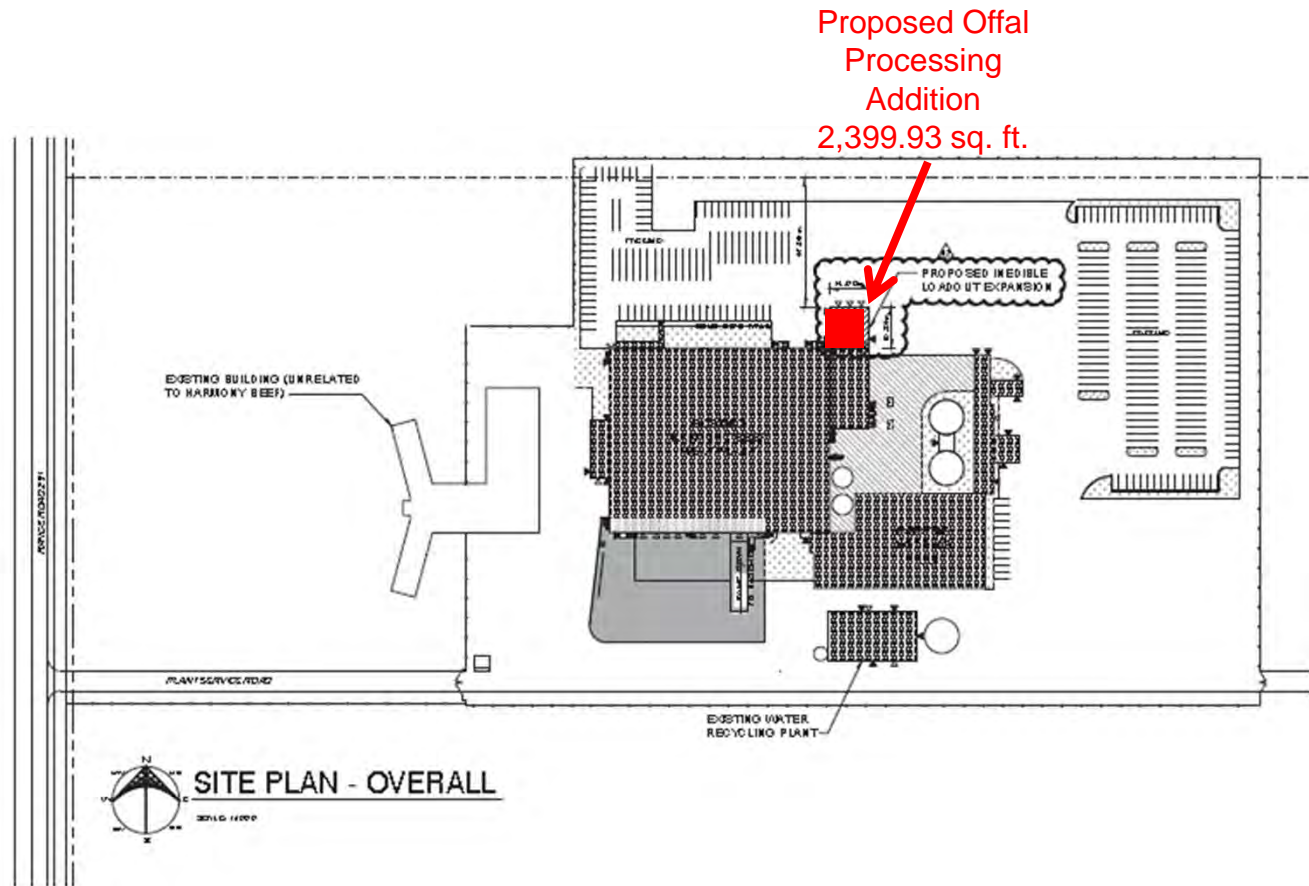


**SW-01-26-29-W04M**  
**Lot:1 Block:1 Plan:0612816**

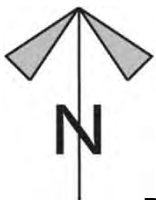
**Date:** Oct 02, 2017

## Division # 7

File: 36401004



**SITE PLAN**

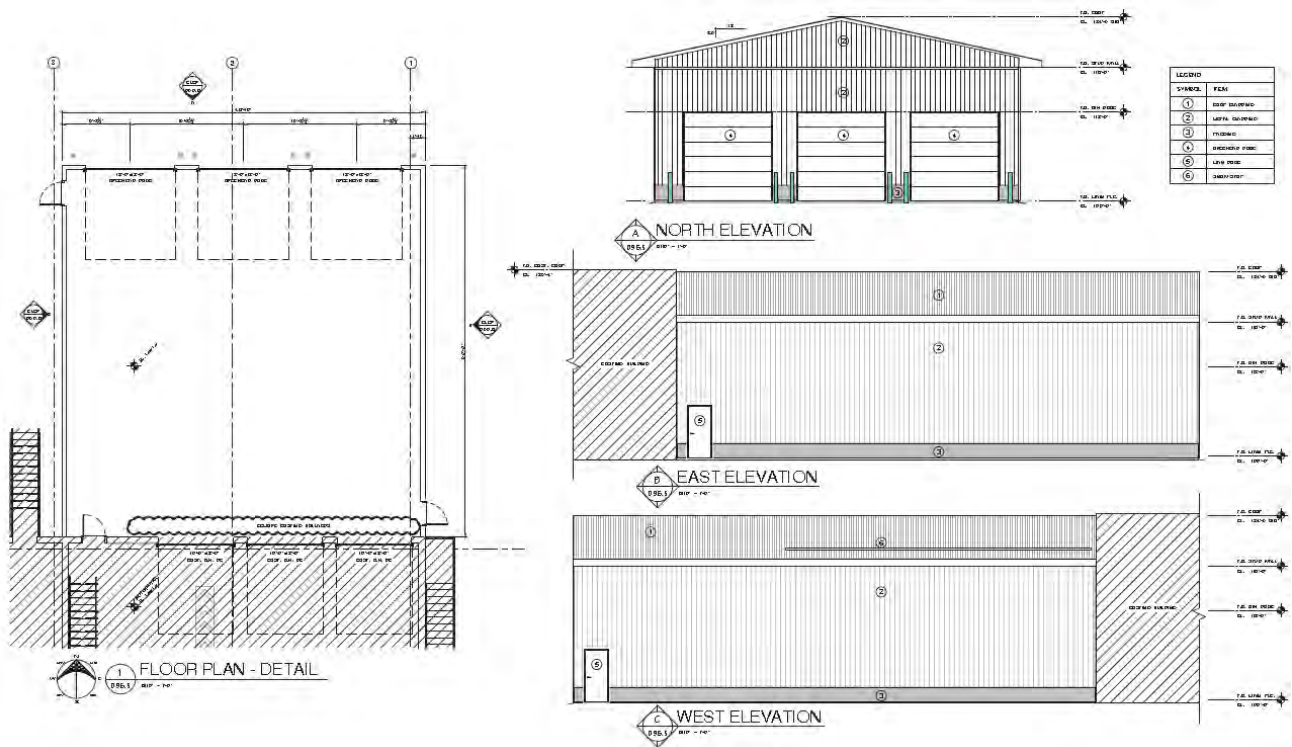


**SW-01-26-29-W04M**  
**Lot:1 Block:1 Plan:0612816**

Date: Oct 02, 2017

Division # 7

File: 36401004



## FLOOR PLAN & ELEVATIONS

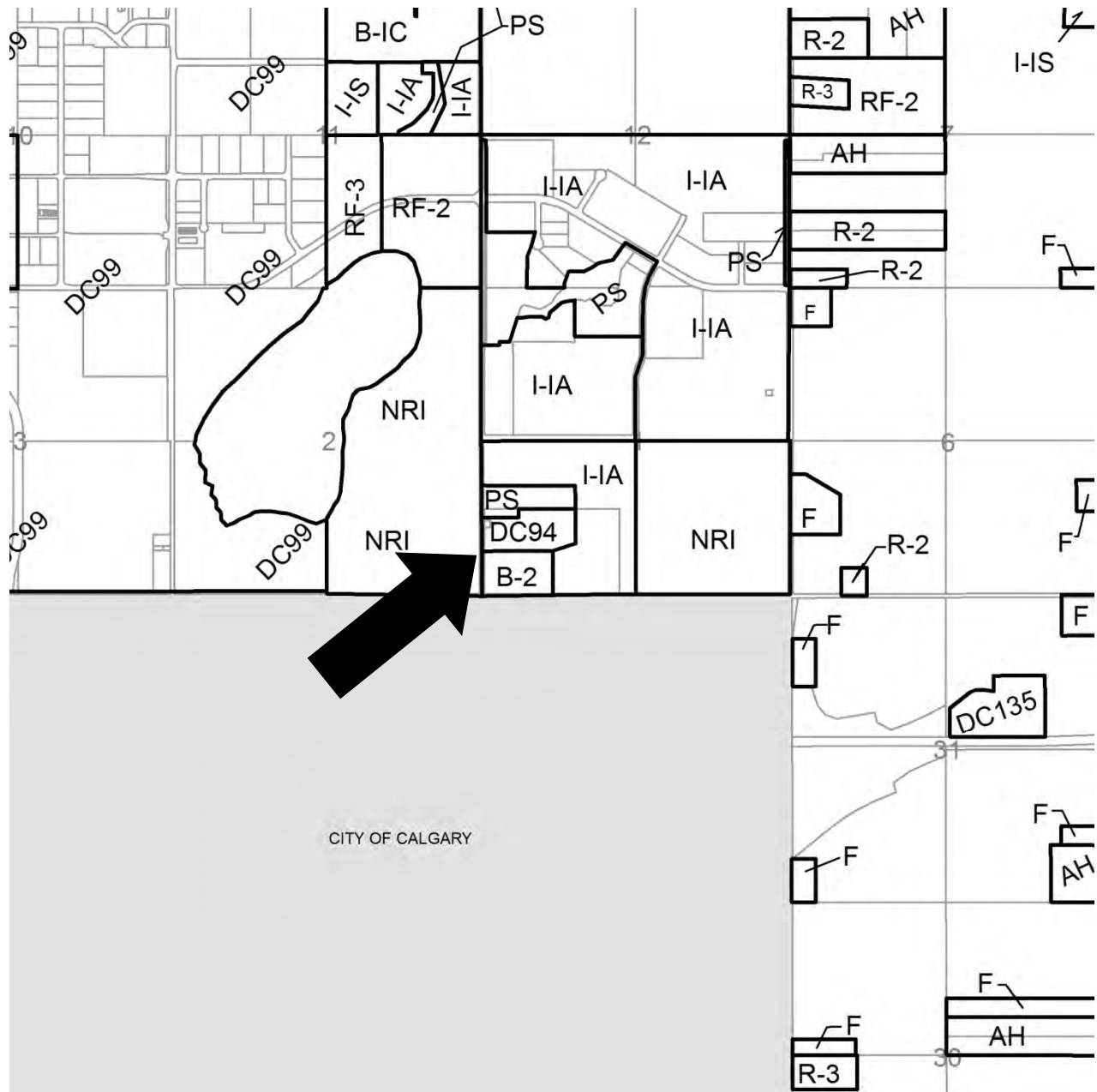


**SW-01-26-29-W04M**  
**Lot:1 Block:1 Plan:0612816**

Date: Oct 02, 2017

Division # 7

File: 36401004



Ranch and Farm	B-1 Highway Business
RF2 Ranch and Farm Two	B-2 General Business
RF3 Ranch and Farm Three	B-3 Limited Business
AH Agricultural Holding	B-4 Recreation Business
F Farmstead	B-5 Agricultural Business
R-1 Residential One	B-6 Local Business
R-2 Residential Two	NRI Natural Resource Industrial
R-3 Residential Three	HR-1 Hamlet Residential Single Family
DC Direct Control	HR-2 Hamlet Residential (2)
PS Public Service	HC Hamlet Commercial
	AP Airport

## LAND USE MAP

**SW-01-26-29-W04M**  
**Lot:1 Block:1 Plan:0612816**

Date: Oct 02, 2017

Division # 7

File: 36401004





Note: Post processing of raw aerial photography may cause varying degrees of visual distortion at the local level.

**AIR PHOTO**

*Spring 2016*



**SW-01-26-29-W04M**  
**Lot:1 Block:1 Plan:0612816**

Date: Oct 02, 2017

Division # 7

File: 36401004





Contours are generated using 10m grid points, and depict general topographic features of the area. Detail accuracy at a local scale cannot be guaranteed. They are included for reference use only.

**TOPOGRAPHY**  
*Contour Interval 2 M*



**SW-01-26-29-W04M**  
**Lot:1 Block:1 Plan:0612816**

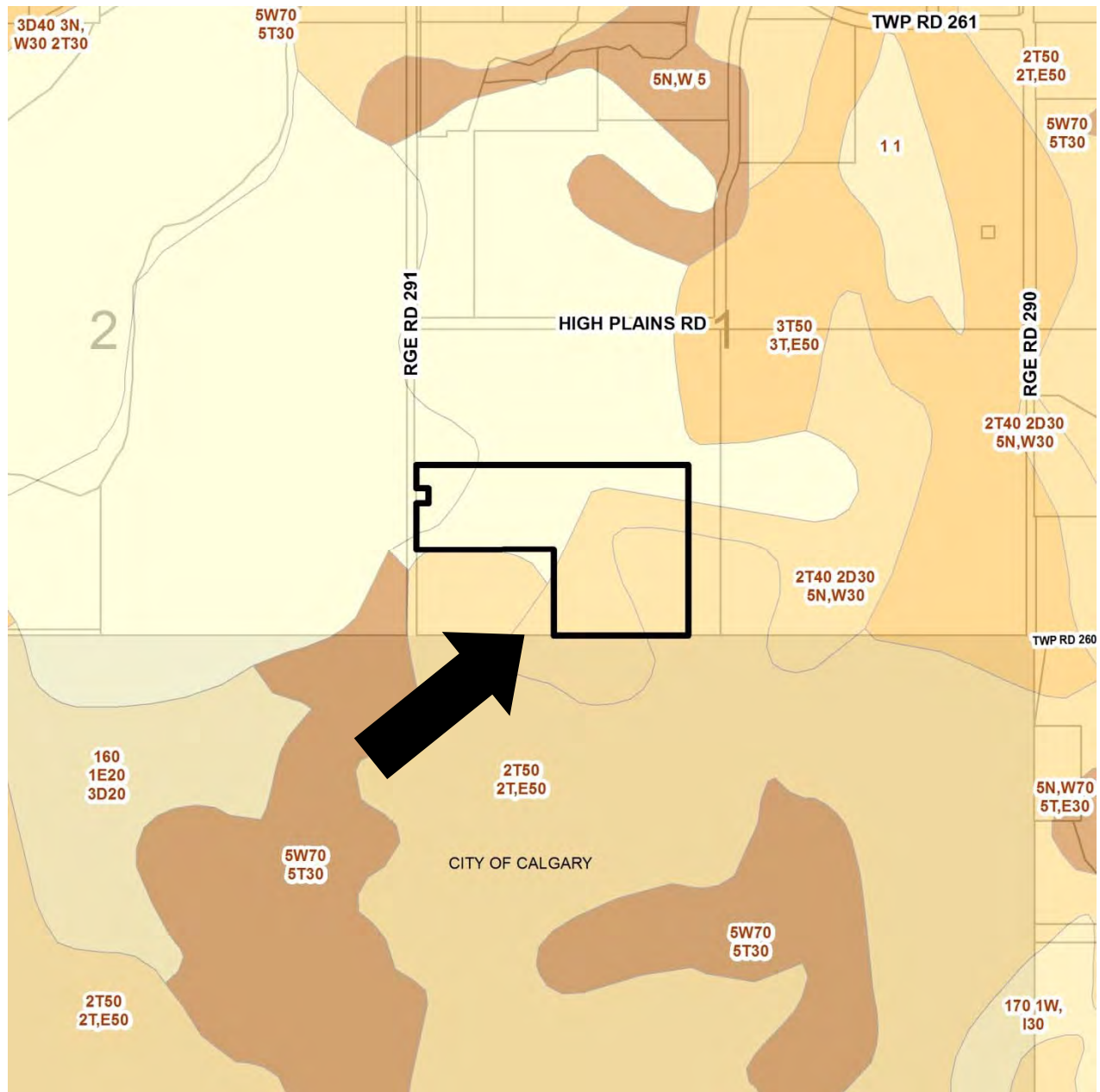
Date: Oct 02, 2017

Division # 7

File: 36401004



DK1



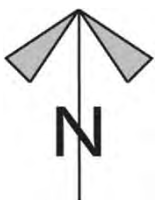
**LAND CAPABILITY CLASSIFICATION LEGEND**  
*Limitations refer to cereal, oilseeds and tame hay crops*

**CLI Class**

- 1 - No significant limitation
- 2 - Slight limitations
- 3 - Moderate limitations
- 4 - Severe limitations
- 5 - Very severe limitations
- 6 - Production is not feasible
- 7 - No capability

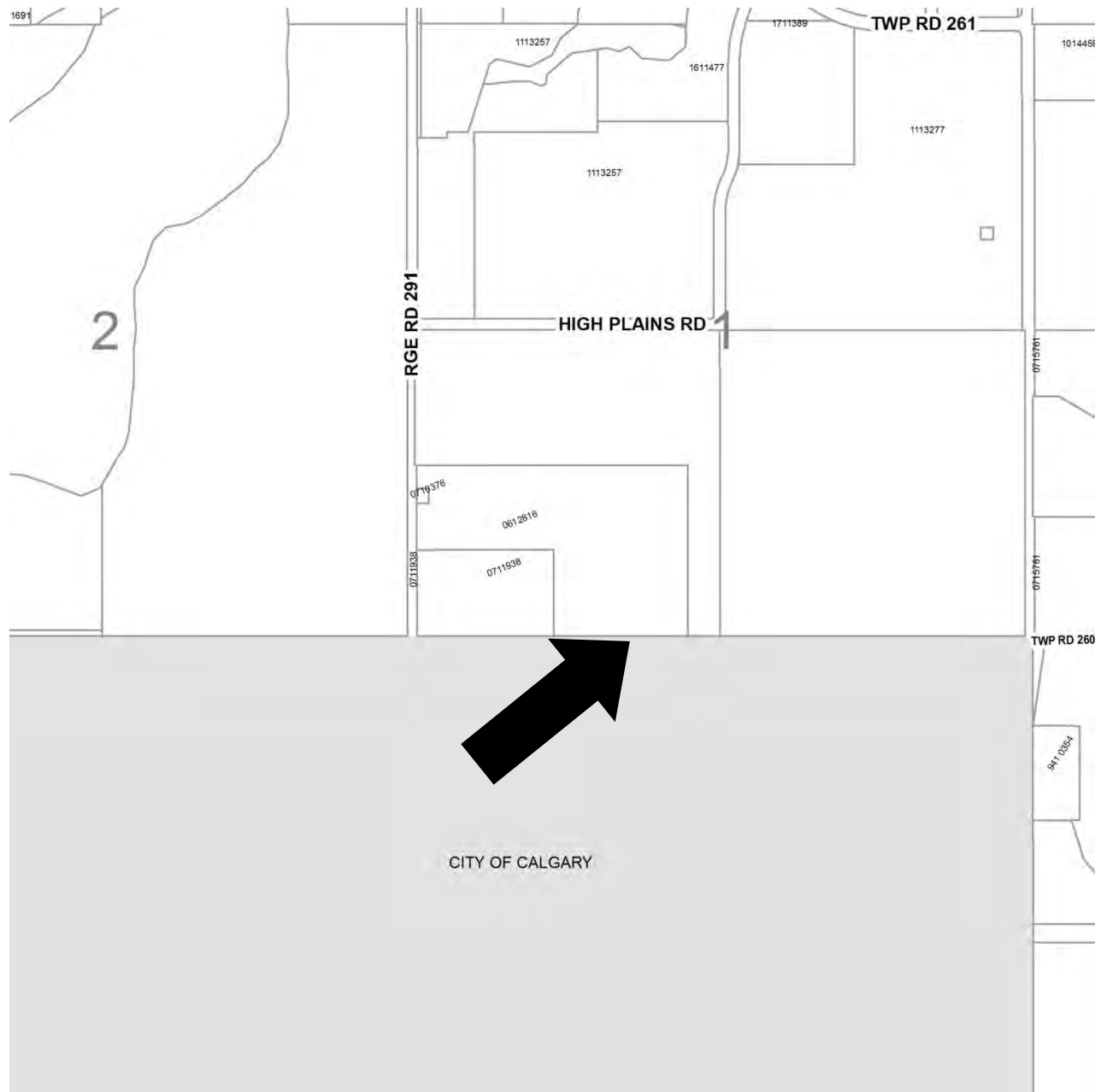
**Limitations**

- B - brush/tree cover
- C - climate
- D - low permeability
- E - erosion damage
- F - poor fertility
- G - Steep slopes
- H - temperature
- I - flooding
- J - field size/shape
- K - shallow profile development
- M - low moisture holding, adverse texture
- N - high salinity
- P - excessive surface stoniness
- R - shallowness to bedrock
- S - high sodicity
- T - adverse topography
- U - prior earth moving
- V - high acid content
- W - excessive wetness/poor drainage
- X - deep organic deposit
- Y - slowly permeable
- Z - relatively impermeable

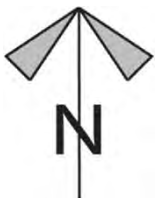
**SOIL MAP**

**SW-01-26-29-W04M**  
**Lot:1 Block:1 Plan:0612816**

Date: Oct 02, 2017Division # 7File: 36401004

**Legend – Plan numbers**

- First two numbers of the Plan Number indicate the year of subdivision registration.
- Plan numbers that include letters were registered before 1973 and do not reference a year

**HISTORIC SUBDIVISION MAP**

**SW-01-26-29-W04M**  
**Lot:1 Block:1 Plan:0612816**

Date: Oct 02, 2017Division # 7File: 36401004



**ROCKY VIEW COUNTY**  
Cultivating Communities

911-32 Ave NE | Calgary, AB | T2E 6N6  
www.rockyview.ca

TEL 403-230-1401  
FAX 403-277-5977

Friday, November 17, 2017

File:PRDP20173352 (36401004)

Jesse Nugent  
12 Aviation Blvd.  
St. Andrews, MB R1A 3N5

## Re: TRANSMITTAL OF DECISION

At its meeting held on November 14, 2017, the Council of Rocky View County considered your development permit application for the construction of an addition (approx. 222.96 sq. m. (2,399.93 sq. ft.)) to the existing abattoir for offal (variety meats used making products such as sausages, pet foods, etc.) processing on the subject lands.

Your application was **CONDITIONALLY APPROVED**. The conditions of approval are outlined below:

### Description:

- 1) That a Development Permit is approved for construction of a offal processing addition on the subject site in accordance with the site plans, floor and elevation drawings prepared by DGH Engineering Ltd. dated August 2017 (Project No. 3139-001) as submitted with the application, to serve an existing Abattoir and Meat processing facility and includes:
  - i. Construction of an offal processing addition of approximately 222.96 sq. m. (2,399.93 sq. ft.) in area.

### Prior to Issuance:

- 2) That prior to issuance, the Applicant/Owner shall pay the development application Engineering Review fee of \$167.22 in accordance with the Master Rates Bylaw.
- 3) That prior to issuance, the Applicant/Owner shall provide a 3.2.2 Building Code analysis to Building Services for review and approval.
- 4) That prior to issuance, the Applicant/Owner shall fulfill the requirements stipulated in the current Customer Service Agreement including installation of an effluent meter and installation of a test manhole. Confirmation from the County's Utility Services group must be received confirming same.

### Permanent:

- 5) That any plan, technical submission, agreement, matter, or understanding submitted and approved as part of the application, in response to a Prior to Issuance or Occupancy condition, shall be implemented and adhered to in perpetuity.
- 6) That all conditions of 2004-DP-11071 and PRDP20141691 shall remain in effect.
- 7) That the site shall continue to be operated in accordance with the requirements of sections 3.2.1 to 3.2.4 of Direct Control District 94 in perpetuity.





**ROCKY VIEW COUNTY**  
Cultivating Communities

911-32 Ave NE | Calgary, AB | T2E 6X6  
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FAX 403-277-5977

- 8) That the site shall be operated in accordance with the approved Air Quality and Odor Assessment Protocols, which includes:
  - i. The Air Quality and Odor Assessment Protocol, prepared by DGH Engineering, dated September 22, 2005, as approved for 2004-DP-11071;
  - ii. The updated Air Quality and Odor Assessment Protocol (2015) prepared by DGH Engineering, dated August 11, 2015, as approved for PRDP20141691; and
  - iii. An odor baseline benchmark, which shall be established and provided to the County upon commencement of the Harmony Beef operations.
- 9) That if the facility changes commercial usage, the owner shall submit to the County a revised description of the process and subsequent water and wastewater requirements.
- 10) That all on site lighting shall be "dark sky" and all private lighting including site security lighting and parking area lighting shall be designed to conserve energy, reduce glare, and reduce uplift. All development shall be required to demonstrate lighting design that reduces the extent of spill-over glare and eliminates glare as viewed from nearby residential properties.

**Advisory:**

- 11) That this facility shall be subject to water usage/wastewater monitoring by Utility Operations, in order to ensure compliance with Bylaw C-5083-99 and C-7273-2013, as amended.
- 12) That the Applicant/Owner shall be responsible for all required payments of 3<sup>rd</sup> party reviews and/or inspections as per the Master Rates Bylaw. For any 3<sup>rd</sup> party review work completed prior to issuance of the DP, the invoices have to be paid prior to the DP being issued. For any work completed after issuance but before occupancy, the invoices have to be paid prior to occupancy.
- 13) That when adding/removing fill from the site, it must be hauled off/on in a covered truck/trailer to help prevent the blowing of dust/small rocks onto the road and the impact to other incoming/passing vehicles.
- 14) That a Road Use Agreement, if required, must be obtained from Rocky View County Road Operations, prior to removing/placing any fill or equipment from the site.
- 15) That Building Permits shall be obtained prior to any construction taking place and shall include:
  - i. The Commercial/Industrial/Institutional checklist requirements.
- 16) That if the development authorized by the Development Permit is not commenced with reasonable diligence within 12 months from the date of issue, and completed within 24 months of issue, the permit is deemed to be null and void, unless an extension to this permit shall first have been granted by the Development Officer.
- 17) That if this Development Permit is not issued by **April 30, 2018**, then this approval is null and void and the Development Permit shall not be issued.

Should you have any questions or concerns, please contact Jessica Anderson for assistance at 403-520-8184 and quote the file number as noted above.



911-32 Ave NE | Calgary, AB | T2E 6X6  
www.rockyview.ca

TEL 403-230-1401  
FAX 403-277-5977

**Charlotte Satink**  
Deputy Municipal Clerk  
403-529-1659  
csatink@rockyview.ca

cc: Harmony Beef Company Ltd



## ENFORCEMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020  
**FILE:** N/A  
**SUBJECT:** Traffic Safety Act Enforcement on Primary Highways

**DIVISION:** All  
**APPLICATION:** N/A

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### EXECUTIVE SUMMARY:

Currently, Level 1 Community Peace Officers (CPO-1) in Alberta are not permitted to enforce traffic regulations on primary highways. The Provincial Government is now offering municipalities the option of applying to change that, allowing CPO-1's to conduct Traffic Safety Act enforcement on all highways within their jurisdiction.

This would represent a service level change, and Administration is seeking Council's direction.

### ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

### BACKGROUND:

Currently, CPO-1's have authority to conduct Traffic Safety Act enforcement on all County roads and secondary highways. Enforcement on primary highways is only undertaken when CPO-1's are conducting specific enforcement activities with the RCMP, and requires obtaining day-to-day permission.

The Alberta Department of Justice and Solicitor General has been reviewing the need for expanded authority in relation to speed enforcement, and has determined there is a gap that can be filled by CPO-1's. They are allowing municipalities to apply for the ability to patrol and enforce the Traffic Safety Act on primary highways within the municipality.

The advantages of seeking this added authority include:

- Ability to deal with all Traffic Safety Act violations when CPO-1's are on routine patrols
- A clearer area of responsibility – patrolling the entire municipality, rather than parts of it
- Enhanced ability to respond to speed-related resident reports/complaints
- Ability to stop unsafe behaviour immediately
- Less red tape, as daily permission to enforce is no longer required
- Potential increased revenue, although – as with all traffic fines – tickets/fines are completely avoidable
- Less impact on policing resources, as only the CPO-1 would be involved in ticking and courtroom procedures (currently the CPO-1 must call on the RCMP to deal with an infraction, and both officers need to attend court)

---

### Administration Resources

Lorraine Wesley-Riley, Enforcement Services



The disadvantages of obtaining this approval include:

- The limited number of CPO-1's would be spread over more roads
- May lead to a focus on highway enforcement, however this would be mitigated with an internal Administrative CPO-1 Procedure that would ensure the primary focus remains on County roads

#### **BUDGET IMPLICATIONS:**

Rocky View County Enforcement Services would not be seeking additional resources should Council choose to pursue the opportunity offered by the Province. The department's focus is on traffic safety, not revenue, but additional funds may be collected if safety concerns warrant tickets.

#### **COMMUNICATIONS PLAN:**

Should Council and the Province of Alberta approve the change, standard communication would be undertaken through the County's website and social media.

#### **OPTIONS:**

- Option #1                      THAT Administration be directed request permission from the Province of Alberta to allow County CPO-1's to conduct Traffic Safety Act enforcement on primary highways.
- Option #2                      THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Grant Kaiser"

"Al Hoggan"

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Executive Director  
Community and Business Connections

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Chief Administrative Officer

GK/LWR

#### **APPENDICES:**

APPENDIX A – Map of primary and secondary highways in Rocky View County

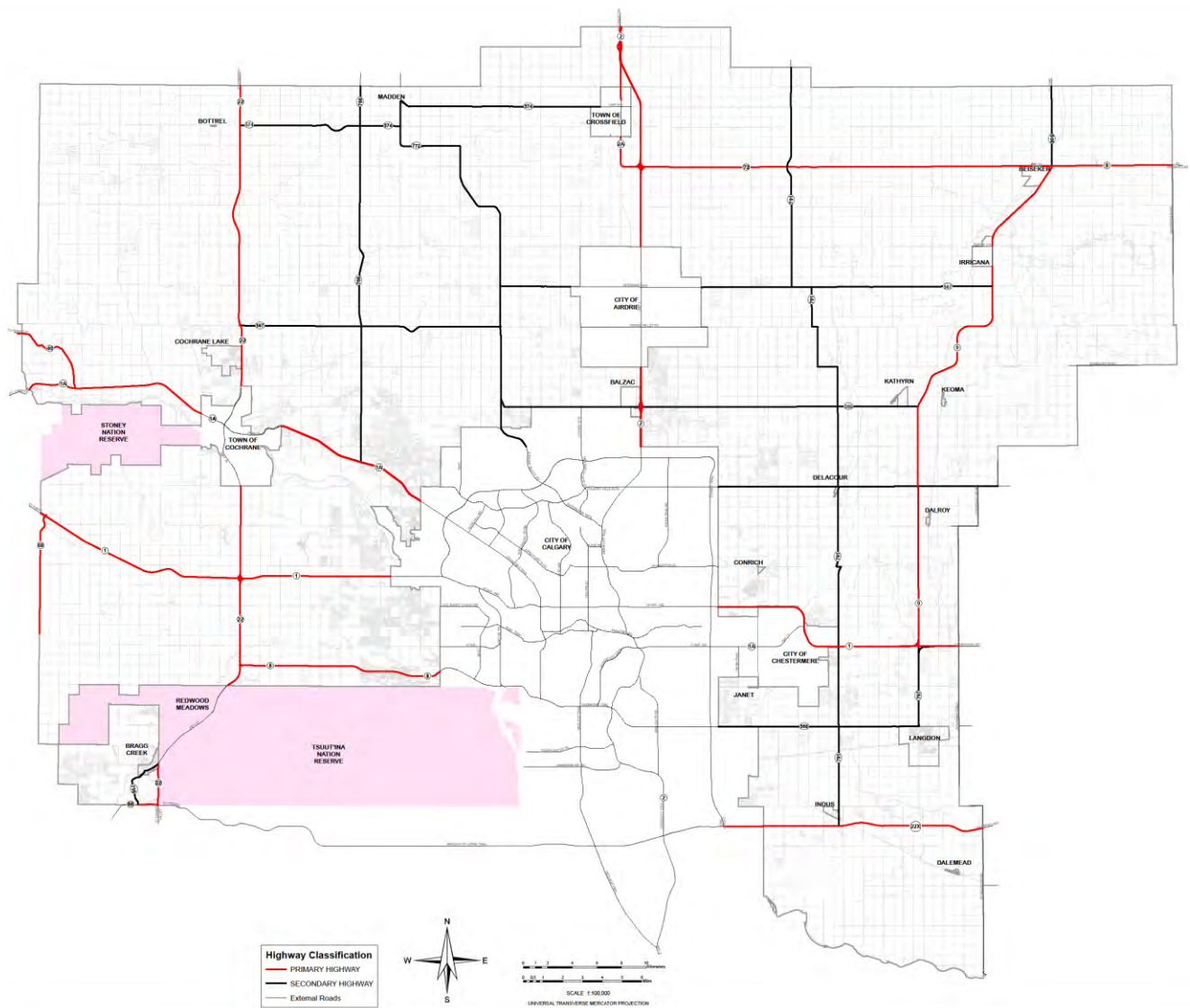




## APPENDIX A

### Map of primary and secondary highways in Rocky View County

Primary highways mentioned in the *Traffic Safety Act Enforcement on Primary Highways* report are shown in red below. Secondary highways are in black.





## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020 **DIVISION:** All  
**FILE:** N/A  
**SUBJECT:** Guidelines to Evaluate Commercial Communication Facilities Policy, C-308

---

### POLICY DIRECTION:

Council regularly develops and reviews its policies, such as Guidelines to Evaluate Commercial Communication Facilities Policy, C-308, to ensure Council's objectives are represented and the needs of the County are addressed, in accordance with Council's responsibilities in the *Municipal Government Act*.

### EXECUTIVE SUMMARY:

Council adopted the Guidelines to Evaluate Commercial Communication Facilities Policy, C-308, on July 23, 2013. The policy was introduced to establish evaluation guidelines for commercial communication facility construction and placement proposals in Rocky View County (the County). As part of the County's policy review project, it was determined that Policy C-308 is better aligned as an Administrative Policy. Administration will continue to use the Administrative Policy for the review and assessment of Commercial Communications Facilities. Therefore, Administration recommends Policy C-308 be rescinded as a Council Policy.

### ADMINISTRATION RECOMMENDATION:

Administration recommends that Council Policy C-308 be rescinded in accordance with Option #1.

### BUDGET IMPLICATIONS:

There are no budget implications at this time.

### OPTIONS:

- Option #1: THAT Guidelines to Evaluate Commercial Communication Facilities Policy C-308 be rescinded.
- Option #2: THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Theresa Cochran"

"Al Hoggan"

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JA/ llt

### APPENDICES:

APPENDIX 'A' – Existing Guidelines to Evaluate Commercial Communication Facilities Policy C-308

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#### Administration Resources

Jessica Anderson, Planning and Development Services

**POLICY****#308**

**Title:**  
**Guidelines to Evaluate Commercial Communications Facilities**

**Legal References:**  
Radio Communication Act  
Municipal Government Act

**Policy Category:**  
Planning and Development Services

**Cross References:**  
Procedure PRO-308 - Guidelines to Evaluate Commercial Communications Facilities  
Land Use Bylaw C-4841-97

**Effective Date:**  
**Revision Date:** July 23, 2013

**Authority:**

The Federal Minister of Industry is the approving authority for the development and operation of radio communication in Canada, including telecommunication antenna structures, pursuant to the Radio Communication Act. Industry Canada is tasked with, among other things, administering the orderly development and operation of telecommunication antenna structures.

Rocky View County is not the approving authority for telecommunication antenna structures.

The County **cannot prevent a proponent from ultimately gaining permission** from Industry Canada to install a telecommunications antenna structure on any lands; privately held, County owned or otherwise.

In this regard, Industry Canada requires that, in certain cases, the local land use authority and the public must be consulted for input regarding the proposed placement of a telecommunication antenna structure. Rocky View County's Development Planning Group reviews each proposed submission for a telecommunication antenna structure based on specific physical criteria. The review involves evaluating such things as the proposed location of a telecommunication antenna structure and aspects of its design, including, but not limited to, height, colour, type, screening, the potential for co-location of other proponents on the structure, and compliance with Rocky View County Policy Guidelines to Evaluate Commercial Communications Facilities. Based on this review, a development permit (concurrence) or refusal (non-concurrence) is issued.

**Purpose:**

The purpose of the Commercial Communications (CC) Facilities Policy is to provide Rocky View County's Development Authority with guidelines to evaluate applications for Development Permits related to the location and construction of commercial communications facilities. This policy will also provide applicants with clear, predictable and transparent performance criteria with which to develop their proposals. Above all, this goal respects the need for an efficient communication network in Rocky View County that responds to consumer demand, and respects the scenic environment and community values of the County.

1. To provide clear guidelines for location and design of commercial communications equipment;
2. To ensure that there are sufficient opportunities for telecommunications service providers to locate their facilities given current and anticipated future demand;
3. To facilitate a fast track process that encourages more unobtrusive installation of telecommunications facilities. This can potentially be achieved pursuant to Section 7.25 of the LUB which allows stealth facilities to be considered deemed approved;
4. To ensure a transparent process in which the public is given adequate opportunity to comment on significant facility installation in their communities;
5. To ensure through sensitive location selection that CC facilities do not adversely affect significant views.

**Definitions:**

- “Applicant” means any person applying for a *Commercial Communications Facility* in accordance with this Policy.
- “Co-location” means the practice of locating multiple wireless broadcast facilities/providers within the same facility.
- “Commercial Communications (CC) Facilities” means facilities that are used for transmission of wireless communication signals. These facilities include telecommunication towers, antennas, and the buildings that house their supporting equipment. These facilities are used to transmit radio-frequency signals, microwave signals or other communications energy. The Land Use Bylaw defines three types of CC facilities:
  - Type A facilities means: antennae that are incorporated within or are mounted on existing structures, no more than 4.00 meters (13.12 feet) above the highest point of the structure;
  - Type B facilities means: either tower or pole structures between 4 and 20 meters (13.12 to 65.62 feet) in height, to which antennae are mounted for the purpose of telecommunications broadcast or signal transmission.
  - Type C facilities means: either tower or pole structures greater than 20.00 meters (65.62 feet) in height, to which antennae are mounted for the purpose of telecommunications broadcast or signal transmission.
- “County” means Rocky View County.
- “County Lands” means land legally owned by Rocky View County including Municipal Reserves, Environmental Reserves, Municipal and School Reserves, Public Utility Lots, fee simple lands, and land owned by another party but administered by the County including but not limited to road allowances, easements, leased and licensed land.
- “Industry Canada” means the department of the Government of Canada with responsibility for regulating radio communications in Canada.
- “License of Occupation-Telecommunications” means an occupancy agreement held between the County and a telecommunication service provider which is specific for the installation of a Telecommunication Antenna Structure on County Lands.
- “Municipal Government Act” means an act of the legislature of the Province of Alberta, which authorizes and creates the governance of urban and rural municipalities throughout Alberta.
- “Proponent” means a party or an individual representing a telecommunication service provider who is making the application.
- “Radio communication Act” means the Act of Parliament governing radio communication in Canada.

**Policy Statements:**

Policy guidelines give direction to the design and development of CC facilities. The decision of the Development Officer will be based on the criteria being satisfied. Where appropriate, certain criteria can be relaxed at the discretion of the Development Officer.

1. Public Notification shall be the responsibility of the applicant prior to the submission of any development permit application for Type A, Type B, or Type C facilities.
2. Commercial communication installations should be designed to limit the overall visual impact to the area.
3. Co-location of communications equipment on Type B and Type C facilities is advised whenever possible.
4. Should Industry Canada mandate that a CC Facility is to be located on County Lands; the proponent shall enter into a License of Occupation-Telecommunications with Rocky View County.



## UTILITY SERVICES

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**TO:** Council

**DATE:** April 28, 2020 **DIVISION:** All

**FILE:** N/A **APPLICATION:** N/A

**SUBJECT:** Utility Fee Deferral Program Assessment

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### POLICY DIRECTION:

The *Municipal Government Act* allows Council to pass bylaws regarding services provided by Rocky View County, which includes the fees charged for providing those services. The County has consolidated the fees it charges for providing goods and services into a Master Rates Bylaw which includes fees for providing utility services such as water, wastewater, and solid waste and recycling services.

### EXECUTIVE SUMMARY:

The current Covid 19 pandemic is creating financial hardship for some County residents and businesses. To alleviate some of the pressure when it comes to covering short term expenses, a Municipality may offer a deferral program in relation to the payment of fees for services it provides such as water, sewer, and solid waste and recycling services. Other municipalities in the province have implemented such programs that are similar in nature. This report outlines these programs and the impact on the County and its residents that a utility fee deferral program could have.

### ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

### BACKGROUND:

The response by the Provincial Government and the measures put in place to combat the current Covid 19 pandemic has put some County residents and businesses in financial hardship. To assist those finding themselves in this situation, a number of programs have been rolled out by both the Provincial and Federal Governments to provide financial relief to those impacted by the pandemic. Municipal Governments are somewhat limited in what assistance they can provide to their constituents, but one opportunity to alleviate some of the pressure when it comes to covering short term expenses would be to defer utility fee payments for the delivery of essential services provide by the County such as water, sewer, and solid waste and recycling. The following is a summary of what other Municipalities in the region and the province have implemented in regard to utility fee payment deferrals:

Municipality	Utility Fee Deferral Program
Town of Cochrane	Deferral of utility fee payments to August 2020. Late fee penalties waived for four months.
City of Chestermere	Deferral of utility fee payments from April 01 to June 30, 2020.
City of Calgary	Deferral of utility fee payments for three months with no penalties or interest.

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**Administration Resources**  
Stuart Jewison, Utility Services



City of Airdrie	The \$25 administration fee has been removed. Deferral of utility fee payments for 90 days. Late fee penalty waived during this time.
MD of Foothills	Late fee penalty waived to December 31, 2020.
Red Deer County	Deferral of utility fee payments for 90 days with no penalties.
Strathcona County	Deferral of utility fee payments for three months upon request. Late fee penalty waived during this time.
City of Edmonton	Deferral of utility fee payments for 90 days. Late fee penalty waived from March to June 2020.

Deferring a utility bill only means reducing or skipping bill payments for a defined period of time. After the deferral, the skipped amount is either be added to future bills or is added to the principle amount owed, and those that have deferred payments will still have to pay these bills eventually. As a result, Municipalities that are implementing deferral programs are still encouraging people who can pay to do so and to pay as much as they can now to avoid a big bill in the future. Depending on when implemented, most of the deferral programs listed above cover the billing periods of March, April, May and June 2020.

#### **BUDGET IMPLICATIONS:**

According to the County's Finance Department, deferring utility bill payments would impact the County's cash flow which would in turn affect the ability to pay for associated expenses without drawing from reserves. The County's typical monthly cash flow for utility receipts is as follows:

<b>Collection Area</b>	<b>30 Day Cash Flow</b>	<b>60 Day Cash Flow</b>	<b>90 Day Cash Flow</b>
East Balzac (Water / Sewer)	\$132,300	\$264,600	\$396,900
East Rocky View (Sewer)	\$18,200	\$36,400	\$54,600
Langdon (Sewer / Solid Waste)	\$101,600	\$203,200	\$304,800
Elbow Valley / Pinebrook (Sewer / Solid Waste)	\$86,400	\$172,800	\$259,200
Bragg Creek (Water / Sewer)	\$19,800	\$39,600	\$59,400



Elkana (Water Only)	\$3,400	\$6,800	\$10,200
Total	\$361,700	\$723,400	\$1,085,100

Should a utility fee deferral program be implemented by the County, residents who have set up pre-authorized utility payment plans would have to opt of such programs and restart them after the deferral period or sooner if so desired. A utility fee deferral program would thus need to be closely monitored and administered through the County's Finance department during the deferral period and once the deferral period has expired. This may require additional administrative resources and costs to the County.

#### **COMMUNICATIONS PLAN:**

Should a utility fee deferral program be implemented, an announcement of the program details would be communication out to the Rocky View community by the County's Communication department in accordance with related communication policies.

#### **OPTIONS:**

Option #1                      THAT the Utility Fee Deferral Program Assessment report be received for information.

Option #2                      THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Byron Riemann"

"Al Hoggan"

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Executive Director  
Operations

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Chief Administrative Officer

SJ/bg





## RECREATION, PARKS AND COMMUNITY SUPPORT

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**TO:** Council

**DATE:** April 28, 2020 **DIVISION:** All

**FILE:** N/A

**SUBJECT:** Response to Council Directive - Exploration of the creation of a Rocky View County Recreation and Parks Foundation

---

### POLICY DIRECTION:

At the September 24, 2019, Council meeting, Administration received the following direction:

*“Moved by Councillor McKylor that Administration be directed to explore the establishment of a recreation and Parks Foundation to support the buildout and long-term maintenance of recreation and parks amenities and programs in Rocky View County.”*

### EXECUTIVE SUMMARY:

Preliminary research has determined that it may be feasible for a municipality to pursue the creation of a foundation for the purposes of supporting recreational and park initiatives; however, each scenario is unique, requiring a tailored approach to address all aspects associated with the form and function of the municipality and its overall service delivery framework.

The County is currently undertaking the creation of the Recreation and Parks Master Plan for which a key outcome is the evaluation of the County’s current service delivery model. Further, this plan will develop a financial framework that will provide various funding vehicles to support short-, medium- and long-term recreational initiatives. Given that the Recreation and Parks Master Plan will further explore the viability of a foundation, further efforts to explore the creation of a foundation is considered to be premature at this time.

### ADMINISTRATION RECOMMENDATION:

Administration recommends ceasing exploration of a Recreation and Parks Foundation in accordance with Option #1.

### BACKGROUND:

In recognition that long-term strategic planning is required to ensure the County can manage the diverse and growing needs for recreation and park amenities, on July 23, 2019, Council approved the new County-Wide Recreation Governance Model. This multi-phased approach aims to organize, assess, and ultimately develop a comprehensive master plan to serve as a directive to the County for the provision of recreational services, programs, and facilities.

In support of this new framework, on January 14, 2020, Council approved the Terms of Reference for the Recreation and Parks Master Plan. This strategic plan will define the path forward regarding recreation, parks, and community facilities in the County by examining county-wide recreational needs, and will provide direction with prioritizing programs, funding frameworks, and capital development in the County.

---

### Administration Resources

Greg Van Soest, Recreation, Parks and Community Support



Currently, the County offers a provision to receive private donation of funds. Established in 2006, Rocky View County's Voluntary Recreation Contribution is a program designed to provide a fair and equitable method for landowners to provide funding to support either the expansion of existing or future recreational amenities. Managed in compliance with the Municipal Government Act, this program offers landowners an opportunity to provide a funding consideration based on a per-lot (residential) or per-acre (non-residential) calculation. As this program is voluntary, funding received to date has been meager. As such, in order to diversify the County's ability to accommodate philanthropic support, alternate considerations for addressing recreational funding will be explored after the completion of the Recreation and Parks Master Plan.

**BUDGET IMPLICATIONS:**

There are no budget implications at this time.

**OPTIONS:**

- Option #1                      THAT Administration be directed to cease exploration for the creation of a Recreation and Parks Foundation at this time.
- Option #2                      THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Theresa Cochran"

"Al Hoggan"

---

Executive Director  
Community Development Services

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Chief Administrative Officer

GVS/rp



## RECREATION, PARKS & COMMUNITY SUPPORT

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**TO:** Council

**DATE:** April 28, 2020 **DIVISION:** 2

**FILE:** N/A **APPLICATION:** N/A

**SUBJECT:** Municipal Sustainability Initiative (MSI) Funding – Springbank Recreational Initiatives

---

### POLICY DIRECTION:

In July of 2013, in response to recreational Municipal Sustainability Initiative (MSI) funding for regional areas, Council passed a motion to earmark a maximum of \$2.2 million dollars to the Springbank regional area, which may include lands yet to be identified, to support new recreational and cultural amenities or future expansion of recreational and cultural amenities in the region.

Furthermore, on February 25, 2020, Council directed Administration to sell Plan 7191, Parcel A at fair market value, and that the net proceeds as well as the Springbank MSI funds be set aside for equitable distribution towards a new Springbank Community Centre, future recreation, as well as land(s) as required by either of these projects.

### EXECUTIVE SUMMARY:

In light of the COVID-19 pandemic forcing the closure of County-wide recreational facilities in the region, Administration has explored the potential to utilize the MSI funding to take advantage of the facility closures now rather than in the future, which may result in potential revenue losses. The Springbank Park for All Seasons (SPFAS), a regional recreational facility in Springbank, is in need of capital to lifecycle key components of the facility. A total of \$1,069,000 is recommended to be allocated towards the facility in support of these improvements.

In review of the Rocky View West Recreation District - State of Recreation Report dated August 2017, dog walking and off-leash dog parks were ranked in the top ten of recreational needs. Administration has assessed potential locations for an off-leash dog park in the Springbank area, and the +/- four (4) acre Municipal Reserve (MR) parcel in the Commercial Court development along Township Road 245 is ideal. A total of \$91,000 would be needed to support the implementation of a dog park at this location.

Should Council be supportive of these recreational initiatives, an application to the Government of Alberta's MSI Program in the amount of \$1,160,000 would be needed. Both projects have been preliminarily reviewed against the MSI program criteria and are in alignment with Provincial requirements.

### ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

### BACKGROUND:

In July of 2013, in response to recreational Municipal Sustainability Initiative funding for regional areas, Council passed a motion to earmark a maximum of \$2.2 million to the Springbank regional area, which may include lands yet to be identified, support new recreational and cultural amenities, or the future expansion of recreational and cultural amenities in the region.

Since that time, MSI funding has not been allocated to a specific recreational project in the Springbank area; however, various groups have expressed interest in the use of the funds.

### Administration Resources

Gurbir Nijjar, Recreation, Parks & Community Support



The COVID-19 pandemic forced the closure of County-wide recreational facilities and others in the region; Administration has explored the potential to utilize the MSI funding to take advantage of this downtime to avoid the need for future shutdowns, which may result in potential revenue losses in the future. Further, based on the findings of the recently completed County-wide and district Needs Assessments, Administration has also identified a proposal to utilize the MSI funds for another recreational initiative in the Springbank area.

### 1. Springbank Park For All Seasons

The SPFAS is a regional recreational facility located at the junction of Range Road 33 and Springbank Road. The facility was originally developed circa 1971 and has since expanded in phases to incorporate three building sections. The facility offers a wide array of recreation facilities, such indoor and outdoor ice rinks, curling sheets, sports fields, dryland training, a playschool, playgrounds, meeting venues, and other amenities. In 2019, the County conducted a Capital Renewal Plan for the facility to establish an opinion of costs for the renewal requirements of the on-site buildings and related site improvements over a span of 25 years.

The report identifies various improvements and capital replacement projects needed to sustain and extend the life of the facility over the short and long term. Administration has reviewed the findings of the report and is recommending that a portion of the MSI funding be put towards the near term lifecycle replacement/repair projects identified in the Capital Renewal Plan, taking advantage of the current facility closure. A summary of these items is contained below.

Springbank Park for All Seasons - 32224A Springbank Road	
Item	Estimated Cost
Roof Maintenance	\$5,000
Building Envelope Fascia	\$67,000
Sliding Doors to Arena	\$12,000
Insulation & Fire Protection	\$10,000
Ceiling Work	\$60,000
Paint & Tile	\$60,000
Floor Finishing Around Ice Rinks	\$140,000
Ice Rink Boards	\$250,000
Plumbing	\$33,000
Heating & HVAC	\$6,000
Ice Making Equipment	\$80,000
Interior Electrical	\$70,000



Interior Lighting	\$50,000
Emergency & Exit Lighting	\$12,000
Sub-total	\$855,000
Contingency (25%)	\$214,000
<b>Total (Rounded)</b>	<b>\$1,069,000</b>

The above costs have been extracted from the 2019 Capital Renewal Plan. Should these improvements proceed, the estimated useful lifespan of these components would be extended by 25 years. Should the improvements proceed, the funds would be provided to the SPFAS to utilize in the same manner as depicted in the community recreation grant program (Policy C-317); in particular, the requirement to provide three (3) quotations for each component for which funding is being provided.

Furthermore, the integral components of the facility (i.e.: building envelope, roof, structural, safety, emergency equipment, ice making equipment) will be addressed first; all aesthetic items (i.e.: interior finishing, lighting) will be addresses secondarily up to the ceiling of the budgetary allotment. Administration will work closely with the SPFAS to ensure the funds are spent in most economical and feasible means possible.

## 2. Springbank Off-leash Dog Park

The Rocky View West Recreation District - State of Recreation Report dated August 2017 ranked dog walking and off-leash dog parks in the top ten of recreational needs. An assessment of potential locations in the Springbank area has shown that the +/- four (4) acre MR parcel in the Commercial Court development along Township Road 245 would be ideal to support a dog park. Costing for the implementation of a dog park on this site include:

<b>Commercial Court Dog Park - Lot:6 MR; Block:2; Plan:0413544</b>	
<b>Item</b>	<b>Estimated Cost</b>
Paved Approach	\$10,000
Fencing	\$21,000
Gates	\$2,100
Graveled Parking Area (20 Vehicle Capacity)	\$30,000
Signage	\$800
Waste Bins	\$4,300
Jersey Barriers	\$1,400
Professional Services	\$6,500



## ROCKY VIEW COUNTY

Sub-total	\$76,100
Contingency (20%)	\$15,200
<b>Rounded Total</b>	<b>\$91,000</b>

The dog park is considered to be an interim use of the MR lands as it can be implemented with relatively minimal ground disturbance. Furthermore, key components of the project (approach and parking lot) can be salvaged and re-purposed in the future should another use be identified for the lands. Other components could be removed and re-purposed in the future in other areas of the County to support recreational initiatives.

The County is currently undertaking a Recreational Master Plan (RMP) which aims to improve service delivery and collaboration amongst communities and residents. Furthermore, the RMP is to serve as a directive to the County of the types of services, programs, and facilities needed to support the current and future needs of residents. Although the RMP is not yet complete, both projects align with the findings of both the district and county-wide Needs Assessments, which are key source documents for the RMP.

The proposed investment in the SPFAS facility would considerably increase its life expectancy, ensuring residents can continue to enjoy its amenities for the foreseeable future. Further, the addition of an off-leash dog park in the Springbank area would meet a highly ranked need identified in the district Needs Assessment, and would provide an amenity for residents to enjoy for years to come.

**BUDGET IMPLICATIONS:**

Both projects have not been considered in the 2020 base budget; however, funding is to be sourced through the Province via the MSI program. A budget adjustment in the amount of \$1,160,000 is needed to support these initiatives.

**OPTIONS:**

Option #1      Motion 1:      THAT Administration be directed to make application to the Municipal Sustainability Initiative in the amount of \$1,160,000 to implement lifecycle improvements to the Springbank Park for All Seasons facility, and for the implementation of an off-leash dog park on Lot:6 MR; Block:2; Plan: 0413544.

Motion 2:      THAT the Budget Adjustment contained in Appendix "A" be approved.

Option #2      THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Theresa Cochran"

"Al Hoggan"

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Executive Director  
Community Development Services

---

Chief Administrative Officer



ROCKY VIEW COUNTY

GN/rp

**APPENDICES:**

APPENDIX 'A' – Budget Adjustment



**ROCKY VIEW COUNTY**  
**BUDGET ADJUSTMENT REQUEST FORM**  
**BUDGET YEAR: 2020**

Description	Budget Adjustment
EXPENDITURES:	
Lifecycle Improvements to the Springbank Park for All Seasons facility	1,069,000
Implementation of an off-leash dog park	91,000
<b>TOTAL EXPENSE:</b>	<b>1,160,000</b>
REVENUES:	
Provincial Grant: MSI Grant	(1,160,000)
<b>TOTAL REVENUE:</b>	<b>(1,160,000)</b>
<b>NET BUDGET REVISION:</b>	<b>0</b>
<b>REASON FOR BUDGET REVISION:</b> To make application to the Municipal Sustainability Initiative Grant for Springbank Recreational Initiatives	
<b>AUTHORIZATION:</b>  <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Chief Administrative Officer: _____            Al Hoggan</p> <p>Executive Director            Corporate Services: _____            Kent Robinson</p> <p>Manager: _____</p> </div> <div style="width: 45%;"> <p>Council Meeting Date: _____</p> <p>Council Motion Reference: _____</p> <p>Date: _____</p> </div> </div>	

Budget AJE No: \_\_\_\_\_

Posting Date: \_\_\_\_\_



## FINANCIAL SERVICES

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**TO:** Council  
**DATE:** April 28, 2020 **DIVISION:** All  
**FILE:** N/A  
**SUBJECT:** Tax Penalty Bylaw – Penalty Deferral

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### **POLICY DIRECTION:**

The *Municipal Government Act* allows Council to pass bylaws regarding services provided by Rocky View County, which includes the fees charged for providing those services.

### **EXECUTIVE SUMMARY:**

Due to the COVID-19 pandemic, Council and Administration believe it is prudent to review late tax payment penalty options to assist our rate payers during this time.

### **ADMINISTRATION RECOMMENDATION:**

Administration recommends approval in accordance with Option #1.

### **BACKGROUND:**

In mid-March, the Provincial government started taking precautionary measures related to the COVID-19 virus; Rocky View County closed its facilities to the public on March 16, 2020, due to the pandemic. Due to this virus, various businesses have closed temporarily and numerous individuals have lost their employment. Council and Administration acknowledge the financial hardship on its residents, and Administration has proposed options to move the late tax payment penalty to September 1 in order to provide residents time to pay their 2020 property taxes.

Moving the tax payment penalty date from July 1, 2020 (current bylaw date) to September 1, 2020, means taxes would be due August 31, 2020, which essentially allows the date of payment for property taxes for our rate payers to move by one month without being subject to a late payment penalty.

Residents on the Tax Installment Payment Plan (TIPP) are able to opt out at this time and pay their taxes on the required date. Municipalities that are implementing deferral programs are still encouraging people who can pay to do so and to pay as much as they can now to avoid a big bill in the future.

In April, various levels of government announced programs to small businesses and individuals who lost employment. One of the Provincial programs is to defer 6 months of external education property tax for non-residential rate payers to the 2021 year. The implementation of this change is intended to satisfy the Province's non-residential education tax deferral program. As this is only a deferral, payments deferred would be added to future tax collections. The deferred amount would have a financial impact on the County's budget in that interest would not be generated on these funds.

In providing these options, Administration must point out lost opportunity costs as cash flows will shift and budgets will be impacted. Although these amounts are not significant, they will still have an impact on the 2020 budget.



**BUDGET IMPLICATIONS:**

Deferral of late tax penalty payment to September 1, 2020 – Loss of interest revenue of \$177,000.  
Administration will monitor this matter and report back to Council in October.

**OPTIONS:**

- |           |   |  |
|-----------|---|--|
| Option #1 | Motion #1                               | THAT Bylaw C-8043-2020 be given first reading.           |
|           | Motion #2                               | THAT Bylaw C-8043-2020 be given second reading.          |
|           | Motion #3                               | THAT Bylaw C-8043-2020 be considered for third reading.  |
|           | Motion # 4                              | THAT Bylaw C-8043-2020 be given third and final reading. |
| Option #2 | THAT alternative direction be provided. |  |

Respectfully submitted,

Concurrence,

“Kent Robinson”

“Al Hoggan”

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Executive Director, Corporate Services

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Chief Administrative Officer

BW/ls

**APPENDICES::**

APPENDIX ‘A’ – Bylaw C-8043-2020 – September 1, 2020, Late Tax Payment Penalty



ROCKY VIEW COUNTY  
Cultivating Communities

## BYLAW C-8043-2020

### **A Bylaw of Rocky View County, in the Province of Alberta, to amend the *Tax Penalty Bylaw*.**

**WHEREAS** section 191 of the *Municipal Government Act* allows Council to amend bylaws;

**NOW THEREFORE** the Council of Rocky View County enacts as follows:

#### **Title**

- 1 This bylaw may be cited as Bylaw C-8043-2020.

#### **Definitions**

- 2 Words in this bylaw have the same meaning as those set out in the *Municipal Government Act*, except as follows:
  - (1) “***Tax Penalty Bylaw***” means Rocky View County Bylaw C-4727-96, being the *Tax Penalty Bylaw*, as amended or replaced from time to time; and
  - (2) “***Municipal Government Act***” means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time.

#### **Effect**

- 3 The purpose statement of the *Tax Penalty Bylaw* is amended as follows:

“A Bylaw of the Municipal District of Rocky View No. 44 in the Province of Alberta to authorize the imposition of a penalty on non-payment of current taxes of **twelve per cent (12%)** on **September 1st** for Property Assessment and Tax Notices mailed before **August 1st** and thirty (30) days after the mailing date of Property Assessment and Tax Notices mailed after **July 31st**, and a **further twelve per cent (12%)** on all outstanding taxes on **January 1st** of each year.”

- 4 Section 1 of the *Tax Penalty Bylaw* is amended as follows:

“That there shall be levied on the **1st day of September** a **twelve per cent (12%)** penalty on all current outstanding taxes for Property Assessment and Tax Notices mailed before **August 1st** or, that there shall be a **twelve per cent (12%)** penalty levied thirty (30) days after the mailing date of Property Assessment and Tax Notices mailed after **July 31st**.”

5 Section 2 of the *Tax Penalty Bylaw* is amended as follows:

“That there shall be levied a penalty on the total outstanding taxes of twelve per cent (12%) on **January 1st**”

### **Severability**

6 If any provision of this bylaw is declared invalid for any reason by a court of competent jurisdiction, all other provisions of this Bylaw will remain valid and enforceable.

### **Effective Date and Expiry**

7 Bylaw C-8043-2020 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

8 The amendments to the *Tax Penalty Bylaw* provided by this bylaw are temporary. The provisions of this bylaw will remain in full force and effect until December 31, 2020, at which point the provisions of this bylaw are deemed to be expired and obsolete.

READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A SECOND TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

*UNANIMOUS PERMISSION IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020*

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Reeve

\_\_\_\_\_  
Chief Administrative Officer or Designate

\_\_\_\_\_  
Date Bylaw Signed



## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council

**DATE:** April 28, 2020 **DIVISION:** 2 and 3

**FILE:** 1015-550

**SUBJECT:** First Reading Bylaw – Springbank Area Structure Plan

---

**PURPOSE:** To give first reading to the draft Springbank Area Structure Plan to guide future redesignation, subdivision, and development proposals within the plan area.

**GENERAL LOCATION:** Located between the Bow and Elbow River's, west of the city of Calgary.

**APPLICANT:** Rocky View County

**POLICY DIRECTION:** The *Municipal Government Act* (MGA), Interim Growth Plan (IGP), the County Plan, and any other applicable policies.

### COUNCIL OPTIONS:

Option #1: THAT Bylaw C-8031-2020 be given first reading.

Option #2: THAT Bylaw C-8031-2020 be denied.

### REQUIREMENTS:

This item requires technical assessment to determine the feasibility of the draft Area Structure Plan policies and land use strategy.

Respectfully submitted,

Concurrence,

“Theresa Cochran”

“Al Hoggan”

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Executive Director  
Community Development Services

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Chief Administrative Officer

JA/lt

### APPENDICES:

APPENDIX 'A': Bylaw C-8031-2020 & Schedule A

APPENDIX 'B': Consolidated Draft Springbank Area Structure Plan

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### Administration Resources

Jessica Anderson, Planning and Development Services



## BYLAW C-8031-2020

### **A Bylaw of Rocky View County known as the Springbank Area Structure Plan, pursuant to Section 633 of the *Municipal Government Act*.**

The Council of Rocky View County enacts as follows:

#### **PART 1 – TITLE**

This Bylaw shall be known as the “Springbank Area Structure Plan”.

#### **PART 2 – EFFECT OF BYLAW**

**THAT** Schedule ‘A’ to Bylaw C-8031-2020 is adopted as the “Springbank Area Structure Plan” to provide a policy framework for land use, subdivision, and development in a portion of central west Rocky View County.

#### **PART 4 – TRANSITIONAL**

Bylaw C-8031-2020 comes into force when it receives third reading, and is signed by the Reeve/Deputy Reeve and CAO or Designate, as per the *Municipal Government Act*.

**Division: 2 and 3  
File: 1015-550**

READ A FIRST TIME IN COUNCIL this	day of	, 20__
<i>PUBLIC HEARING WAS HELD IN COUNCIL this</i>	<i>day of</i>	<i>, 20__</i>
READ A SECOND TIME IN COUNCIL this	day of	, 20__
READ A THIRD TIME IN COUNCIL this	day of	, 20__

---

Reeve

---

CAO or Designate

---

Date Bylaw Signed



**SCHEDULE 'A'**

**FORMING PART OF BYLAW C-8031-2020**

An Area Structure Plan to guide land use and development within the Springbank area and herein referred to as the Springbank Area Structure Plan.



ROCKY VIEW COUNTY

# SPRINGBANK AREA STRUCTURE PLAN

Spring 2020 | DRAFT

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*Divider photo*

# INTRODUCTION

# 1 PLAN ORGANIZATION

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

## Part I: Introduction

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

## Part II: Plan Policies

This Part is the core of the Plan, containing the policy direction to guide development in the Springbank Plan Area; it sets out the land use, servicing and infrastructure strategy for the area. Each section contains a description of its purpose and intent, a list of objectives, and a series of policies addressing the subject matter.

## Part III: Implementation

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

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

## Appendices

**Appendix A: Definitions**

**Appendix B: Local Plan Requirements**

**Appendix C: Infill Development Criteria**

**Appendix D: Design Guidelines**

**Appendix E: Planning Springbank**

**Appendix F: Local Plans in the Springbank Plan Area**



## 2 PLAN PURPOSE

An area structure plan (ASP) is a statutory document approved by Council and adopted by Bylaw. The purpose of this Plan is to outline the vision for the future development of Springbank in relation to matters such as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements. This ASP provides Council with an overall strategy when considering land use changes, subdivision, and development. When making decisions regarding development within an area structure plan, Council must consider the plan and a wide range of other factors such as the goals of the County, County-wide growth, and the ability to provide servicing. This ASP implements the higher-level policies and requirements of the Interim Growth Plan, the South Saskatchewan Regional Plan, the Rocky View County/City of Calgary Intermunicipal Development Plan, and the County Plan, through alignment with these documents. The land use

strategy set out in this ASP implements the vision for Springbank by detailing the physical organization of land uses in the Springbank area. The strategy identifies general land uses, the approximate boundaries of the land use areas, and the policies that inform the development in each area.

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

*photo*

# 3 SPRINGBANK VISION AND GOALS

## Springbank Vision

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

Straddled by the Bow and Elbow Rivers, Springbank will principally offer a tranquil rural lifestyle, with beautiful vistas and a strong sense of community rooted in its agricultural heritage. Further development will safeguard Springbank's precious natural environment and will prioritize sensitive watershed, wildlife, and natural habitat management. Acreages will continue to be the main housing option in the community, but with Cluster Residential development offering a further choice that promotes the establishment of communal spaces. Agricultural land uses shall continue to be supported, and new development shall respect existing agricultural operations.

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

## Goals

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

- policy direction of the Interim Growth Plan, the County Plan, and the Intermunicipal Development Plan;
- the existing physical characteristics of the area; and
- the key issues, constraints, and opportunities identified during the planning process.

The goals are as follows:

### Land Use Strategy

1. Continue to develop Springbank as a distinct and attractive country residential community, with tranquil neighbourhoods and thriving business areas developed in appropriate locations.
2. Promote a strong sense of place by preserving heritage assets and expanding community focal points, open space connections, and recreational opportunities.
3. Ensure an ordered approach to development through the implementation of well-defined land use areas, together with appropriate transition between land uses.
4. Support the County's goal of achieving financial sustainability through rational extensions of development and diversification of the tax base in the Springbank area.

5. Ensure that new development aligns with the direction of municipal and regional policies and plans.
6. Collaborate and engage with landowners and adjoining jurisdictions throughout the planning process to build consensus on new development.

### **Community Character and Appearance**

7. Complement the character and appearance of Springbank through high-quality design that:
  - a. Preserves and enhances the existing landscape and natural environment;
  - b. Recognizes and blends with the immediate surroundings and vistas;
  - c. Supports efficient use of land and encourages provision of accessible public spaces.
8. Provide for attractive and high-quality scenic corridors in to the Springbank community along the Highway 1 corridor, from Stoney Trail intersections, and along Range Road 33.

### **Housing**

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

### **Business**

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

### **Agriculture**

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

### **Transportation Network**

14. Create a well-designed and safe transportation network that maximizes local and regional connectivity for residents, motorists, pedestrians, and cyclists.

### **Servicing**

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

### **Environment**

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

## 4 PLAN AREA

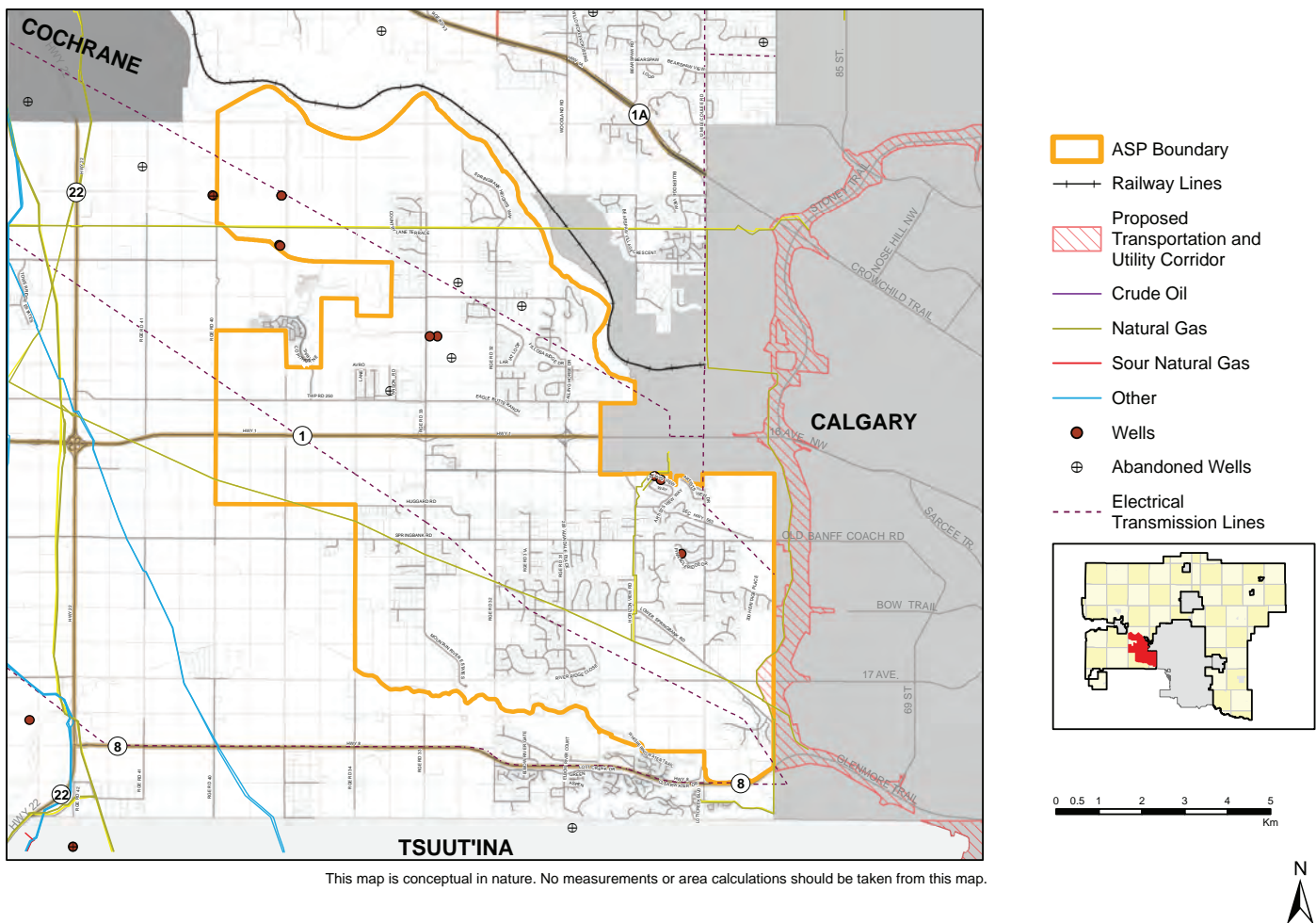
The Springbank Plan Area applies to the lands contained within Map 01: Plan Area Location, and Map 02: Air Photo. Springbank ASP policies are to reference the lands within the Springbank Plan Area boundaries.

The Springbank Plan Area boundary is generally defined by the Bow River to the north, the Elbow River to the south, and the city of Calgary to the east. To the west, the Plan area adjoins the Harmony development and agricultural lands. The Harmony development, which provides for residential, employment, recreational, and community land uses, does not form part of this

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

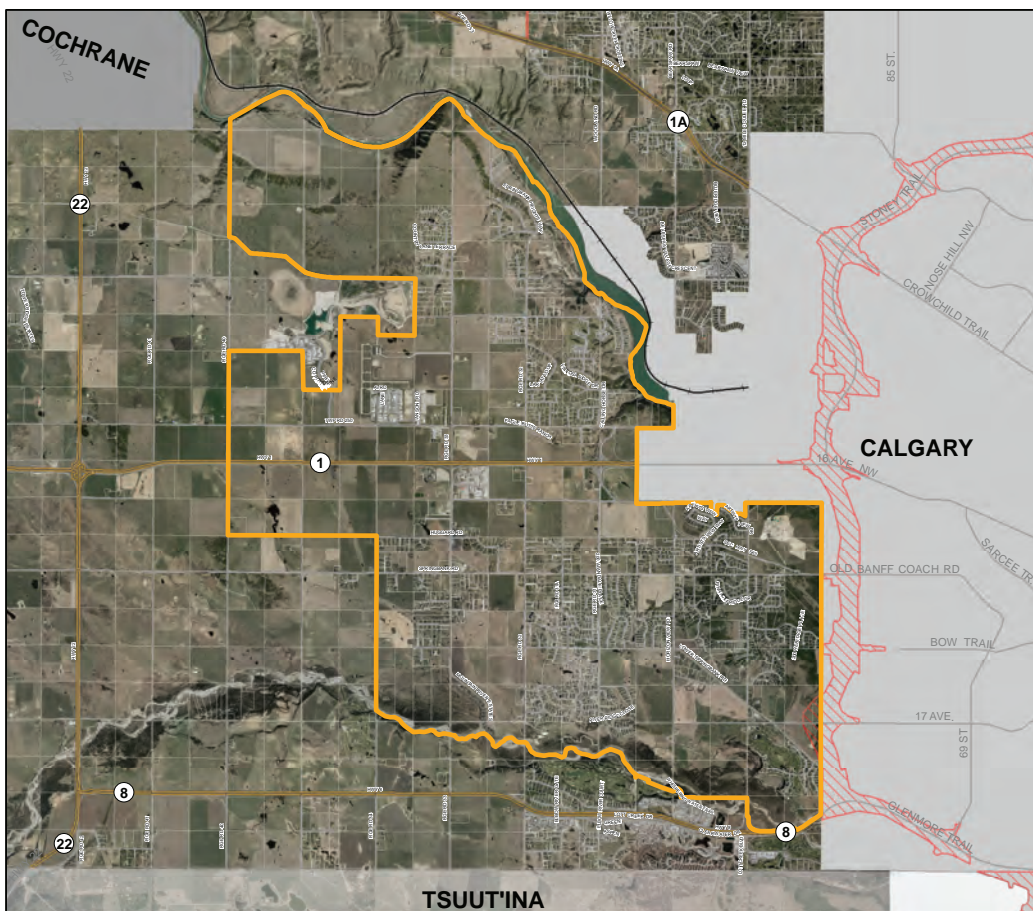
The TransCanada Highway (Highway 1) runs east to west through the centre of Springbank, while the Stoney Trail western extension (under construction at the ASP adoption stage) lies immediately east of the Plan area. This regional transportation infrastructure will provide the primary access into the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

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

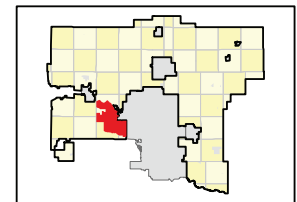


This map is conceptual in nature. No measurements or area calculations should be taken from this map.

### Map 01: Plan Area Location



- ASP Boundary
- Railway Lines
- Proposed Transportation and Utility Corridor



0 0.5 1 2 3 4 5  
Km

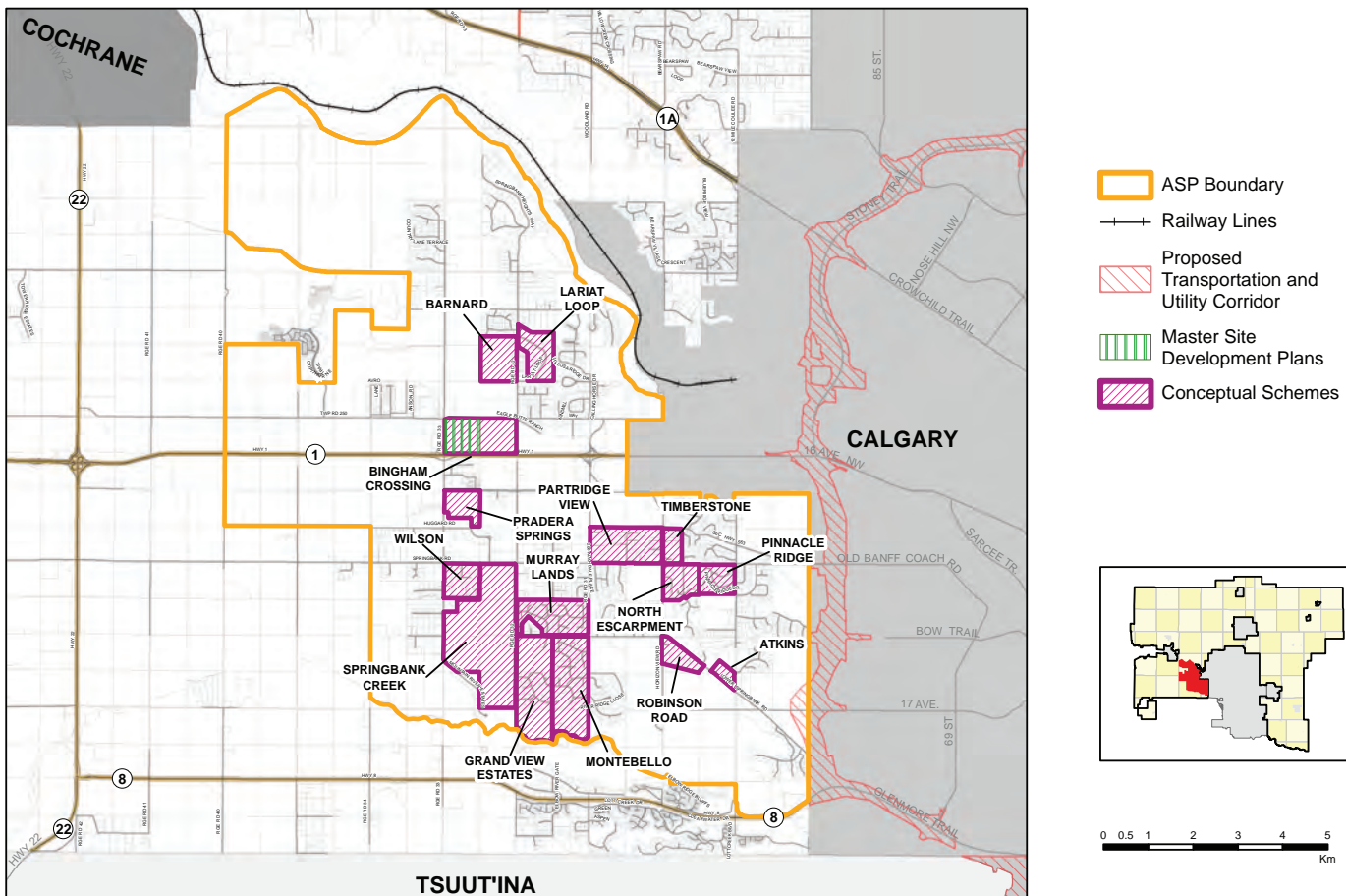


**Map 02: Air Photo**



## Existing Local Plans

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



## Map 03: Local Plans

### PLAN AREA MAPS:

The boundaries and locations of areas shown on the maps within the Plan boundary are not intended to define exact areas except where they coincide with clearly recognizable features or fixed boundaries such as municipal boundaries, property lines, roads, or utility rights-of-way. Furthermore, the locations of symbols depicting specific features on the maps are approximate only, not absolute, and should be interpreted as such. The precise location of these boundaries and areas will be determined by the County at the time of local plan consideration and approval.

# 5 SPRINGBANK CONTEXT

## History

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

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

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

agricultural production for the Calgary region and beyond.

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

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

*Historical Photo*



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

Throughout the 1990s, the growth of country residential acreages increased, with approximately 1,000 new lots being created over the decade, the majority of which were between two and four acres in size. This growth continued with adoption of the Central Springbank ASP by Rocky View County Council in October 2001. The Central Springbank ASP provided the framework for the development of further country residential development and covered much of the Springbank community we see today. However, development within Springbank has slowed recently, as shown by the modest population increase between 2013, where the census-recorded population was estimated at 5,697, and 2018, where the population stood at 5,847.

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

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

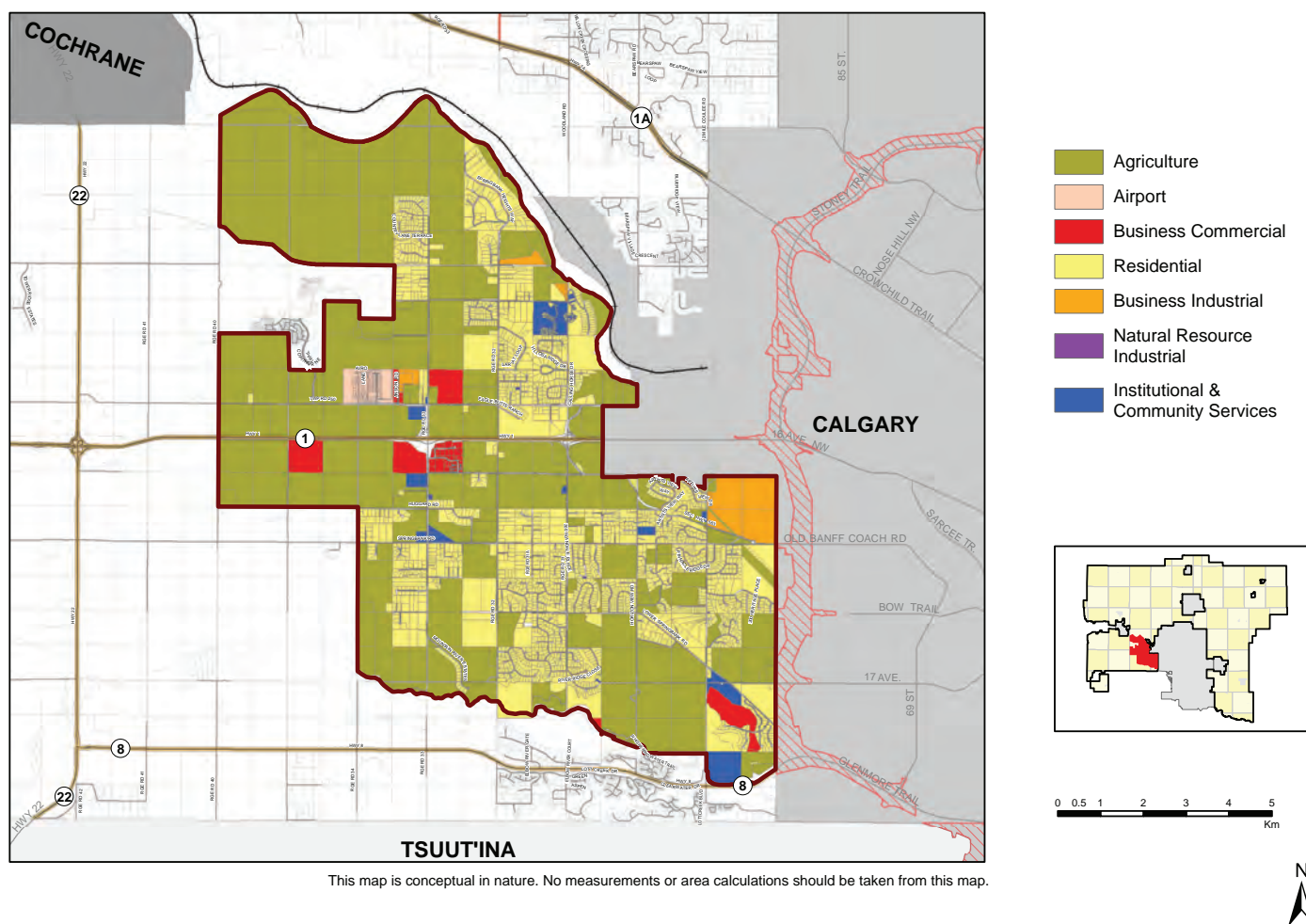
## Existing Land Use

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

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

The lands within the Highway 1 corridor are designated as a Highway Business Area within the County Plan, and this area covers the Calaway Park attraction and business uses within Commercial Court immediately south of Highway 1. Although local plans have been adopted for further business development within the Highway corridor, this has not yet commenced at the time of this Plan's adoption.

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



## Map 04: Existing Land Use

### REGIONAL BUSINESS CENTRES:

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

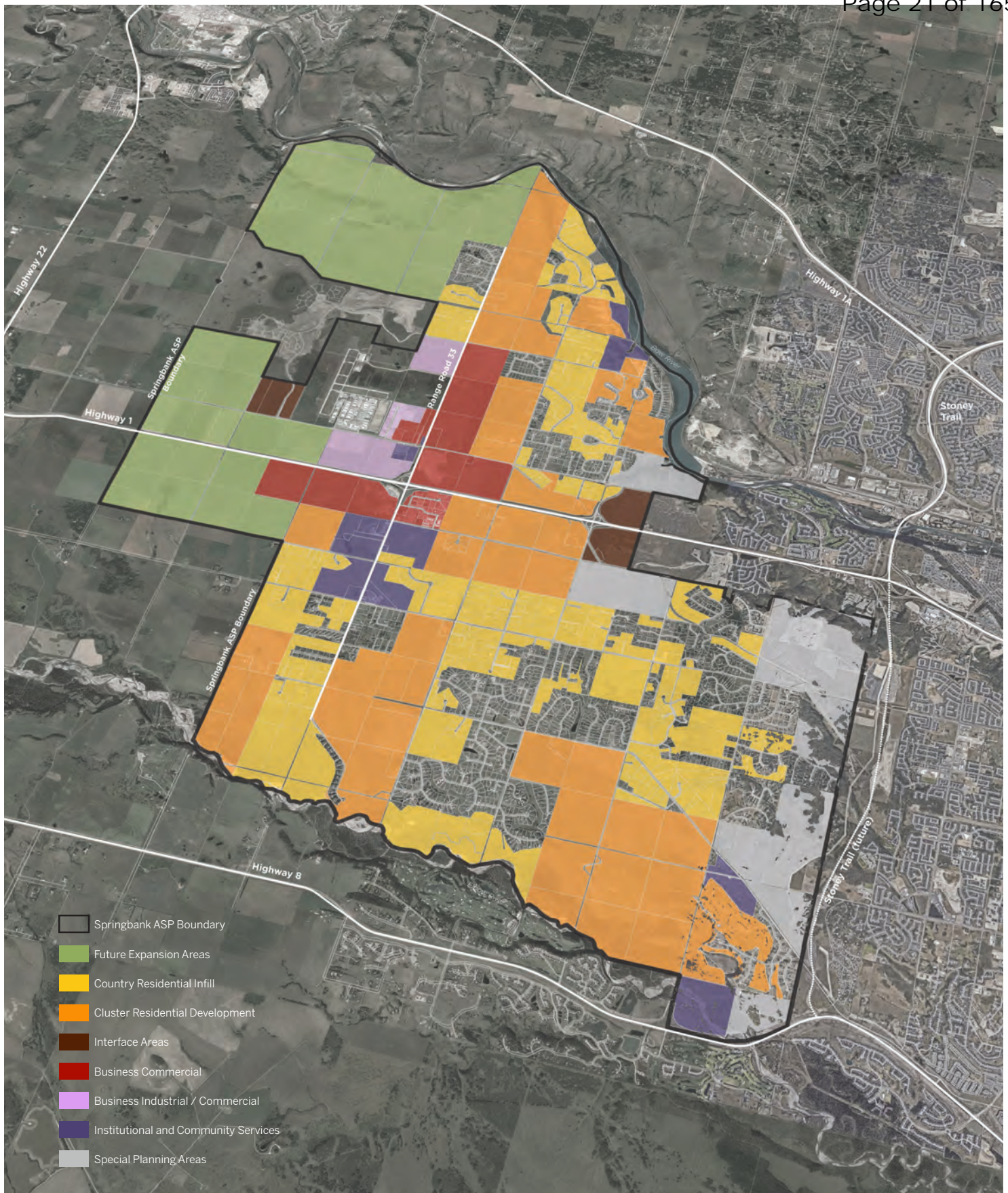
### HIGHWAY BUSINESS AREAS:

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

*Divider photo*

# PLAN POLICIES: LAND USE





## Simplified Land Use



# 6 LAND USE STRATEGY

## Purpose

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

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

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

The majority of residents will live in areas composed mainly of single-family dwellings, with opportunities for other forms of housing where appropriate. The Springbank ASP plans for an approximate population of 24,667 with an average density of 1.25 upa; this target was determined through planning and engineering reviews, as well as stakeholder consultation and feedback. Final densities will be determined with the preparation of local plans.

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

## Policies

### General

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

### COMMUNITY CORE:

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

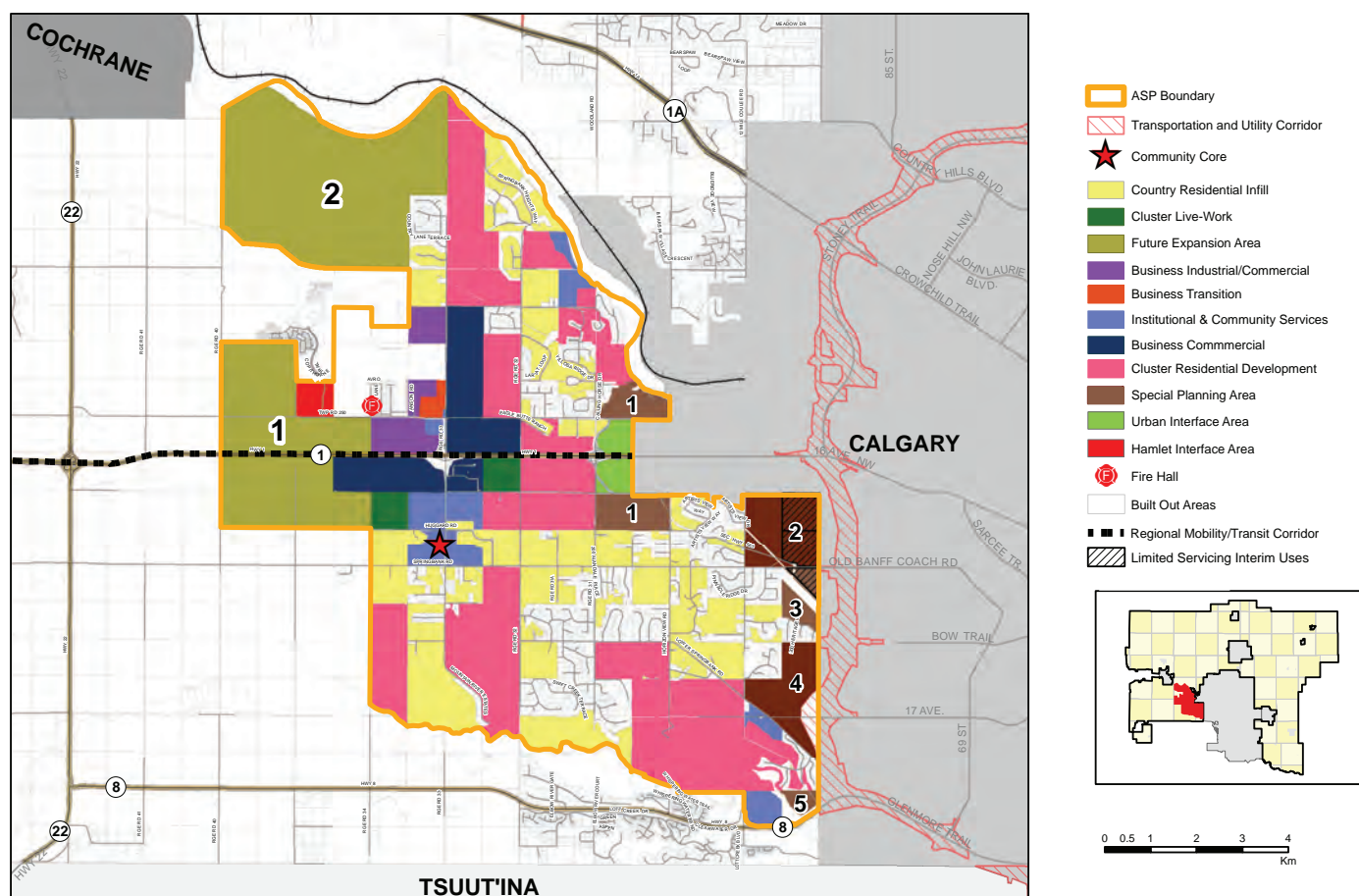
**Table 01: Springbank Population Density at Full Build-Out**

AREA Acres (ha)	GROSS/NET RESIDENTIAL AREA Acres (ha)	GROSS/NET UNITS PER ACRE (HA)	ESTIMATED POPULATION (Build-Out of Plan Area)
23,595.00 ac (9,548.56 ha)	<b>Gross</b> 9,285 ac (3,757.59 ha)	<b>Gross</b> 0.65 upa (1.61 upHA)	23,287***
	<b>Net</b> 6,500 ac (2,630.51 ha)	<b>Net</b> 0.93 upa (2.30 upHA)	

\* Units and population density per acre are based on gross residential area.

\*\* Average of cluster units per acre calculated without density bonusing.

\*\*\* Assumed 2.7 people per household as per Census data. Includes 2018 existing population of 5,832.



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

**Map 05: Land Use Strategy**



**Table 02: Land Use Scenario - Land Use Category**

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

## Table Notes:

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

# 7 RESIDENTIAL

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

## Objectives

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

## Policies

### General

- 7.1** Residential development shall be in accordance with Map 05: Land Use Strategy.
- 7.2** All residential development shall be consistent with the General Residential

Development policies outlined in this section.

- 7.3** Lands suitable for residential development are classified into four categories: infill, built-out, cluster Residential and Live-Work), and Villa Condo residential areas. Any application to re-classify lands from its potential land use identified on Map 05 to another residential land use category shall require an amendment to this Plan, as guided by County Plan policies.

- 7.4** Residential redesignation and subdivision applications should provide for development that:

- a) provides direct access to a road, while avoiding the use of panhandles;
- b) minimizes driveway length to highways/ roads;
- c) removes and replaces panhandles with an internal road network when additional residential development is proposed; and
- d) limits the number and type of access onto roads in accordance with County Policy.

- 7.5** For developments where panhandles exist or are proposed in accordance with policy 7.4, Road Acquisition Agreements may be registered at the time of subdivision to secure future road alignments.

- 7.6** No new residential buildings shall be permitted within the floodway or flood fringe identified on Map 06: Environmental Areas.

## BUILT-OUT COUNTRY RESIDENTIAL

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

### Objectives

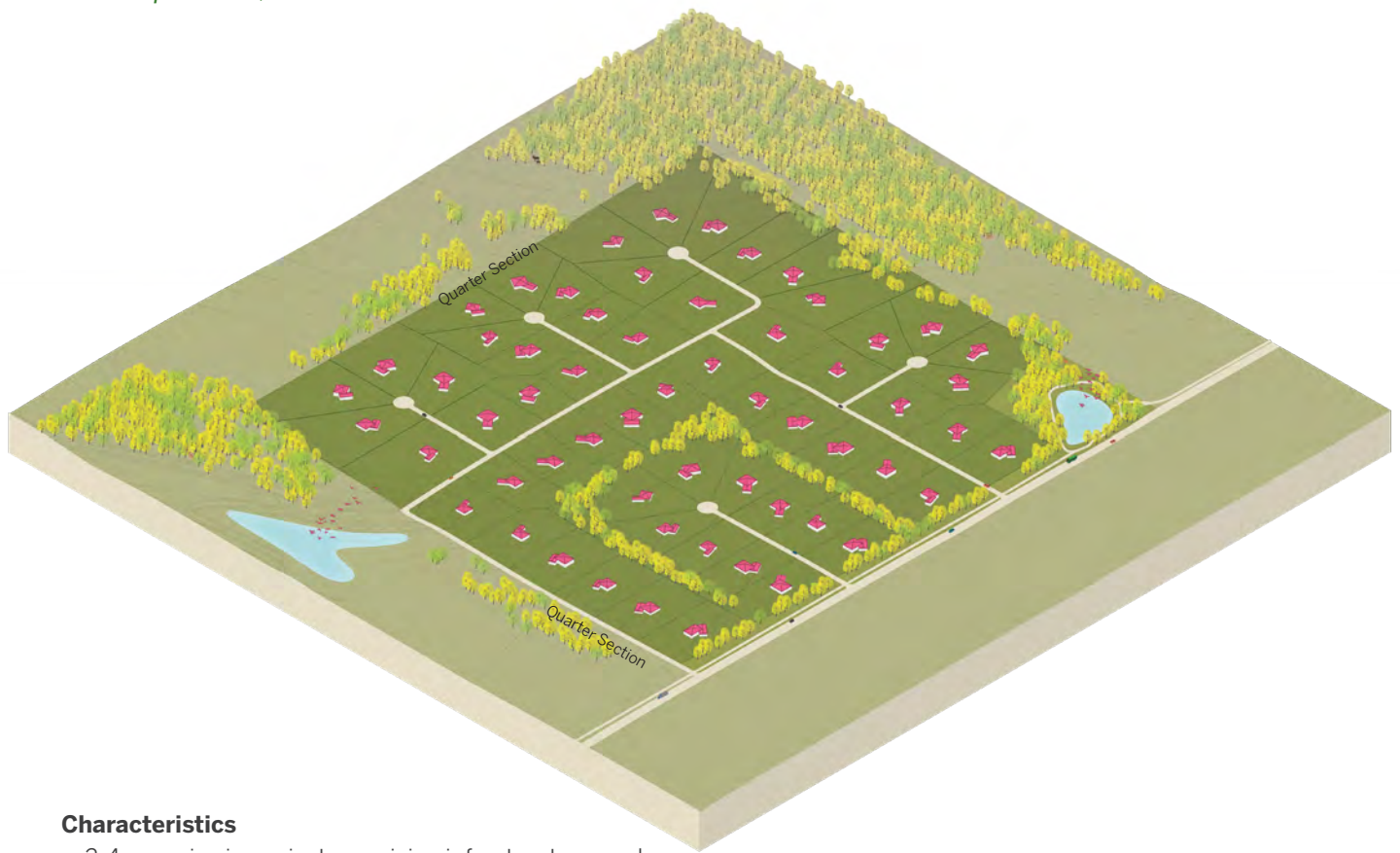
- Maintain those portions of the Springbank area that are identified as built-out, as they continue to be desirable places for residential living.

### Policies

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

### Existing Country Residential

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



### Characteristics

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

## Country Residential

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

### Policies

#### General

**7.9** Country Residential development may be considered in areas identified as Cluster Residential where the cluster development form is identified as not achievable due to servicing, transportation, or environmental considerations, if:

- a) a rationale is submitted detailing the aspects limiting cluster development form;
- b) a servicing proposal is provided in accordance with the County Servicing Standards;
- c) storm water and drainage proposals are consistent with the Springbank Master Drainage Plan;
- d) active transportation networks are proposed to promote connectivity with adjacent developments, in accordance with the Active Transportation Plan: South County; and
- e) the proposal complies with the interface policies identified in Sections 13 and 14.

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

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

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

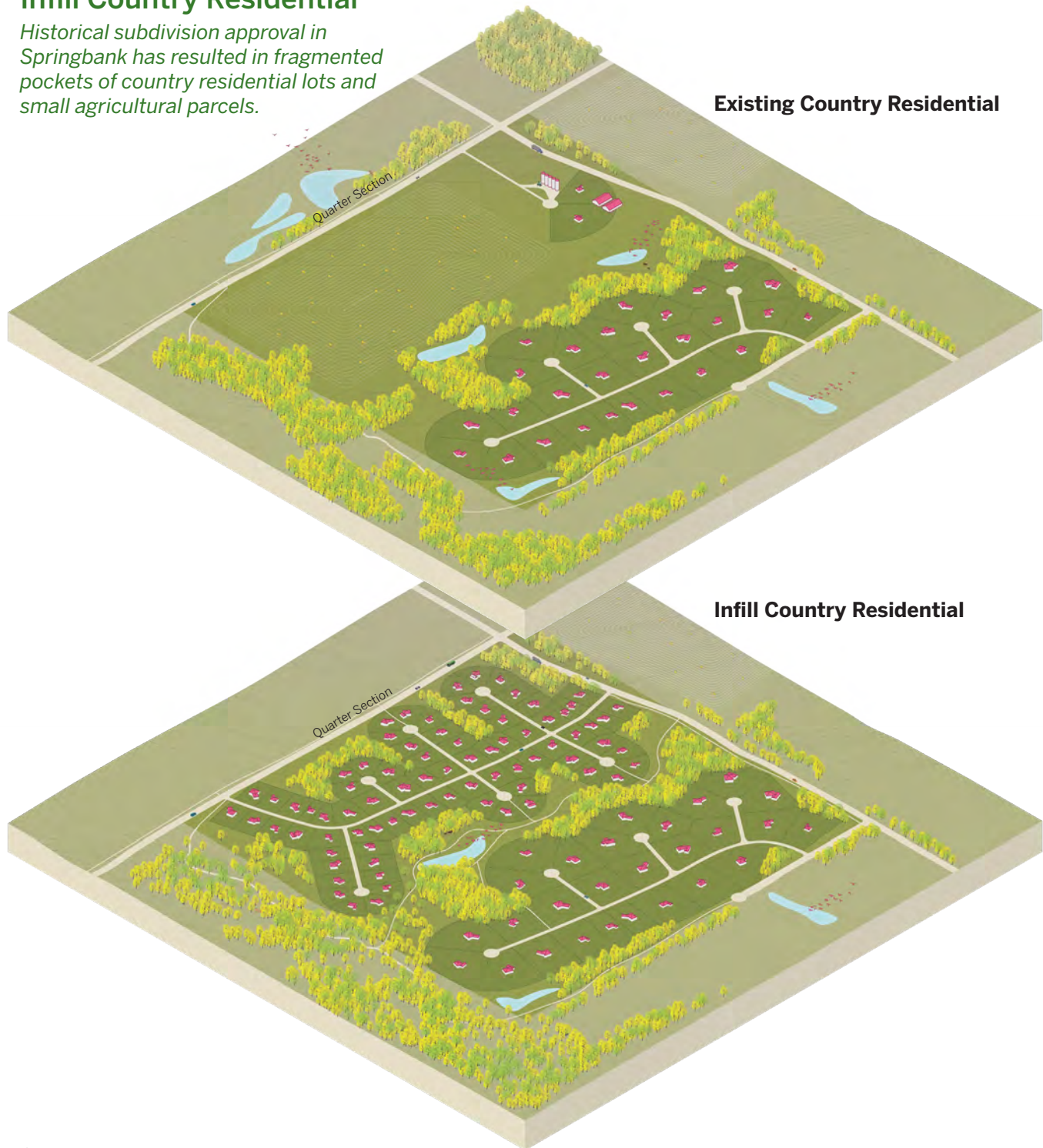
#### Density and Composition

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



## Infill Country Residential

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



### Characteristics

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

## Infill Country Residential

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

This section addresses the issues related to fragmented land and provides policies to enable a gradual transition to a more orderly and efficient development pattern within Infill Country Residential Areas, subject to the following considerations being addressed:

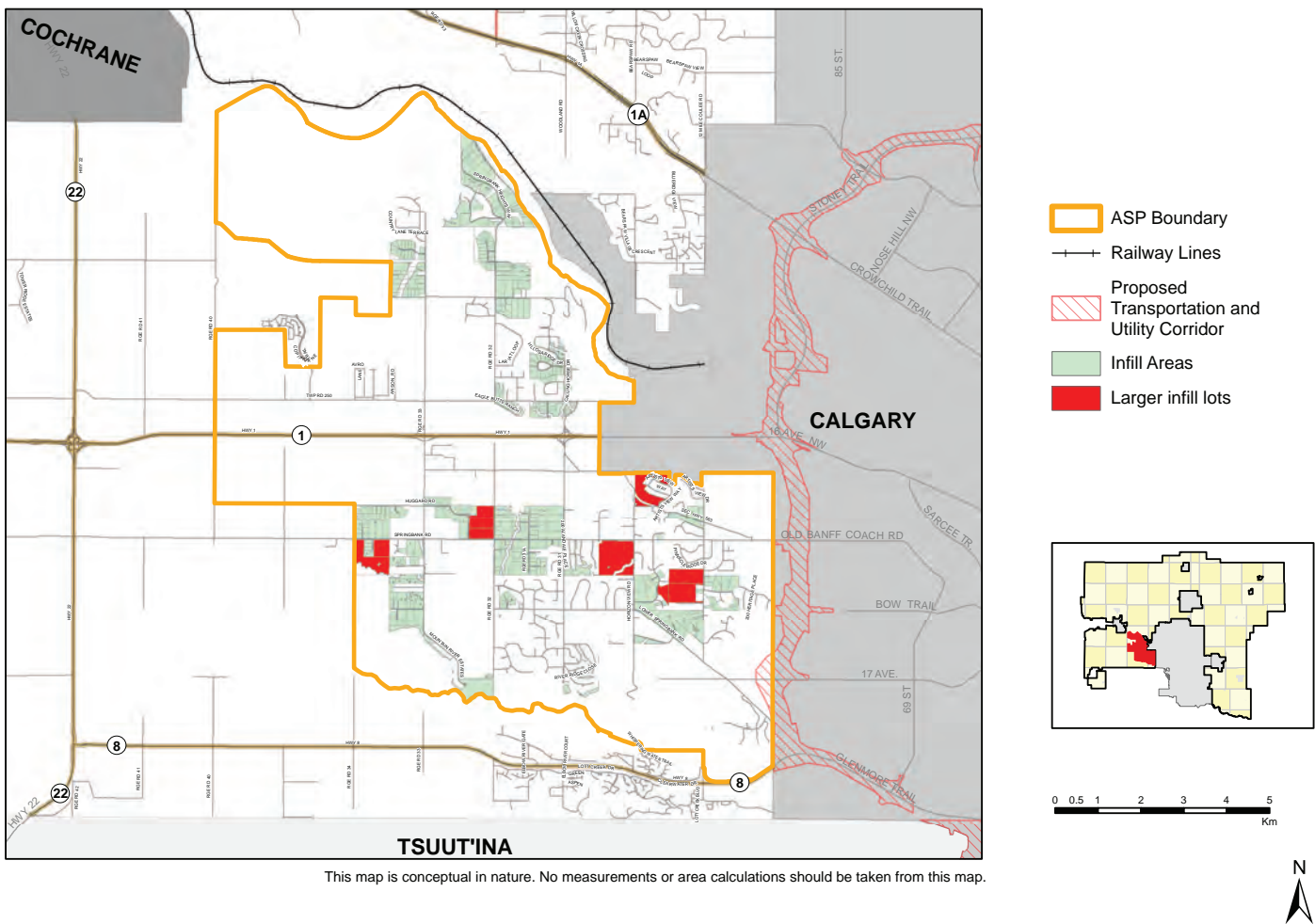
- Land use transition;
- Transportation and access;
- Active Transportation Network;
- Servicing;
- Storm water; and
- Compatibility with adjacent lands.

## Objectives

- Ensure that the impact of business development and other higher density housing forms on country residential development is minimized through the implementation of appropriate interface policies and design guidelines.
- Ensure that redesignation and subdivision proposals within Country Residential areas are sensitive to existing residential properties and are supported by the appropriate planning framework.
- In appropriate locations, provide criteria for the subdivision of larger parcels within existing Country Residential subdivisions.

## Policies

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



## Map 05A: Infill Residential

### RESIDENTIAL INFILL DEVELOPMENT PLANS:

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



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

- a) A residential infill development plan is provided that:
  - i) plans for an area determined by the County at the time of redesignation application. The plan shall include, at a minimum, all residential or small agricultural acreages that are adjacent to the application, excluding built-out areas;
  - ii) includes design measures to minimize adverse impacts on existing agriculture operations;
  - iii) demonstrates conformity with the Springbank Master Drainage Plan;
  - iv) demonstrates conformity with the opportunities and constraints identified in Appendix D; and
  - v) demonstrates potential connectivity to residential or small agricultural acreages outside of the Plan area.
- b) A technical assessment of the proposed design is provided to demonstrate that the infill development Plan area is capable of supporting increased residential development. The assessment shall address:
  - i) the internal road network, water supply, sewage treatment, and storm water management; and
  - ii) any other assessment required by unique area conditions.

- c) a technical assessment of the impact on off-site infrastructure, roads, and storm water systems is provided;
- d) an assessment is undertaken of the municipal reserve status for the infill development area and adjacent lands, as appropriate, to identify alignments and opportunities to implement the Active Transportation Plan: South County.
- e) a report is provided that documents the consultation process undertaken to involve affected landowners within the Plan area in the preparation and/or review of the infill development plan.
- f) the application area has the appropriate land use designation.
- g) the conditions of subdivision implement the residential infill development plan.

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

- a) ensure an effective road network, active transportation network, servicing, and storm water management system; and
- b) maximize lot yields that create an efficient development pattern.

## Cluster Residential

The areas identified as **Cluster Residential** are largely intact quarter sections with potential for connectivity and different forms of development. These areas are generally cultivated with some pasturelands.

Cluster Residential design sensitively integrates housing with the natural features and topography of a site by grouping homes on smaller lots, while permanently preserving a significant amount of open space for conservation, recreation, or small-scale agriculture uses. Principles of cluster development suggest half or more of the buildable land area is designated as permanent open space. Servicing efficiencies are achieved through reduced footprints and reduced infrastructure runs. In addition, increased opportunities for on-site storage and treatment of storm water and waste water treatment systems improve viability of development. Further residential development will safeguard Springbank's precious natural environment and will prioritize sensitive watershed, wildlife, and natural habitat management.

Land use redesignations within these areas will require the prior approval of a local plan in accordance with Section 29 and Appendix B. Comprehensive subdivision design, open space dedication, internal access, and access to County roads will all be determined through the local plan process. Servicing efficiencies will be achieved through connection to County, communal, or regional servicing systems, and coordinated access will be provided to County roads.

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

### Objectives

- Support Cluster Residential development as a form of residential development in order to achieve servicing efficiencies and minimize impacts on environmental features.
- Promote Cluster Residential development as a means of providing increased open space and an interconnected, publicly accessible active transportation network.

#### CLUSTER RESIDENTIAL DEVELOPMENT HAS THE FOLLOWING FEATURES:

- permanent retention of a significant amount of open land;
- no reduction in dwelling units within the overall project area;
- may provide for a range of housing types and lot sizes;
- reduced development footprint;
- reduced infrastructure costs by shortening road and utility runs;
- increased opportunities to treat and store storm water;
- opportunity for on-site waste water treatment systems; and
- retention of rural character.

#### OPEN SPACE:

All land and water areas, either publicly or privately owned, that provide a community, natural, or other such amenity. Open space may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, land for schools and recreation facilities, utility corridors including storm water infrastructure, golf courses, parking areas, small agricultural pursuits, and cemeteries.

## Cluster Residential, Standard Density

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



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



- Retention of rural character.



- Conservation of natural landscape.

### Characteristics

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

## Policies

### General

- 7.19** Cluster Residential policies shall apply to lands as shown on Map 05: Land Use Strategy.
- 7.20** Areas of environmental significance, as shown on Map 06: Environmental Areas, shall be protected within Cluster Residential development.
- 7.21** Open space within Cluster Residential developments (communal and publicly accessible) shall be permanently maintained through appropriate land use designations, conservation or private easement, common lands (bareland condominium), or a combination thereof.
- 7.22** Open space systems within the Cluster Residential development shall incorporate linked linear systems of trails and pathways, which shall connect to existing or proposed active transportation networks.
- 7.23** Trails, pathways, and other gathering spaces should, where possible, be located away from identified wildlife corridors and be separated by appropriate visual barriers such as vegetation and other natural features.
- 7.24** Municipal reserve should be provided through dedication of land; cash-in-lieu of reserve should only be taken in the Cluster Residential area where necessary to contribute to the improvement of public open space systems or recreation facilities.
- 7.25** In developments where municipal reserve may be dedicated, municipal reserve lands should be used to provide connectivity within the development and with adjacent lands.
- 7.26** Where new landscaping is contemplated, proponents should use vegetation suited the area's climate and geography.
- 7.27** Appropriate agricultural uses, such as Contemporary Agriculture and equine uses, may be provided as open space use in the context of cluster developments where it can be demonstrated, to the satisfaction of the County, that:
- a)** the proposed or existing agricultural use is compatible with residential uses and local road systems;
  - b)** the site can sustain the type, scale, size, and function of the proposed or existing agricultural use;

Cluster developments are designed in accordance with the following process:

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

- c) there is minimal impact on the natural environment, including air quality, natural vegetation, wildlife movement, and surface and groundwater hydrology; and
- d) the agricultural development will follow best management practices for storm water runoff.

**7.28** Local plans shall include provisions for an Open Space Management Plan to ensure effective management, which includes:

- a) identification of open spaces and associated improvements;
- b) relationships between open spaces, municipal and environmental reserves;
- c) phasing of development;
- d) construction obligations;
- e) operation and maintenance responsibilities;
- f) mechanism for permanent conservation; and
- g) any other relevant matters.

**7.29** Cluster Residential development shall provide:

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

**7.30** Cluster Residential development shall ensure that development supports the character of Springbank, is well designed, and conforms to current technical servicing

### CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):

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

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



requirements and master servicing plans and policies.

- 7.31** Cluster Residential development shall provide for well-designed public gathering places such as parks, open spaces, and community facilities. Gathering places should:
- a)** be safe, accessible, and attractive, with consideration for Crime Prevention Through Environmental Design (CPTED) principles:
    - i)** be centrally located;
    - ii)** respect and enhance community identity and character;
    - iii)** encourage social interaction; and
    - iv)** address the needs of residents of all ages and abilities.
- 7.32** Where appropriate and required to address the integration of the proposed development with adjacent lands, local plans may encompass lands that are outside of the development area.
- 7.33** Residential clusters should be arranged to minimize impacts to adjacent uses, such as agricultural operations, and to minimize disturbance to woodlands, wetlands, grasslands, and mature trees. Clusters should be designed to protect scenic views of open land from adjacent roads. Visual impact should be minimized through use of landscaping or other features.

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

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

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

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

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

**7.39** Open space shall constitute a minimum of 30% of gross acreage, not including municipal or school reserve dedications or infrastructure dedications such as roads, utilities, etc. When identifying open space to be preserved:

- a) of the minimum 30% open space required, a minimum of 50% shall be suitable to support passive and active recreation;
- b) priority should be given to existing agricultural operations, intact natural areas, habitat for rare and endangered species, wildlife corridors, natural and restored prairies, significant historic and archaeological properties, and steep slopes;
- c) water bodies and slopes greater than 25% should not constitute more than 50% of the identified open space; and
- d) open spaces designed to provide plant and animal habitat shall be kept as intact as possible, and trails shall be designed to avoid fragmenting such habitat.

**7.40** The average residential density within the Cluster Residential area shall be a maximum of 1.50 units per net acre of land that is subject to the local plan. The net developable land area shall be calculated to be the area after removal of:

- a) municipal or school reserve dedication; and
- b) open space provision.

**7.41** The minimum lot size for the Cluster Residential areas shall be 0.50 acres.

**7.42** Notwithstanding policies 7.36 and 7.37, higher residential densities with smaller lots may be achieved to a maximum of 2.0 units per acre through additional dedication of open space to a maximum of 40% of gross developable area as illustrated in Table 03: Density Options.

**7.43** For the purposes of this plan, a unit is considered a lot for all density and composition calculations.

**Table 03: Density Options**

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



## Cluster Residential, Maximum Bonusing

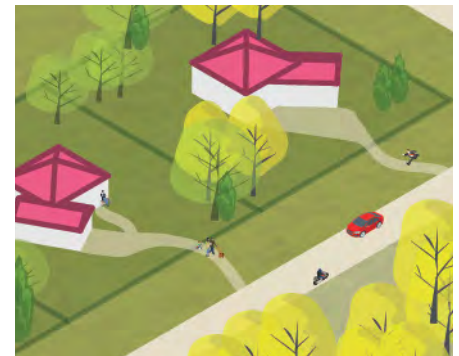
*Sensitive integration of housing with natural topography through grouping homes on smaller lots and preserving open space.*



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



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



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

### Characteristics

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

## Villa Condo Developments

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

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

### Objectives

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

### Policies

#### General

**7.44** Where determined to be compatible and appropriate, Villa Condo developments may be considered in the following areas shown on Map 05: Land Use Strategy.

- a) Cluster Residential;
- b) Cluster Live-Work;
- c) Institutional and Community Services; and
- d) Commercial.

**7.45** Villa Condo developments should be grouped within specific areas of the subject lands in order to maximize open space uses and development efficiency.

**7.46** Villa Condo developments may be located within the community core, where access to local amenities such as shops, services, community/recreational opportunities, and the active transportation network can be maximized.

### VILLA CONDO DEVELOPMENTS

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

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

### Density and Composition

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

subdivision approval until 50% of the proposed Cluster Residential/Live-Work units have been constructed;

- b) 25% of the Villa Condo units proposed within a local plan shall not receive subdivision approval until 75% of the proposed Cluster Residential/Live-Work units have been constructed.

**7.52** To ensure a balanced development form in Commercial areas, the phasing of a Villa Condo development shall be managed through local plans and subdivision approvals, with the following criteria applied:

- a) 75% of the Villa Condo units proposed within a local plan shall not receive subdivision approval until 50% of the Commercial uses identified within the local plan area have been constructed;
- b) 25% of the Villa Condo units proposed within a local plan shall not receive subdivision approval until 75% of the Commercial uses identified within the local plan area have been constructed.
- c) If Villa Condo units are proposed within Commercial areas, the Commercial area shall, at least in part, propose commercial uses that provide services complementary to the residential component of the development.

### Action

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

# 8 CLUSTER LIVE-WORK DEVELOPMENT

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

## Objectives

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

## Policies

### General

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

**8.3** Live-Work and Single Family Residential units should be grouped within specific areas of the development in order to maximize open space and efficiency.

**8.4** Cluster Live-Work development should have the following characteristics:

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

### LIVE-WORK UNITS:

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

- h) Architectural design guidelines shall ensure developments have an attractive, coherent appearance that is reflective of Springbank's rural character; and
- i) Open space and active transportation routes shall be planned to maximize public use of the identified Live-Work areas.

**8.5** Cluster Residential development may be considered in areas identified as Live-Work where the Live-Work development form is identified as not achievable due to servicing, transportation, or environmental considerations if:

- a) a rationale is submitted detailing the aspects limiting Live-Work development form;
- b) a servicing proposal is provided in accordance with the County Servicing Standards;
- c) storm water and drainage proposals are consistent with the Springbank Master Drainage Plan;
- d) active transportation networks are proposed in accordance with the Active Transportation Plan: South County; and
- e) the proposal complies with the interface policies identified in Section 14.

### **Density and Composition**

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

**8.9** Open space uses shall comprise a minimum of 30% of the overall development.

- a) Municipal reserve dedication shall not form part of the calculation of the open space contribution.

**8.10** To ensure a balanced development form, the phasing of a Cluster Live-Work development shall be controlled through subdivision approvals, with the following criteria applied:

- a) 75% of the Single Family Residential development proposed within a local plan shall not receive subdivision approval until 50% of the proposed Live-Work units have been constructed.
- b) 25% of the Single Family Residential development proposed within a local plan shall not receive subdivision approval until 75% of the proposed Live-Work units have been constructed.

**8.11** Villa Condo units may be supported within the Cluster Live-Work areas, subject to meeting the policies relating to such development within Section 7 of this Plan.

### **Local Plans**

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

### **Action**

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



## 9 BUSINESS

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

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

### Commercial

The Springbank Area includes a mix of regional and local Commercial uses primarily located along the Highway 1 corridor. This area has been defined as a Highway Business Area within the County Plan. The purpose of a Highway Business Area is to contribute to the County's fiscal goals, provide destination commercial and business services, provide services to the traveling public, and offer local employment opportunities. Further commercial areas are identified within the Regional Business Centre around the Springbank Airport to supplement existing and proposed industrial uses.

### Objectives

- Promote development of non-residential uses to provide local employment opportunities for residents and financial sustainability by increasing the County's business assessment base;
- Support the development of well-designed commercial areas;
- Provide for the growth of local and regional commercial development that celebrates and preserves the character and heritage of Springbank.
- Establish standards and requirements for business uses within the Plan area.

## Policies

### General

- 9.1** Commercial development shall be located in the areas identified on Map 05: Land Use Strategy.
- 9.2** Development within Commercial areas should proceed in an orderly manner, supported by cost-effective improvements and upgrades to the County's infrastructure and transportation networks.

### Land Use

- 9.3** Commercial areas shall be designed in such a way and situated in a location that ensures safe and efficient access and egress from adjacent roadways.
- 9.4** Commercial uses located adjacent to existing or future residential or agriculture areas shall address the Business-Residential Interface and/or Agriculture Interface policies (Section 14) of this Plan.
- 9.5** Acceptable commercial uses shall primarily be carried out within an enclosed building, where the operation does not generate any significant nuisance or environmental impact such as noise, appearance, or odour outside of the enclosed building.
- 9.6** Outdoor storage as a primary use shall not be permitted in the commercial areas of the Plan. Outdoor storage accessory to the primary use of the site shall be screened and located to the side or rear of the primary building.
- 9.7** Outside display areas are permitted provided they are limited to equipment, products, or items related to the site's primary use.

### Design and Layout

- 9.8** Commercial development shall be attractively designed, fit with existing development, and address the Commercial, Office, and Industrial Design Guidelines in Rocky View County and the design requirements of Section 29 and Appendix B.
- 9.9** Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.
- 9.10** All lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' policies, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 9.11** Vehicle parking areas should be located to the side or rear of buildings and away from public frontages so as to be effectively screened.
- 9.12** The use of fencing should not be permitted, other than for screening of outside storage, garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

### Local Plans

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

## Action

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

### PUBLIC FRONTAGE:

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



## Industrial

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

### Objectives

- Promote development of non-residential uses to provide local employment opportunities for residents and financial sustainability by increasing the County's business assessment base;
- Allow for uses compatible with the Springbank Airport.
- Exclude Heavy Industrial uses from the Plan area;
- Establish standards and requirements for business uses within the Plan area.

### Policies

#### General

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

- 9.15** Development of Industrial uses should proceed in an orderly manner and be supported by cost effective, efficient, and environmentally sound improvements to the existing servicing infrastructure and transportation network within the Plan area.

- 9.16** Commercial uses may be considered in areas identified as Industrial uses where compatible. The interface and compatibility of proposed Commercial and Industrial uses should be considered within local plans.

- 9.17** Heavy Industrial uses shall not be supported in the Plan area.

- 9.18** Industrial uses shall be in compliance with the Springbank Airport Master Plan 2009-2029, as amended.

#### Layout and Design

- 9.19** Industrial development should be set back from Township Road 250 and Range Road 33, with preference given to Commercial uses and landscaping interfacing with public frontages.

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

#### HEAVY INDUSTRIAL:

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

#### LIGHT INDUSTRIAL:

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

- 9.21** Outdoor storage and outside display areas may be permitted and shall demonstrate conformity with policy Sections 14 (Transitions) and 21 (Scenic and Community Corridors).
- 9.22** Parking areas should be located to the side or rear of buildings and away from public frontages so as to be effectively screened.
- 9.23** Industrial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.
- 9.24** All lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' policies, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 9.25** The use of fencing should not be permitted, other than for screening of outside storage, and/or garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

#### **Local plans**

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

## Business-Transition

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

### Objectives

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

### Policies

#### General

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

**9.29** Until all lands within the Business-Transition area are developed for Business-Industrial/Commercial uses, land use and subdivision proposals shall ensure adequate mitigation and buffering around the existing Country Residential properties to minimize impacts upon residents.

**9.30** Development proposals within the Business-Transition Area that do not adequately address the Transition policies set out within Section 14 of this Plan shall not be supported.

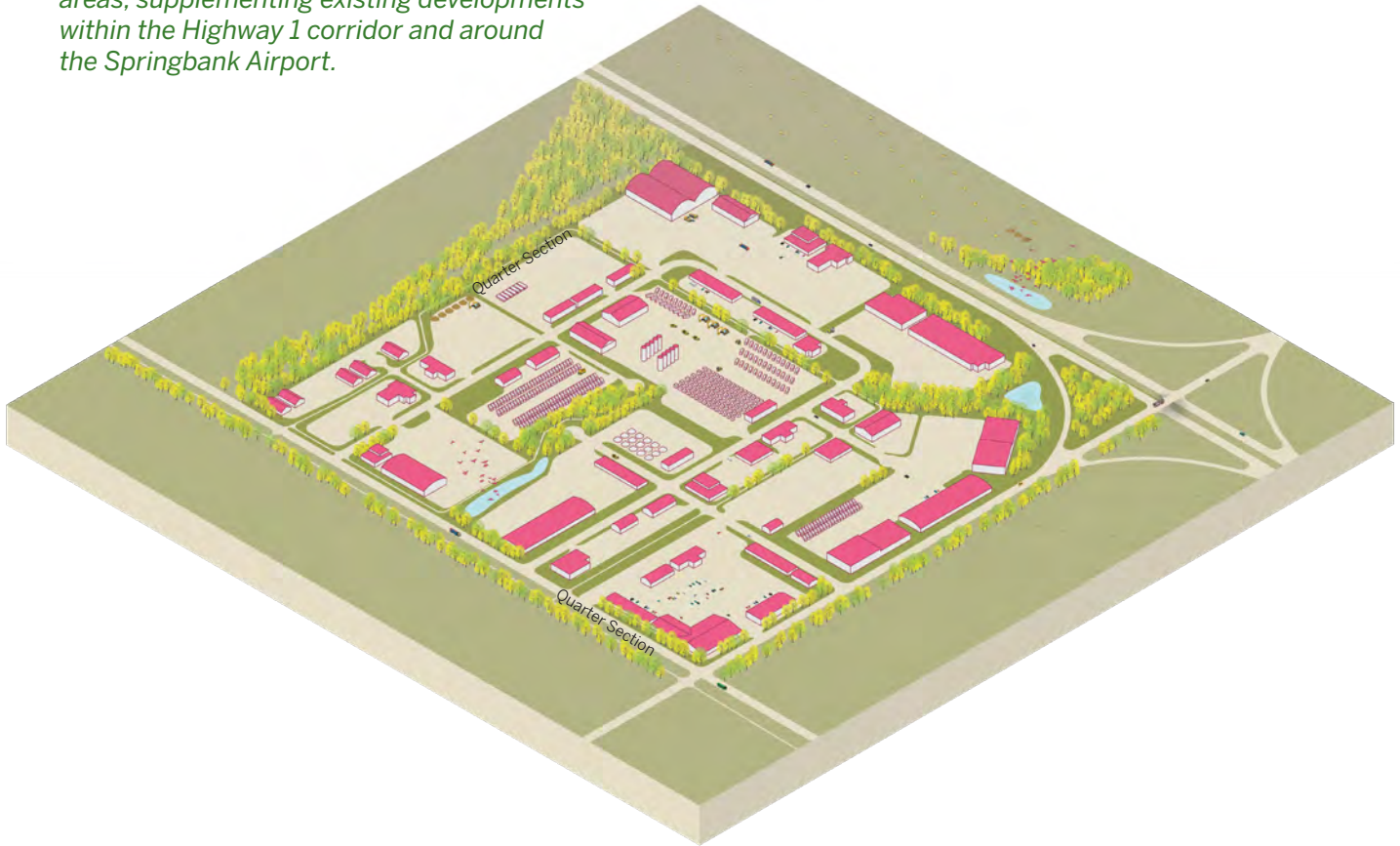
#### Local Plans

**9.31** All redesignation and subdivision applications proposing Commercial or Industrial development within the Business-Transition area shall be supported by a local plan in accordance with the requirements of Section 28 and Appendix B.

**9.32** The local plan area shall cover the entire Business-Transition area to provide comprehensive planning and coordination of the transition to Business uses.

## Business Industrial Commercial

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



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



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



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

### Characteristics

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

# 10 INSTITUTIONAL AND COMMUNITY SERVICES

Providing space and facilities for recreation, culture, and institutional uses within Springbank is a key component of encouraging a sense of place and community cohesion. In receiving community feedback, Range Road 33 was considered by many landowners to be the community core. The area already features a number of spaces for educational, community, and religious assembly uses. The intention of the institutional and community services area is to allow these existing uses to expand alongside complementary development to establish a focus for the Springbank community.

To ensure that Range Road 33 reflects the community's character and promotes interaction and connectivity, the scenic and community corridors (Section 21) and active transportation (Section 18) policies of this ASP will strongly support development considerations in this area.

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

## Objectives

- Support institutional and community uses in accordance with the policies of the County Plan and the Rocky View Recreation Master Plan (once adopted).
- Support the growth of institutional and community services along Range Road 33 as a location for community interaction.
- Encourage a wide range of recreational, cultural, and social amenities for a broad cross-section of the community.
- Collaborate with the City of Calgary, government agencies, and private stakeholders to assess community service needs and delivery mechanisms for residents within the Springbank ASP.
- Identify future school needs and potential school sites in the Plan area, collaborating with school authorities on site selection and development.

## Policies

### General

- 10.1** Institutional and community services development shall be located in the areas identified on Map 05: Land Use Strategy.
- 10.2** Neighbourhood-Commercial uses may be considered in areas identified as institutional and community services, where considered appropriate and in keeping with the character of the community corridor.
- 10.3** Redesignation and subdivision proposals for institutional and community services uses in other land use areas may be considered, excepting Infill Country Residential areas and Built-Out Residential areas, subject to meeting the following criteria:
- a)** The proposed location of the development shall be justified, including reasons for not locating within the institutional and community services areas identified on Map 05: Land Use Strategy;
  - b)** Evidence of the benefits to the Springbank community and wider public shall be provided; for example: through an assessment of the public need for the development; and
  - c)** Where the proposed location interfaces with residential development, transition policies 14.1 to 14.15 shall apply.

- 10.4** Institutional and community services uses shall be restricted to the following within the Plan area:

- Arts & Cultural Centre
- Athletic and Recreation Services;
- Childcare Facilities;
- Cemetery and Interment Services;
- Government Services;
- Farmers' Markets;
- Funeral Services and Entombment;
- Indoor Participant Recreation Services;
- Medical Treatment Services;
- Museums;
- Private Clubs and Organizations;
- Public or Quasi-Public Buildings;
- Public Parks;
- Religious Assembly;
- Schools, including accessory Dormitories;
- Signs;
- Special Events Parking; and
- Tourism



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

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

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

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

#### **Local Plans**

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

*photo*

## Institutional and Community Services

*Providing space and facilities for recreation, culture, and institutional uses within Springbank is a key component of encouraging a sense of place and community cohesion. In receiving community feedback, Range Road 33 was considered by many landowners to be the community core.*



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



- Community and recreational amenities.



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

### Characteristics

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

# 11 SPECIAL PLANNING AREAS

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

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

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

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

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

## Objectives

- Provide criteria for amendment of the Springbank ASP, with particular emphasis on strong collaboration with The City of Calgary, to determine appropriate land uses, densities, and interface measures within each Special Planning Area.
- Support a level of Residential and/or Commercial development that is reflective of service availability and that aligns with the Regional Growth Plan and the Regional Servicing Plan (once adopted).
- Provide for limited-service, interim Commercial uses within Special Planning Area 4 prior to the area proceeding to build-out in accordance with the policies of any ASP amendment.
- Ensure that orderly transition from urban development within the city of Calgary is sensitively achieved to protect the rural character and feel of adjacent Springbank communities.

## Policies

### General

**11.1** Local plans, land use redesignation, and new subdivision shall not be supported within the Special Planning Areas shown on Map 05: Land Use Strategy, with the following exceptions:

- a) local plans and redesignation for interim uses proposed within Special Development Area 2 and 3, shown on Map 05: Land Use Strategy will be allowed subject to meeting criteria listed in Policy 11.5: Special Planning Area 2 and 3 Interim Uses, or
- b) creation of a single lot from an un-subdivided quarter section for the purposes of a first parcel out or other agriculture development in accordance with the County Plan.

**11.2** Notwithstanding the interim uses and agricultural development exempt under Policy 11.1, an amendment to this Plan is required to remove the Special Planning Area designation and define appropriate land uses, development densities, and supporting servicing and infrastructure.

**11.3** The five identified Special Planning Areas may be amended in isolation or concurrently, according to each area's ability to meet the criteria listed in Policy 11.4.

**11.4** Prior to amendment of this Plan to allow for the development of new commercial and/or residential uses in any Special Planning Area:

- a) a public engagement process involving area stakeholders shall be undertaken, and an overall Land Use Strategy and supporting policies for the Special Planning Area(s) shall be developed;

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

### Special Planning Area 2 and 3 Interim Uses

**11.5** Prior to an amendment to this Plan to remove the Special Planning Area, Commercial uses shall be allowed for an interim period within Special Planning Areas 2 and 3 shown on Map 05: Land Use Strategy subject to the following criteria:

- a) approval of a local plan, land use redesignation, and development permit(s) shall be required prior to proceeding with development of the proposed business commercial uses;
- b) subdivision shall not be permitted;
- c) proposed business commercial uses shall be of a form that does not require connection to a regional potable water and/or waste water system;
- d) transportation infrastructure improvements to accommodate the proposed commercial uses shall be identified and constructed as required by applicable municipal and provincial approvals;

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

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



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# 12 FUTURE EXPANSION AREAS

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

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

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

## Objectives

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

## Policies

### General

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

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

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

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



**12.4** Prior to the County amending this Plan to allow for the development of new commercial and/or residential uses in the Future Expansion Areas identified on Map 05: Land Use Strategy:

- a) a public engagement process involving area stakeholders shall be undertaken, and an overall Land Use Strategy and supporting policies for the Future Expansion Area(s) shall be developed;
- b) collaborative engagement with The City of Calgary shall be undertaken to address any cross boundary issues and opportunities; mechanisms to implement the construction of the transportation network shall be identified;
- c) it shall be demonstrated that there is a satisfactory potable water and waste water servicing solution with the capacity to service the anticipated development form and densities in that area;

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

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

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# 13 URBAN AND HAMLET INTERFACE AREAS

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

## Urban Interface Area

**13.1** To ensure a balanced development form, the proportions of Residential to Commercial development shall be managed through local plan approvals, with the following criteria applied:

- a) Lands in the NW-36-24-03-W05M shall be developed for residential uses with pockets of commercial;
- b) Lands in the SW-36-24-03-W05M shall be developed for commercial uses, with pockets of residential creating a buffer to adjacent lands.

**13.2** Density and composition shall apply as follows:

- a) For lands in the NW-36-24-03-W05M, Residential densities shall be between 6.0 and 10.0 units per acre, calculated on the gross development area identified for Residential in the local plan.
- i) Commercial development shall account for a maximum of 30% of the gross developable area of the proposed local plan.

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

## Hamlet Interface Area

**13.3** To ensure a balanced development form, the proportions of Residential to Commercial development shall be managed through local plan approvals, with the following criteria applied:

- a) Lands in the SW-05-25-03-W05M shall be developed for mix of commercial and residential uses; commercial uses should straddle Copithorne Trail, with Residential only being located to the west of Copithorne Trail, as determined through local plan preparation.

**13.4** Density and composition shall apply as follows:

- a) For lands in the SW-05-25-03-W05M, Residential densities shall be between 4.0 and 6.0 units per acre, calculated on the gross development area identified for Residential in the local plan

## Local Plan Requirements

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

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

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

*photo*

# 14 TRANSITIONS

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

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

1. the interaction between business and residential land uses;
2. the interaction between different residential development forms, for example different residential densities or housing types; and
3. the interaction between agriculture and other land uses.

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

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

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

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

## Objectives

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

### THE BUSINESS-RESIDENTIAL INTERFACE AREA;

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

## Business-Residential Transition

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

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

### Policies

#### General

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

#### Business Uses

- 14.3** Business uses located adjacent to the residential areas shown on Map 05: Land Use Strategy shall comply with the following requirements:
  - a)** Acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance impact outside of the enclosed building. Business uses

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

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

#### Setback Area

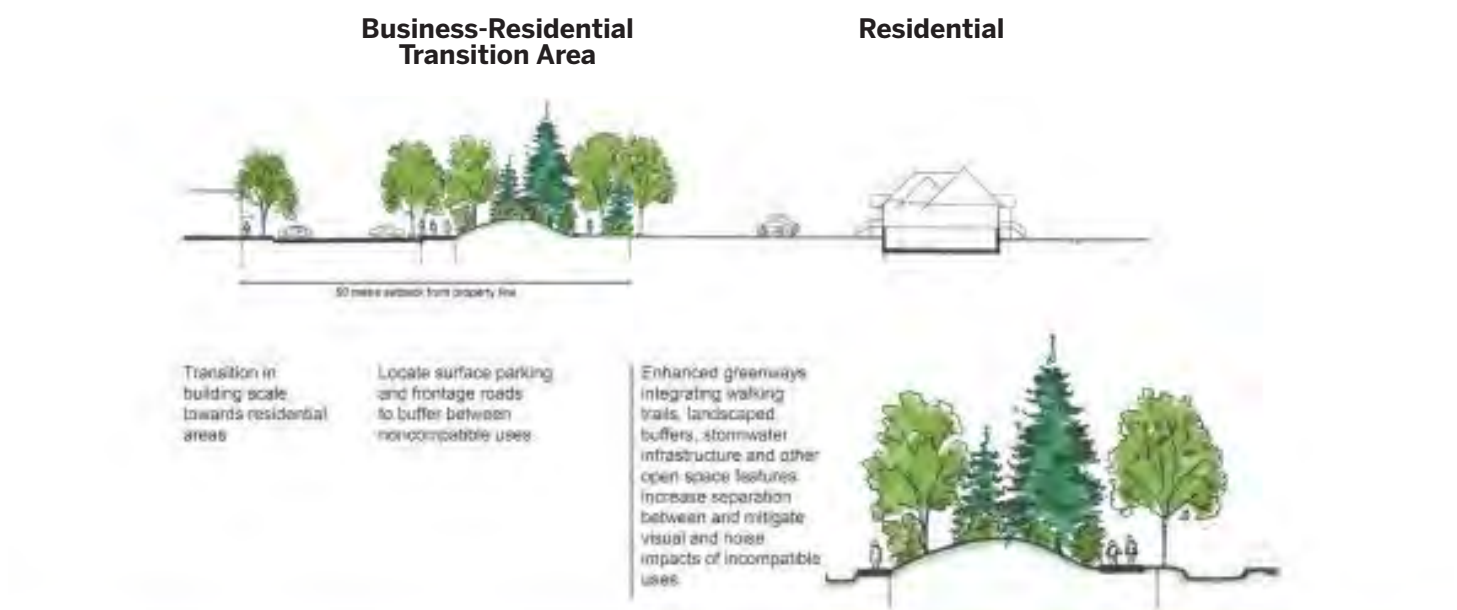
- 14.4** Spatial separation between business and residential uses is achieved by providing setbacks for the industrial or commercial buildings within the interface areas.
- 14.5** Where commercial or industrial buildings are on lands adjacent to a residential area, the commercial or industrial building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

#### Setback Area Use and Landscaping

- 14.7** Uses within the setback area in a Business-Residential Interface area may include:
  - a)** landscaping, berms, landscaped storm water ponds, natural wetlands, trails, and linear parks; and
  - b)** surface parking where the parking is hidden from view by berms and/or landscaping.

## Business-Residential Transition Area

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



**14.8** High quality landscaping shall be emphasized in the setback area. A landscape plan shall be prepared for the setback area as part of a local plan that addresses the County's Land Use Bylaw, and Appendix B guidelines.

**14.9** Mass plantings and/or berms are required to minimize the visual impact of the commercial/industrial buildings within an interface area. These plantings and/or berms:

- a) should incorporate natural contours and variations in height to achieve a natural landscaped appearance; and
- b) may be located in the Business-Residential Interface area.

### Building Quality and Appearance

**14.10** High quality building appearance shall be emphasized where industrial/commercial buildings face residential areas. Building design shall address the requirements of Appendix B of this Plan.

**14.11** The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres, or lower where required by the County's Land Use Bylaw.

**14.12** Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements shall not face the adjacent residential area.



## Residential Form Transition

### Policies

**14.13** Proposals for residential developments adjacent to other residential development of a dissimilar density, form, or style located either within or outside of the Plan boundary shall incorporate buffering and design techniques to minimize negative impacts on existing developments.

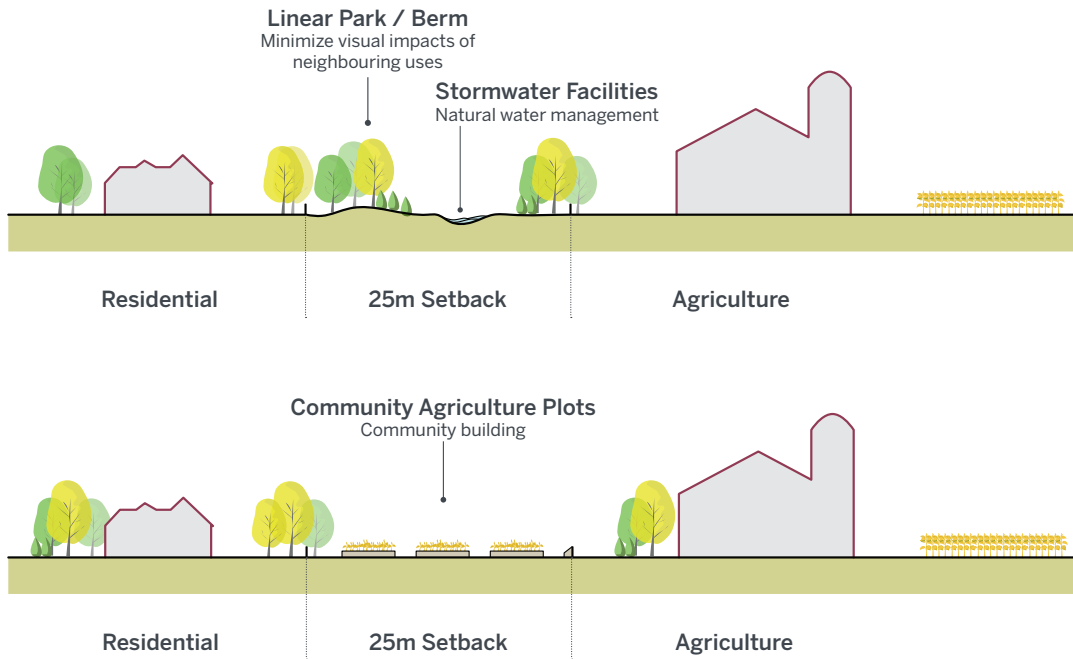
**14.14** Residential buffering techniques may include a combination of the following:

- a) vegetated berms;
- b) contemporary agricultural uses;
- c) siting of storm water management facilities;
- d) thoughtful lot configuration;
- e) ecological/vegetative buffers;
- f) use of topographic barriers such as slopes, roads, watercourses or wetlands; and
- g) increased setbacks for housing and other buildings.

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

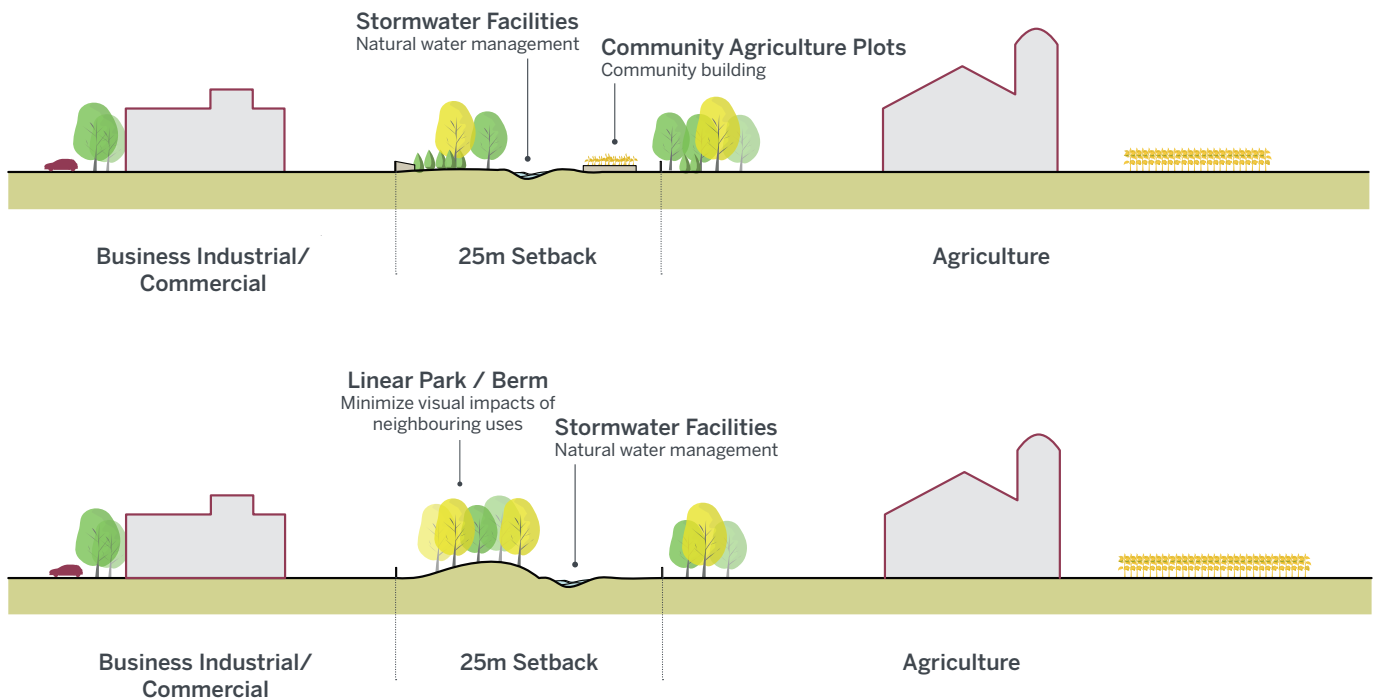
## Transition Cross-Sections

### *Residential to Agriculture*



## Transition Cross-Sections

### *Business Industrial/Commercial to Agriculture*



# Agricultural Transition

## Policies

### General

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

### Setback Area

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

### Setback Area Use and Landscaping

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

## Residential / Commercial Lands

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

### Policies

#### General

**14.23** For lands identified as Residential/Commercial in Map 05: Land Use Strategy, the following shall apply.

**14.24** To ensure a balanced development form, the proportions of Residential to Commercial development shall be managed through local plan approvals, with the following criteria applied:

- a) Lands in the NW-36-24-03-W05M, shall be developed for residential uses with pockets of commercial;
- b) Lands in the SW-36-24-03-W05M shall be developed for commercial uses, with pockets of residential creating a buffer to adjacent lands;
- c) Lands in the SW-05-25-03-W05M shall be developed for mix of commercial and residential uses; commercial uses should straddle Copithorne Trail, with residential only being located to the west of Copithorne Trail, as determined through local plan preparation.

**14.25** Prior to adoption of a local plan for development of new Commercial and/or Residential uses for lands identified as Residential/Commercial on Map 05: Land Use Strategy:

- a) a public engagement process involving area stakeholders shall be undertaken, and an overall Land Use Strategy and supporting policies for the lands shall be developed;
- b) collaborative engagement with the City of Calgary shall be undertaken to coordinate any joint planning initiatives, to address any cross boundary issues and opportunities, and to achieve appropriate transitions across the municipal boundaries;
- c) mechanisms to implement the construction of the transportation network shall be identified;
- d) it shall be demonstrated that there is a satisfactory potable water and waste water servicing solution with the capacity to service the anticipated development form and densities in that area; and
- e) appropriate interface and scenic corridor policies shall be established, consistent with Sections 14 and 21 of this Plan.

#### Local Plan

**14.26** All redesignation applications proposing development within Residential/Commercial areas shall be supported by a local plan in accordance with the requirements of Section 28 and Appendix B.

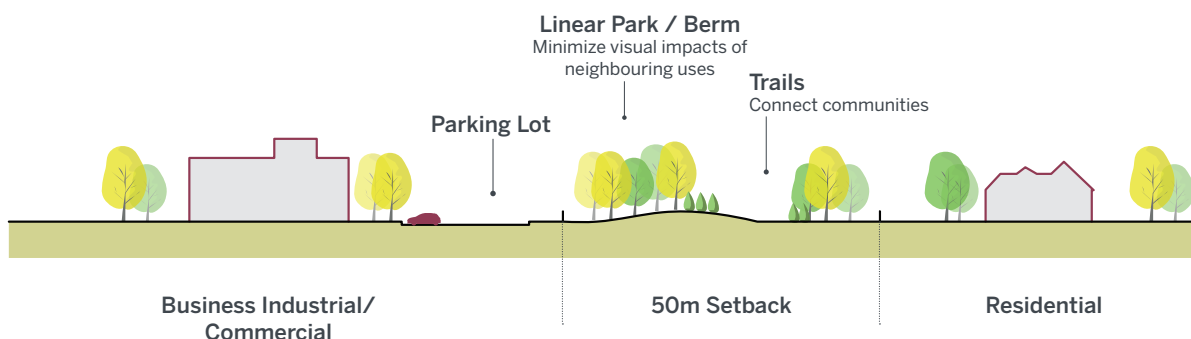
## Density and Composition

**14.27** Density and composition shall apply as follows:

- a) For lands in the NW-36-24-03-W05M, Residential densities shall be between 6.0 and 10.0 units per acre, calculated on the gross development area identified for Residential in the local plan.
  - i) Commercial development shall account for a maximum of 30% of the gross developable area of the proposed local plan.
- b) For lands in the SW-36-24-03-W05M Residential densities shall be between 6.0 and 10.0 units per acre, calculated on the gross development area identified for Residential in the local plan.
  - i) Commercial development shall account for a maximum of 80% of the gross developable area of the proposed local plan.
- c) For lands in the SW-05-25-03-W05M, Residential densities shall be between 4.0 and 6.0 units per acre, calculated on the gross development area identified for Residential in the local plan

## Transition Cross-Sections

### *Business Industrial/Commercial to Residential*



# 15 AGRICULTURE

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

Given the residential development pressures in Springbank, an objective of this Plan is to ensure that residential development is respectful to existing agricultural operations, and to support

opportunities for diversification of agricultural uses and the blending of agricultural practices with compatible non-residential uses.

The continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable. The Springbank ASP policies support the retention and development of agricultural uses as described in the County Plan and the Agricultural Boundary Design Guidelines.

## Objectives

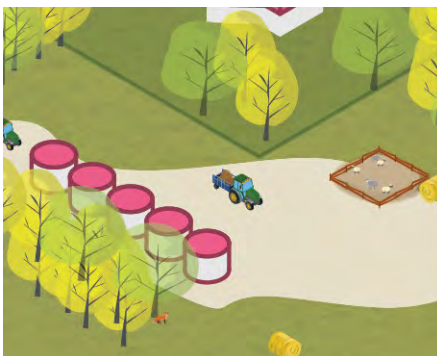
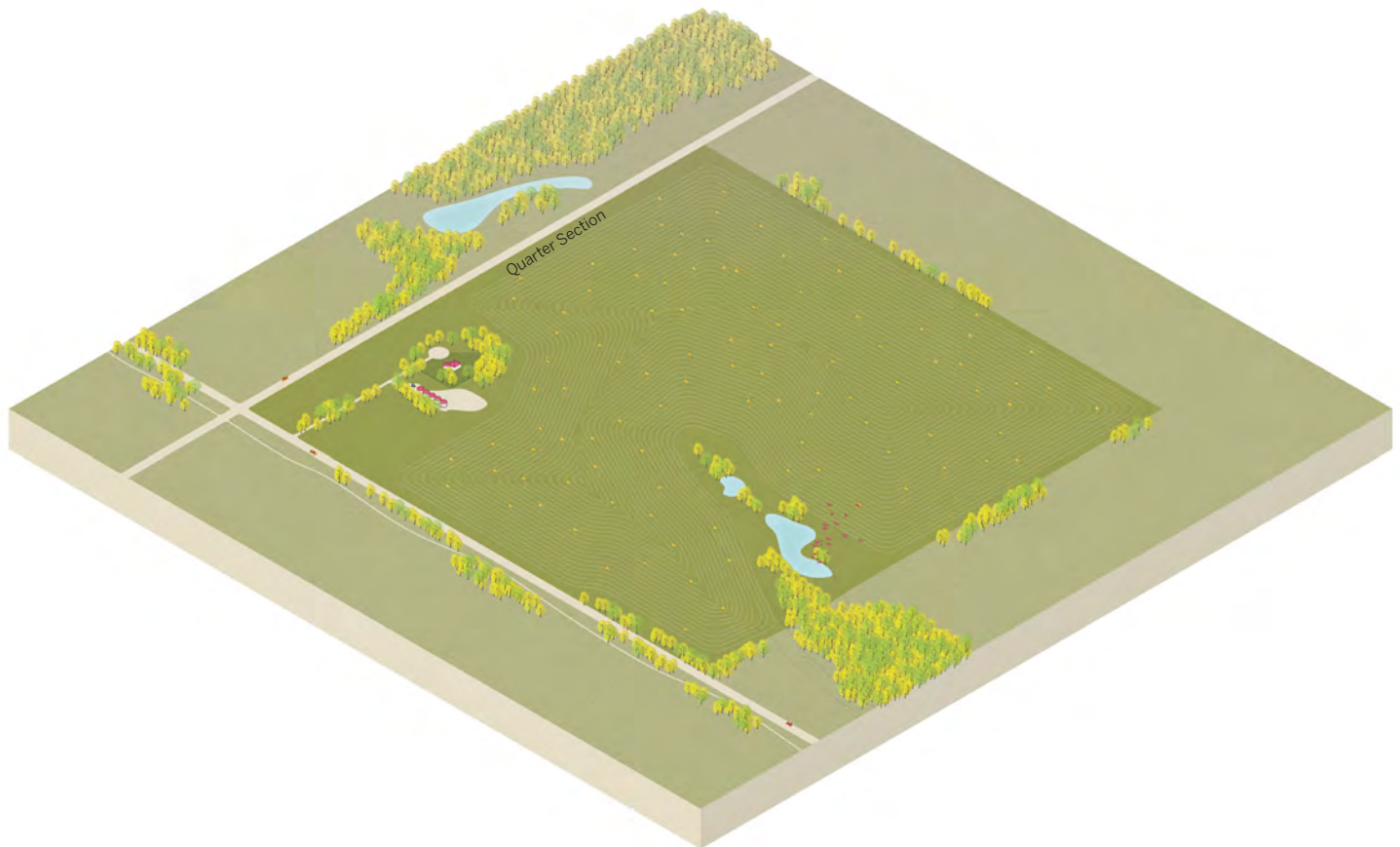
- Support Agriculture Right to Farm Policy and the Agricultural Operations Practices Act through appropriate transition policies and measures set out within the Agricultural Boundary Design Guidelines.
- Support opportunities for diversification of agricultural uses and the blending of agricultural practices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

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

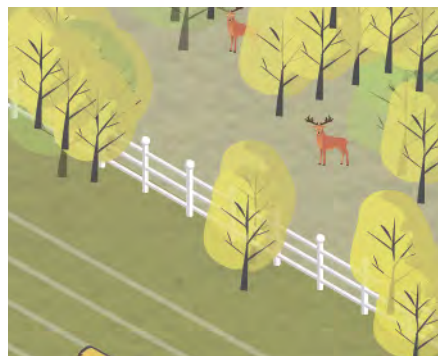


## Agriculture

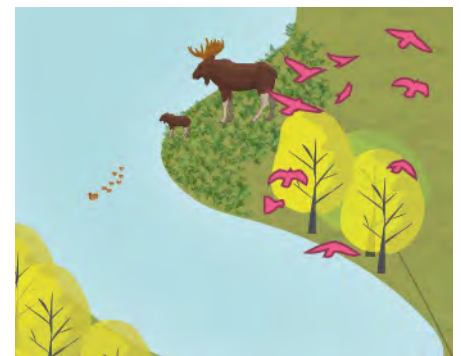
*Respect and support existing agricultural operations and opportunities for diversification.*



- Retain heritage and topographic assets.



- Sensitive transition between agriculture and other land uses.



- Maintain ecological integrity by preserving natural wetlands.

### Characteristics

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

## Policies

- 15.1** In support of Agriculture Right to Farm Policy and the Agricultural Operations Practices Act, local plans should acknowledge and strive for compatibility with adjacent agricultural lands and operations.
- 15.2** Agricultural land uses should:
- a) Incorporate and implement best management practices for all agricultural operations; and
  - b) Participate with Provincial and Municipal initiatives to improve and implement methods of best management practices.
- 15.3** Agricultural heritage buildings and cultural landscapes should be integrated wherever possible into future land use and development changes.
- 15.4** The introduction or practice of contemporary agricultural uses in the community shall be supported provided:
- a) It is compatible with the character of the area;
  - b) The site can sustain the proposal as it relates to the type, scale, size, and function;
  - c) A rationale has been provided;
  - d) There is minimal impact on adjacent lands;
  - e) There is minimal impact on County infrastructure, such as the road network and storm water management; and

- f) There is minimal impact on the environment, including air quality, and surface and groundwater hydrology.

- 15.5** All existing or proposed contemporary agricultural development shall follow best management practices for storm water run-off.
- 15.6** Where development shares a boundary with agriculture operations, it shall address the County's Agricultural Boundary Design Guidelines within any local plan, redesignation, subdivision, or development application.
- 15.7** Existing agricultural operations within the Plan area should continue to be supported until such time as development of those lands to another use occurs, in accordance with the policies of this Plan.
- 15.8** Agricultural subdivision, other than First Parcel Out proposals or those that provide for a new agricultural use as per County Plan policy, should not be supported.
- 15.9** Applications for Confined Feeding Operations shall not be supported.

## Actions

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

*Divider photo*

# PLAN POLICIES: **OPEN SPACE & RECREATION**

# 16 NATURAL AND HISTORIC ENVIRONMENT

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

## Objectives

- Ensure that development considers identified biophysical and heritage assets within the Plan area.
- Minimize the disturbance caused by development to the topography, landscape features, wildlife habitat and water resources of the Plan area through sensitive design that adapts to the natural environment.
- Support development that preserves wetlands, watercourses and riparian areas within the Plan area.

## Policies

### Natural Environment

#### Wildlife Corridors / Habitat

- 16.1** Applications for new domestic animal and livestock uses should be limited in wildlife corridors/habitat areas, as identified on Map 06: Environmental Areas and Map 07: Wildlife Corridors, to avoid conflict with the passage of wildlife.
- 16.2** Where development proposes trails and pathways within identified wildlife corridors/habitat, these should be located on one side of an identified wildlife corridor, rather than being positioned in the centre of the corridor/habitat, to minimize human conflict with wildlife.
- a)** Vegetation and other natural materials should be incorporated into developments to visually separate human use areas from wildlife areas and to provide overhead cover.
- 16.3** Local plans should identify policies on the strategic use of fencing within development proposals to reduce obstructions to wildlife movement, but to also limit road collisions.

#### WETLAND:

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

#### WETLAND COMPLEX:

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

**16.4** Local plans should identify policies to minimize removal of vegetation within wildlife corridors and, where removal is necessary, to provide replacement planting of equal or greater ecological value elsewhere within the site.

**16.5** Permanent vehicular access should be minimized within wildlife corridor/habitat areas identified on Map 06: Environmental Areas and Map 07: Wildlife Corridors.

- a) Where temporary or permanent access is required, its design and alignment should seek to minimize disturbance to the integrity of the wildlife corridor/habitat.

**16.6** All local plans within wildlife corridors/habitat identified on Map 06: Environmental Areas and Map 07: Wildlife Corridors should be supported by a Biophysical Impact Assessment and incorporate the recommendations of the assessment into the development proposal.

- a) Applications not requiring a local plan, or applications outside of the identified areas, shall accord with the requirements of the County Servicing Standards, or any replacement County standard, policy, or bylaw.

**16.7** The design and location of on-site lighting within development proposals should not form a barrier to wildlife and/or cause unnecessary light pollution.

#### **Wetlands**

**16.8** Wetland protection shall be guided by County, regional, and provincial policy.

**16.9** Local plans shall identify wetlands within the local plan area using the Alberta Wetland Classification System to determine wetland classification and relative wetland value.

**16.10** Local plans shall determine, through consultation with the Government of Alberta, whether wetlands are Crown owned land.

**16.11** Wetlands not claimed by the Crown that have a high relative value, as per the Alberta Wetland Classification System, should be dedicated as environmental reserve or environmental reserve easement.

**16.12** Where wetlands are not retained, appropriate compensation shall be required, in accordance with provincial policy.

#### **Riparian Areas**

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

#### **RIPARIAN LAND:**

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

#### **WETLAND VALUE :**

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



County's Riparian Land Conservation and Management Policy.

- 16.14** The riparian protection area may be publicly or privately owned.
- 16.15** A local plan shall provide a detailed riparian assessment based on the Province's Stepping Back from the Water guide. The assessment should determine the applicable mitigation requirements to protect the riparian area.
- 16.16** The riparian protection area should remain in its natural state. Development proponents should maintain the natural riparian function through the use of native plant species. Riparian protection area uses may include: linear infrastructure, parks, pathways, and trails when designed to minimize impact on the riparian area.
- 16.17** Public roads and private access roads may be allowed in the riparian protection area. All roads shall be located, designed, and constructed so as to minimize disturbance to the riparian area.

### Historic Resources

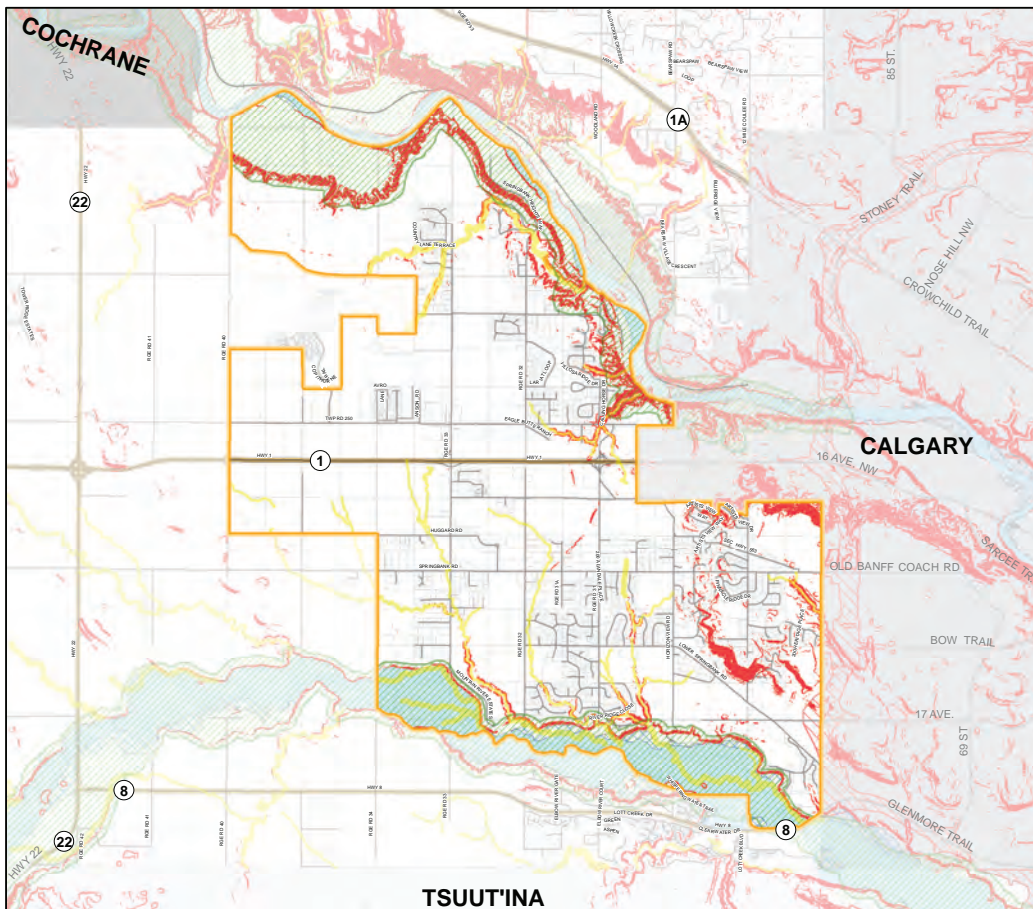
- 16.18** In preparation of a local plan, applicants shall consult the Alberta Government's Listing of Historic Resources to identify the potential for historic resources within the development area.
- 16.19** Provincial guidelines should be followed to determine whether any Historical Resources Application is required under the Historic Resources Act:
  - a)** Any required avoidance or mitigation measures shall be incorporated within

the development proposal and detailed within the local plan.

- 16.20** Until a Cultural Heritage Landscape Assessment of the Plan area is completed, local plans should identify the impact of the proposal on any heritage or landscape features either within the local plan area, or upon adjacent lands:
  - a)** where necessary, measures to preserve and enhance these features should also be detailed.
- 16.21** Applicants are encouraged to incorporate heritage and landscape features into the layout and design of development proposals. Approaches may include:
  - a)** sensitive restoration or relocation of heritage buildings;
  - b)** complementary architectural design of adjacent new buildings;
  - c)** preservation of views or buffering around the feature;
  - d)** preservation of road alignments and boundary treatments; and
  - e)** use of interpretive signage denoting features.
- 16.22** Names of new developments and/or roads should incorporate the names of local settlement families, historical events, topographical features or locations.

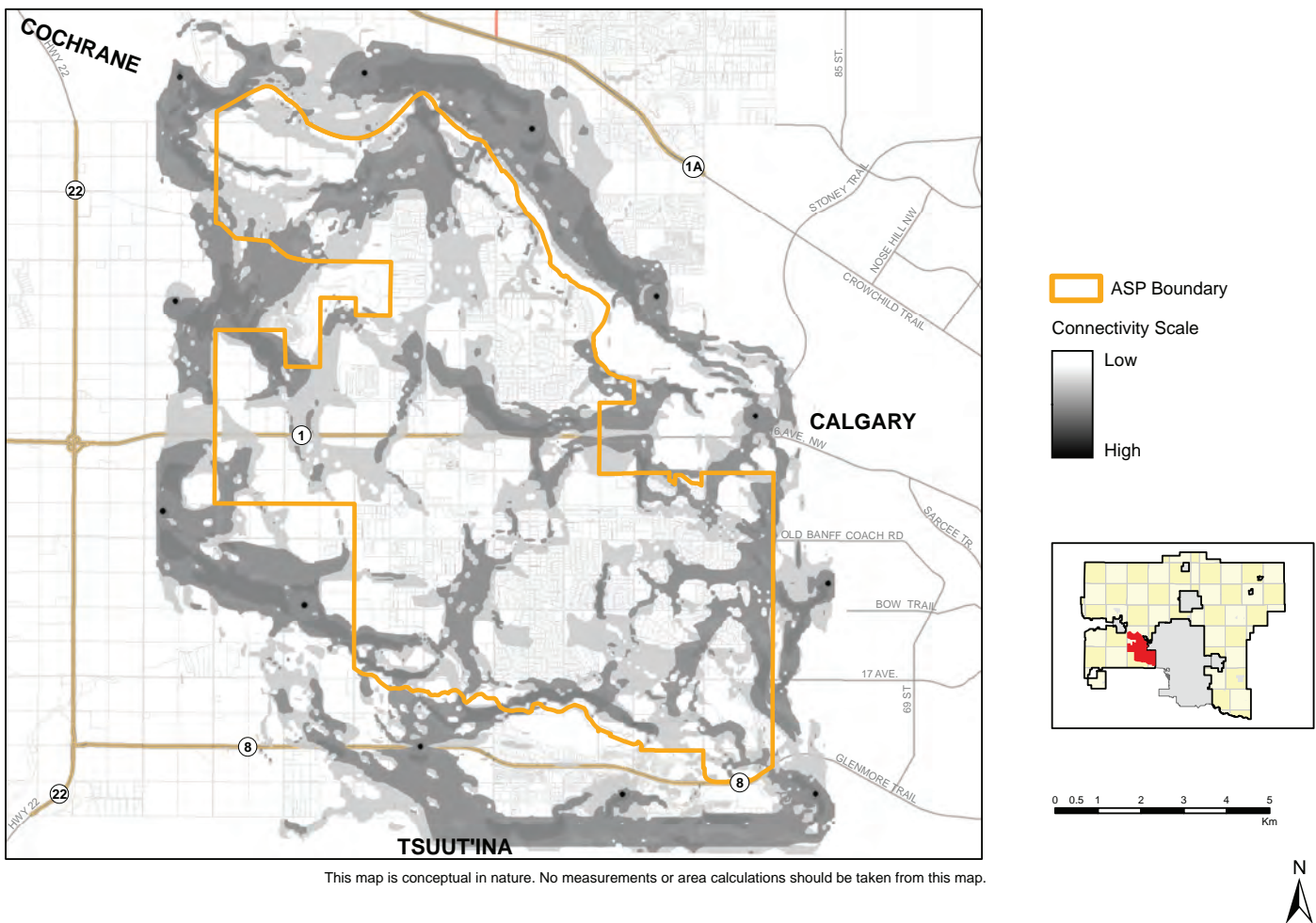
### Actions

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



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

## Map 06: Environmental Areas



## Map 07: Wildlife Corridors

# 17 RESERVES

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

## Objectives

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

### RESERVES:

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

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

Instead of a land dedication, the County may accept the equivalent value of the land as money. This cash-in-lieu is shared between the school boards and the recreation districts.

### COMMUNITY SERVICES RESERVES:

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

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

### ENVIRONMENTAL RESERVES:

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



## Policies

- 17.1** Reserves owing on a parcel of land shall be provided as:
- a) municipal reserve, school reserve, or municipal and school reserve;
  - b) money in place of reserve land; or
  - c) a combination of land and money.
- 17.2** Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the Municipal Government Act.
- 17.3** Prior to the disposition of municipal or school reserve land declared surplus by the school board, the County shall determine if the land is required for community services reserve land as provided for in the Municipal Government Act.
- 17.4** Voluntary dedication of reserve land beyond the maximum amount allowed by the Municipal Government Act may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.
- 17.5** All, or a portion of, reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision as defined through an adopted local plan.
- 17.6** The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the Municipal Government Act.
- 17.7** Provision and allocation of reserves shall be determined in the adopted local plan, where required, and implemented at subdivision stage by the Subdivision Authority.
- 17.8** The dedication of reserves should meet the present or future needs of the Plan area by considering the recommendations of this ASP, the Parks and Open Space Master Plan, the Active Transportation Plan: South County, the local plan, the school boards, and/or the recreation boards.
- 17.9** The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 17.10** 1Where an identified active transportation network (Map 08: Open Space and Active Transportation Connections) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:
- a) money in place of reserve land;
  - b) money from the sale of surplus reserve land; or
  - c) other sources of identified funding.
- 17.11** Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the Municipal Government Act.
- 17.12** Other lands determined to be of environmental significance, but do not qualify as environmental reserve, should be protected in their natural state through alternative means as determined by the County.
- 17.13** Environmental reserves should be determined by conducting:
- a) a biophysical impact analysis report;
  - b) a geotechnical analysis; and/or
  - c) other assessments acceptable to the County.

**Reserve Analysis**

**17.14** A reserve analysis shall be required with the preparation of a local plan to determine the amount, type, and use of reserves owing within the local plan area.

**17.15** The reserve analysis shall include a determination of:

- a) the total gross area of the local plan;
- b) the type and use of reserves to be provided within the local plan area;
- c) other reserves owing on an ownership basis;

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

*photo*



# 18 ACTIVE TRANSPORTATION, PARKS AND OPEN SPACE

Open space in Springbank is a common resource that binds the community. The landscape, the land, the magnificent views, and access to natural areas are components of 'open space', and their maintenance is a high priority in the Plan area.

Open space can be enjoyed and appreciated through physical and visual access. Current and future parks, environmentally significant areas, and other natural areas, greenways, trails, and land for schools and recreation facilities, are some of the opportunities that provide physical open space. Communities need to have a wide range of accessible, connected, inviting open spaces. Pathways that connect to neighbouring municipalities are also important to provide for regional connections and opportunities.

## Objectives

### Active Transportation

- Provide an integrated regional and local active transportation network offering connections to parks (as identified in the Open Space Master Plan), open space, and community focal points throughout the Plan area in accordance with the primary network identified in the County's adopted Active Transportation Plan: South County.
- Recognize and accommodate development of secondary and tertiary active transportation network alignments that provide connectivity to additional community focal points through

the use of suitable bicycle facilities identified within the Active Transportation Plan: South County.

- Through the local plan process, ensure the design of subdivisions accommodates an integrated system of active transportation network connections utilizing road rights-of-way, open space, parks, or other means deemed acceptable by the County.
- Provide opportunities for passive recreation and alternative transportation nodes within industrial and commercial areas.
- Promote the principles of 'Crime Prevention Through Environmental Design' (CPTED) in the development of an active transportation network within parks and open space.

### Open Space and Parks

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

### ACTIVE TRANSPORTATION:

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

## Policies

### General

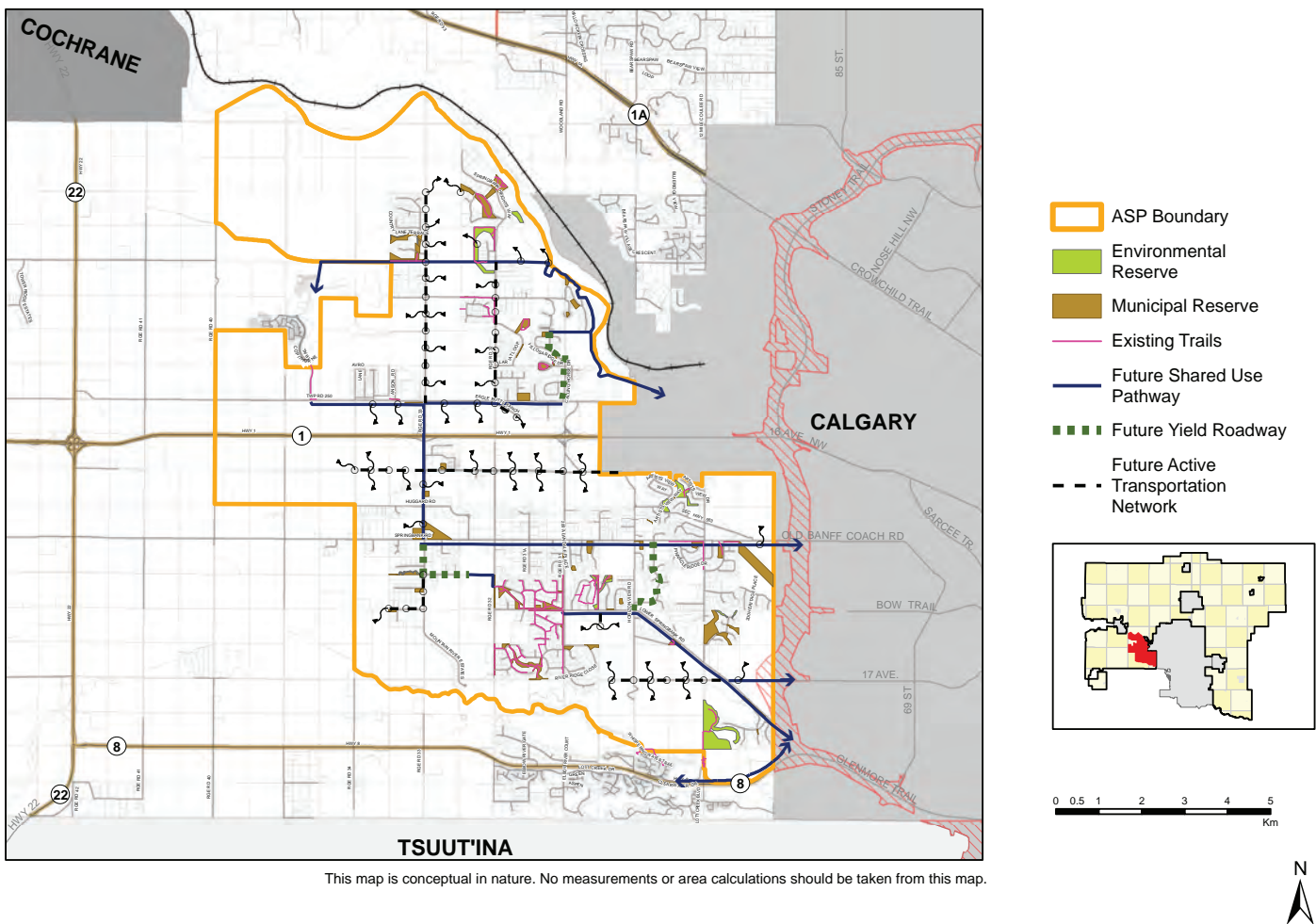
- 18.1** Future development shall provide for an interconnected system of open space and parks in general accordance with Map 08: Open Space and Active Transportation Connections.
- 18.2** Open space shall be provided through such means as:
- a) the dedication of reserve lands and public utility lots;
  - b) the provision for environmental reserve easements, conservation easements, or other easements and rights-of-way;
  - c) government lands for public use;
  - d) privately owned land that is accessible to the public;
  - e) publicly owned storm water conveyance systems;
  - f) land purchases, endowment funds, land swaps, and donations; and/or
  - g) other mechanisms as approved by the County.
- 18.3** Open space and parks shall provide an ecological, social, cultural, recreational, and/or aesthetic function for the community that encourages safe, responsible use and is sustainable.
- 18.4** Multi-purpose and joint use sites for schools, parks, and recreation facilities should be encouraged, where appropriate.
- 18.5** The overall active transportation network of on-road bicycle facilities, pathways, trails, and sidewalks should promote cycling and walking, and provide connections between residential, commercial, open space, and public service areas.
- 18.6** Where an identified active transportation network cannot be located within an open space or park, co-location within a road

right-of-way in accordance with applicable County standards and applicable road design requirements may be considered.

- 18.7** The design and construction of active transportation networks, parks, open space and associated amenities shall be of high quality, and shall adhere to construction and design standards, including but not limited to:
- a) Geometric Design Guide for Canadian Roads;
  - b) the County Servicing Standards; and
  - c) the Parks and Pathways: Planning, Development, and Operational Guidelines.

### Local Plans

- 18.8** Local plan preparation shall provide for an active transportation network connection that generally aligns with the primary network shown on Map 08, and should:
- a) provide connections within, and external to, the local plan area;
  - b) address and accommodate inclusion within identified parks and open spaces during all stages of development;
  - c) wherever possible, be located within or align with a park or natural area, or align with a wetland, storm water conveyance system, natural water course, or riparian area;
  - d) incorporate crime prevention through environmental design (CPTED) features;
  - e) provide for secondary and tertiary network alignments in accordance to bicycle facility design guidelines as identified in the Active Transportation Plan: South County;
  - f) contribute to the overall regional active transportation network.



**Map 08: Open Space and Active Transportation Connections**

# 19 RECREATION, CULTURAL, AND COMMUNITY SERVICES

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

## Objectives

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

## Policies

### General

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

*Divider photo*

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



# 20 TRANSPORTATION

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

## Objectives

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

## Policies

### General

- 20.1** The Springbank transportation network should be developed in accordance with Map 09: Transportation Network and the Springbank Network Analysis (January 24, 2019 as amended). The classification of the County road network may be refined through further transportation analysis and/or at the local plan stage.
- 20.2** A traffic impact assessment shall be required as part of the local plan preparation and/or subdivision application process in accordance with the County Servicing Standards.
- 20.3** All subordinate transportation analyses must respect and conform to the Springbank Network Analysis.
- 20.4** Where identified in the Long Range Transportation Network Plan or other functional planning documents, road dedication shall be provided at the time of subdivision.

### Regional Transportation Network

- 20.5** The regional transportation system shall be developed in general accordance with Map 09: Transportation Network.
- 20.6** No new direct access shall be approved from the Plan area to Stoney Trail or Highway 1 unless otherwise determined to be necessary by the Province and County.

- 20.7** The County shall collaborate with The City of Calgary and Alberta Transportation to identify future east/west collectors (corridors) through the Plan area (both north and south of Highway 1).
- 20.8** The County encourages and supports opportunities to connect to a regional public/private transportation system when deemed feasible based on growth of the Plan area. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long-term operation and maintenance requirements.
- 20.9** Where required, local plans shall:
- a) Be designed to accommodate existing and/or potential changes in access to the provincial transportation network, as identified on Map 09, and identify the land required for future highway interchanges.

#### **West Stoney Trail Transportation Infrastructure**

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

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

infrastructure as shown on Map 09: Transportation Network.

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

#### **101st Street Infrastructure**

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

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

**20.15** Interim land uses that require significant infrastructure improvements during the construction of West Stoney Trail shall be discouraged.

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

#### **Local Transportation Network – General**

**20.17** The design and construction of roadways within the local transportation network shall use sound access management principles and shall be in accordance with the County Servicing Standards.

**20.18** The designation and design of local roads within the transportation network, including classification, street sizing, and intersection/access spacing, shall be determined at the time of local plan preparation. Local roads shall be designed in accordance with the urban or rural cross section requirements established by the County.

**20.19** Modified road standards that incorporate Low Impact Development (LID) techniques

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

#### **Local Roads – Industrial and Commercial**

**20.20** The type of road cross section (urban or rural) within industrial areas shall be determined at the time of local plan preparation.

**20.21** All roads within commercial areas should be designed to an urban road standard.

**20.22** Commercial development shall provide for safe and efficient pedestrian and bicycle circulation between buildings, sites, and, where applicable, adjacent areas.

#### **Local Roads – Residential**

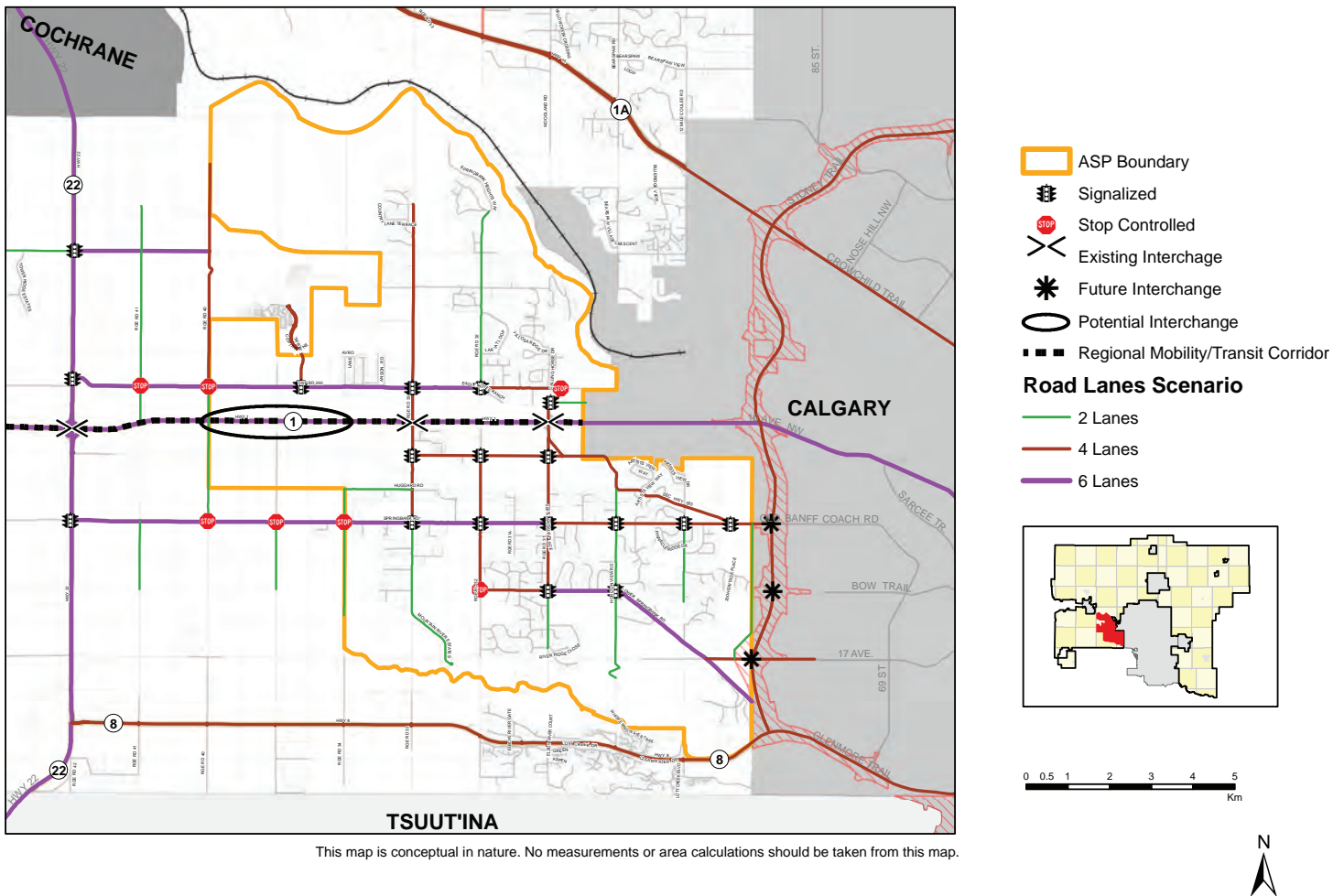
**20.23** The road network in residential areas shall be designed to support an interconnected road and pedestrian system.

**20.24** Road acquisitions that take into consideration future network connections shall be supported.

**20.25** The type of road cross section (urban or rural) for country residential development shall be determined at the time of local plan preparation.

**20.26** Local plans for country residential development shall provide for emergency and secondary access, pathway, trail, or sidewalk linkages within, and external to, the local plan area.

**20.27** Local plans shall incorporate emergency and secondary access in accordance with municipal and fire access standards.



**Map 09: Transportation Network**

# 21 SCENIC AND COMMUNITY CORRIDORS

Scenic and community corridors are important entrances, along major roads, entering and exiting a municipality and a community. They create a lasting first impression and an important sense of place for people either visiting or simply traveling through a community. Therefore, it is important that Springbank's Scenic and community corridors, identified on Map 10: Scenic and Community Corridors, are visually attractive and maintain the open rural character of Springbank.

Springbank's Scenic and community corridors are principally defined by the regional transportation corridors that traverse and border the Plan area. The Highway 1 corridor is important as a gateway between Rocky View County and the city of Calgary, and its section immediately adjoining the municipal boundary is identified within the Rocky View / Calgary Intermunicipal Development Plan (IDP) as a key focus area, requiring particular attention and coordination on development interfaces. The Highway's interchanges at Range Road 31 and Range Road 33 also provide key vehicular access into the Springbank community; consequently, development around these interchanges also requires sensitive management to ensure the Springbank retains its attractive appearance.

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

## Objectives

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

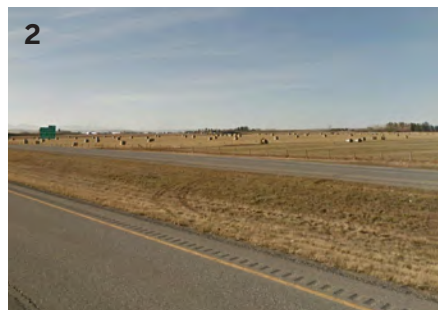
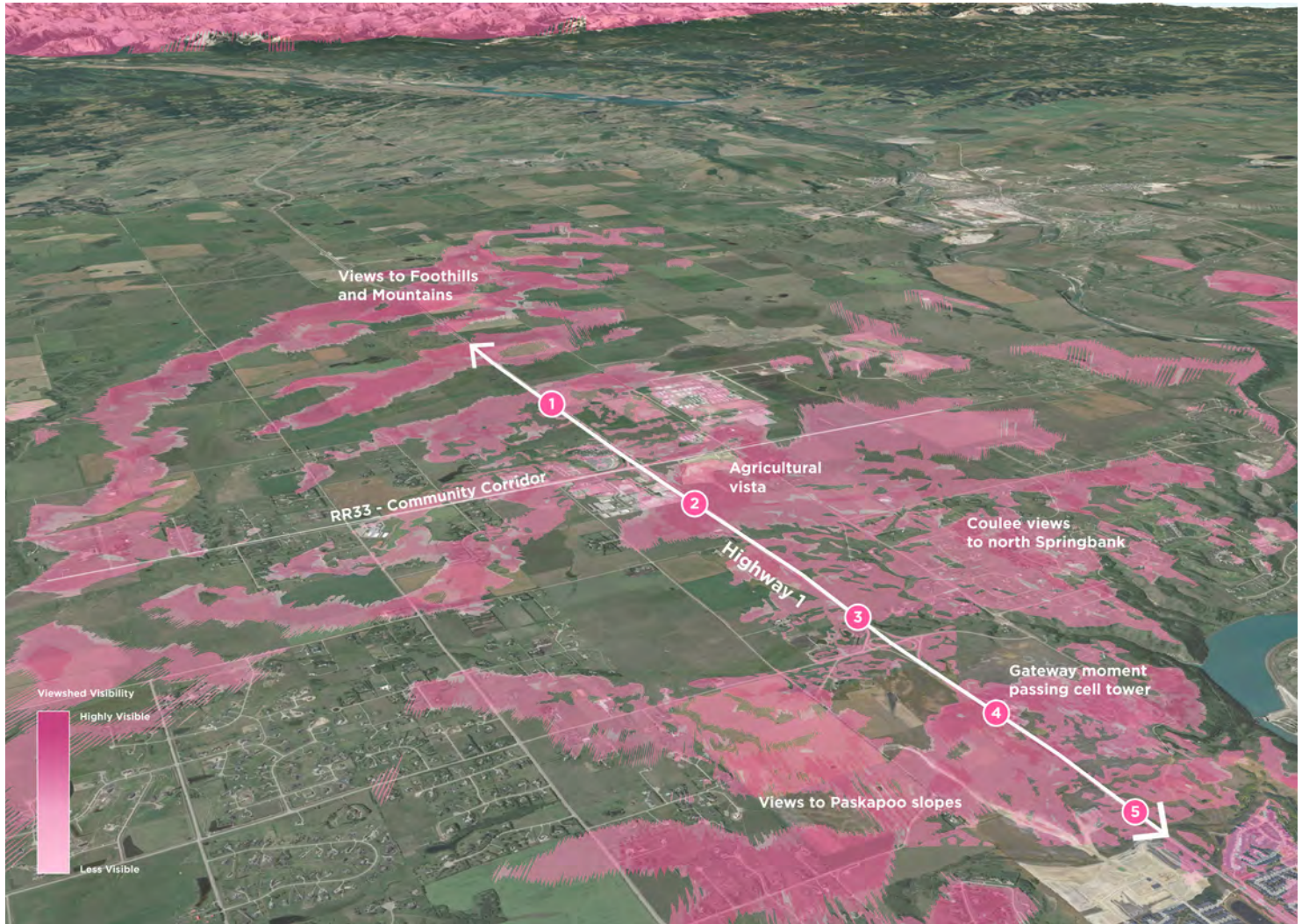
## Policies

### General

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



## Scenic Corridor Views



### EXPERIENCING SPRINGBANK FROM HIGHWAY 1

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



Scenic and Community Corridors. Limited outside storage or outdoor displays that are ancillary to a designated principal use may be considered acceptable subject to appropriate screening and siting away from the public interface.

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

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

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

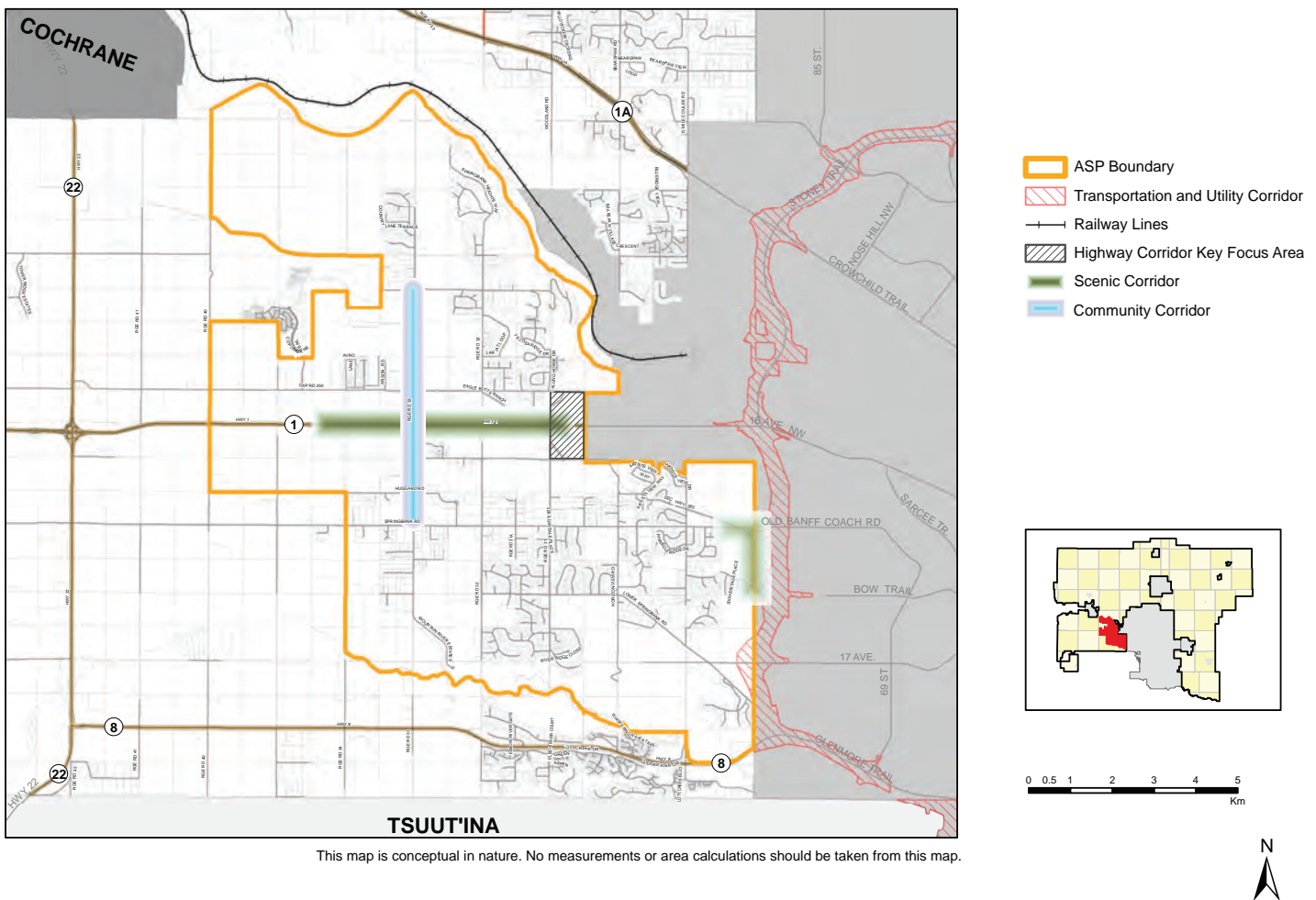
**21.7** Planning and development within the Highway 1 West Corridor Key Focus Area (see Map 10: Scenic and Community Corridors) shall be subject to the policies of the Rocky View County/City of Calgary Intermunicipal Development Plan.

### Local Plans

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

### Action

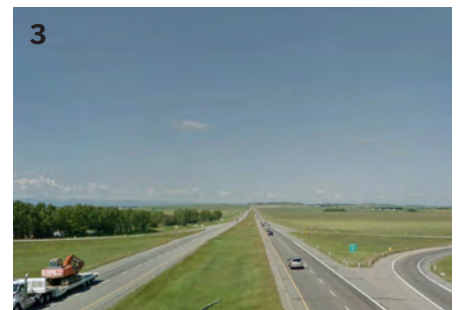
1. Develop design guidelines for the development of Range Road 33, promoting high-quality development that encourages community interaction and accommodates pedestrians through publicly and privately owned gathering spaces.
2. In consultation with Alberta Transportation and The City of Calgary, develop design and appearance criteria for development adjacent to Highway 1, managing interjurisdictional constraints and opportunities, and promoting a high-quality development form for those traveling through or visiting Springbank.



**Map 10: Scenic and Community Corridors**



## Community Corridor Views



### A COMMUNITY EXPERIENCE ON RANGE ROAD 33

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

## 22 UTILITY SERVICES

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

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

### Objectives

- Support servicing options that minimize environmental impact.
- Provide a land use pattern that is compatible with the servicing capabilities and objectives for Springbank.
- Ensure potable water and waste water systems are provided to the Plan area in a safe, cost effective, and fiscally sustainable manner, and that development connects to piped utility networks when available.
- Support the provision of shallow private utility systems within new development.
- Identify and protect utility service routes.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection within the Plan area.

- Local plans will address fire suppression requirements and ensure water supply and associated infrastructure is available as required for all development. The fire suppression plan may rely on regional or decentralized infrastructure to support the local plan.

### Policies

In support of the Springbank Area Structure Plan, a technical assessment of water and waste water servicing options was completed. The key objective of the assessment was to determine if a cost effective servicing system(s) that provides efficient, economic, and sustainable municipal services to residents is feasible for the Plan area. The “Springbank ASP Servicing Strategy” evaluated multiple servicing solutions and determined there are cost effective and sustainable options. Map 11: Water Servicing and Map 12: Waste Water Servicing depict the most feasible utility system at the time of Plan writing. The final utility system will be determined as part of the local plan preparation.

### General

- 22.1** Utility service development should support an orderly, logical, and sequential pattern of development.
- 22.2** The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the local plan stage to the mutual satisfaction of the County, the developer, and the utility companies.
- 22.3** Utility rights-of-way and easements shall be provided to accommodate shallow utilities at the subdivision or Development Permit stage as deemed necessary by the utility provider.

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

### Water

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

### Waste Water

The waste water utility system must ensure that there are no negative impacts to the water supply for The City of Calgary. All waste water utility

systems must meet the regulatory requirements of the Government of Alberta.

- 22.13** Residential lots less than 1.98 acres in size shall be serviced through a decentralized or regional waste water treatment system.
- 22.14** Where a regional waste water treatment system is not available, interim methods of sewage disposal may be allowed provided there is no discharge into either the Bow or Elbow Rivers, regardless of the amount of treatment.
- 22.15** Future subdivision in the Infill Residential areas may require both a PSTS and the identification of future sewer rights-of-way in combination with a deferred services agreement.
- 22.16** At the time of local plan preparation, a cost feasibility analysis to evaluate connection to a regional waste water system should be performed. Where a regional waste water system is not available or feasible as determined by the cost feasibility analysis, the feasibility of tie-in to an existing, or creation of a new, decentralized waste water treatment system shall be investigated.
- 22.17** Future decentralized systems shall be designed and operated to meet immediate needs and to anticipate future cumulative requirements of a broader area. The systems shall be designed to be expandable, and this shall be taken into consideration when determining the location of effluent disposal areas and protection of future rights-of-way.
- 22.18** Future decentralized systems shall be the responsibility of the developer to construct, and their ownership and operation should be transferred to the County at the economic break-even point.
- 22.19** The operation of a collection system should ensure that the disposal and treatment of waste water does not create any negative



environmental impacts within the sub-basin.

**22.20** Methods of waste water effluent discharge must meet a quality that is acceptable to the Province and the County.

**22.21** The Municipality reserves the right to provide or assist with the provision of a waste water collection, treatment, and disposal system within the Central Springbank area.

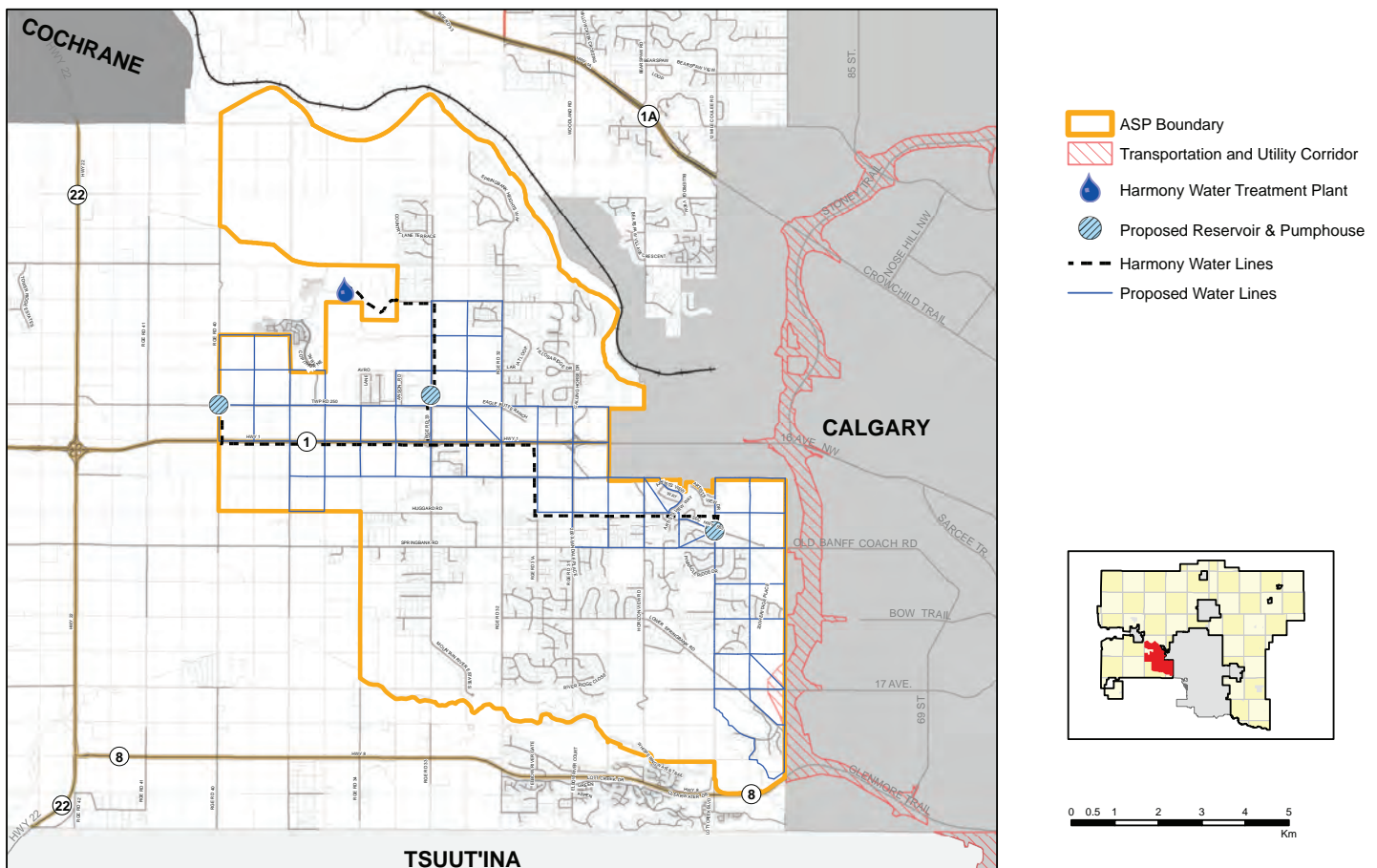
### Shallow Utilities

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

**22.23** Wherever possible, utility easements should be utilized in subdivisions and development to ensure the location, identification, and maintenance of multiple utilities can be made with ease and without service disruptions.

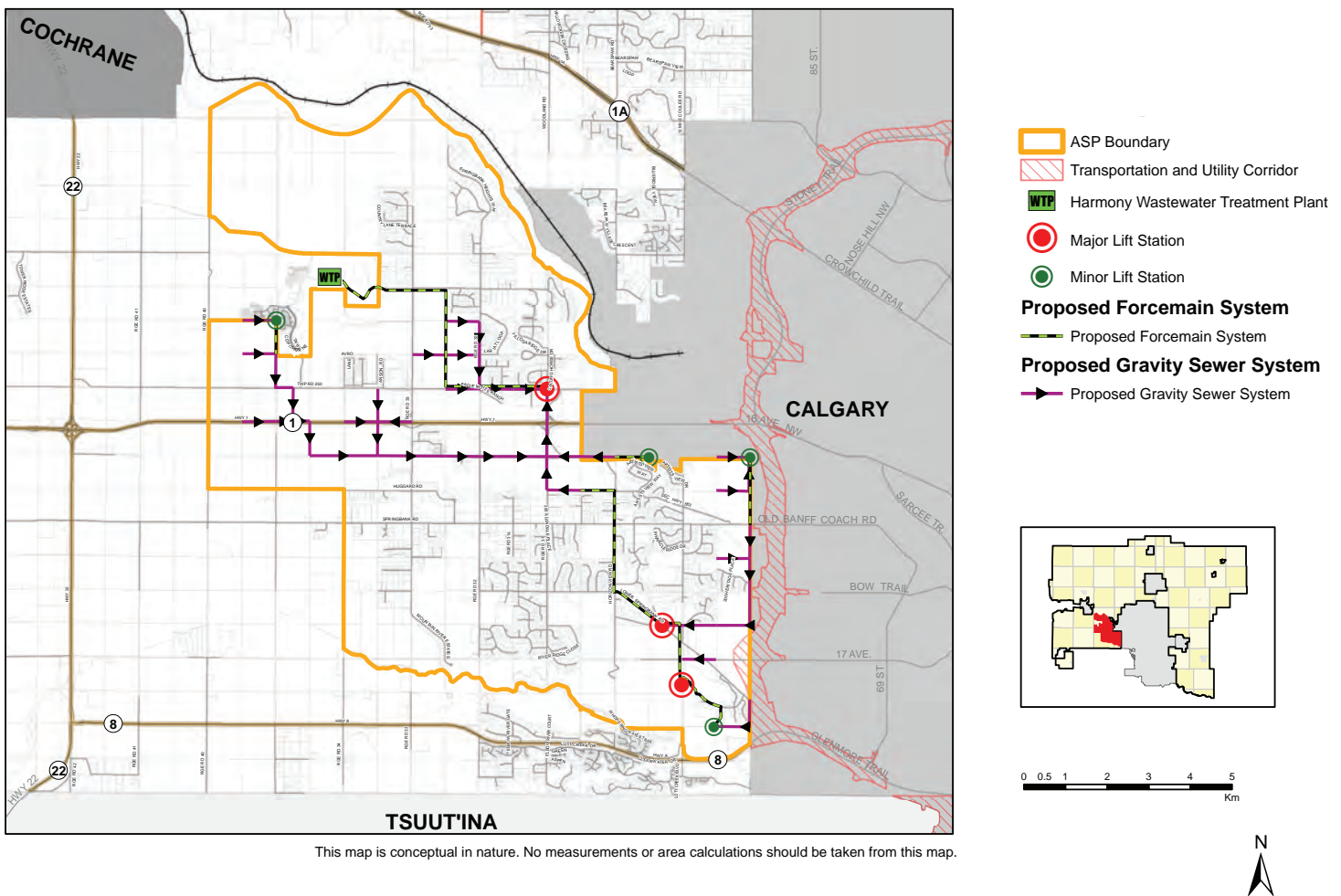
**22.24** Utilities in the road rights-of way should be avoided unless sufficient right-of-way expansion is available for transportation needs.

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



**Map 11: Water Servicing**





**Map 12: Waste Water Servicing**

## 23 STORM WATER

The Springbank area is made up of several storm water catchment areas, with four flowing north to the Bow River and five flowing south towards the Elbow River. Both the Elbow and Bow Rivers are important water courses that support many uses, including irrigation for crops and golf courses, stock watering, terrestrial wildlife, native flora and aquatic ecosystems, resource extraction, recreational activities, as well as one of the most significant raw water supplies for the city of Calgary via the Glenmore Reservoir, and Rocky

View County and the City of Calgary via the Bearspaw reservoir. The protection of these two important natural resources is imperative for the sustainable growth and development of not only Springbank, but all downstream municipalities.

The Springbank Master Drainage Plan was prepared to provide guidance for future development within the Plan area.

Map 13: Storm Water Drainage Catchments shows the main drainage catchments in the Plan area.

### THE SPRINGBANK MASTER DRAINAGE PLAN;

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

### LOW IMPACT DEVELOPMENT (LID):

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

### BEST MANAGEMENT PRACTICES (BMPS):

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

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

## Objectives

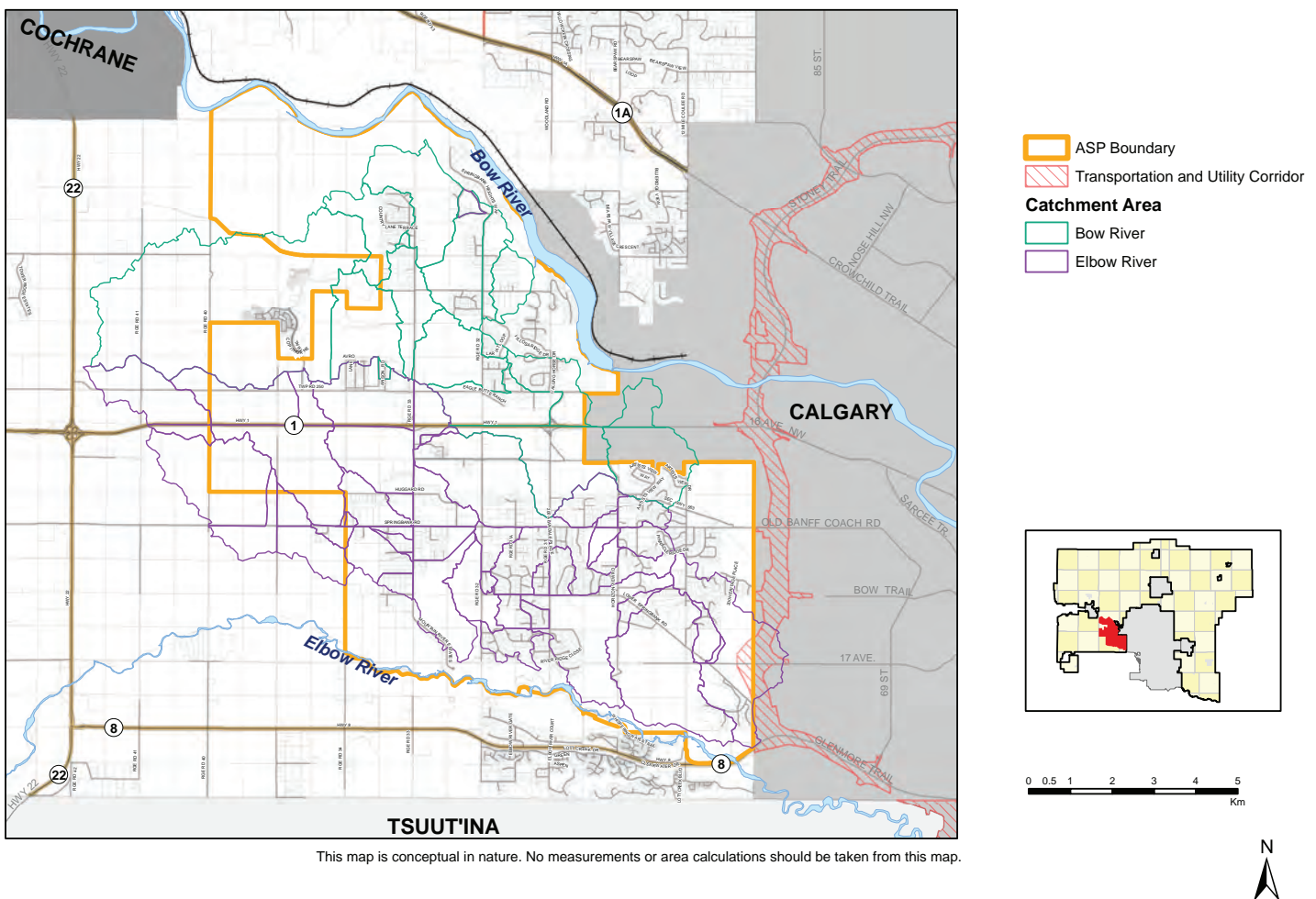
- To ensure development incorporates the policies and best practices contained within the Master Drainage Plan and sub-basin plans for effective storm water management.
- Ensure effective, sustainable, and responsible storm water infrastructure to the Plan area.
- Maximize the use of natural storm water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

## Policies

### Master Drainage Plan

**23.1** As part of a local plan preparation process, the Applicant shall submit a sub-catchment master drainage plan or a storm water management report that is consistent with the approved Springbank ASP Master Drainage Plan, any existing sub-catchment Master Drainage Plans for the area, and the policies of this Plan.

**23.2** A sub-catchment master drainage plan or storm water management plan for a local plan area shall comply with any new storm water plans, management policies, and interim servicing policies that may be introduced after the adoption of this Plan.



**Map 13: Storm Water Drainage Catchments**

**23.3** The location of the storm water conveyance systems shall be protected as part of the development process, in general accordance with Map 13: Storm Water Drainage Catchments.

**23.4** All development shall conform to the recommendations outlined in the Springbank Master Drainage Plan regarding release rates, volume control targets, and assessment of downstream drainage constraints.

**23.5** Storm water management systems, including re-use or irrigation, should be designed at a scale that services the local plan area. The County discourages the use of storm water ponds or volume control measures designed for individual lots.

**23.6** Storm water shall be conveyed in a manner that protects downstream properties and preserves the water quality of receiving water courses.

**23.7** Storm water conveyance systems shall be designed to accommodate upstream storm water flows, to the satisfaction of the County.

#### **Storm Water Ponds, Constructed Wetlands, and Wetlands**

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

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

**23.9** Natural wetlands and/or natural drainage courses that are retained should receive treated storm water through direct or indirect flow in order to maintain the integrity of the wetland and the drainage course.

**23.10** As part of the preparation of a local plan and any supporting sub-catchment or master drainage plans, best management practices and alternative solutions for the improvement of storm water quality and reduction of quantity shall be required. Solutions may include:

- a) design of storm water facilities that incorporate source controls in order to reduce the amount of water moving downstream and the need for end of pipe treatment facilities;
- b) use of LID methods, such as bio-swales, rain gardens, constructed wetlands, green roofs and permeable pavements;
- c) reduction of impervious surfaces;
- d) the re-use of storm water; and
- e) consideration of storm water ponds at the sub-regional level to support the reuse of storm water.

#### **STORM WATER POND:**

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

#### **CONSTRUCTED WETLAND:**

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

#### **WETLAND:**

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

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

### **Reduce, Recycle, and Reuse**

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

### **Standards and Design**

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

#### **LOW IMPACT DEVELOPMENT (LID):**

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

# 24 SOLID WASTE AND RECYCLING

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

## Objectives

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

## Policies

### General

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

### Industrial / Commercial

- 24.3** Industrial / Commercial business owners shall be responsible for providing their own solid waste services and shall include waste minimization and waste diversion practices.
- 24.4** Industrial/Commercial developments may be required to provide justification for the amount of space allotted for waste management based on the volumes and types of material generation anticipated, the type of diversion infrastructure planned for, and the overall systems proposed for managing waste.

### Residential Areas

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



# 25 EMERGENCY SERVICES

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

## Objectives

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

## Policies

### General

- 25.1** In association with Rocky View County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in the Springbank Plan area.
- 25.2** Fire services in the Plan area shall be provided from existing County emergency service facilities, and where appropriate, by contract from adjacent municipalities.
- 25.3** Rocky View County and The City of Calgary shall explore partnerships for the delivery of emergency services, where appropriate.
- 25.4** Policing in the Plan area shall be provided by the Royal Canadian Mounted Police (RCMP) as per the Provincial Police Service Agreement, until such time as another policing solution is required or sought out.
- 25.5** All commercial buildings should provide fire suppression systems, which shall be in compliance with the approved standards set by the current edition of the Alberta Building Code, Alberta Fire Code, and/or other relevant Federal or Provincial legislation.
- 25.6** In preparing local plans, development proponents shall work with the County to identify any potential land requirements for fire and protective services.
- 25.7** Local plans shall address fire and protection response measures as well as on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, and fire control measures.
- 25.8** Crime prevention through environmental design features should be considered and incorporated into the design and construction of all new development wherever possible.
- 25.9** New subdivisions and/or developments shall accommodate at least two points of access/egress where required by County Standards and the Alberta Building Code and Alberta Fire Code.

### EMERGENCY SERVICES FACILITY:

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

## Actions

1. The County shall explore potential for joint municipal communications between developers and Councils to set expectations and increase understanding on service delivery.
2. In accordance with the requirements of the Regional Servicing Plan (once adopted), the County will collaborate with The City of Calgary to explore joint modeling and any shared service delivery opportunities.

# 26 FLOOD RISK MANAGEMENT

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

## Objectives

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

## Policies

### General

**26.1** No development in the Plan area shall take place within the floodway or flood fringe of the Bow and Elbow Rivers, with the following exceptions:

- a) essential roads and bridges that have to cross the flood risk area;
- b) flood or erosion protection measures or devices;
- c) pathways that are constructed level with the existing natural grades;

- d) recreation facilities, provided there are no buildings, structures, or other obstructions to flow within the floodway; and
- e) essential utility infrastructure that has to be located in the flood risk area for operational reasons.

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

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

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

# 27 RENEWABLE RESOURCES

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

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

## Objectives

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

## Policies

### General

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

# IMPLEMENTATION

# 28 IMPLEMENTATION

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

## Objectives

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

## Policies

### Local Plan, Redesignation, and Subdivision Application Requirements

- 28.1** Applications for redesignation and subdivision shall require the concurrent or prior adoption of a local plan, unless otherwise directed by the policies of this Plan.
- 28.2** Local plans are to be prepared as per the policies of this Plan and, in order to be deemed complete, should include the applicable information set out within Appendix B of this Plan.

**28.3** Subdivision applications shall address and adhere to the requirements of the local plan and the policies of this Plan.

**28.4** Conceptual schemes should extend across the entire area of the proposed development, and where appropriate, all other adjacent lands with development potential. At a minimum, adjacent lands should be considered to be those directly adjoining parcels and those within the wider quarter section that have the potential to further subdivide. Council shall have the discretion to consider alternative local plan boundaries, with consideration to ensuring:

- a) the alternate local plan area is comprehensive in nature;
- b) the implications of development proceeding within an alternate local plan boundary have been examined; and
- c) it has been demonstrated that any on-site or off-site planning issues have been resolved pursuant to the provisions of this Plan.

**28.5** Where a local plan is not required, or is silent on a subject, the relevant policies of the Springbank ASP and County Plan shall apply to redesignation and subdivision applications.

**28.6** Applications for redesignation, subdivision, development, and local plans shall comply with the policies and requirements of the following master plans and servicing standards, as amended or replaced, unless otherwise directed by the policies of this Plan:

- a) Springbank Master Drainage Plan;
- b) Active Transportation Plan: South County;

- c) Rocky View West Recreation Master Plan;
- d) Rocky View County Solid Waste Master Plan; and
- e) Rocky View County Servicing Standards.

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

### Phasing

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

**28.8** The principal consideration in the phasing of all development within the Springbank ASP shall be the availability of efficient, cost effective, and environmentally responsible utilities.

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

**28.10** Criteria established in Sections 11 and 12 of this Plan shall guide the sequencing for Special Planning Areas 1-5 and Future Expansion Areas 1 and 2.

### Plan Review and Amendment

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

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

### Actions

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



## Table 04: Implementation Actions

ACTION	SECTION
<b>1</b> Develop architectural and community design guidelines that promote consideration of rural character, views, and landscape in new development.	<b>9</b>
<b>2</b> The uses allowed and general regulations applied to Cluster Live-Work development areas shall be specified through amendments to the County's Land Use Bylaw, initiated either by the County or a submitted redesignation application.	<b>8</b>
<b>3</b> Develop a Cluster Residential open space district within the County's Land Use Bylaw that provides for contemporary agriculture.	<b>15</b>
<b>4</b> Develop design guidelines for the development of Range Road 33, promoting high-quality development that encourages community interaction and accommodates pedestrians through publicly and privately owned gathering spaces.	<b>21</b>
<b>5</b> In consultation with Alberta Transportation and The City of Calgary, develop design and appearance criteria for development adjacent to Highway 1, managing interjurisdictional constraints and opportunities, and promoting a high-quality development form for those traveling through or visiting Springbank.	<b>21</b>
<b>6</b> The County shall explore potential for joint municipal communications between developers and Councils to set expectations and increase understanding on service delivery.	<b>25</b>
<b>7</b> In accordance with the requirements of the Regional Servicing Plan (once adopted), the County will collaborate with The City of Calgary to explore joint modeling and any shared service delivery opportunities.	<b>25</b>
<b>8</b> Develop access management and road design requirements for 101st Street in collaboration with The City of Calgary.	<b>20</b>
<b>9</b> Monitor and report on the Plan implementation as part of the yearly County Plan reporting.	<b>28</b>

# 29 INTERMUNICIPAL COORDINATION AND COOPERATION

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

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

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

## Objectives

- Encourage meaningful intermunicipal engagement and collaboration to achieve mutual goals and ensure adherence to the Interim Growth Plan and Regional Growth Plan (once adopted).

## Policies

**29.1** Any applications within the Plan area adjacent to the city of Calgary, together with all relevant supporting technical documents, shall be circulated to The City; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on the city.

**29.2** Development proposals adjacent to the city of Calgary shall ensure that transition and interface tools are used in alignment with Sections 21 (Scenic and Community Corridors), 14 (Transitions); effective cross-boundary transition and interface shall be achieved through continued collaboration with The City.

## Local Plans, Redesignation, and Subdivision

**29.3** Rocky View County shall ensure that local plans and applications for redesignation and subdivision of lands in areas adjacent to Calgary address:

- a) regional drainage and storm water quality;
- b) alignment and connectivity of pathways and roadways with Calgary and regional mobility corridors, together with potential infrastructure improvements;
- c) land use compatibility with adjacent municipal land uses;
- d) gateway design elements; and
- e) other appropriate policies of this Plan.

*Divider photo*

# APPENDICES

# APPENDIX A: DEFINITIONS

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

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

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

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

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

**Community services reserves** are defined in the Municipal Government Act as lands declared

surplus by the school boards. Community services reserve land may be used for:

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

**Conceptual schemes** are plans that are subordinate to an area structure plan. They may be adopted either by bylaw or by a resolution of Council. A conceptual scheme is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. Conceptual schemes provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public.

If a conceptual scheme area is of sufficient size that further detail is required for specific areas and phases, the conceptual scheme may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

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

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

**Environmental reserves** are defined in the Municipal Government Act as lands dedicated to prevent development in unsuitable areas (e.g.

floodways or escarpments), reduce water pollution, and provide access to lakes and rivers. Environmental reserves are dedicated as public land.

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

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

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

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

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

ultimately improve the quality and decrease the volume of storm water entering our waterways.

#### **Master site development plans (MSDP)**

accompany a land use redesignation application and provide design guidance for the development of a large area of land with little or no anticipated subdivision. An MSDP addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

Section 28 of this Plan requires that conceptual schemes and MSDPs are appended, by bylaw, to the ASP. This means that the municipality and landowners have a statutory obligation to adhere to the policies and requirements set out within conceptual schemes and MSDPs.

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

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

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

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

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



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

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

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

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

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

Instead of a land dedication, the County may accept the equivalent value of the land as money. This cash-in-lieu is shared between the school boards and the recreation districts.

**Residential Infill Development Plans** are non-statutory plans that accompany a land use redesignation application and are used to comprehensively address a limited set of specific planning issues. They address the practical

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

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

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

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

# APPENDIX B: LOCAL PLAN REQUIREMENTS

## Local Plan Requirements

Local plans should address the following items:

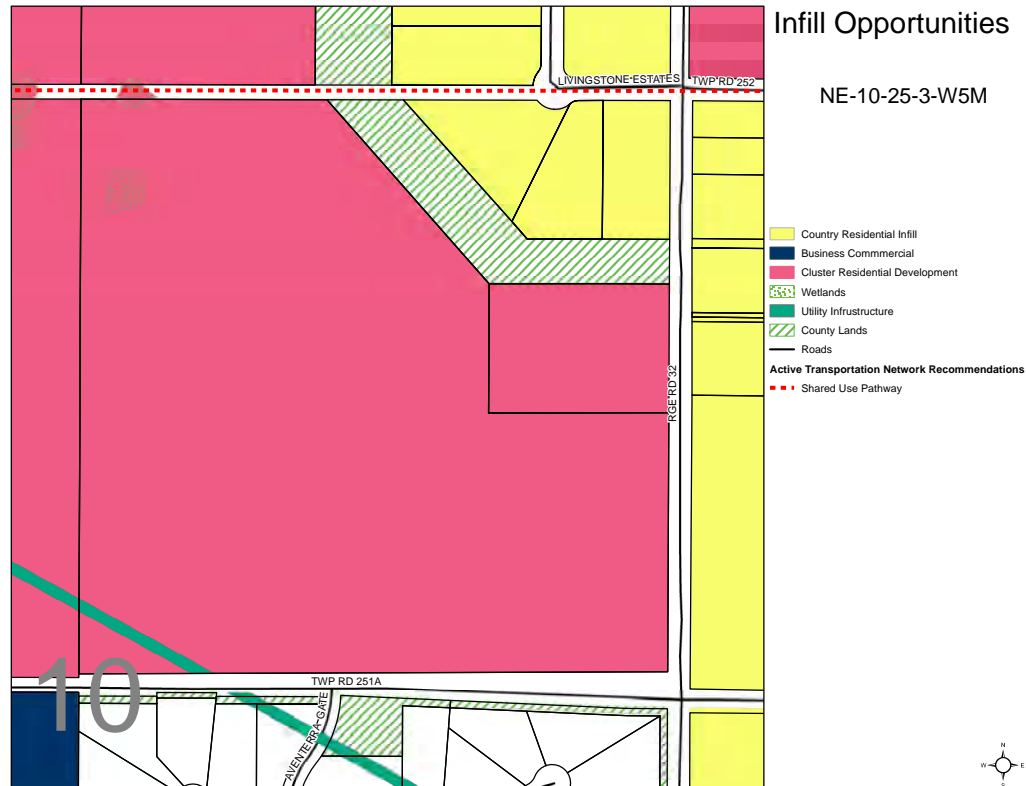
**Table 05: Local Plan Requirements**

ITEM	APPLICABLE DEVELOPMENT
<b>1</b> A description and evaluation of the local plan area including: <ul style="list-style-type: none"> <li>a. topography, soils, vegetation, geotechnical considerations;</li> <li>b. environmental sensitivity and significance;</li> <li>c. agricultural capability, natural resources;</li> <li>d. existing land use, ownership, development, and adjacent land uses;</li> <li>e. archaeological and historical considerations; and</li> <li>f. existing utilities and transportation routes.</li> </ul>	<b>All.</b>
<b>2</b> A land use concept including <ul style="list-style-type: none"> <li>a. a vision for the proposal;</li> <li>b. lot design and configuration;</li> <li>c. lot sizes; and</li> <li>d. phasing of the development.</li> </ul>	<b>All.</b>
<b>3</b> A rationale for determining the boundary of the proposed local plan area.	<b>All.</b>
<b>4</b> Proposed residential densities, including calculations of gross and net densities and minimum, average and maximum lot sizes.	<b>Residential and Cluster Live-Work.</b>
<b>5</b> An assessment of how the application facilitates active transportation connections and details of any active transportation connections proposed within the local plan area.	<b>All development facilitating subdivision.</b>
<b>6</b> An assessment of how the local plan aligns with policies of the Springbank ASP.	<b>All.</b>
<b>7</b> Water and waste water servicing strategies, supported by applicable technical information required by the County. Such strategies should also include identification of any required rights-of-way to connect to regional or decentralized networks.	<b>All.</b>
<b>8</b> Proposals for municipal reserve dedication, where reserves are outstanding.	<b>All developments facilitating subdivision.</b>
<b>9</b> A summary of all community engagement and feedback received prior to submission of the local plan application, together with a description of how feedback has been incorporated into the local plan.	<b>All.</b>

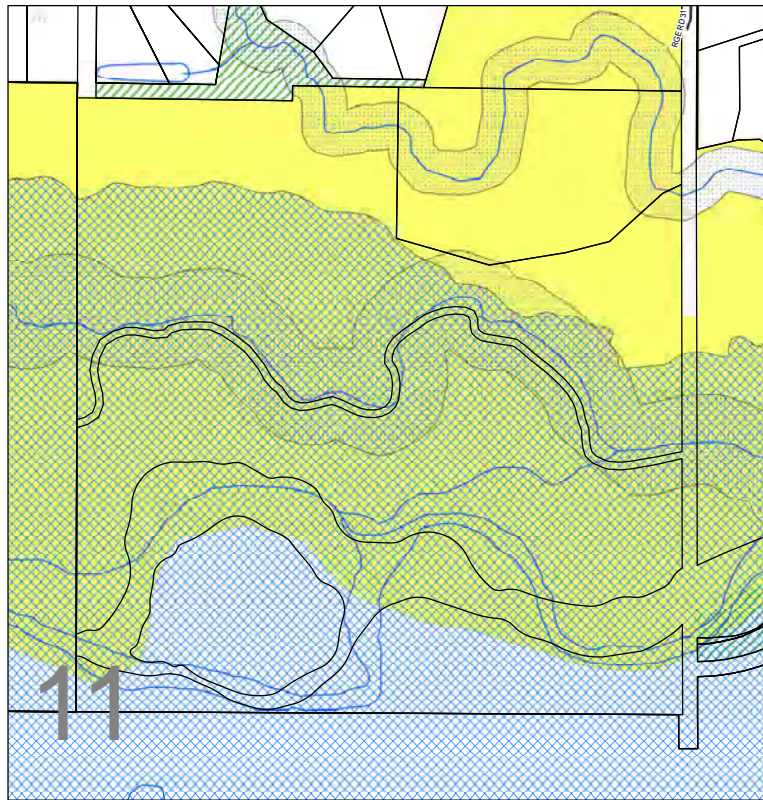
ITEM	APPLICABLE DEVELOPMENT
<b>10</b> Mitigation to minimize impacts on surrounding land uses through appropriate spatial transition and interface measures..	<b>All.</b>
<b>11</b> An open space plan including: a. a rationale for designation of the chosen open space areas; b. details of the natural and physical attributes of the open space identifying developable and non-developable lands; c. a calculation of the open space area; d. proposals for how the open space will be implemented, managed and maintained for public use; e. proposals for ensuring connectivity with adjacent open space and active transportation connections, either existing or designated by this ASP; and f. a description of any recreational, community or other uses that are proposed to connect, or be sited within the open space.	<b>Cluster Residential and Cluster Live-Work.</b>
<b>12</b> A landscaping plan that includes the following: a. site plans showing existing and a conceptual landscape design; b. an assessment of the existing landscape character; c. measures to screen any visually intrusive aspects of the development; d. proposals to retain important landscape features and boundary treatments; and e. maintenance proposals for existing and proposed landscaping.	<b>Business, Cluster Residential, Cluster Live-Work, Villa Condo, and Institutional and Community Services.</b>
<b>13</b> Proposals for design criteria that reflect Springbank's unique character and rural setting and that covers: a. building placement and setbacks; b. building mass, height, and architectural appearance; c. location and screening of parking stalls and outside storage; d. use of appropriate landscaping and screening measures to soften the appearance of a site; e. the design of lighting installations to minimize sky glow, light trespass and impacts on wildlife; f. ensuring sensitivity to the development form and appearance of adjacent land uses; g. promoting a consistent development form and theme within the local plan area; h. maintenance of sight lines and open space, particularly for development adjacent to Highway 1; i. measures to ensure the unobstructed movement of wildlife across the local plan area; j. building design that promotes energy conservation and efficient use of land; and k. consideration of identified gateway areas and policies of the ASP.	<b>All.</b>
<b>14</b> A storm water strategy supported by applicable technical information required by the County and in line with the Springbank Master Drainage Plan.	<b>All.</b>
<b>15</b> A road plan and design strategy that: a. promotes efficient and safe access and internal road circulation. b. highlights how the development promotes connectivity with adjoining lands. c. is supported by applicable technical information required by the County including, where necessary, a Traffic Impact Assessment.	<b>All.</b>

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

# APPENDIX C: INFILL DEVELOPMENT CRITERIA



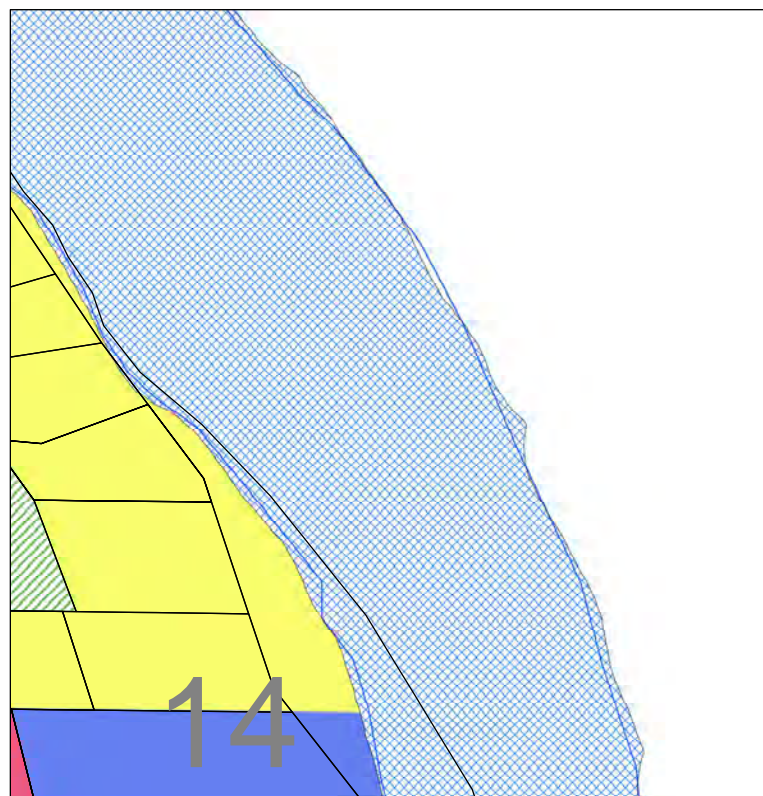




## Infill Opportunities

NE-11-24-3-W5M

- Country Residential Infill
- Wetlands
- Rocky View Flood Fringe - AB Env.
- Stepping Back - Riparian Setbacks
- Surface Water
- County Lands
- Roads



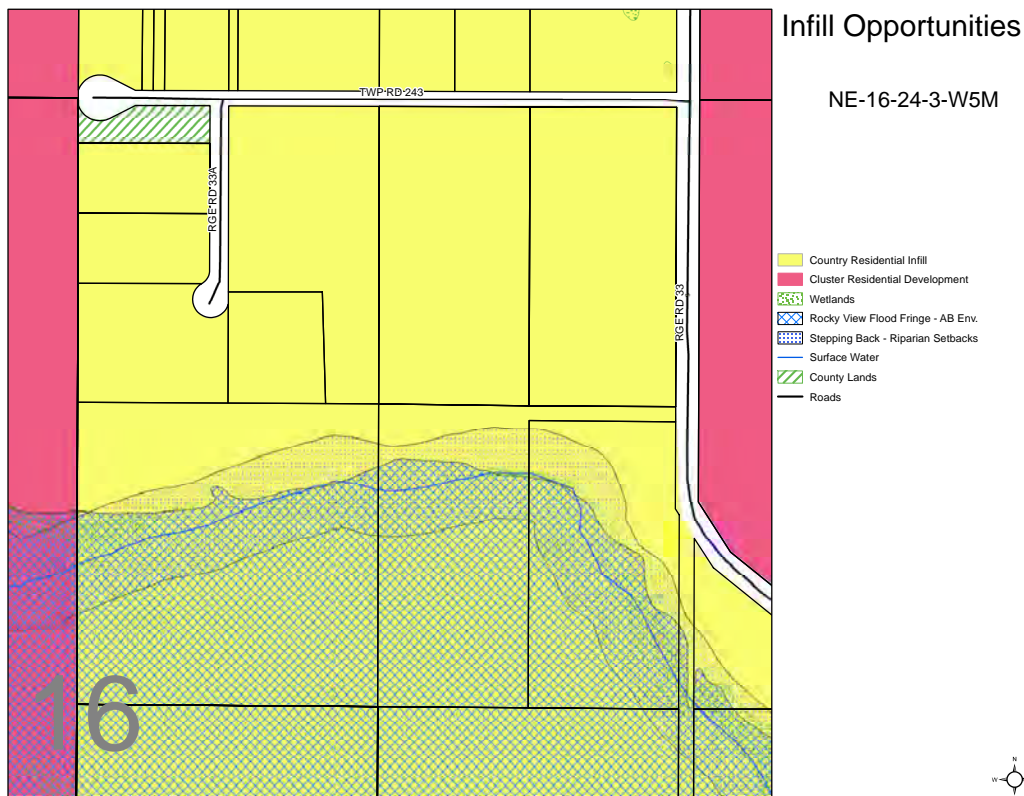
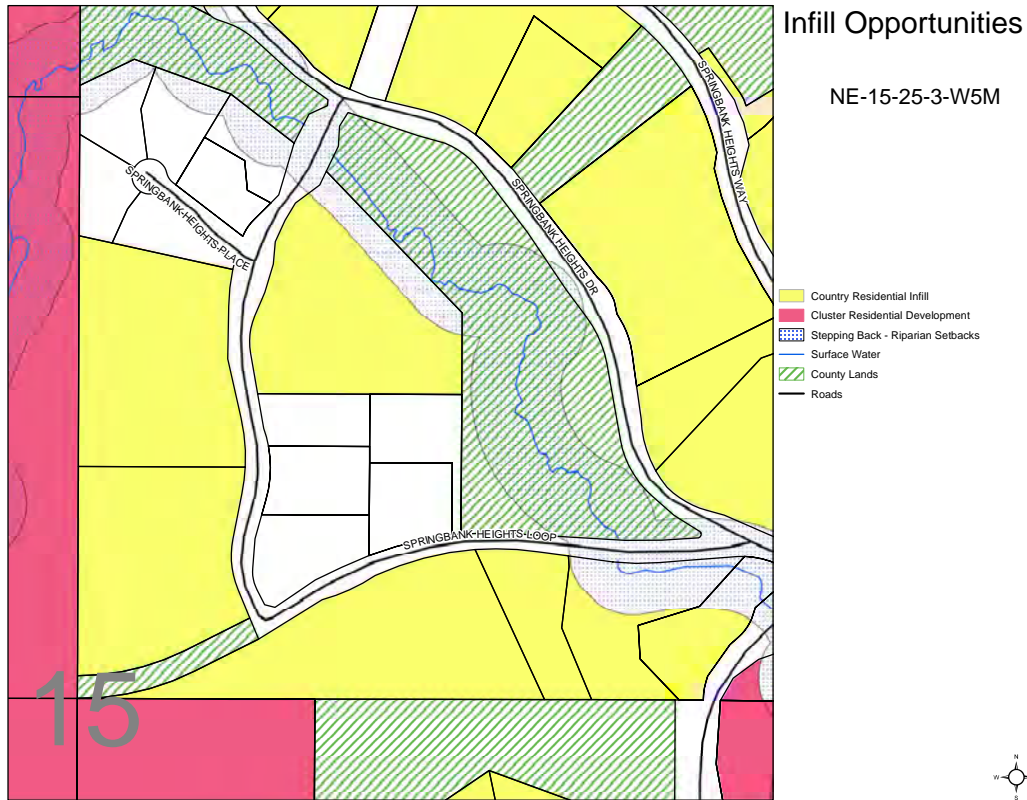
## Infill Opportunities

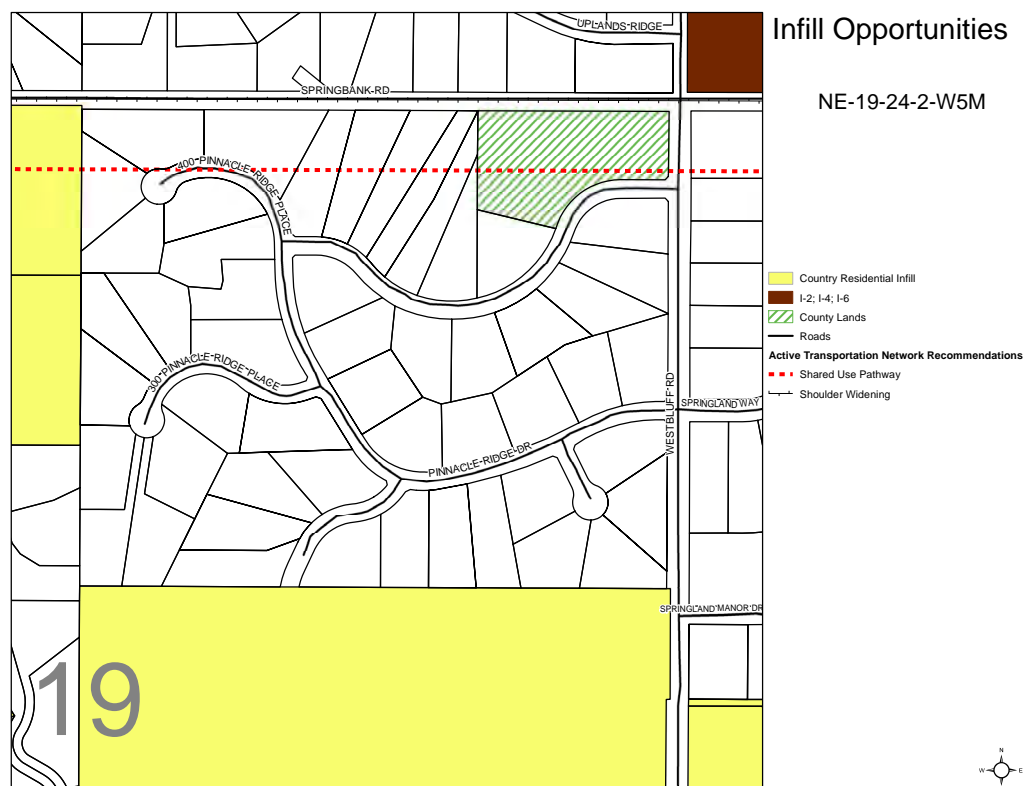
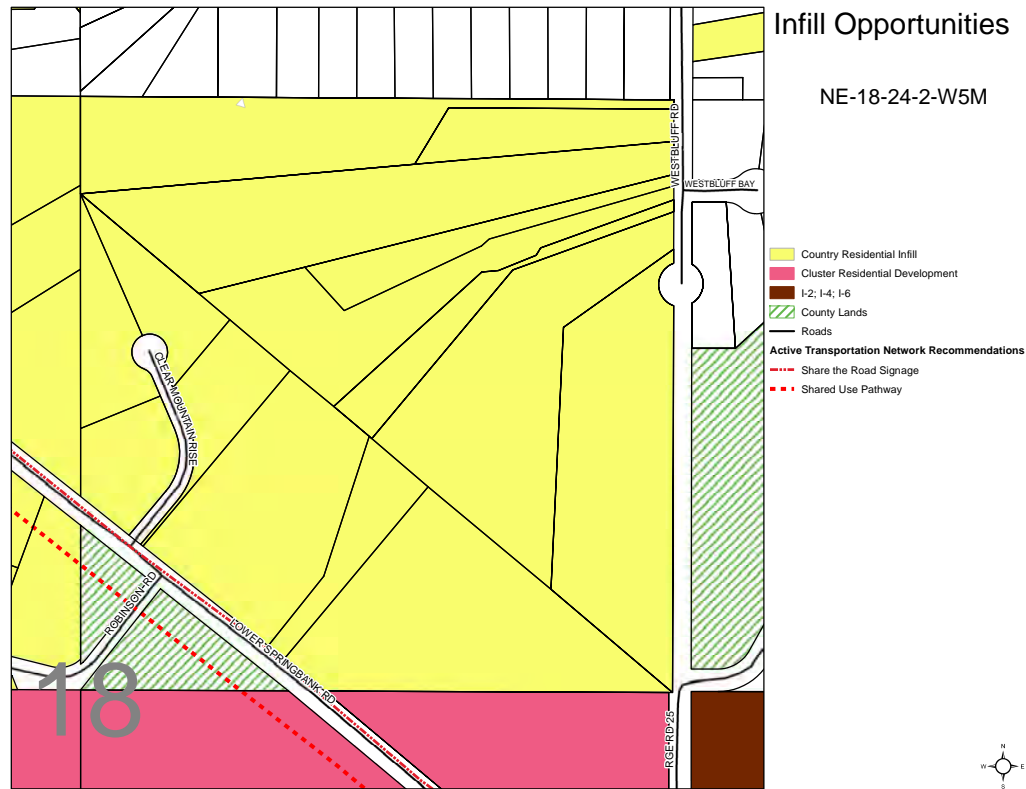
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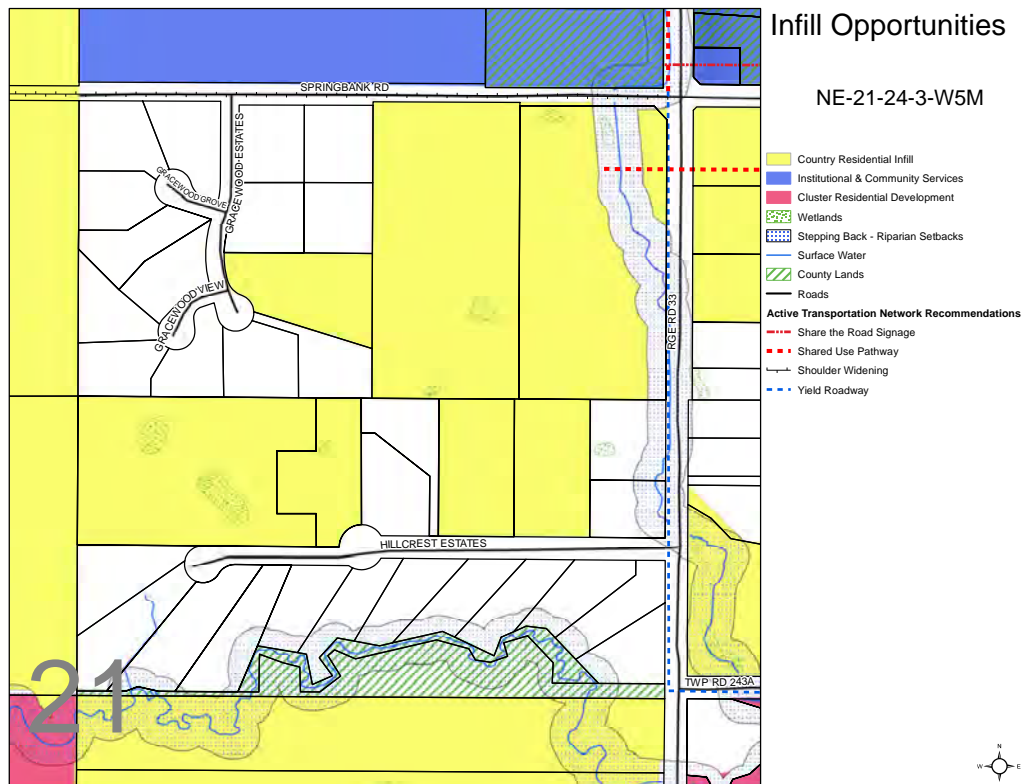
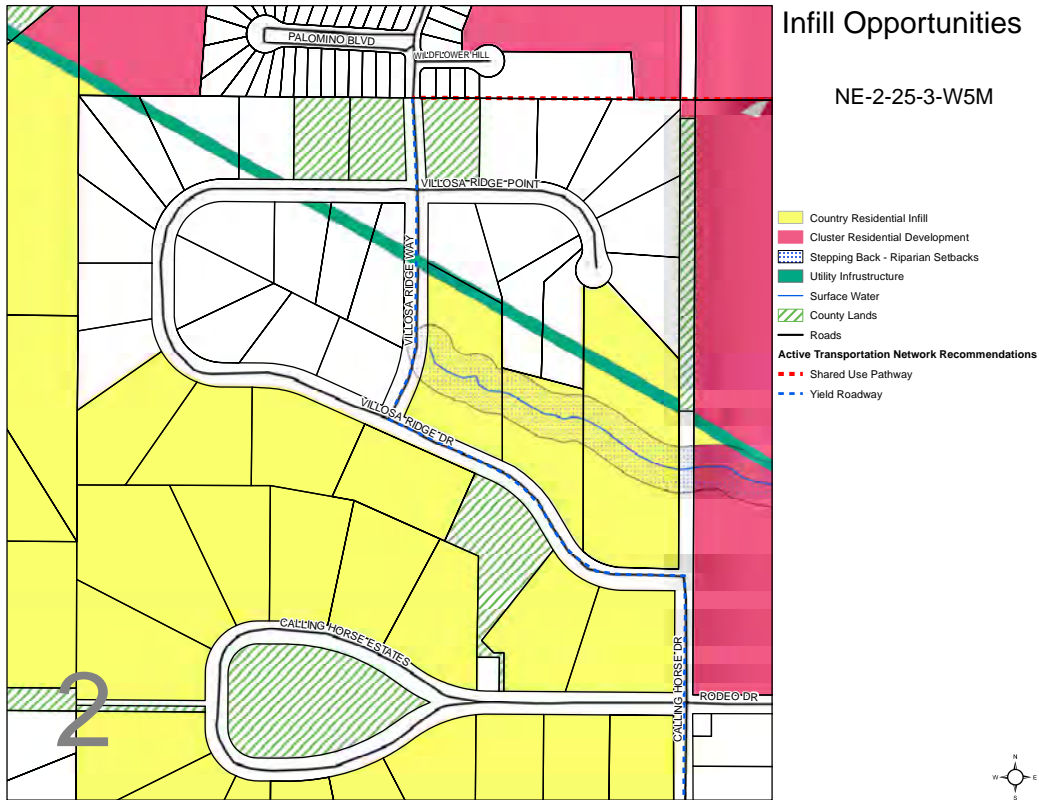
- Country Residential Infill
- Institutional & Community Services
- Cluster Residential Development
- Rocky View Flood Fringe - AB Env.
- Surface Water
- County Lands

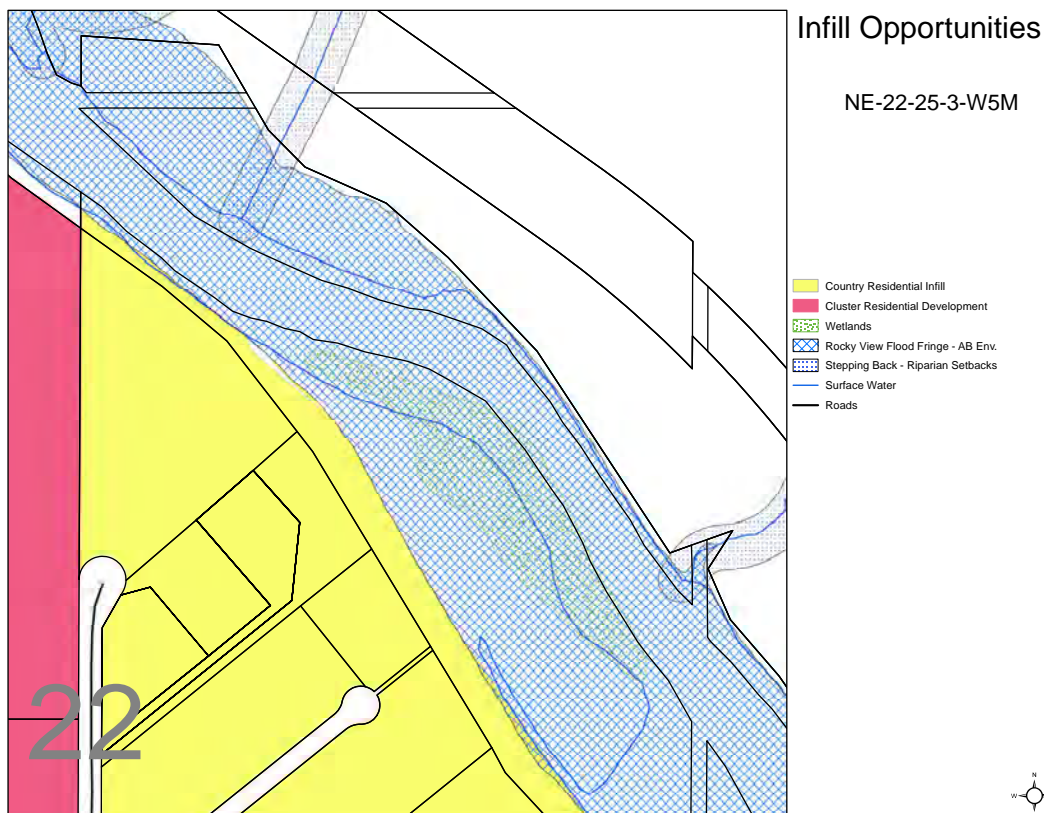
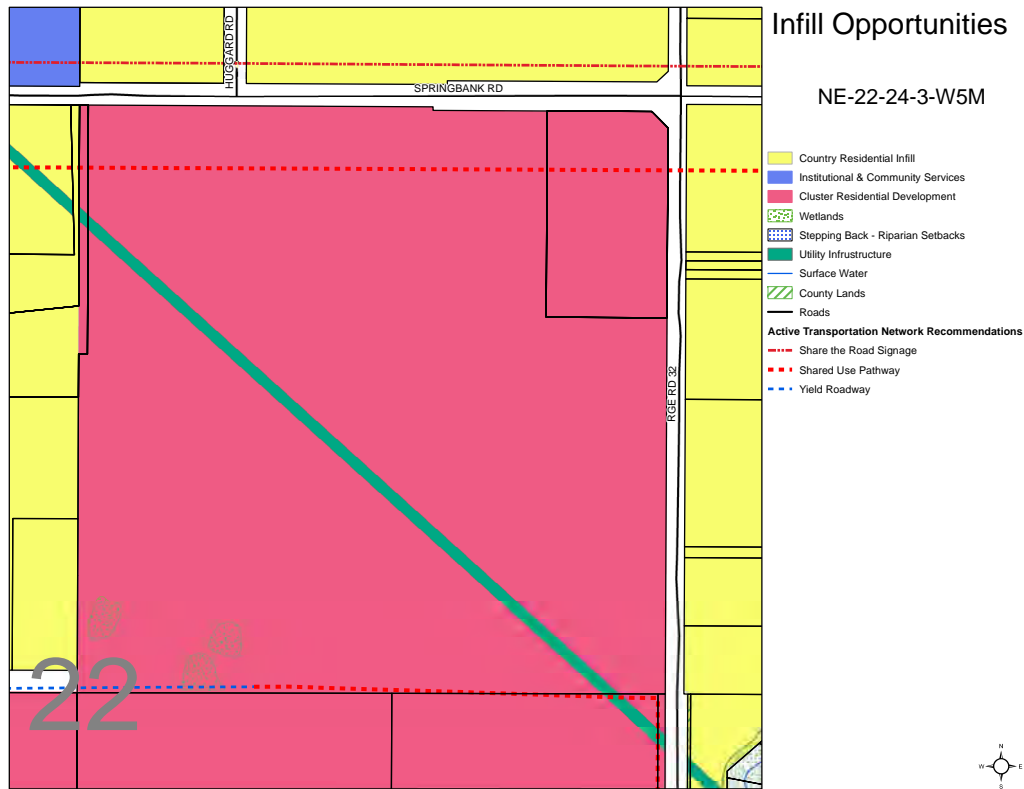




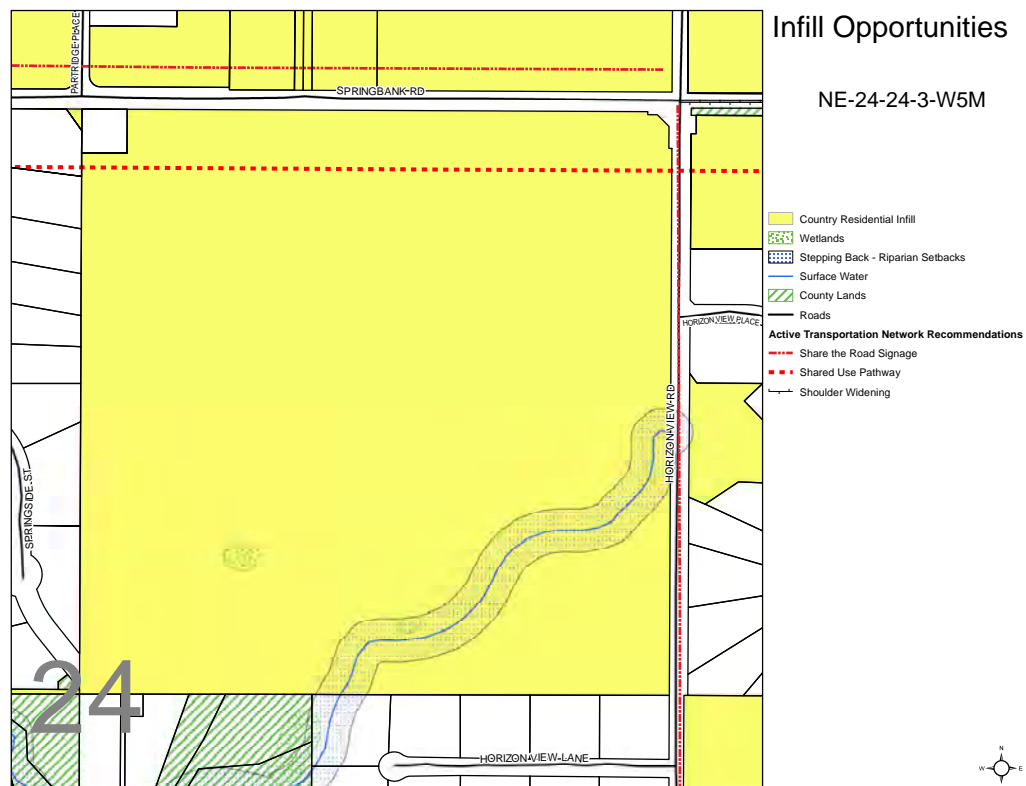
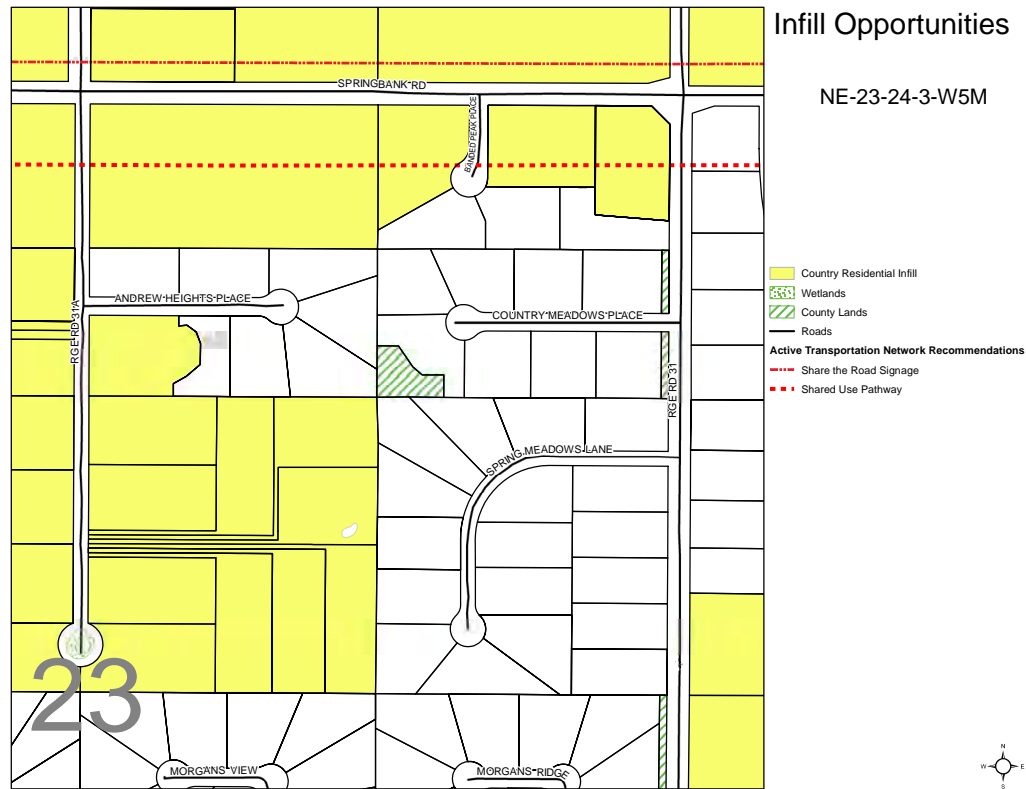


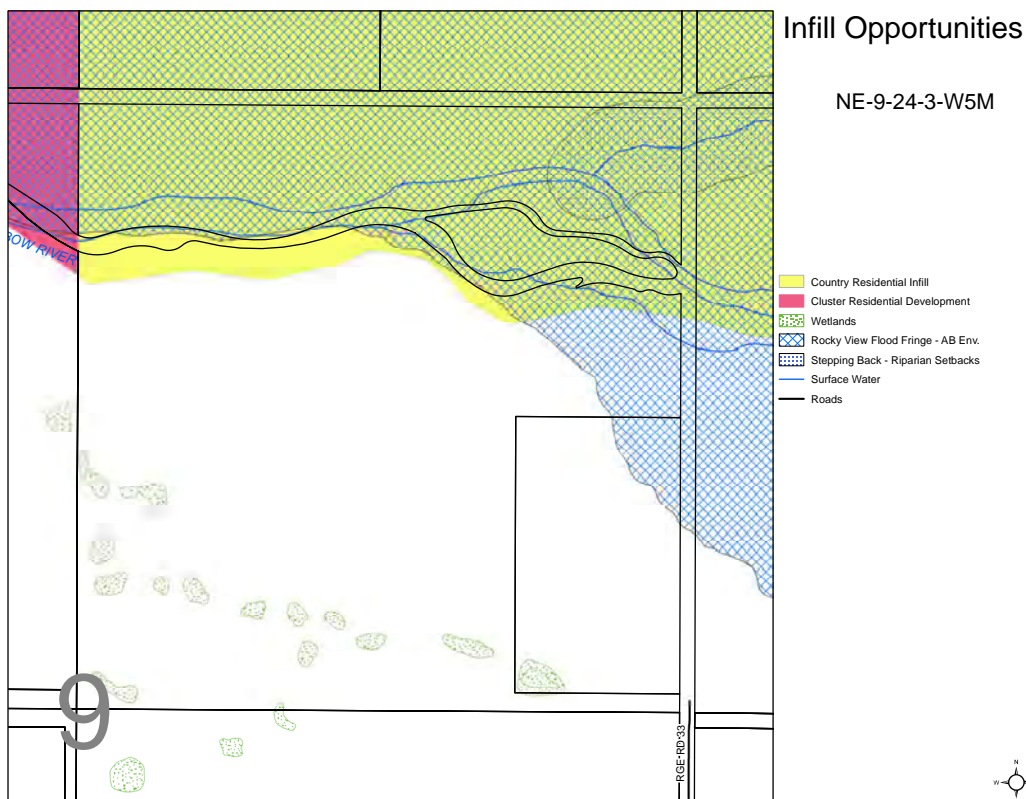
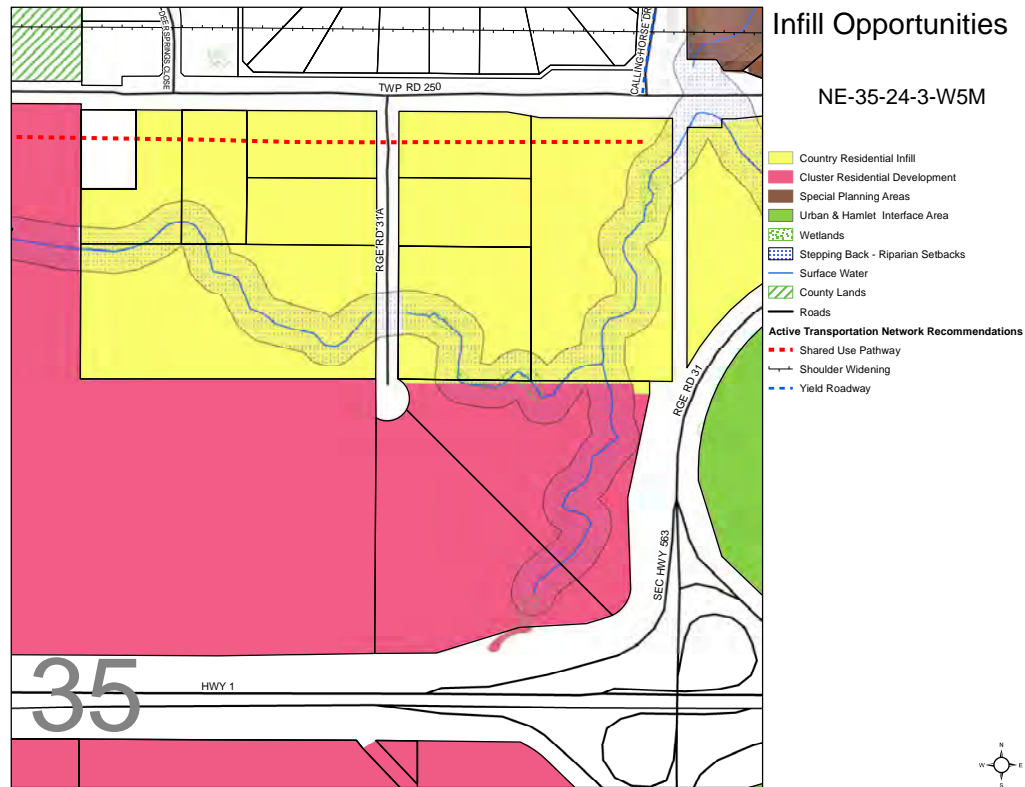






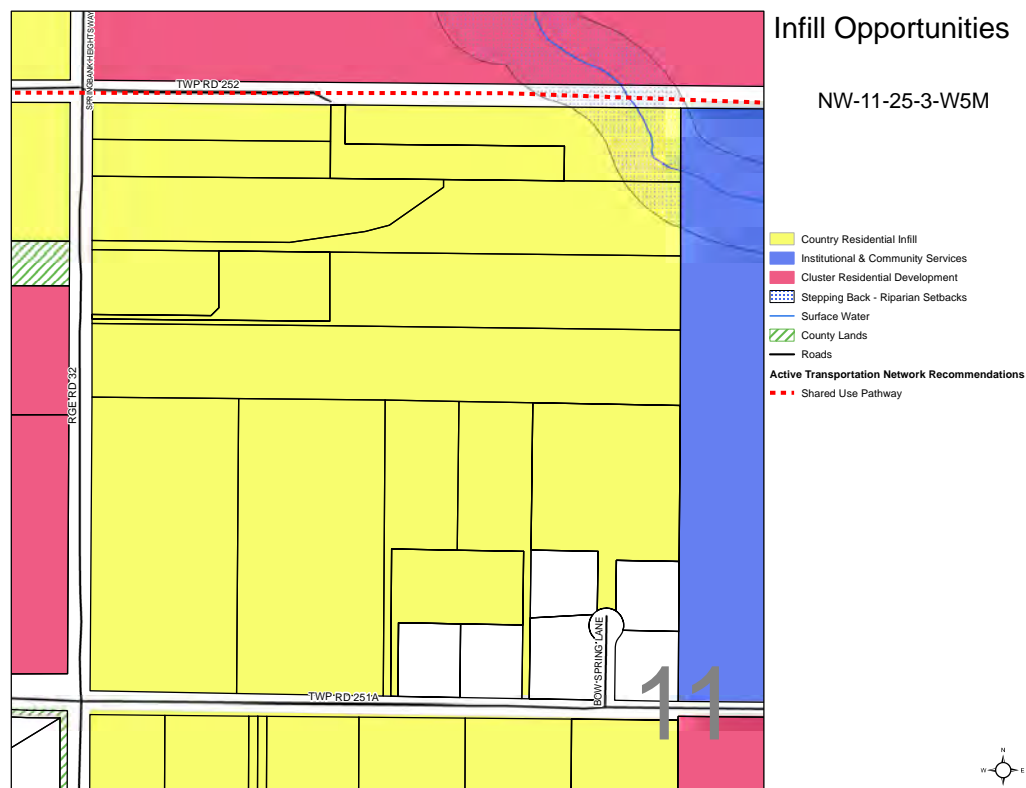
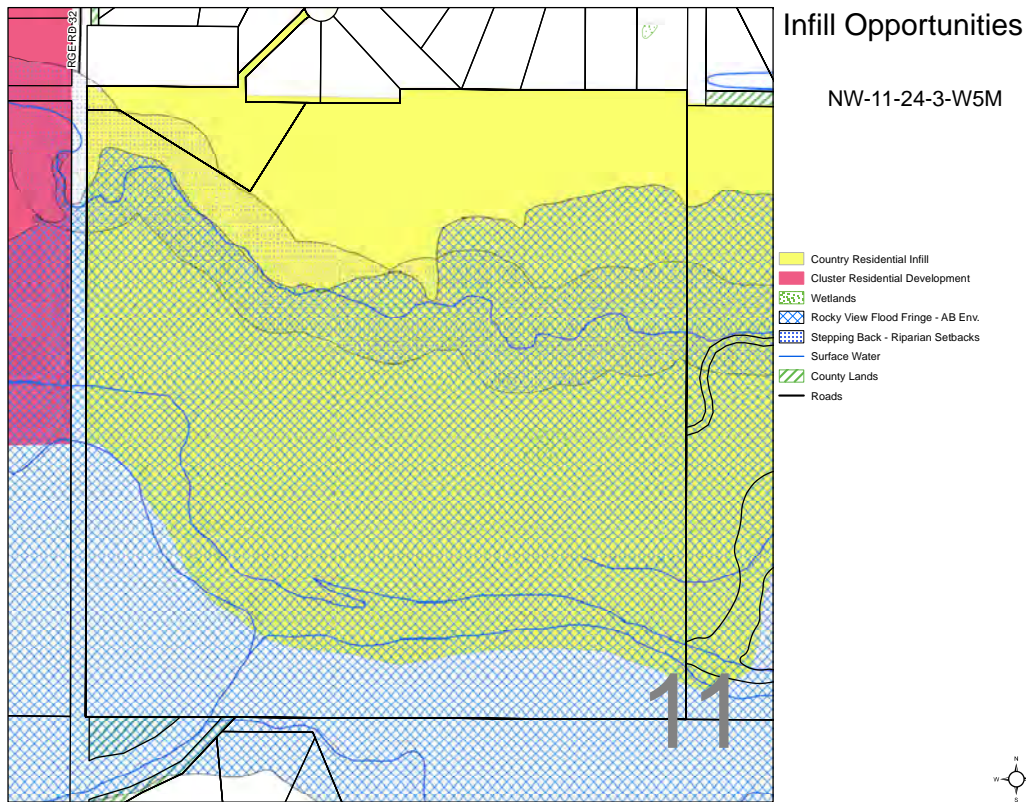




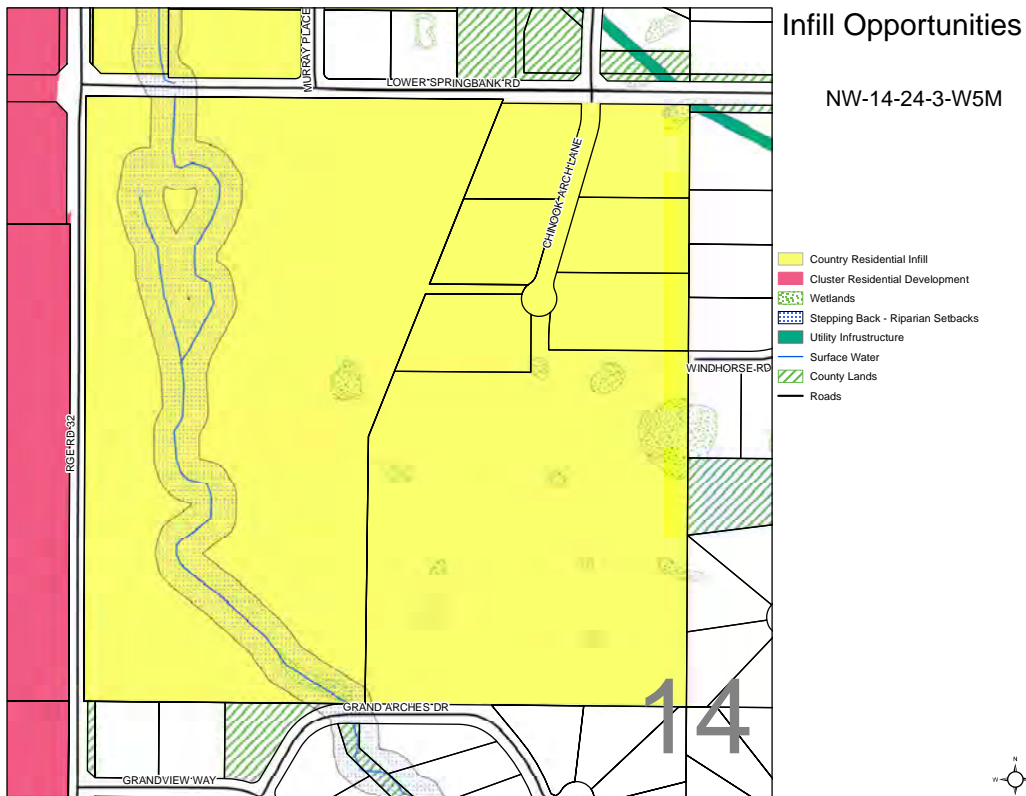
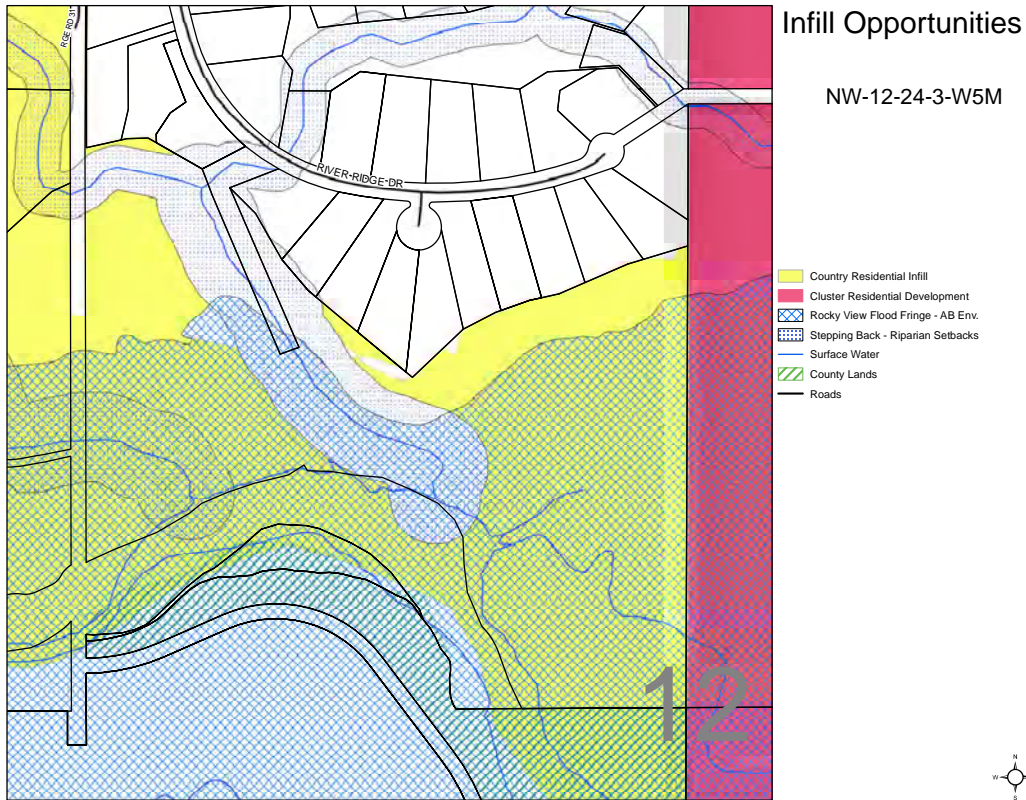


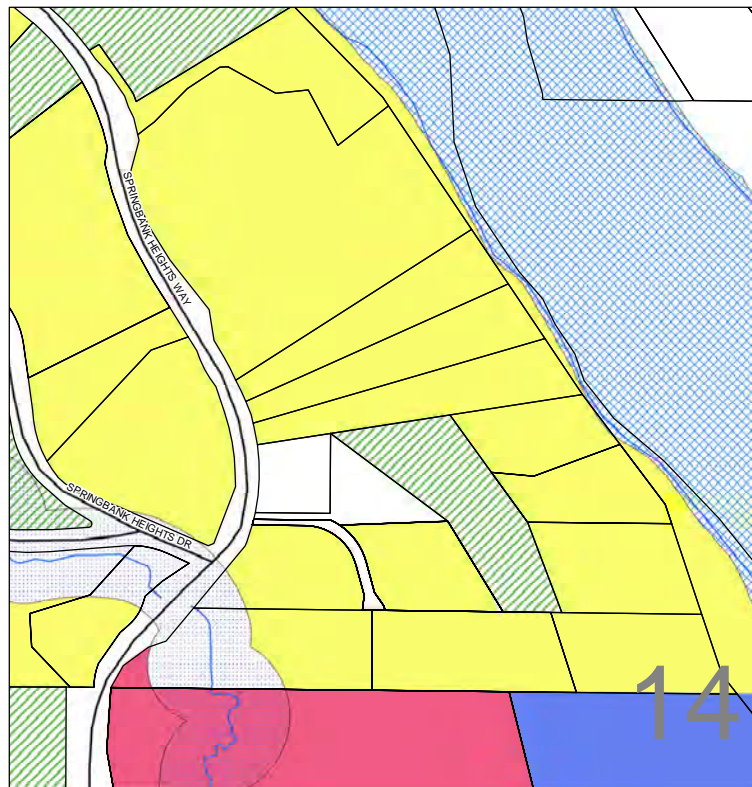








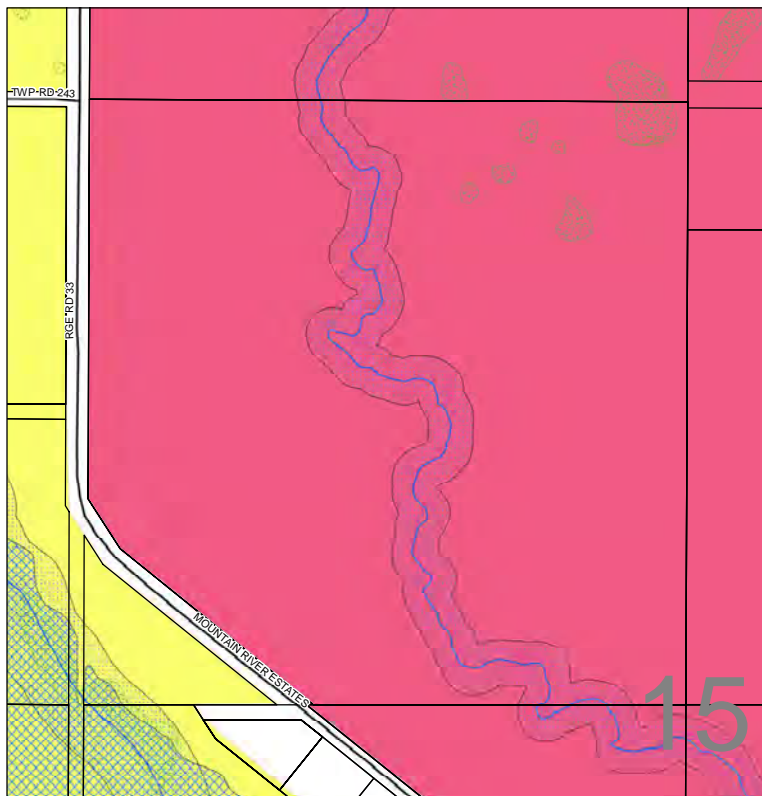




## Infill Opportunities

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- Country Residential Infill
- Institutional & Community Services
- Cluster Residential Development
- Rocky View Flood Fringe - AB Env.
- Stepping Back - Riparian Setbacks
- Surface Water
- County Lands
- Roads

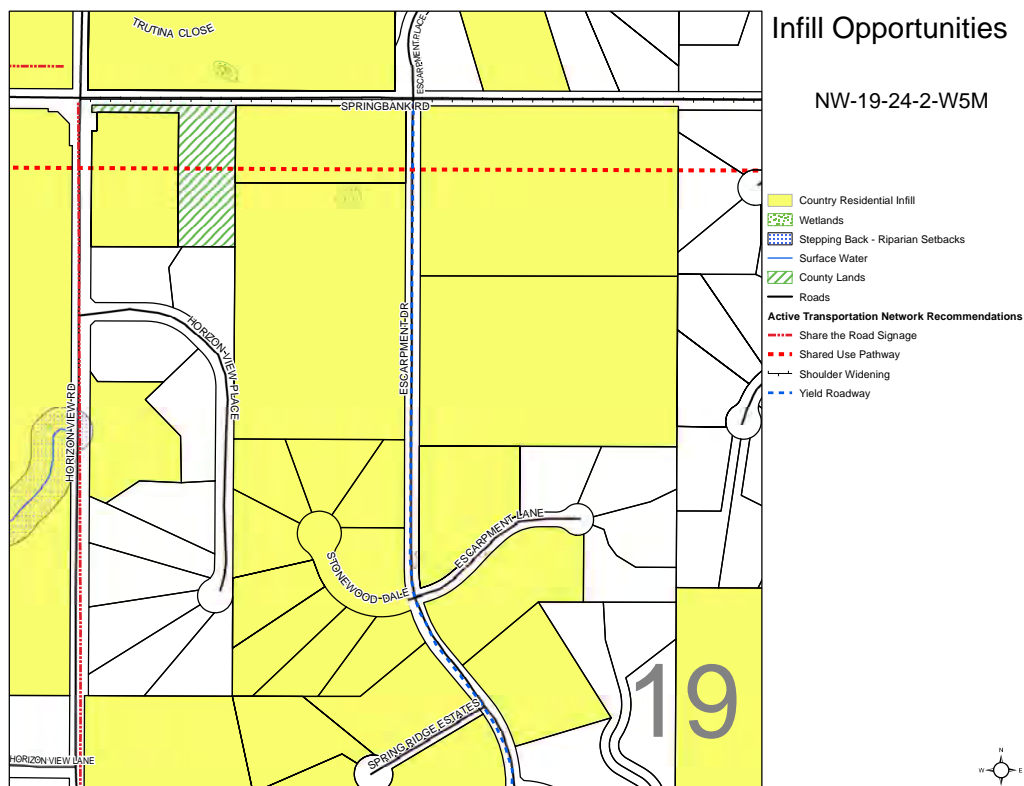
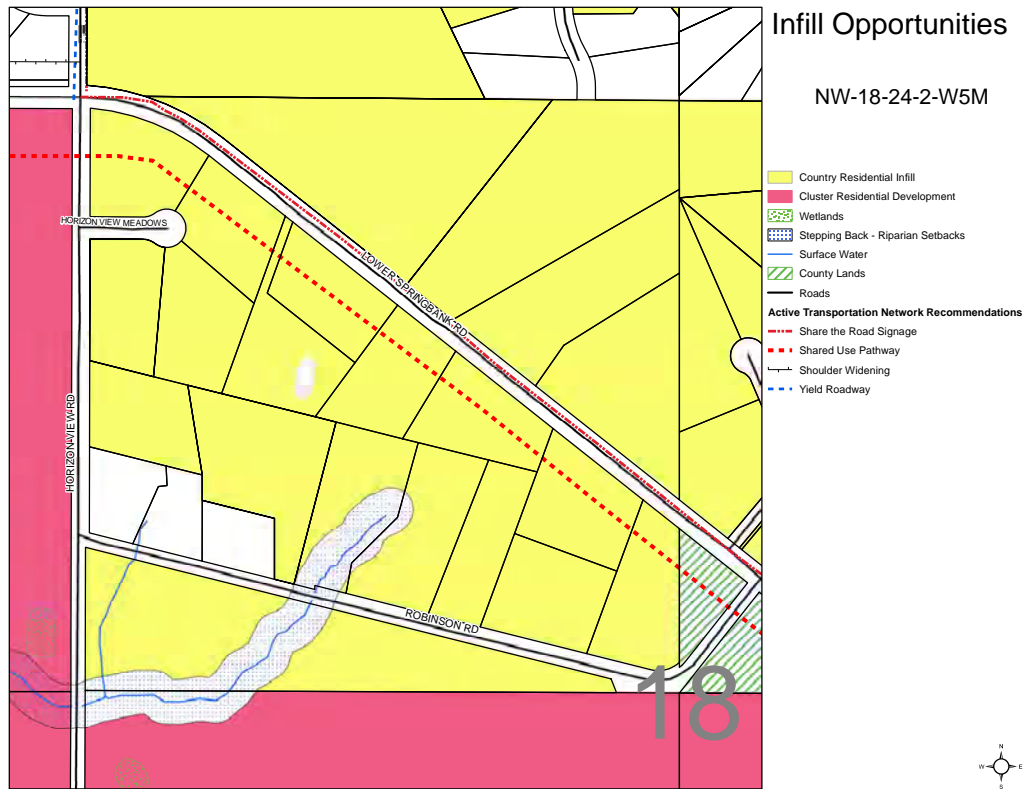


## Infill Opportunities

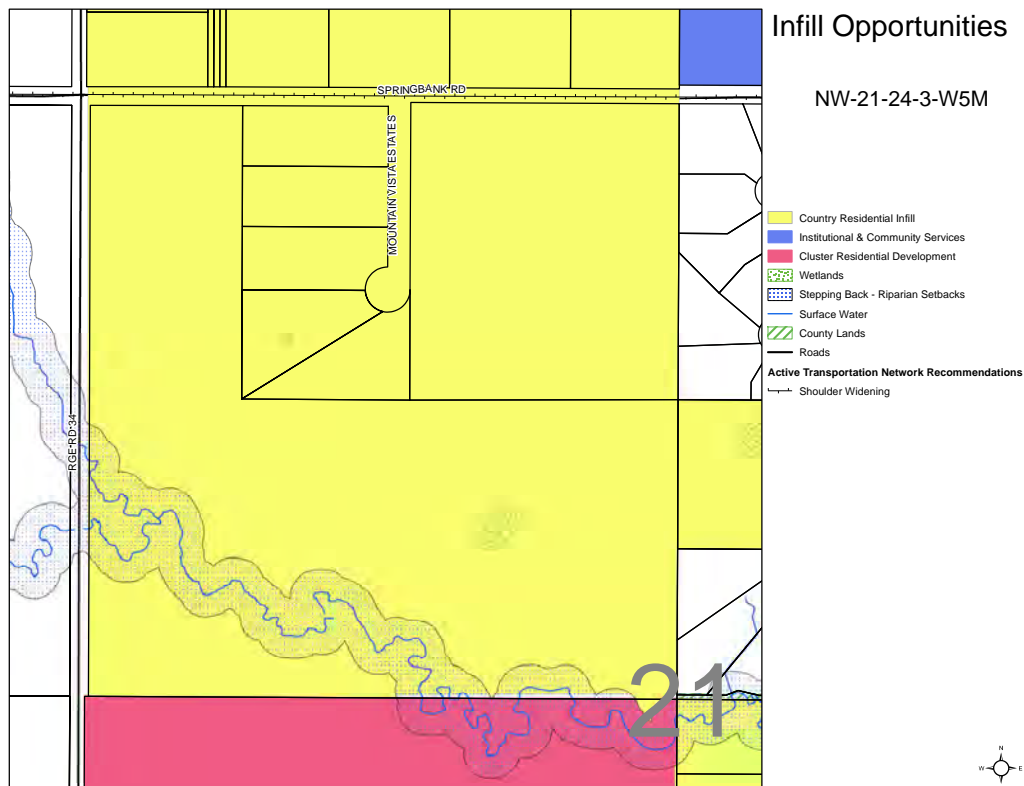
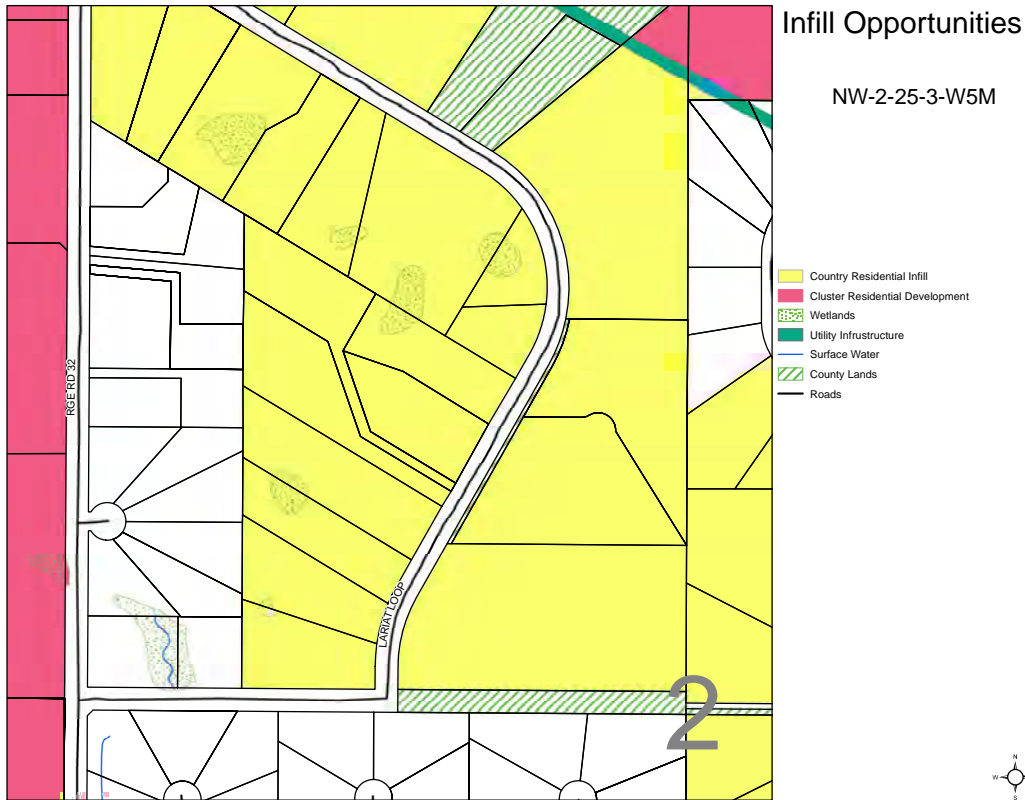
NW-15-24-3-W5M

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

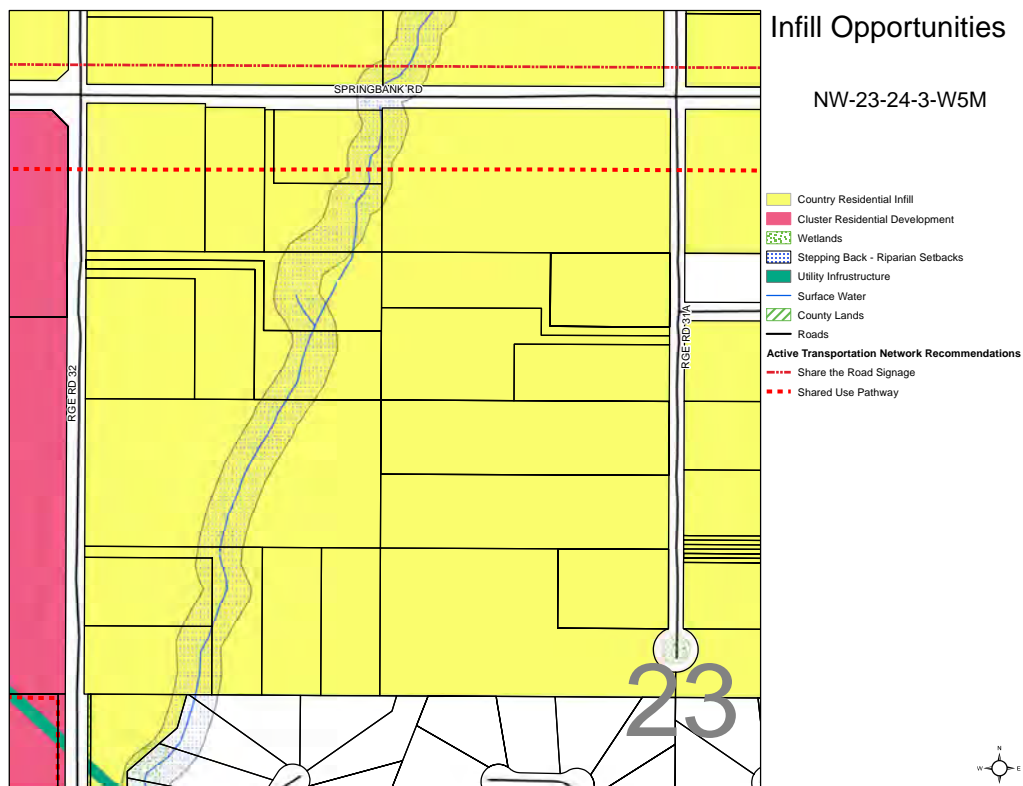
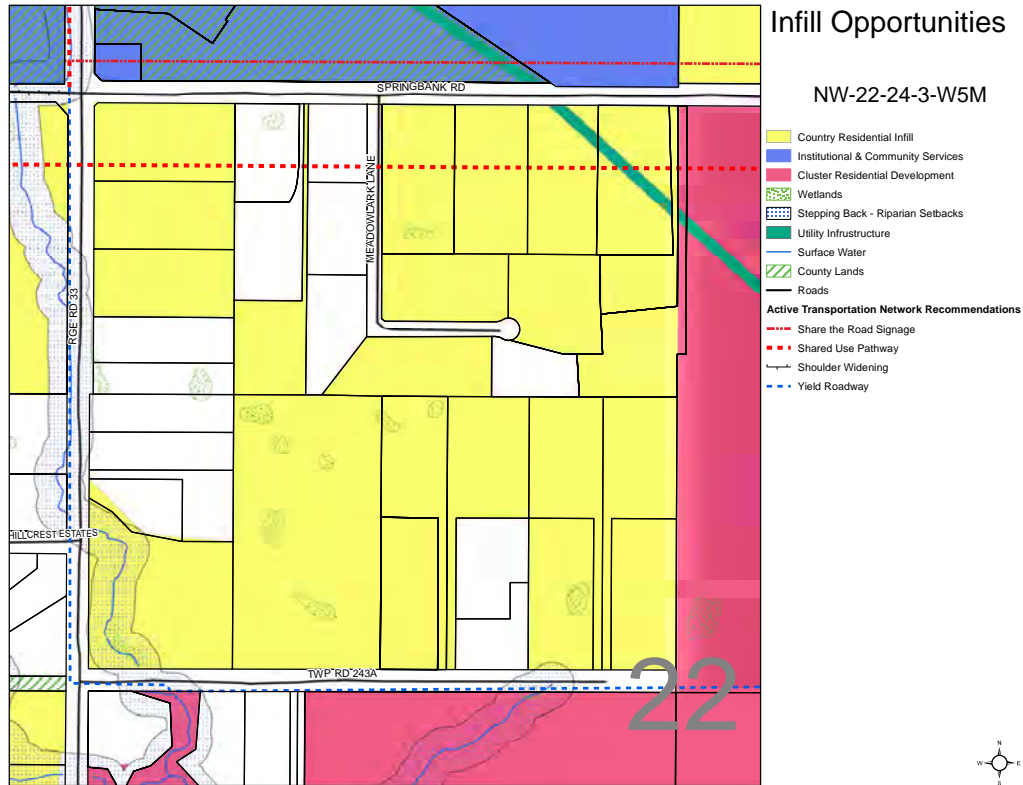


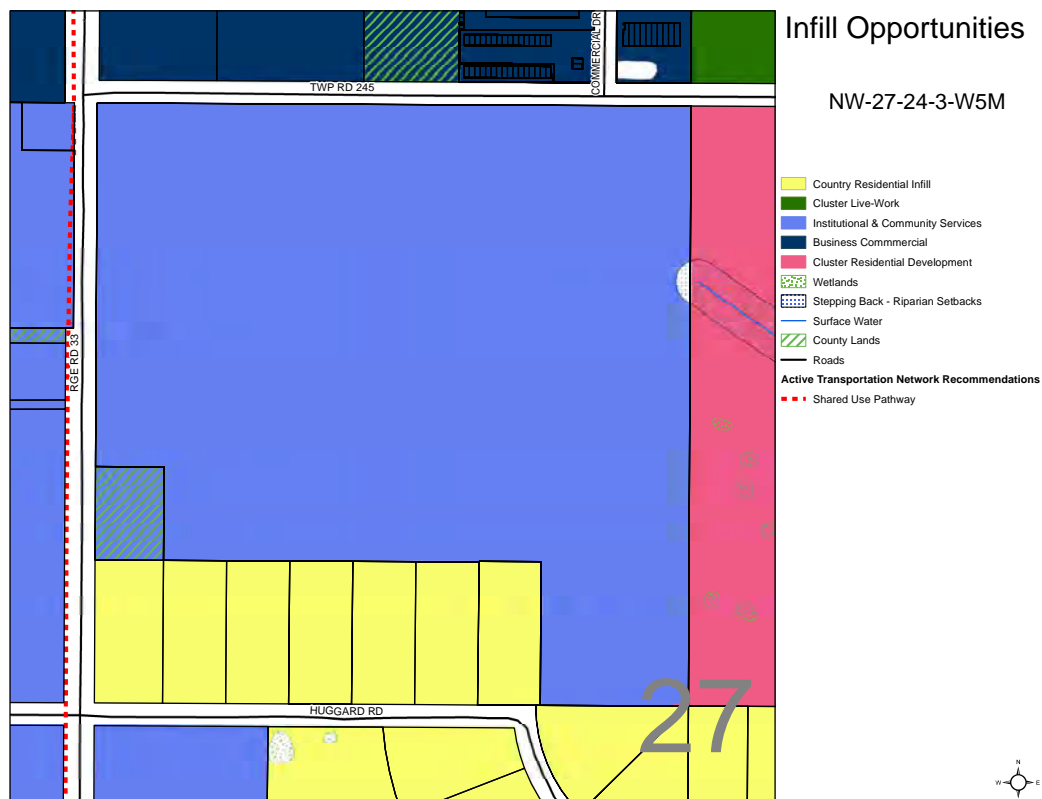
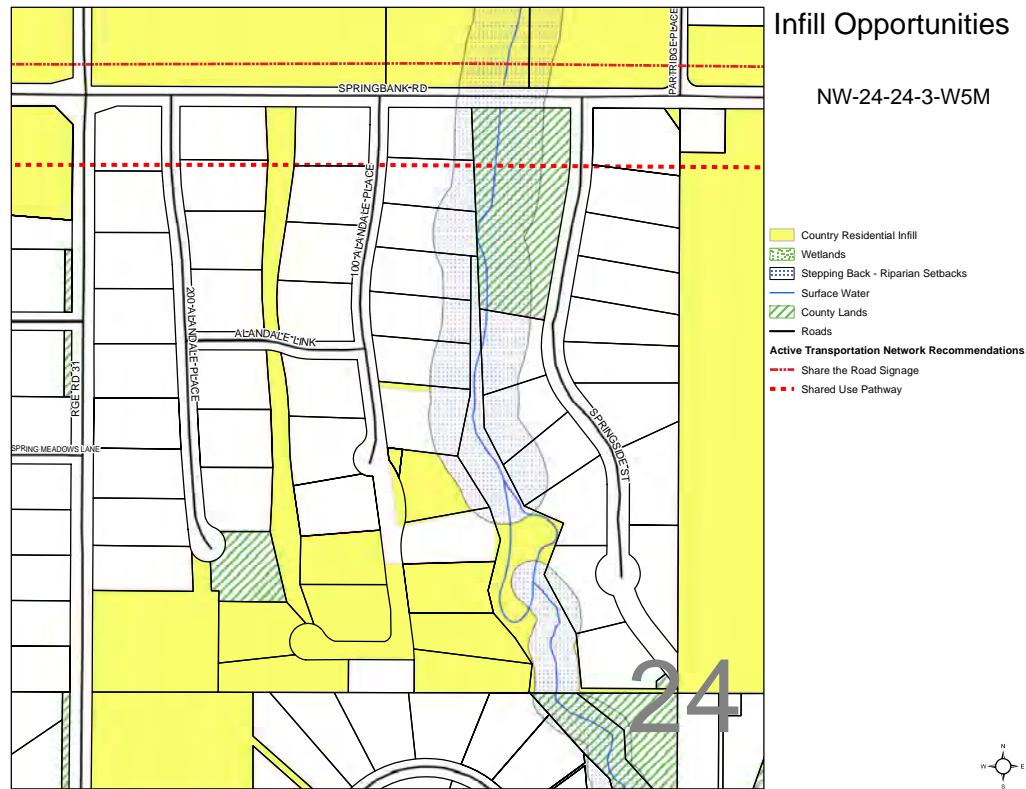


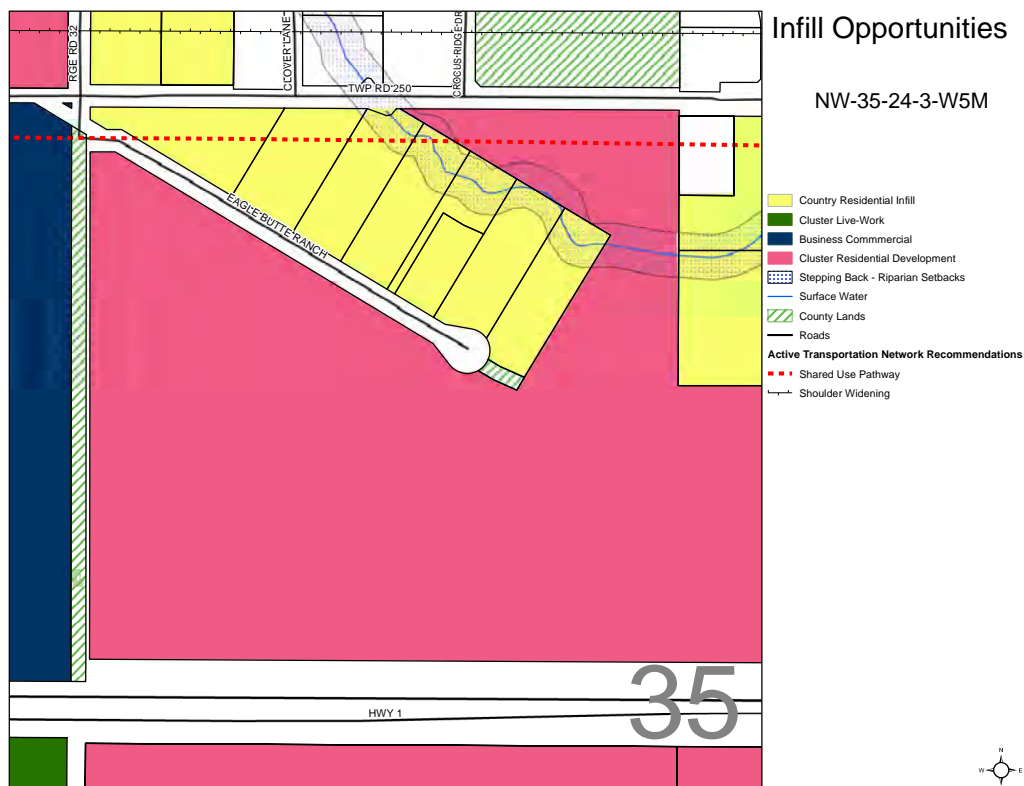
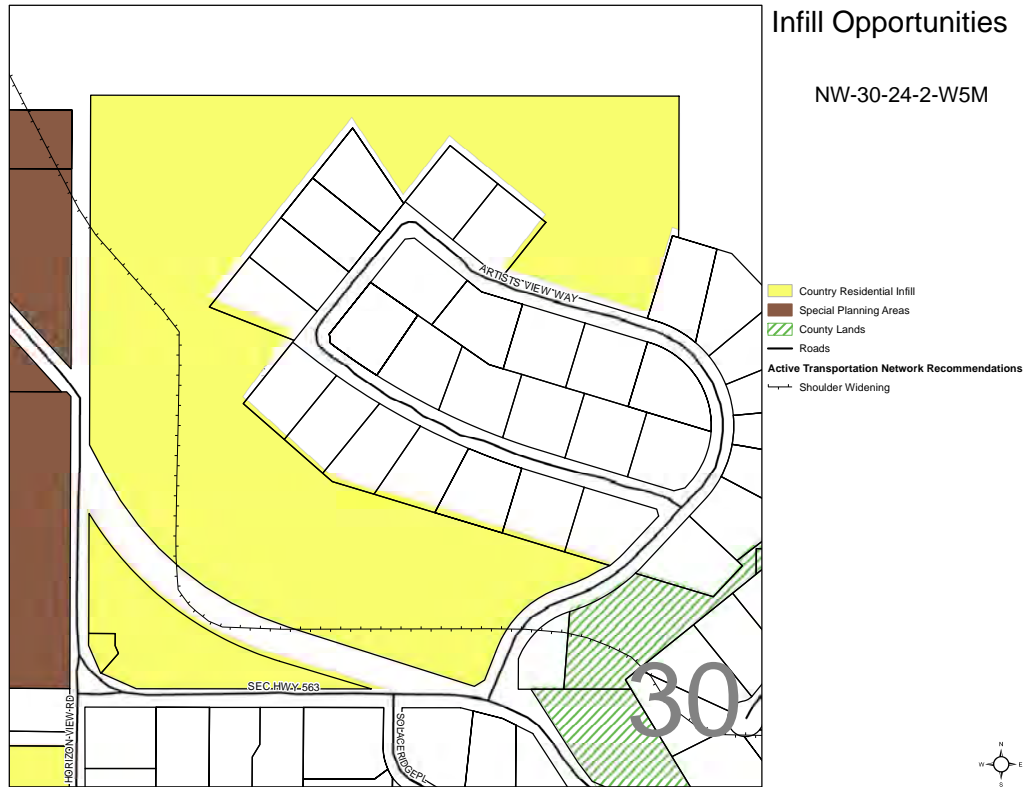


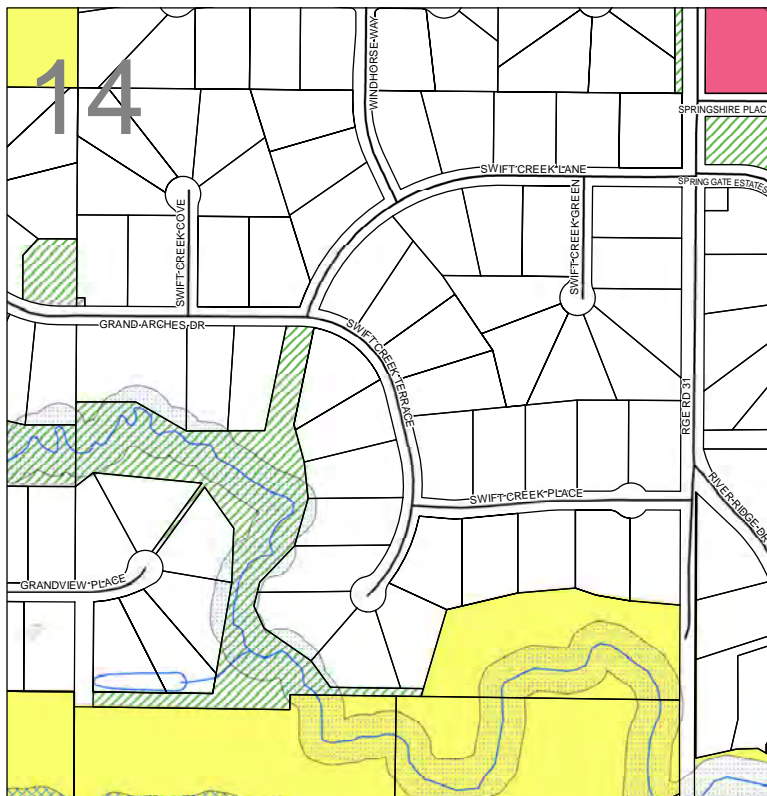
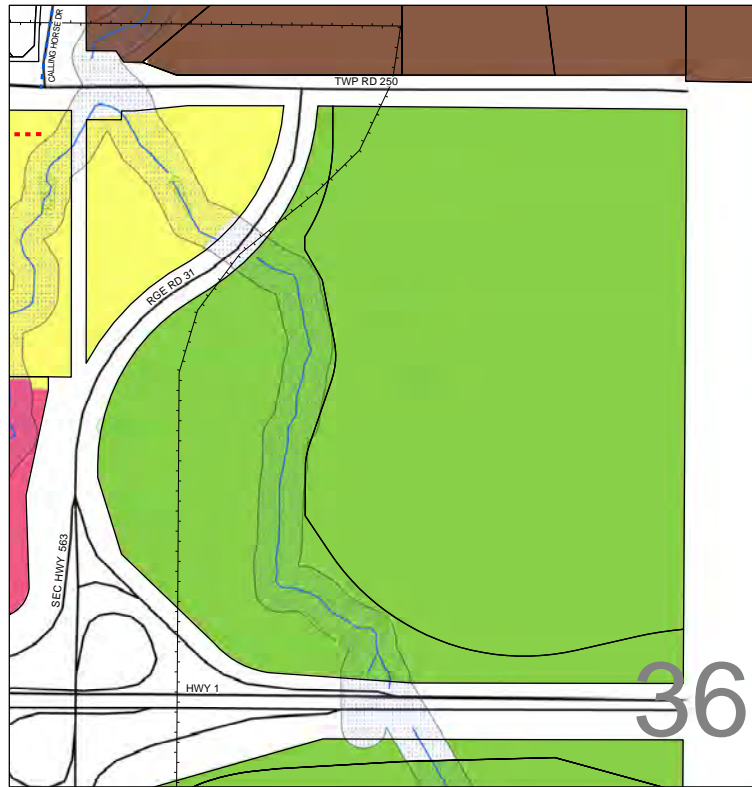




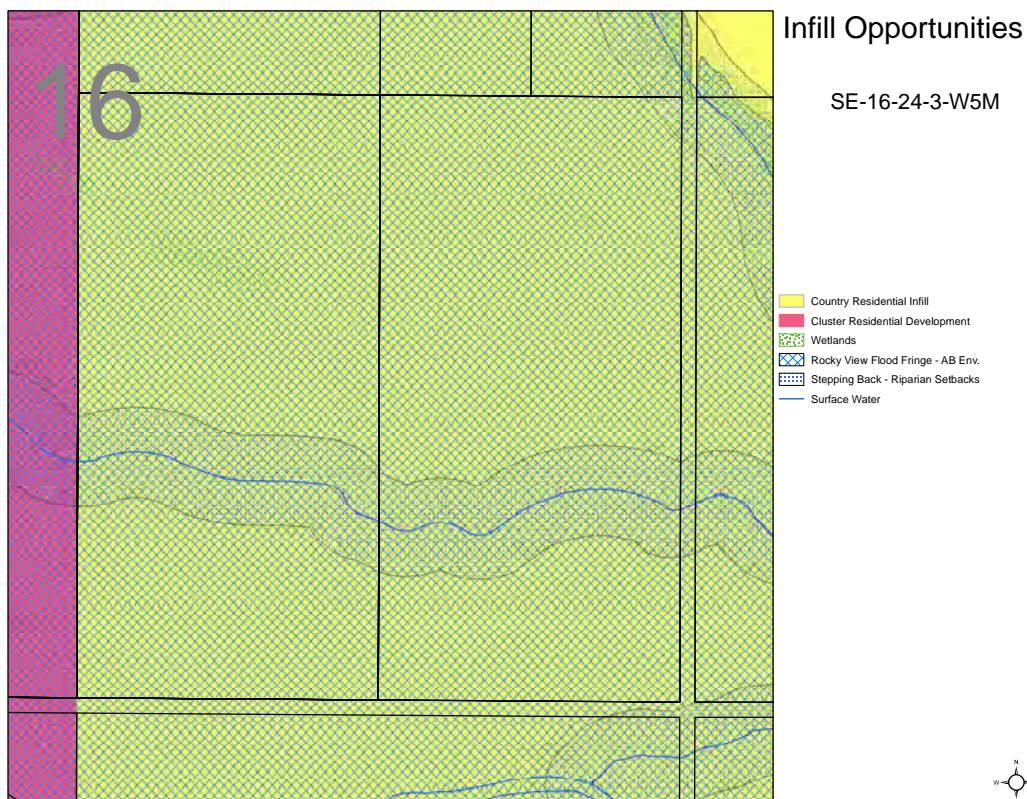
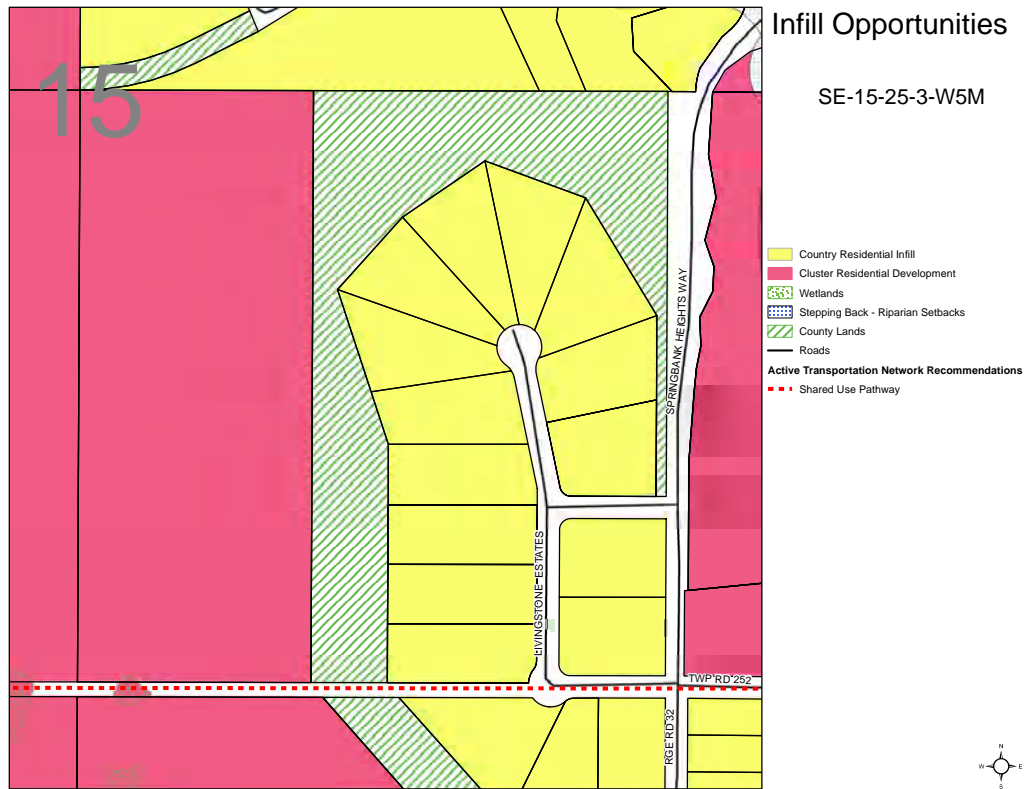


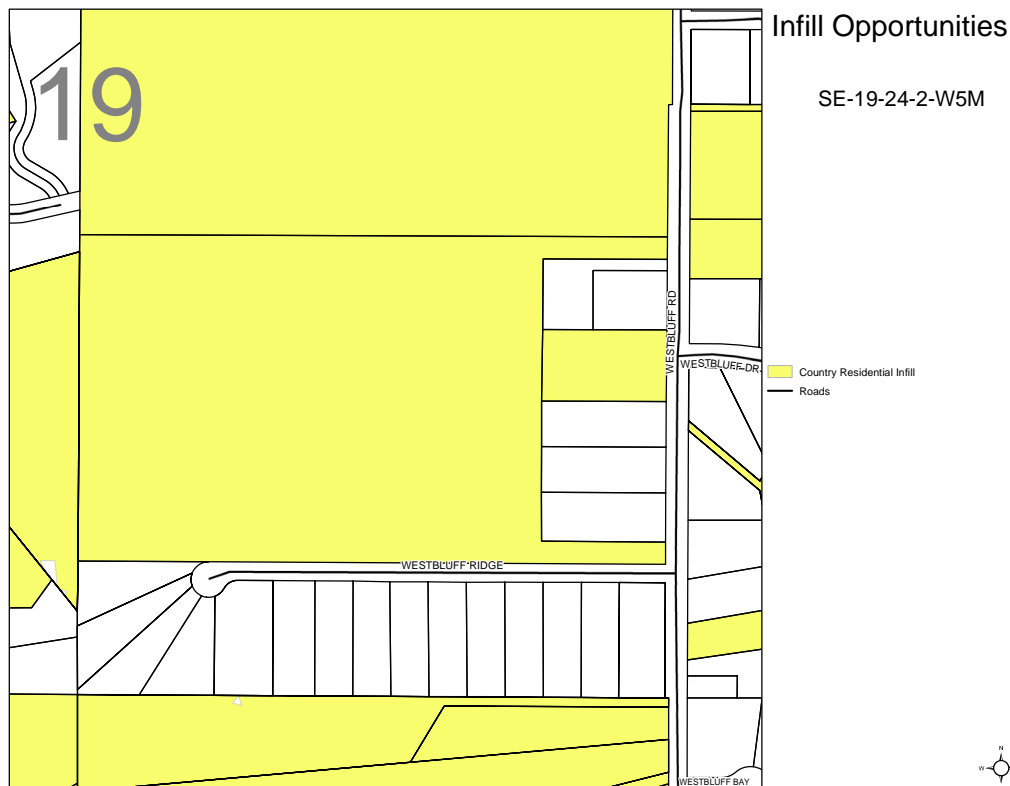
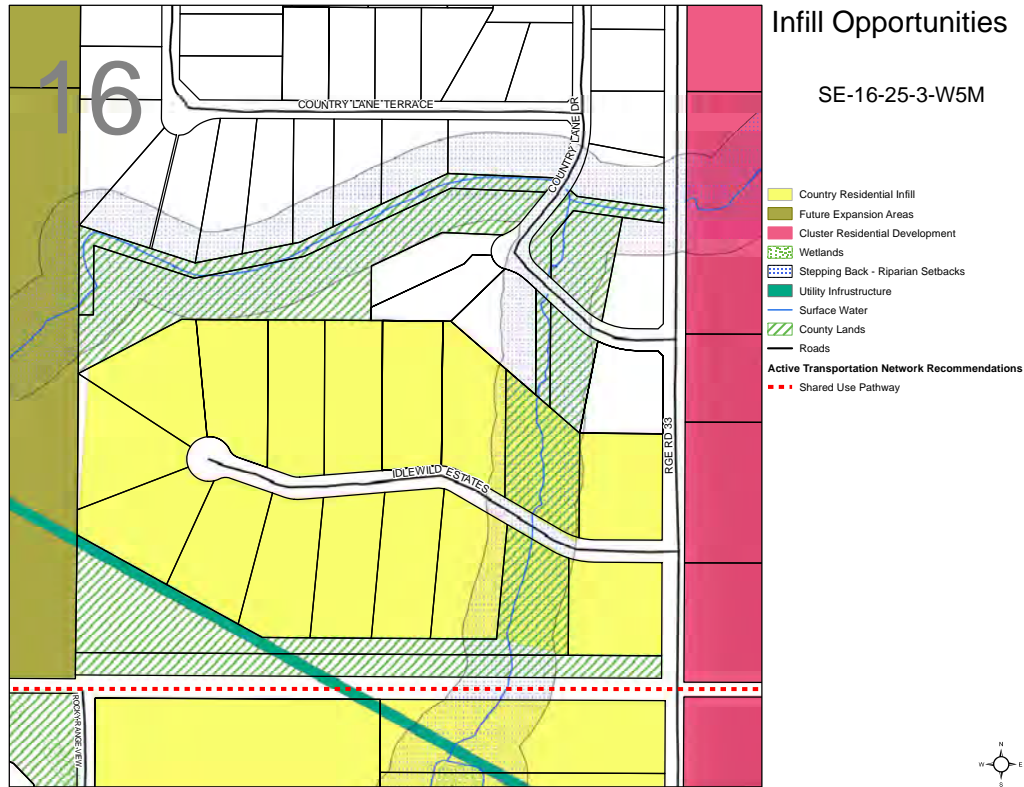




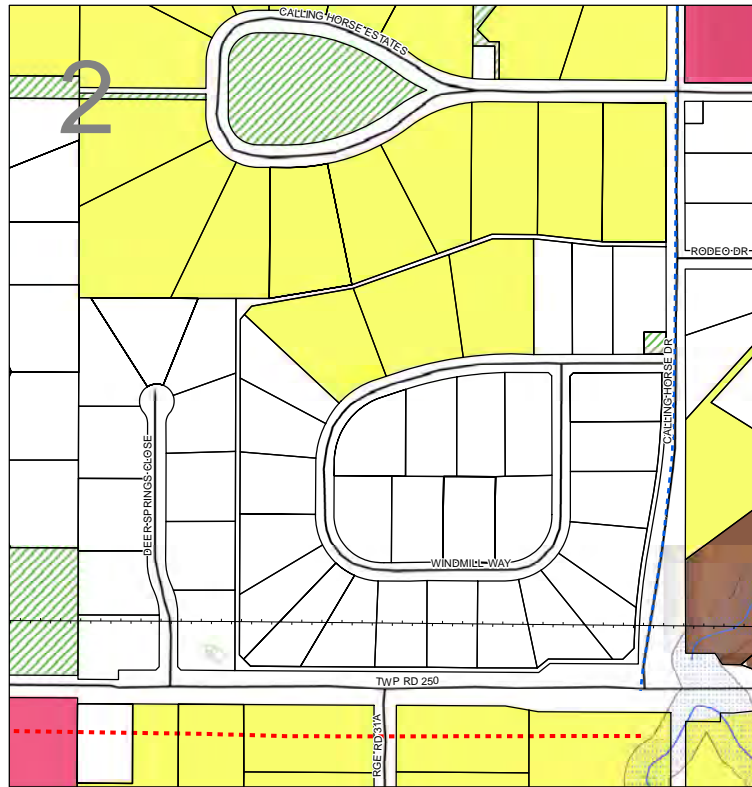








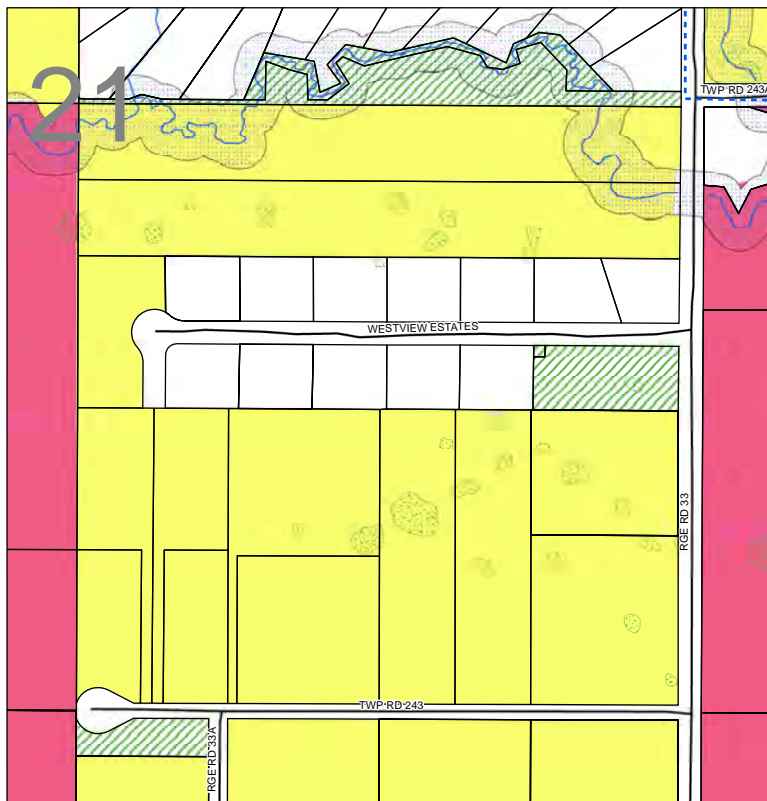




## Infill Opportunities

SE-2-25-3-W5M

- Country Residential Infill
  - Cluster Residential Development
  - Special Planning Areas
  - Wetlands
  - Stepping Back - Riparian Setbacks
  - Surface Water
  - County Lands
  - Roads
- Active Transportation Network Recommendations**
- Shared Use Pathway
  - Yield Roadway

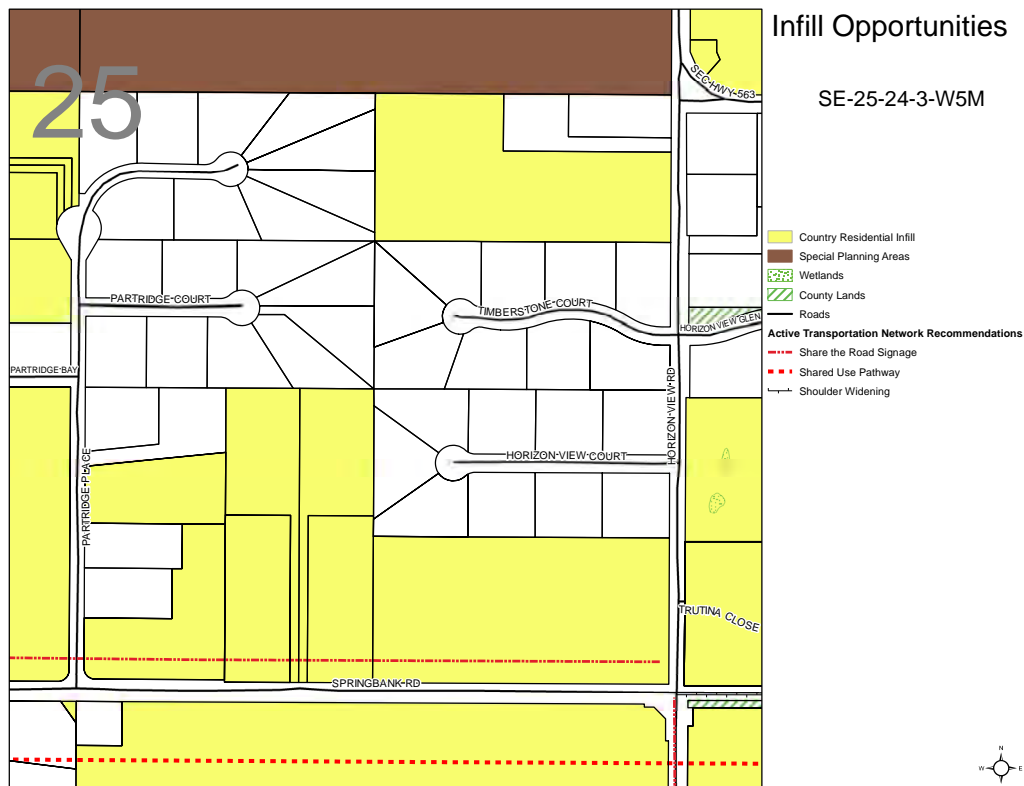
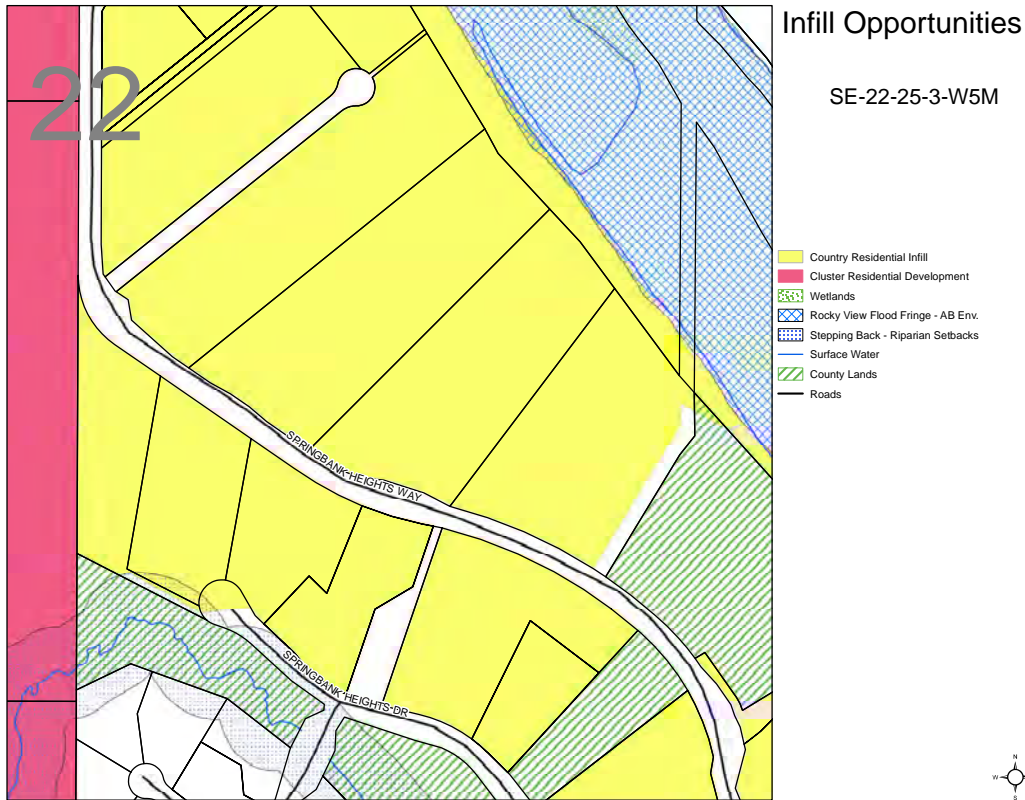


## Infill Opportunities

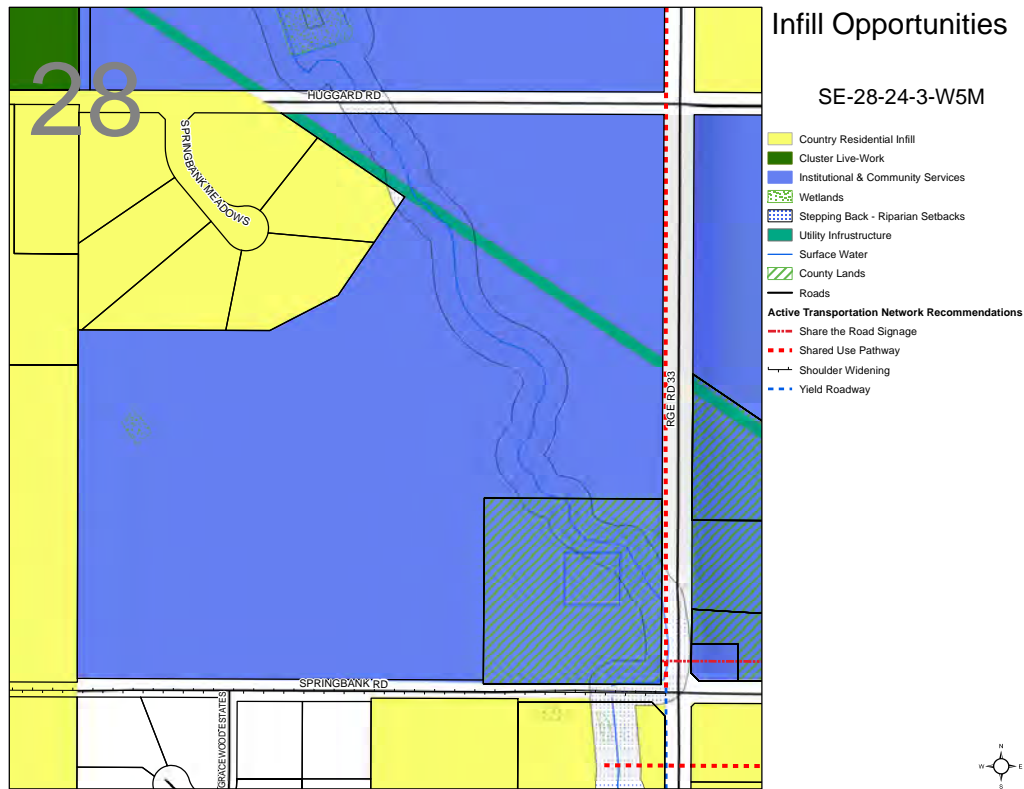
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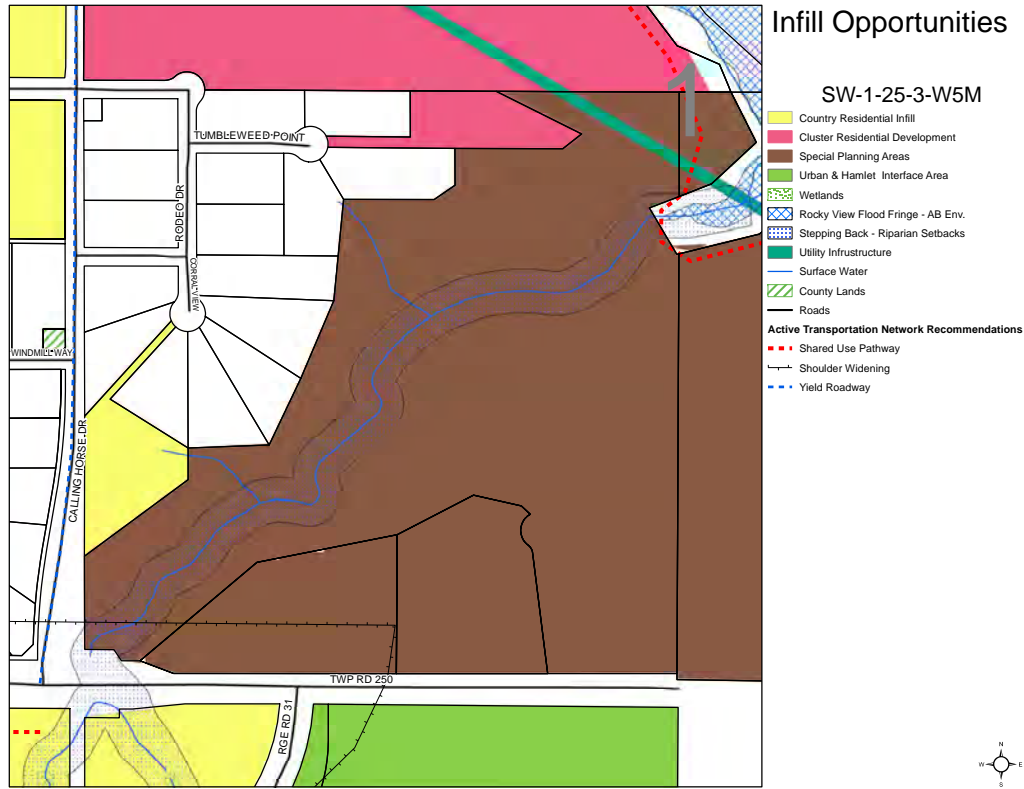
- Country Residential Infill
  - Cluster Residential Development
  - Special Planning Areas
  - Wetlands
  - Stepping Back - Riparian Setbacks
  - Surface Water
  - County Lands
  - Roads
- Active Transportation Network Recommendations**
- Shared Use Pathway
  - Yield Roadway



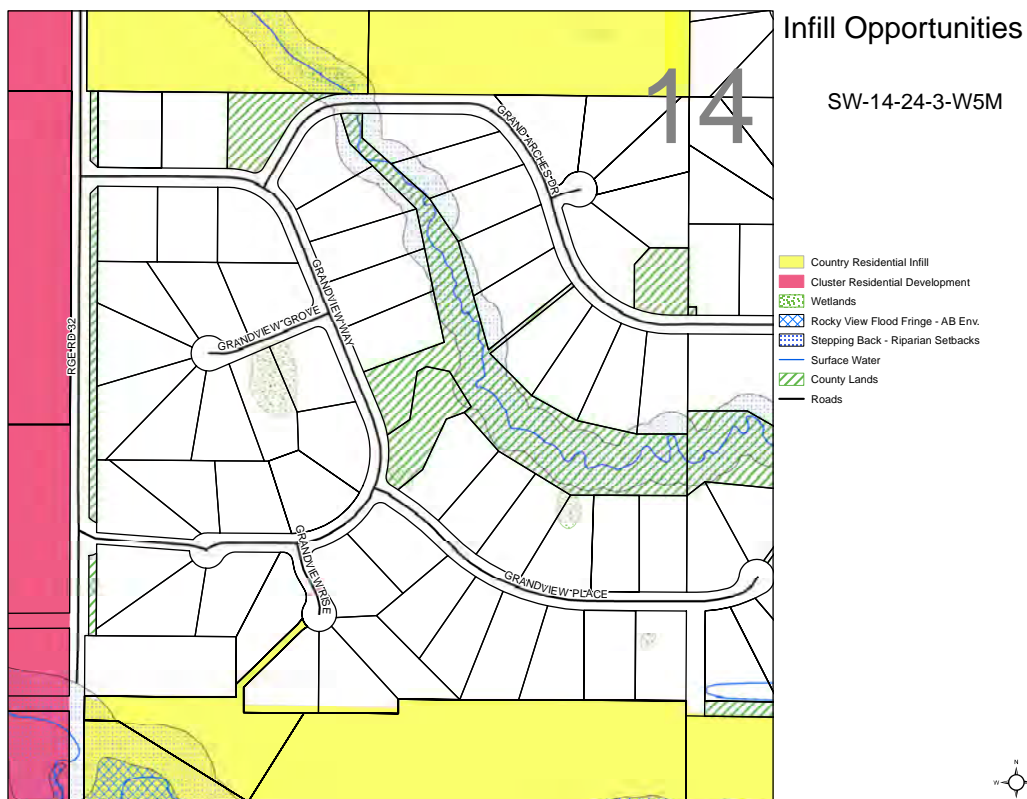
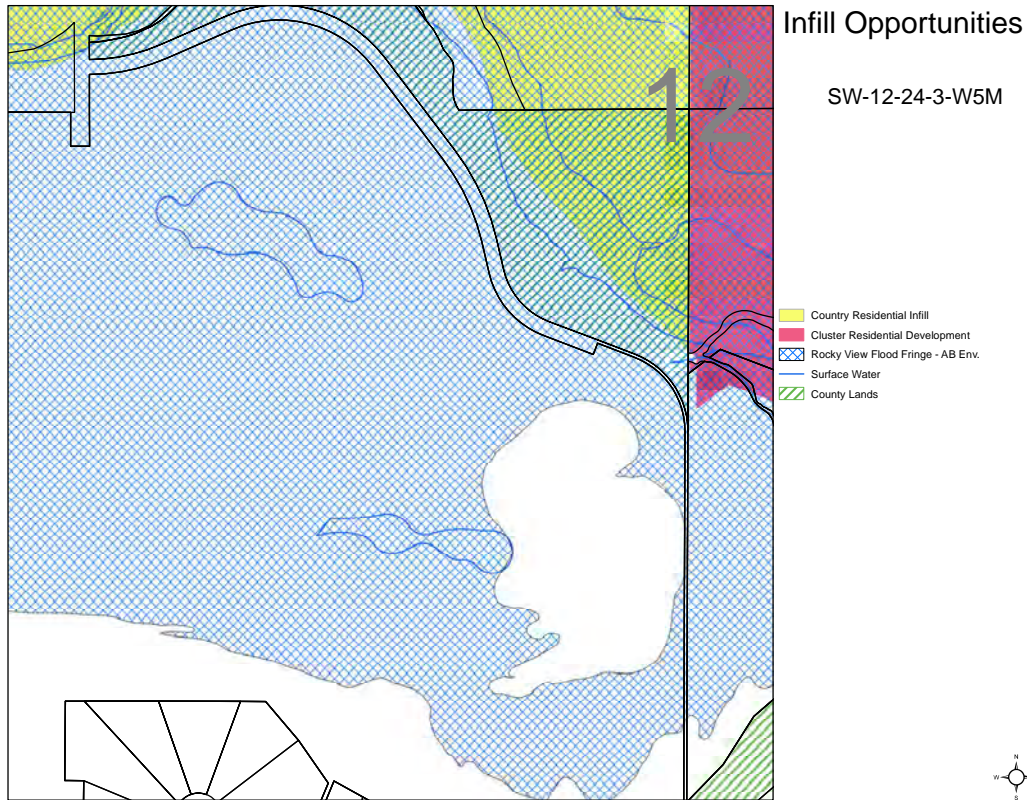




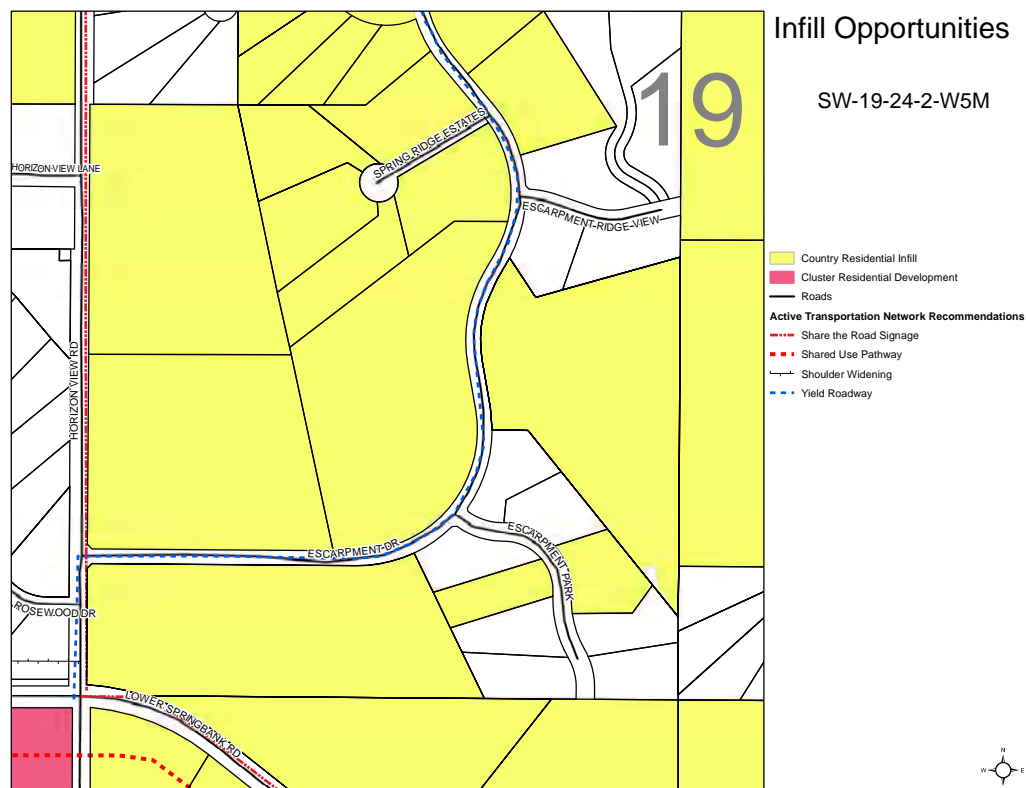
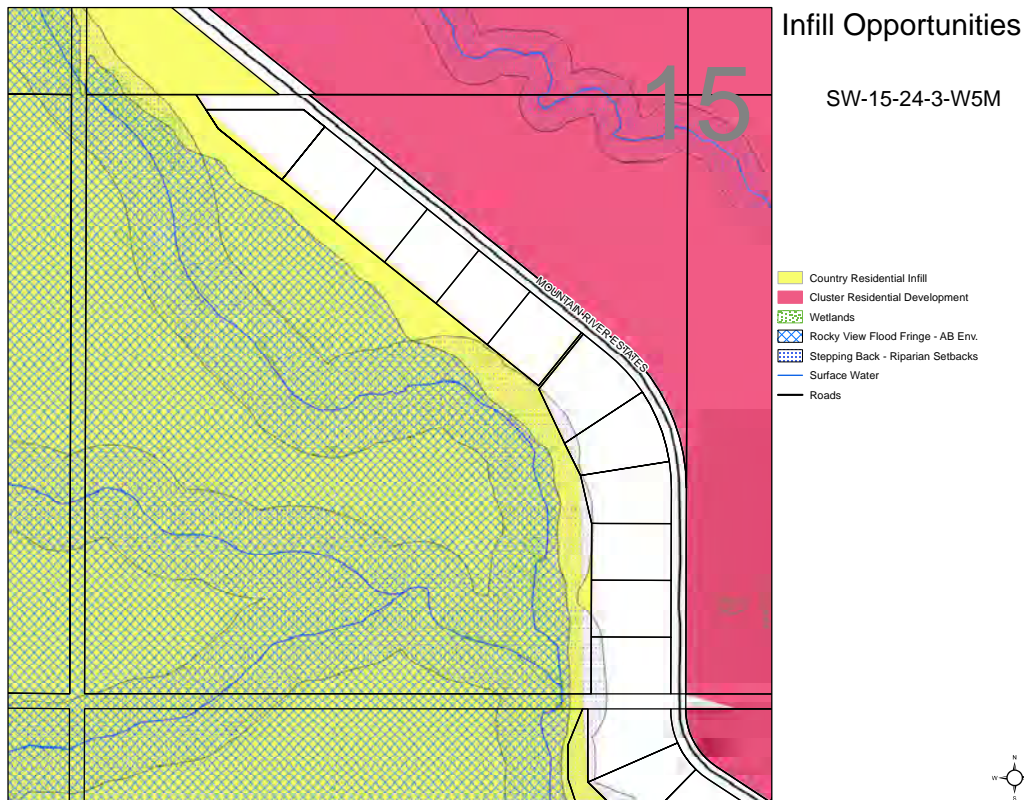


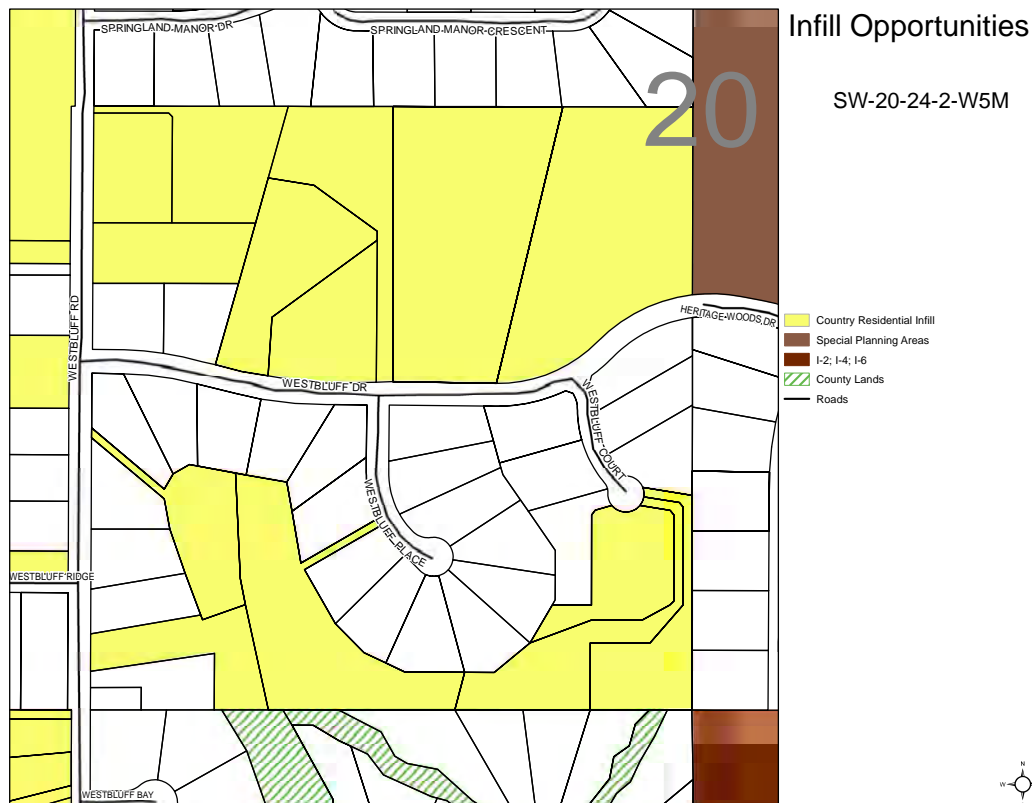
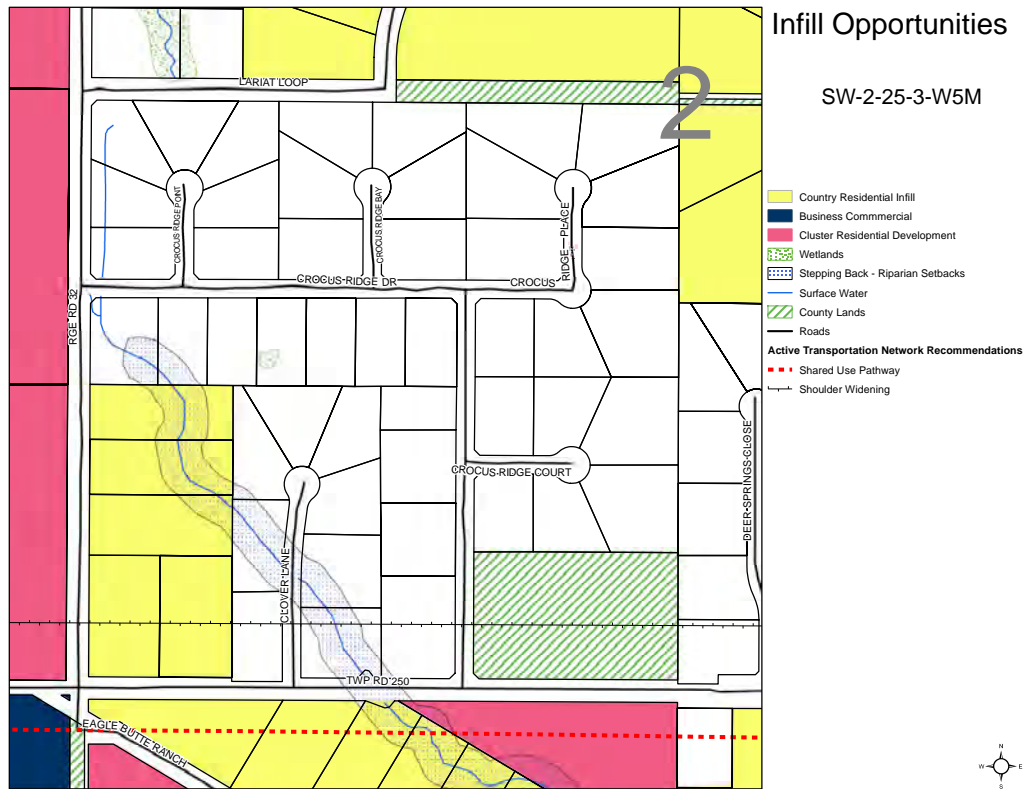


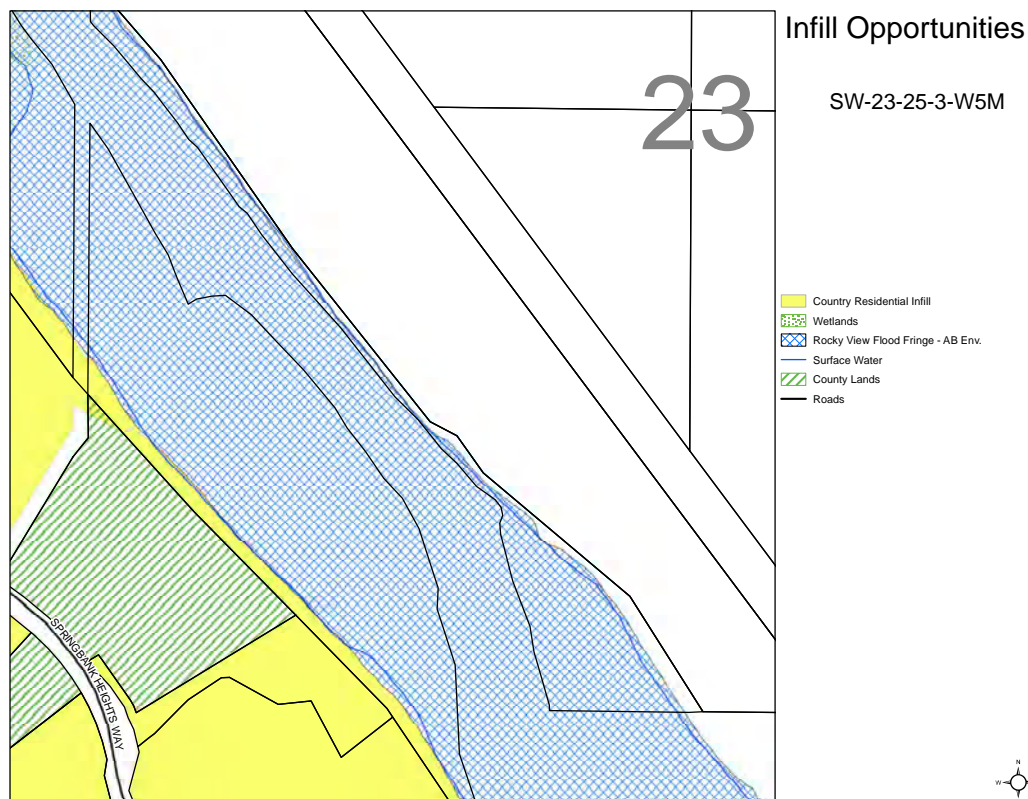
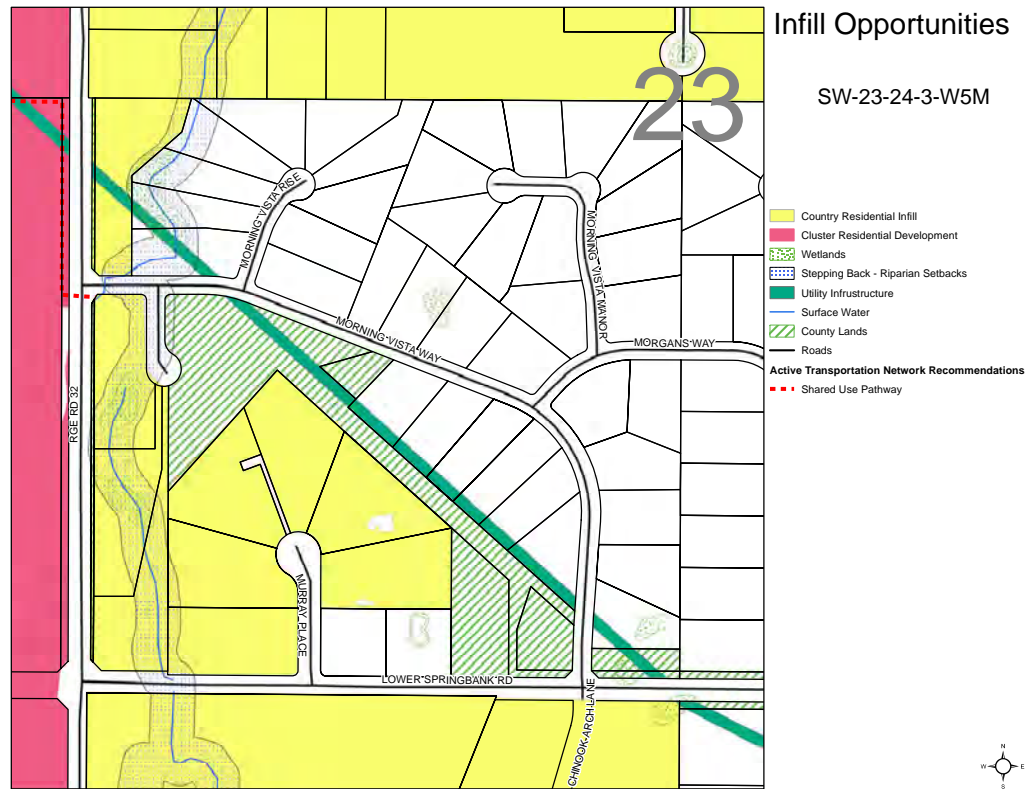




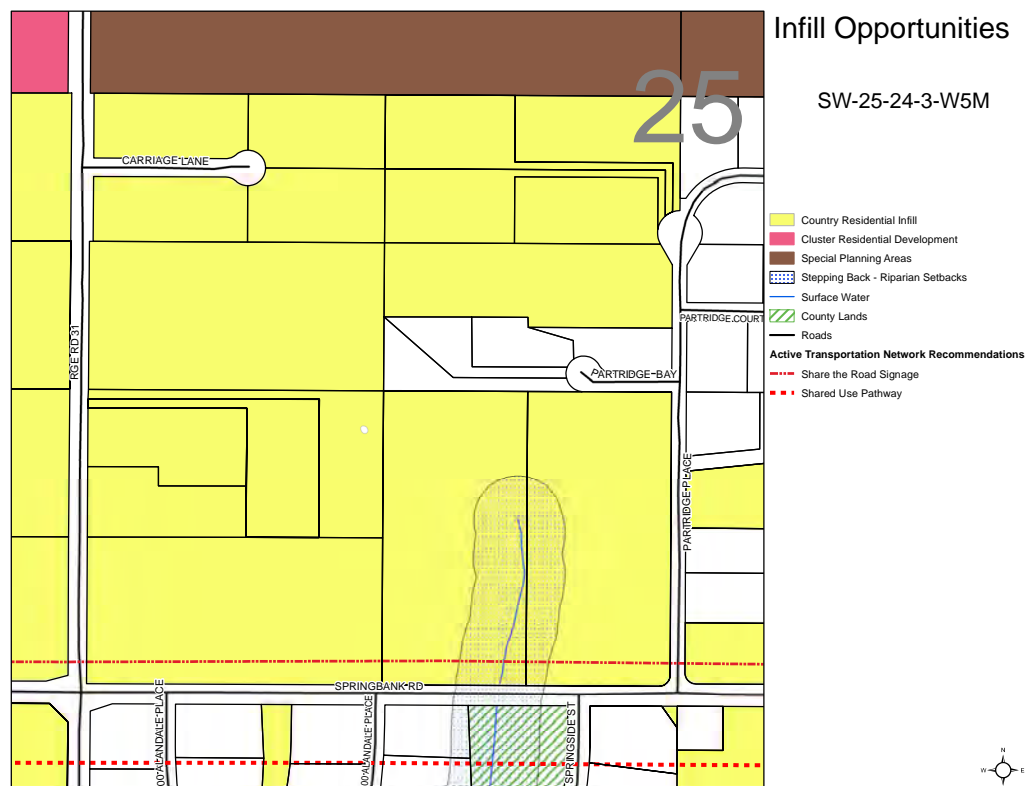
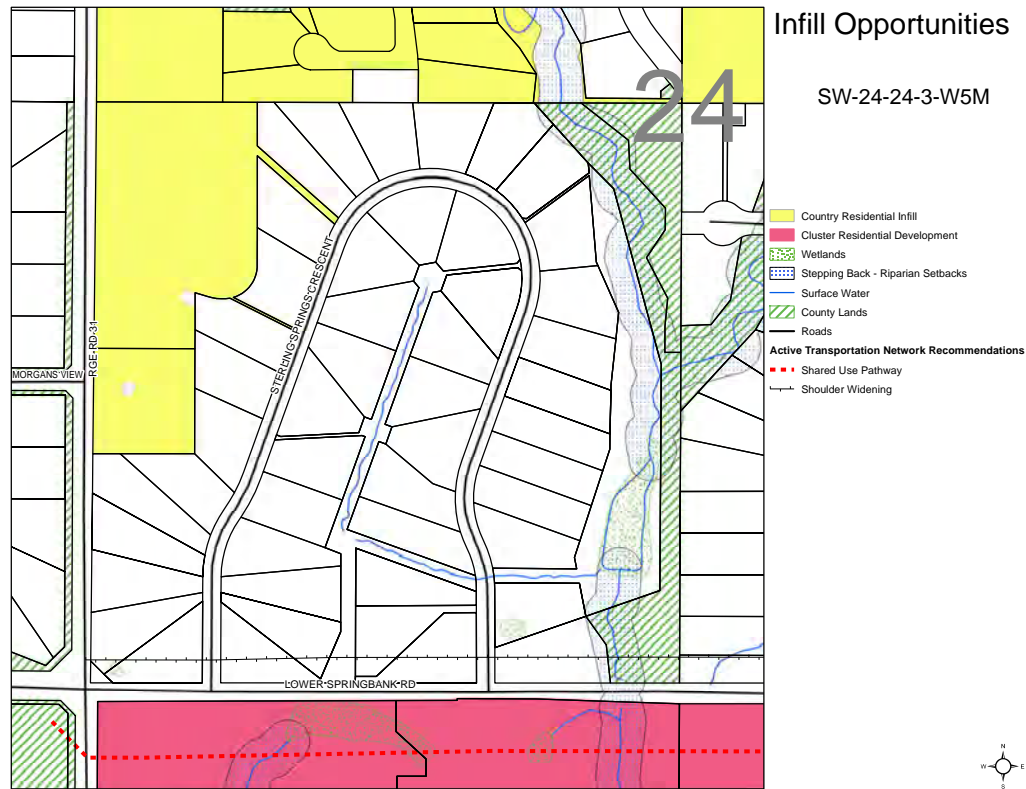


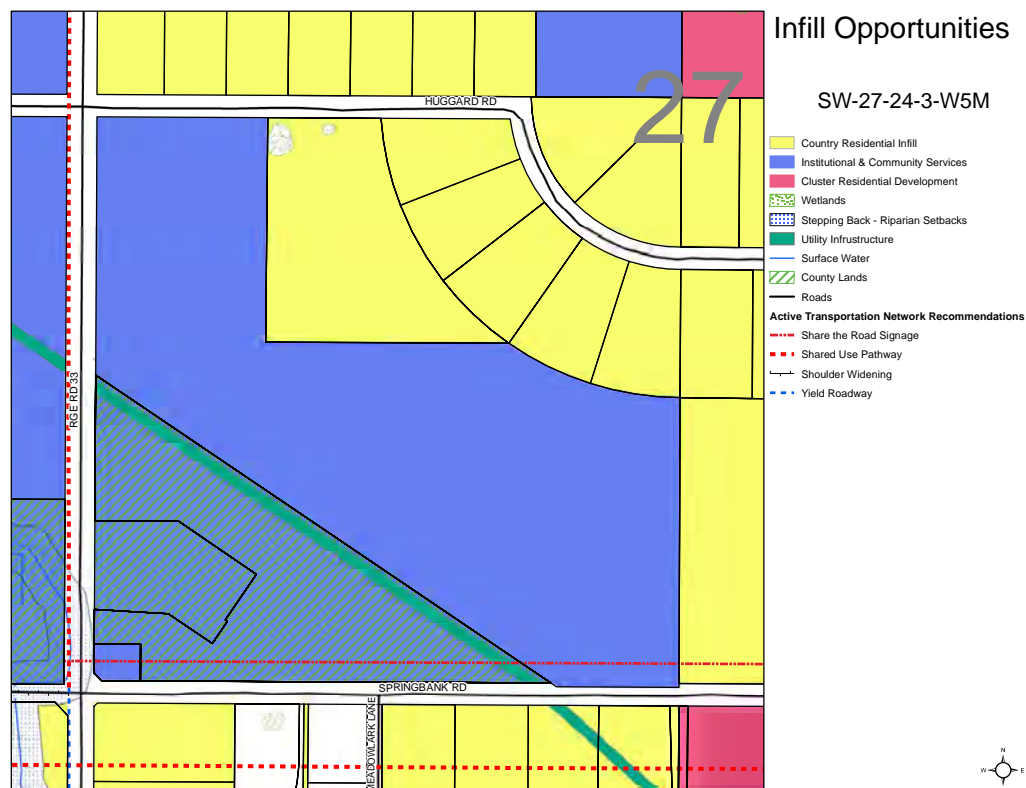
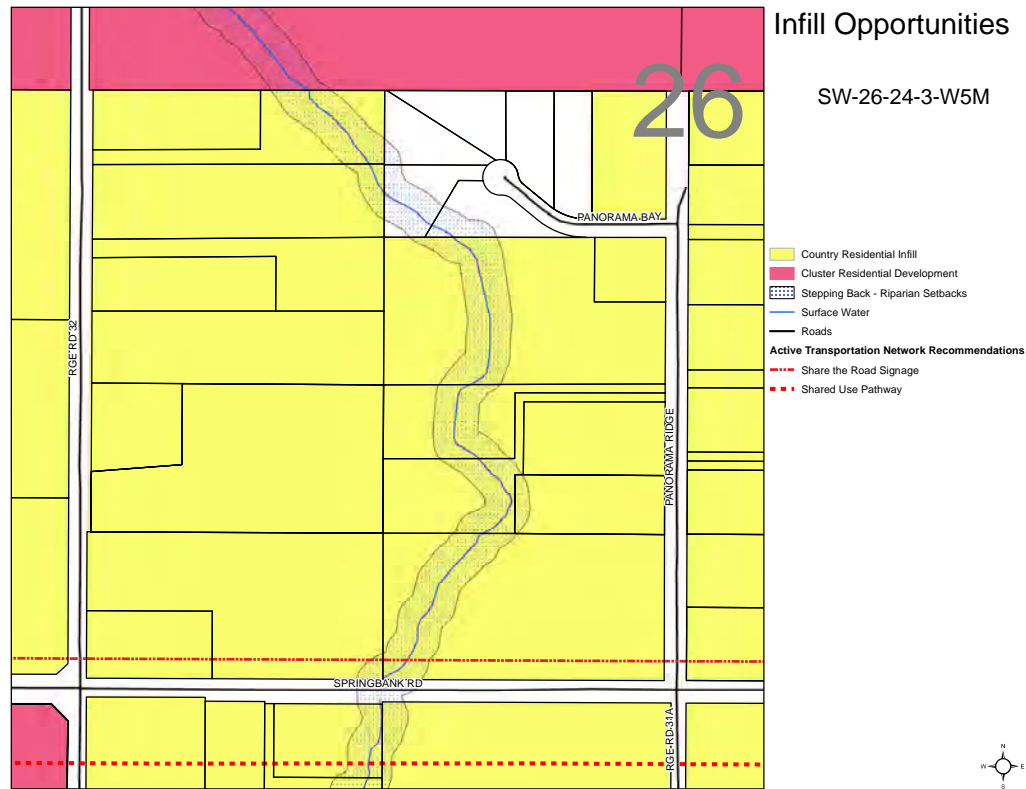


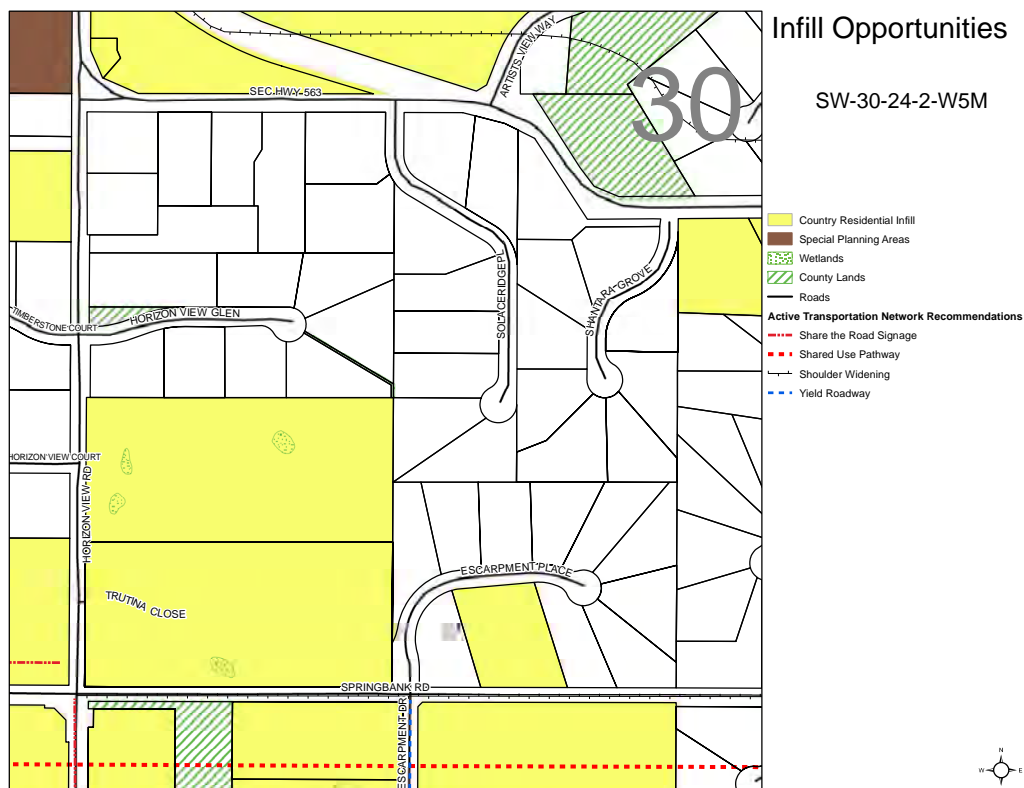
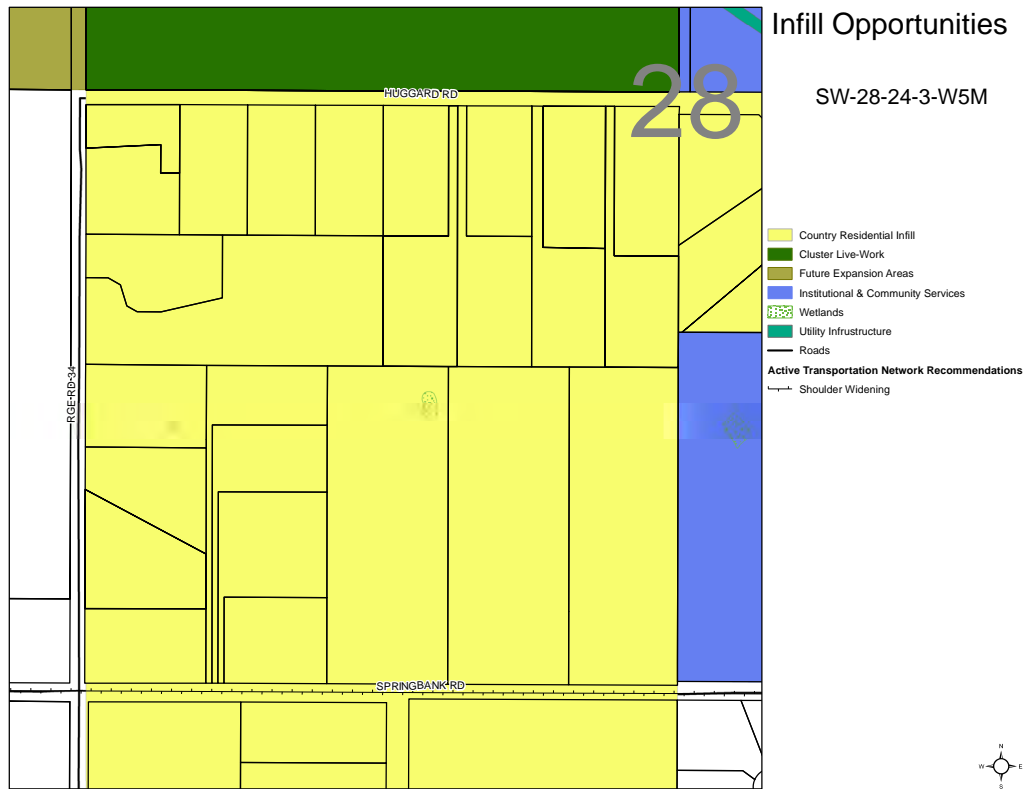














## APPENDIX D: DESIGN GUIDELINES

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

### Principles

1. A safe, active, and inviting corridor that balances the needs of vehicular, pedestrian, and other modes of transportation.
2. Gateway and entrance features developed in a manner that reflects Springbank's heritage and identity.
3. Parks and community nodes that provide for passive and active recreations, as well as formal and informal community gatherings throughout the day, all year long.
4. Buildings that are situated and orientated to frame the public street, and provide an intimate, comfortable, and visually interesting streetscape for pedestrians.
5. Buildings that are well balanced and proportioned to create a dynamic and interesting pedestrian experience at the street level.
6. Development that reflects the local context, adopts the existing cultural heritage, and fits in with its surroundings to create a distinct sense of place.
7. Landscaping that takes into consideration and coordinates with the surroundings, provides adequate screening for adjacent properties, and complements development on-site.
8. Signs that are designed and scaled to reinforce the overall character of the area, while still allowing businesses to clearly identify themselves, their goods, and their services.
9. Lighting that complements the individual architecture of a building, and extends into part of the streetscape.
10. Utility and service areas that are sensitively integrated into the overall site design and are appropriately located and screened to minimize visibility from the public realm.
11. Decorative fences and other similar privacy features that delineate public and private boundaries, promote connectivity, and complement the overall streetscape.

# APPENDIX E: PLANNING SPRINGBANK

## Springbank Area Structure Plan

### Overview

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

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

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

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

### What is an Area Structure Plan?

An area structure plan (ASP) is a statutory document approved by Council and adopted by Bylaw. An ASP outlines the vision for the future development of an area in relation to matters such

as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

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

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

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

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

- the sequence of development proposed for the area;

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

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

## Local Plans

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

Local plans are developed within the framework provided by an ASP. Based on this framework, the local plan must demonstrate how development in the local area will retain the integrity of the overall ASP planning concept, and how development will be connected and integrated with adjacent areas. Policy sections in the ASP identify the unique

### RESIDENTIAL INFILL DEVELOPMENT PLANS:

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

### CONCEPTUAL SCHEMES:

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

### MASTER SITE DEVELOPMENT PLANS (MSDP):

Accompany a land use redesignation application and provide design guidance for the development of a large area of land with little or no anticipated subdivision. An MSDP addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on-site design with the intent to provide Council and the public with a clear idea of the final appearance of the development. Section 28 of this Plan requires that Conceptual Schemes and MSDPs are appended, by bylaw, to the ASP. This means that the municipality and landowners have a statutory obligation to adhere to the policies and requirements set out within conceptual schemes and MSDPs.

requirements that must be addressed in the local plan due to the location and specific development conditions of the area. The technical requirements of a conceptual scheme, master site development plan, and residential infill development plan are identified in Appendix B of this ASP. Local plans must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the Rocky View County Plan.

## Plan Interpretation

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

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

## Policy Direction from Other Plans

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

## Calgary Metropolitan Region Growth Plan

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

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

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

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

## Interim Growth Plan

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

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

Policies within the IGP cover the following areas:

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

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

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

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

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

## South Saskatchewan Regional Plan

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

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

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

Rocky View County's Municipal Development Plan (the County Plan) was prepared in alignment with

**Table 06: Principles and Objectives of the IGP**

ICP POLICY	CORRESPONDING ASP SECTIONS
<b>Policy 3.2.2</b> Intermunicipal collaboration.	The County has undertaken thorough and structured engagement with the City of Calgary to address intermunicipal issues and opportunities throughout the ASP process, and this is reflected in the relevant Plan policies.
<b>Policy 3.2.3</b> Protection of source water, wetlands, and regional corridors.	Policies within Sections 16 (Natural & Historic Environment) and 20 (Transportation) of this ASP address these matters.
<b>Policies 3.3.1 and 3.3.2</b> Flood prone areas.	Policies within Sections 7 (Residential) and 17 (Reserves) of this ASP address these matters.
<b>Policy 3.4.2</b> Expansion of Settlement Areas	Policies within Section 12 (Future Expansion Areas) of this ASP address these matters.
<b>Policy 3.4.4</b> Country Residential Development	Policies within Section 7 (Residential) of this ASP address these matters.
<b>Policy 3.4.5.1</b> Employment Areas	Policies within Section 9 (Business) of this ASP address these matters.
<b>Policy 3.5.1.1 and Schedules 3 &amp; 4</b> Mobility Corridors	Policies within Sections 21 (Scenic and Community Corridors) and 23 (Utility Services) of this ASP address these matters.
<b>Policy 3.5.2.1 and Schedules 5 &amp; 6</b> Transmission Corridors	Policies within Section 22 (Utility Services) of this ASP address these matters.

the SSRP, and subsequently, all ASPs must follow the direction of the County Plan. The SSRP provides a number of principles to assist municipalities with strategic planning. A key premise of the SSRP is to use land more efficiently and to preserve large tracts of agricultural land. The County Plan implements these principles by directing growth to identified growth areas and limiting development outside of these areas.

The Springbank ASP specifically achieves the following key SSRP objectives:

1. Agriculture – the region's agricultural industry is maintained and diversified.

2. Renewable Energy – opportunities for the responsible development of the region's renewable energy industry are maintained in support of Alberta's commitment to greener energy production and economic development.
3. Biodiversity – terrestrial and aquatic biodiversity, and related ecosystems, are maintained. The role of economic sectors in maintaining ecosystem services is recognized.
4. Surface Water Quality – surface water quality within the South Saskatchewan river basin is managed to ensure future water uses are protected.



5. Efficient Use of Land – the amount of land required for development of the built environment is minimized over time.
6. Historic Resources – artifacts, fossils, historic places, and aboriginal heritage that define the region's distinctive character are identified and effectively managed.
7. Planning Cooperation and Integration – cooperation and coordination are fostered among all land use planners and decision-makers. Partnerships are formed to ensure growth occurs in a sustainable manner.
8. Building Sustainable Communities – promote healthy and sustainable communities; maintain and enhance the natural environment; establish land-use patterns for orderly, economical, and beneficial development; and minimize risk to health, safety, and property loss.

#### **Rocky View County / City of Calgary Intermunicipal Development Plan**

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

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

Where further collaboration and coordination of land use and infrastructure planning is seen to be required to achieve suitable development forms along the municipal boundary, these areas have been designated as Special Planning Areas (see Section 11). These areas will require further amendments to this ASP, initiated by the County, prior to proceeding to submission of local plans and land use amendments.

#### **Rocky View County Plan**

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

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

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

**COMPACT RESIDENTIAL DEVELOPMENT:**

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

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

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

**Public Engagement Process**

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

The County's engagement strategy provided opportunities for much-valued input from landowners, stakeholders, adjacent municipalities, and the general public, all of which has, in part, informed the overall vision and policies of the ASP. An emphasis was placed on working with the community at an early stage to firstly discuss broad objectives for Springbank, and then later to examine suitable land use options and policies. A summary of the key events within the process is found in Table 07.

## Table 07: Public Engagement - Key Events

PHASE	DATE	ENGAGEMENT
<b>Phase 1</b> 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.
<b>Phase 2</b> Setting the ASP Direction	February, 2017, and, June, 2017	<p>The County held a week of “coffee-chats”: structured, but informal discussions with groups or residents, landowners and other stakeholders. The chats at the Springbank Park for All Seasons sought to ascertain the following:</p> <ul style="list-style-type: none"> <li>• where development should, and should not, be focused within the community;</li> <li>• whether the existing ASPs’ boundaries should be amended or amalgamated; and</li> <li>• how the County should engage with the community for future projects.</li> </ul> <p>The coffee-chats were attended by approximately 90 people.</p> <p>A separate workshop evening was held to examine the community’s specific priorities for subject areas, such as transport, conservation, and servicing. Some 100 people attended this event at the Heritage Club.</p> <p>Due to the positive feedback from attendees on the previous coffee-chat engagement format, a further round of these chats was held at the Springbank Park for All Seasons. These chats built on the previous feedback received and focused on seeking input on a high-level land use strategy, together with discussions on specific areas of the community. Approximately 60 people attended the meetings.</p>
<b>Phase 3</b> Draft Vision, Objectives, and Land Use Scenarios	June, 2018	The County sought input on its draft vision, goals, and objectives, together with three land use scenarios to the Springbank community at an open house attended by 125 people. The open house at the C3 Church was advertised by means of a further landowner mail-out and via press notices. Feedback was requested through an online mapping tool, which received over 2,000 comments, and a survey, which was completed by 70 people.
<b>Phase 4</b> 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.
<b>Phase 5</b> Final Draft and Council	April, 2020	The final draft of the ASP, alongside supporting technical studies, was presented to the public. The final draft of the ASP was released publicly through the County webpage prior to taking the document forward for Council consideration. A public hearing was advertised for presentation of the ASP to Council, allowing public comment on the document. The hearing was held on [date to be inserted].

## Intermunicipal Engagement (City of Calgary)

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

**Table 08: Key Intermunicipal Engagements**

PHASE	DATE	ENGAGEMENT
<b>Phase 1</b> 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.
<b>Phase 2</b> Setting the ASP Direction	February, 2017	The City was notified of the County's public engagement events that were held, and was advised of the materials available at the events.
	April, 2017	A site visit was undertaken to a range of locations in Springbank, with staff from both municipalities and Alberta Transportation attending. Discussions were focused on identifying any policy or technical issues and opportunities at an early stage.
	November, 2017	Representatives from both municipalities met to discuss the County's servicing study for Springbank, and potential options for water and waste water servicing to support development.

PHASE	DATE	ENGAGEMENT
<b>Phase 3</b> Draft Vision, Objectives, and Land Use Scenarios	June, 2018	The County invited the City to the open house held to present the draft vision, goals, objectives, and land use scenarios. Two City staff attended, and the associated materials were later sent through to the City for comment.
	July, 2018	An update was presented by the County to the Intermunicipal Committee, outlining the draft land use scenarios and the status of the project.
	November, 2018	The County invited the City to comment on its refined draft land use scenario.
	January, 2019	<p>A further technical workshop was held with the City and Alberta Transportation to examine issues and opportunities in relation to the draft land use scenario prepared. There were 22 staff in attendance, and discussions were held on the following areas:</p> <ul style="list-style-type: none"> <li>• Planning;</li> <li>• Parks, pathways, and recreation;</li> <li>• Transportation;</li> <li>• Water and waste water; and</li> <li>• Fire Service provision.</li> </ul> <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>
<b>Phase 4</b> 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.
<b>Phase 5</b> Final Draft and Council	April, 2020	The City was formally circulated the final draft of the ASP. Comments received from the City were provided within the report to Council alongside the draft ASP.

# APPENDIX F: LOCAL PLANS IN THE SPRINGBANK PLAN AREA

**Table 09:** Local Plans in the Springbank Plan Area

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

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

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





ROCKY VIEW COUNTY



## FINANCIAL SERVICES

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**TO:** Council

**DATE:** April 28, 2020 **DIVISION:** All

**FILE:** 0650

**SUBJECT:** Country Lane Estates Water Coop Upgrades – Local Improvement Plan and First Reading of Borrowing Bylaw C-8032-2020.

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### POLICY DIRECTION:

Section 393 of the *Municipal Government Act* (MGA) provides that a group of owners in a municipality may petition the Council for a local improvement.

### EXECUTIVE SUMMARY:

On February 25, 2020, a report was presented to Council declaring that the petition presented to the Chief Administrative Officer for water coop upgrades in the Country Lane Estates was deemed sufficient as it met the requirements prescribed in section 392(2) of the *MGA*. Administration is requesting first reading of the borrowing bylaw C-8032-2020 to fund the local improvement, and is presenting the local improvement plan.

### ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

### BACKGROUND:

Administration received a petition from the residents of Country Lane Estates on January 20, 2020, regarding upgrades of their water system. A report was presented on February 25, 2020, advising Council that the Chief Administrator Officer deemed the petition valid. Council received the tax petition for information and directed Administration to prepare a local improvement plan and a corresponding borrowing bylaw, and to hold a public hearing for this local improvement. Administration is presenting the Local Improvement Plan for Council's information, and is including borrowing bylaw C-8032-2020 and requesting first reading so that the bylaw can be advertised for two consecutive weeks as per the *MGA* s. 606(1). Next steps would be to 1) send the Local Improvement Plan to all affected owners; and 2) hold a public hearing (anticipated date June 23, 2020).

### BUDGET IMPLICATIONS:

Borrowing Bylaw – C-8032-2020 for \$802,000.

### OPTIONS:

Option #1	Motion 1:	THAT Bylaw C-8032-2020 be given first reading.
	Motion 2:	That Administration be directed to send the Local Improvement Plan to all properties included in the plan area.
Option #2	THAT alternative direction be provided.	



Respectfully submitted,

"Kent Robinson"

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Executive Director  
Corporate Services

Concurrence,

"Al Hoggan"

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Chief Administrative Officer

BW/ls

**APPENDICES:**

APPENDIX 'A' – Borrowing Bylaw C-8032-2020

APPENDIX 'B' – Country Lane Estates – Local Improvement Plan



## BYLAW C-8032-2020

**A Bylaw of Rocky View County, in the Province of Alberta, to authorize the Council of Rocky View County to incur indebtedness by the issuance of debenture(s) in the amount of \$ 802,000.00 for the purpose of installing water treatment and distribution infrastructure and wastewater collection and treatment infrastructure in Country Lane Estates.**

**WHEREAS** the Council of Rocky View County has decided to issue a bylaw pursuant to Section 263 of the *Municipal Government Act* to authorize the financing, undertaking, and completion of water and wastewater infrastructure local improvement project as described in the local improvement plan authorized by Council;

**WHEREAS** Plans and specifications have been prepared and the total cost of the project is estimated to be \$802,000.00 and Rocky View County estimates the following contributions will be applied to the project:

Benefitting owners	<u>\$802,000.00</u>
Total Cost	\$802,000.00

**AND WHEREAS** in order to complete the project it will be necessary for Rocky View County to borrow the sum of \$802,000.00, for a period not to exceed 25 years, from the Alberta Capital Finance Authority or another authorized financial institution, by the issuance of debentures and on the terms and conditions referred to in this bylaw;

**AND WHEREAS** the estimated lifetime of the project financed under this bylaw is equal to, or in excess of 25 years;

**AND WHEREAS** the principal amount of the outstanding debt of Rocky View County at December 31, 2019, is \$49,151,103 and no part of the principal or interest is in arrears;

**AND WHEREAS** All required approvals for the project have been obtained and the project is in compliance with all *Acts* and *Regulations* of the Province of Alberta;

**NOW THEREFORE**, The Council of Rocky View County, duly assembled, enacts as follows:

### Title

- 1 This Bylaw may be cited as *Bylaw C-8032-2020*.

### Definitions

- 2 Words in this Bylaw have the same meaning as those set out in the *Municipal Government Act* except for the definitions provided below:

- (1) **“Council”** means the duly elected Council of Rocky View County;

- (2) **“Municipal Government Act”** means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
- (3) **“Rocky View County”** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

### Effect

- 3 That, for the purpose of completing the Country Lane Estates water and wastewater infrastructure local improvement project, the sum of eight hundred and two thousand dollars (\$802,000.00) be borrowed from the Alberta Capital Finance Authority or another authorized financial institution by way of debenture on the credit and security of Rocky View County at large.
- 4 The amount of eight hundred and two thousand dollars (\$802,000.00) is to be collected by way of local improvement tax.
- 5 The proper officers of Rocky View County are hereby authorized to issue debenture(s) on behalf of Rocky View County for the amount and purpose as authorized by this by-law, namely the Country Lane Estates water and wastewater infrastructure local improvement project.
- 6 Rocky View County shall repay the indebtedness according to the repayment structure in effect, namely annual or semi-annual equal payments of combined principal and interest instalments not to exceed twenty five (25) years calculated at a rate not exceeding the interest rate fixed by the Alberta Capital Finance Authority or another authorized financial institution on the date of the borrowing, and not to exceed EIGHT (8) percent.
- 7 The indebtedness shall be contracted on the credit and security of Rocky View County.
- 8 The net amount borrowed under the by-law shall be applied only to the project specified by this bylaw.

### Severability

- 9 If any provision of this bylaw is declared invalid for any reason by a court of competent jurisdiction, all other provisions of this bylaw will remain valid and enforceable.

### Effective Date

- 10 Bylaw C-8032-2020 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A SECOND TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

*UNANIMOUS PERMISSION* this \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Reeve

\_\_\_\_\_  
Chief Administrative Officer or Designate

\_\_\_\_\_  
Date Bylaw Signed



## LOCAL IMPROVEMENT PLAN

### Country Lane Estates

### Residential Properties

### NE-16-25-03-W05M

**Description:** The upgrade of the water coop, including the replacement of the underground water infrastructure, installation of water meter, addition of fire hydrant, and demolition and reclamation of existing three wells and backwash pond (NE-16-25-03-W05M).

**Benefitting Lands:**

Roll	Legal	Lot/Blk/Plan	Estimated Monthly Payment w/ Interest
5716051	NE-16-25-03-W05M	Lot:52 Block:2 Plan:9511836	\$108.15
5716054	NE-16-25-03-W05M	Lot:9 Block:3 Plan:9710070	\$108.15
5716056	NE-16-25-03-W05M	Lot:27 Block:3 Plan:9211867	\$108.15
5716057	NE-16-25-03-W05M	Lot:28 Block:3 Plan:9211867	\$108.15
5716084	NE-16-25-03-W05M	Lot:14 Block:3 Plan:9411017	\$108.15
5716085	NE-16-25-03-W05M	Lot:15 Block:3 Plan:9411017	\$108.15
5716086	NE-16-25-03-W05M	Lot:16 Block:3 Plan:9411017	\$108.15
5716087	NE-16-25-03-W05M	Lot:17 Block:3 Plan:9411017	\$108.15
5716088	NE-16-25-03-W05M	Lot:18 Block:3 Plan:9411017	\$108.15
5716089	NE-16-25-03-W05M	Lot:19 Block:3 Plan:9411017	\$108.15
5716090	NE-16-25-03-W05M	Lot:20 Block:3 Plan:9411017	\$108.15
5716091	NE-16-25-03-W05M	Lot:21 Block:3 Plan:9411017	\$108.15
5716092	NE-16-25-03-W05M	Lot:22 Block:3 Plan:9411017	\$108.15
5716093	NE-16-25-03-W05M	Lot:23 Block:3 Plan:9411017	\$108.15
5716094	NE-16-25-03-W05M	Lot:24 Block:3 Plan:9411017	\$108.15
5716095	NE-16-25-03-W05M	Lot:25 Block:3 Plan:9411017	\$108.15
5716096	NE-16-25-03-W05M	Lot:26 Block:3 Plan:9411017	\$108.15
5716097	NE-16-25-03-W05M	Lot:53 Block:2 Plan:9511836	\$108.15
5716098	NE-16-25-03-W05M	Lot:29 Block:3 Plan:9511836	\$108.15
5716099	NE-16-25-03-W05M	Lot:1 Block:3 Plan:9610762	\$108.15
5716100	NE-16-25-03-W05M	Lot:2 Block:3 Plan:9610762	\$108.15
5716101	NE-16-25-03-W05M	Lot:3 Block:3 Plan:9610762	\$108.15
5716102	NE-16-25-03-W05M	Lot:4 Block:3 Plan:9610762	\$108.15
5716103	NE-16-25-03-W05M	Lot:5 Block:3 Plan:9610762	\$108.15
5716104	NE-16-25-03-W05M	Lot:6 Block:3 Plan:9610762	\$108.15
5716105	NE-16-25-03-W05M	Lot:7 Block:3 Plan:9610762	\$108.15
5716106	NE-16-25-03-W05M	Lot:8 Block:3 Plan:9610762	\$108.15
5716107	NE-16-25-03-W05M	Lot:10 Block:3 Plan:9710070	\$108.15
5716108	NE-16-25-03-W05M	Lot:11 Block:3 Plan:9710070	\$108.15
5716109	NE-16-25-03-W05M	Lot:12 Block:3 Plan:9710070	\$108.15
5716110	NE-16-25-03-W05M	Lot:13 Block:3 Plan:9710070	\$108.15
5716111	NE-16-25-03-W05M	Lot:50 Block:2 Plan:9710070	\$108.15
5716112	NE-16-25-03-W05M	Lot:51 Block:2 Plan:9710070	\$108.15

**Tax Distribution:** As set out in Section 395(1)(c)(ii) of the Municipal Government Act, the Local Improvement Tax Rate will be based on each parcel of benefitting land identified in this Local Improvement Plan.

**Estimated Cost:** Total cost is estimated to be \$802,000. Based on this estimated cost and an estimated interest rate of 2.396%, each of the thirty-three (33) lots would pay \$1,297.81/year for twenty-five (25) years.

**Duration of Local Improvement Tax:** The Local Improvement Tax will be levied on an annual basis for twenty-five years.

**Funding Sources:** 100% of the estimated costs will be funded by the Local Improvement Tax.



## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council

**DATE:** April 28, 2020 **DIVISION:** 5

**FILE:** 1012-370

**SUBJECT:** First Reading Bylaw – Conrich Area Structure Plan Amendments

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**PURPOSE:** To give first reading to amendments to the Conrich Area Structure Plan to guide future redesignation, subdivision, and development proposals within the Future Policy Area.

**GENERAL LOCATION:** Located within Conrich.

**APPLICANT:** Rocky View County

**POLICY DIRECTION:** The *Municipal Government Act* (MGA), Interim Growth Plan (IGP), the County Plan, the Conrich Area Structure Plan, and any other applicable policies.

### COUNCIL OPTIONS:

Option #1: THAT Bylaw C-8033-2020 be given first reading.

Option #2: THAT consideration of first reading to Bylaw C-8033-2020 be denied.

### REQUIREMENTS:

This item requires further technical assessment to determine the feasibility of the draft Area Structure Plan policies and land use strategy.

Respectfully submitted,

Concurrence,

“Theresa Cochran”

“Al Hoggan”

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Community Development Services

AB/lt

### APPENDICES:

APPENDIX ‘A’: Bylaw C-8033-2020 & Schedule A

APPENDIX ‘B’: Consolidated Draft Conrich Area Structure Plan

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### Administration Resources

Andrea Bryden, Planning and Development Services

**A Bylaw of Rocky View County to amend Bylaw C-7468-2015, known as the Conrich Area Structure Plan, pursuant to Section 633 of the *Municipal Government Act*.**

**Division: 5**  
**File: 1012-370**

Date Bylaw Signed

**SCHEDULE 'A'****FORMING PART OF BYLAW C-8033-2020**

Schedule of textual amendments to Bylaw C-7468-2015, known as the Conrich Area Structure Plan:

**Amendment #1**

*Within Section 2.0 Plan Organization, Part II: Plan Policies, second sentence, delete the following text, which reads:*

19

*And replace with:*

21

**Amendment #2**

*Within Section 2.0 Plan Organization, delete the following paragraph, which reads:*

Appendix A contains definitions of technical terms used in the Plan. Appendix B provides a list of design guidelines for commercial and industrial development. Appendix C provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure.

*And replace with:*

Appendix A contains definitions of technical terms used in the Plan. Appendix B provides a concept for the development context of the Hamlet of Conrich. This concept was derived from a community workshop held as part of the Future Policy Area project. Appendix C provides an overview of the intermunicipal engagement undertaken in amending the Future Policy Area. Appendix D provides a list of design guidelines for commercial and industrial development. Appendix E provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure.

**Amendment #3**

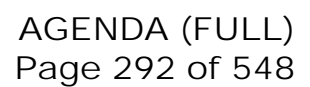
*Within Section 3.0 Plan Area, second paragraph, first sentence, delete the following text which reads:*

4,402 hectares (10,876 acres)

*And replace with:*

4,375 hectares (10,811 acres)

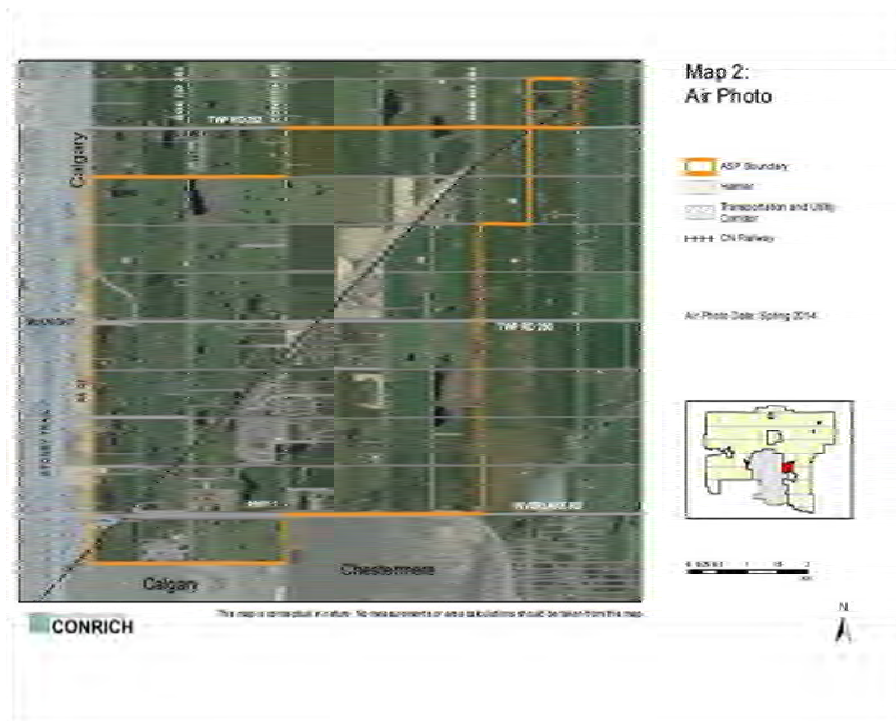
*Delete Map 1: Plan Area Location:*



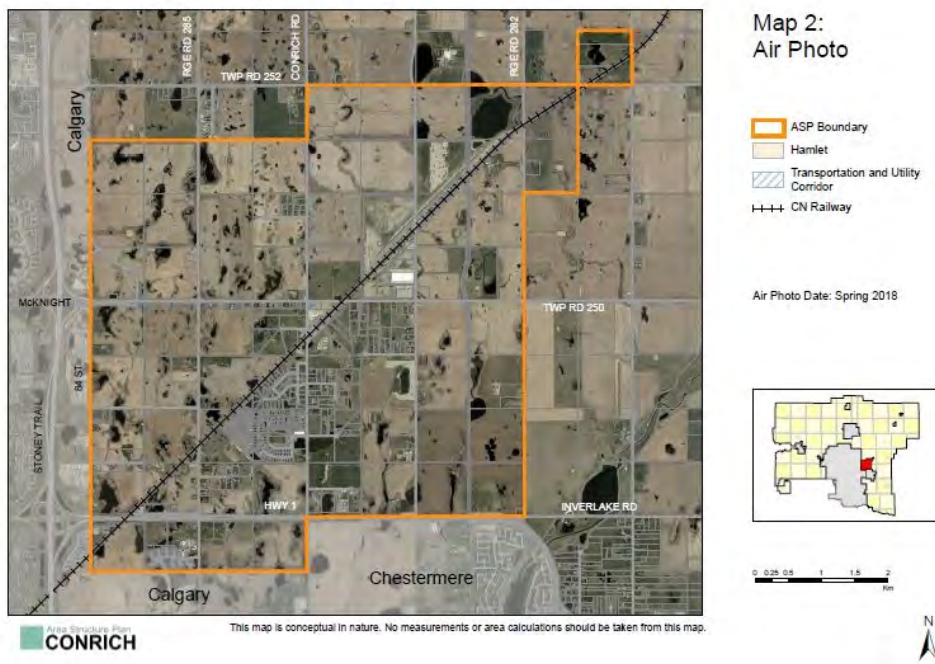


## Amendment #5

Delete Map 2: Air Photo:

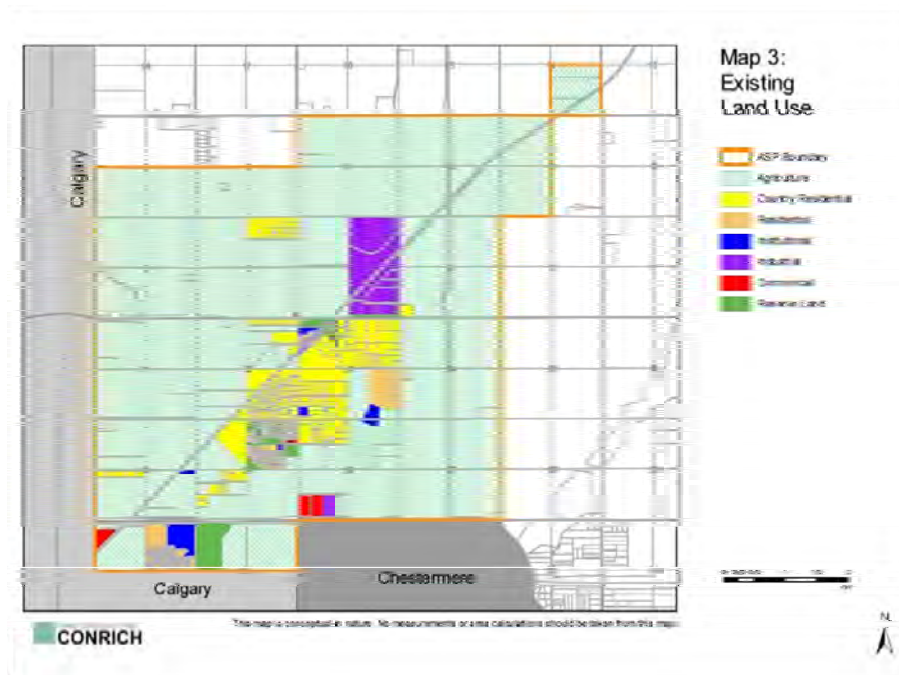


And replace with Map 2: Air Photo:

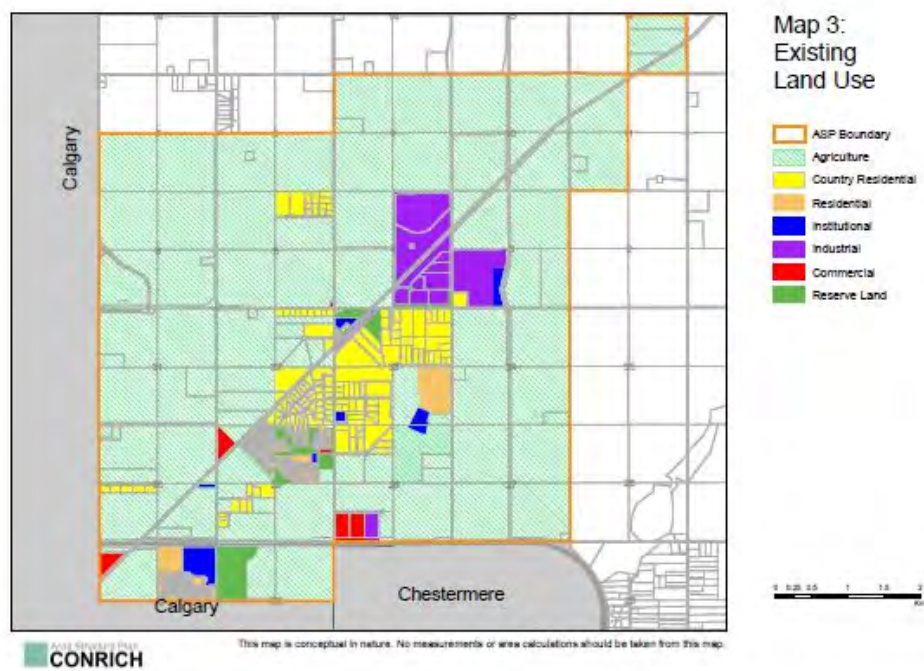


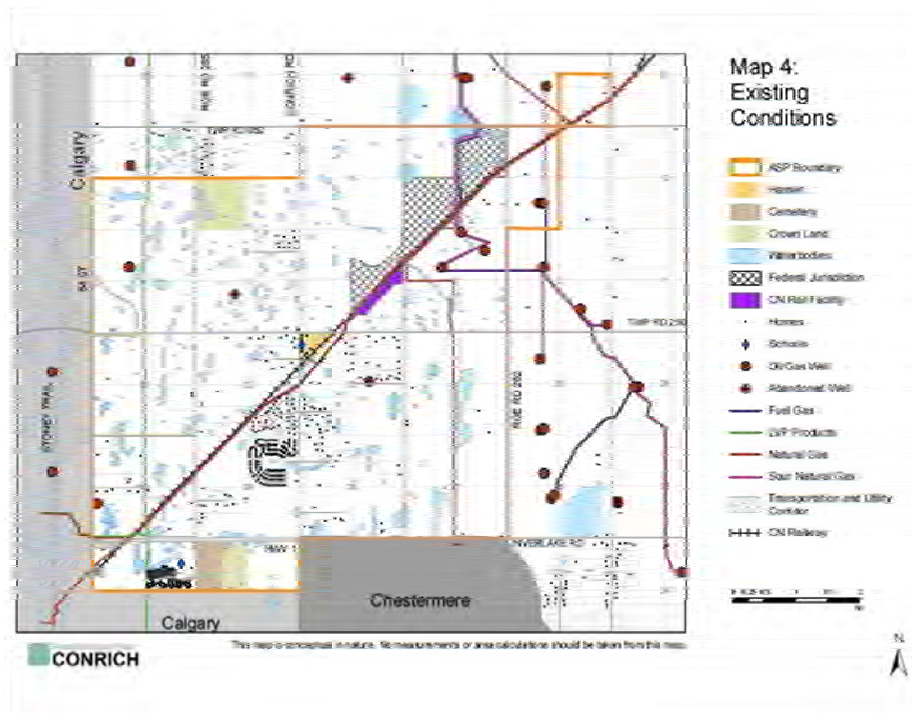
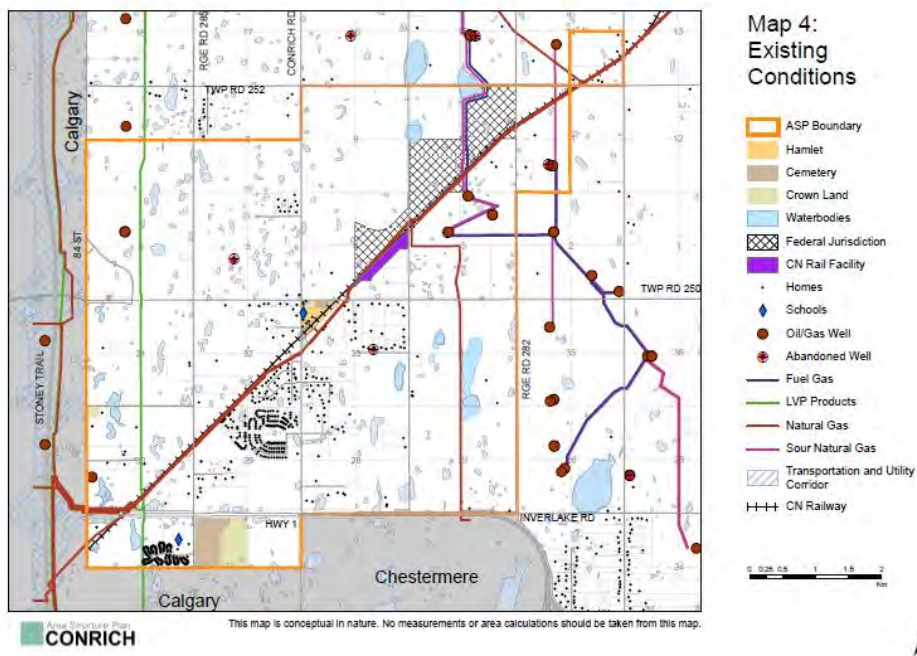
## Amendment #6

Delete Map 3: Existing Land Use:



And replace with Map 3: Existing Land Use:



**Amendment #7***Delete Map 4: Existing Conditions:**And replace with Map 4: Existing Conditions:*



**Amendment #8**

*Within Section 5.0 Planning For Tomorrow, Overview, add the following text, which reads:*

When the Conrich Area Structure Plan was brought for Council consideration in 2015, amendments to the Plan resulted in the establishment of a Future Policy Area that included the hamlet and surrounding area. This area was planned for through a separate project in 2019 and applicable amendments have been embedded into the Area Structure Plan to guide the development of the hamlet and surrounding residential area.

**Amendment #9**

*Within Section 5.0 Planning For Tomorrow, Policy Direction from Other Plans, add the following text and table, which reads:*

**INTERIM GROWTH PLAN**

On January 1, 2018, Rocky View County and nine other municipalities became part of a regional planning area defined as the Calgary Metropolitan Region. The Calgary Metropolitan Region Board Regulation (190/2017), enacted under the Municipal Government Act, directs that a regional growth plan and a supporting regional servicing plan shall be prepared to guide how lands within the 10 participating municipalities will develop. Prior to the Calgary Metropolitan Region Growth and Servicing Plans being adopted, the Region Board has approved an Interim Growth Plan (IGP). The IGP sets out three broad principles.

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

In adopting the Conrich Area Structure Plan amendments for the Future Policy Area, Rocky View County has ensured the statutory plan amendments conform with the principles, objectives and policies of the Interim Growth Plan, including:

*Table 1: Principles and Objectives of the Interim Growth Plan*

<b><i>Interim Growth Plan Policy</i></b>	<b><i>Corresponding ASP Sections</i></b>
<i>Policy 3.2.2 Intermunicipal collaboration</i>	<i>The County has undertaken thorough and structured engagement with the City of Calgary and City of Chestermere to address intermunicipal issues and opportunities throughout the amendment process. Appendix C provides specific methods of intermunicipal collaboration.</i>
<i>Policy 3.3.1 and 3.2.3 Protection of source water, wetlands, and regional corridors</i>	<i>Policies within Section 19 (Natural Environment) and 23 (Utility Services) of this ASP address these matters.</i>

<i>Policy 3.4.1.2 Intensification of settlement areas</i>	<i>Policies in Sections 8 (Hamlet Residential), 9 (Country Residential), 10 (Phase 2 Residential), and Section 11 (Commercial) of this ASP address these matters.</i>
<i>Policy 3.4.2.1 and 3.4.2.2 Expansion of settlement areas</i>	<i>Policies in Sections 8 (Hamlet Residential), 9 (Country Residential), 10 (Phase 2 Residential), Section 11 (Commercial), and Section 23 (Transportation) of this ASP address these matters.</i>
<i>Policy 3.4.5 Employment areas</i>	<i>Policies in Section 11 (Commercial) of this ASP address these matters.</i>
<i>Policies 3.5.1.1 and 3.5.2.1 Mobility and Transmission Corridors</i>	<i>Policies in Sections 15 (Gateways), 19 (Open Space and Parks), 23 (Transportation), and 23 (Utility Services) address these matters.</i>

**Amendment #10**

*Within Section 5.0 Planning For Tomorrow, Public Engagement Process, add the following text, which reads:*

**Future Policy Area:** To facilitate development within the Future Policy Area, further public engagement was undertaken between May and June, 2019. Engagement included an interactive workshop, online survey, and individual landowner meetings. The intent of the engagement was to develop the land use strategy for the Future Policy Area and confirm the hamlet boundary for Conrich. A development concept for the vision of the hamlet is included in Appendix B.

**Amendment #11**

*Within Section 7.0 Conrich Development Strategy, first paragraph, delete the last sentence, which reads:*

The strategy is discussed in general terms below, shown on Map 5: Land Use Strategy, with related maps and policies in Sections 8 to 28.

*And replace with:*

The strategy is discussed in general terms below, shown on Map 5: Land Use Strategy and Map 6: Hamlet of Conrich, with related maps and policies in Sections 8 to 29.

**Amendment #12**

*Within Section 7.0 Conrich Development Strategy, second paragraph, primary components #1, delete the last sentence, which reads:*

The hamlet location and land use will be developed as a separate process following adoption of this plan and amended into the Conrich Area Structure Plan at a later date.

**Amendment #13**

*Within Section 7.0 Conrich Development Strategy, 1. Hamlet of Conrich, delete the last 3 paragraphs, which reads:*

There are a number of options for the location of a community core and hamlet residential development areas. The final land use plan for the hamlet will be developed as a separate process and amended into this plan. The study area for the hamlet is referred to as a future policy area and is shown on Map 5.

*And replace with:*

Key components include:

- a. Supporting the Hamlet's identity through signage, identifiable boundaries, and the development of a main street. The Plan recommends broadening the defined area of the Hamlet beyond the historical area surveyed in 1910.
- b. Planning for a Community Core is a critical component to support the development of the Hamlet. As part of the transportation plan, the intersection of Township Road 250 and Conrich Road will be moved north, resulting in a portion of the original road being limited to local traffic. This transportation improvement provides the opportunity to develop a pedestrian-oriented Community Core. Mitigation of noise from re-routed traffic in this area will be an important factor in supporting pedestrian-oriented development. While the commercial area will predominately serve the needs of local residents, its development will also be shaped by the demand from workers employed to the north of the Hamlet. The development of the Community Core will enhance the Hamlet's identity and unique character; the core will allow for the following uses:
  - i. Schools, parks, trails, seniors' residences, and places of worship; and
  - ii. Hamlet Commercial services such as small shops, cafes, and personal service businesses.

Development in the Community Core will be required to follow the design guidelines for local, commercial areas as set out in the County's Commercial, Office, and Industrial Design Guidelines and comply with the design requirements of Appendix D.

- c. Providing a variety of housing choices within two different residential forms including:
  - i. Hamlet Residential areas that will provide a majority of the housing as single detached dwellings interspersed through nodes with multi-family units; and



- ii. Country Residential areas. This is an existing development form not normally associated with a hamlet and typically consists of 2.0 or 4.0 acre lots. This Plan encourages the retention, infill, and build-out of existing Country Residential Areas where lots may be greater than 4.0 acres in size.

#### **Amendment #14**

*Within Section 7.0 Conrich Development Strategy, Future Policy Area, delete the following text, which reads:*

##### ***FUTURE POLICY AREA***

*A future policy area is identified on the lands south of Township Road 252 and north of the highway business zone (Map 5). The future policy will include a hamlet boundary, a community core, and residential areas. It is not expected that all of the land within the future policy area will form part of the hamlet. Land not located within the final hamlet boundary will be identified for other uses that are consistent with the Conrich Area Structure Plan.*

##### ***Objectives***

*Limit land use and development to agricultural redesignation, approved subdivisions, and allowed uses until the current land use districts, the hamlet of Conrich boundaries, community core, residential development areas, and other land uses are determined.*

##### ***Policies***

- 7.1 Local plans, land use redesignation, and new subdivision shall not be supported within the future policy area, as shown on Map 5.*
- 7.2 Notwithstanding Policy 7.1, development consistent with Section 12: Agriculture of this plan shall be allowed.*
- 7.3 Subdivisions approved prior to the adoption of this plan within the future policy area may proceed.*

#### **Amendment #15**

*Within Section 7.0 Conrich Development Strategy, Population, delete the following text and table, which reads:*

*The approximate estimated population density for the plan area is shown in Table 1. Final densities will be determined with amendments to the future policy area and preparation of local plans.*

**Table 1. Conrich area population and density at full build-out.**

Development Area	Gross Area hectares (ac)	Gross Residential Area <sup>1</sup> hectares (ac)	Units <sup>2</sup> per hectare (ac)	Population	Population Density <sup>2</sup> per hectare (ac)
Future Policy Area <sup>3</sup>	To be determined	To be determined	To be determined	To be determined	To be determined
Prince of Peace	59.7 (147)	40 (98.8)	48.6 (19.7)	3507	87.65 (35.5)

Pleasant Place	43 (106)	43 (106)	6.9 (2.8)	420	10 (4)
<sup>1</sup> Gross residential area = gross area - regional uses such as <i>open space</i> , commercial centres, institutional sites, business parks, express ways and environmental reserve. <sup>2</sup> Units and population density per hectare are based on gross area. <sup>3</sup> Population and density to be determined based on development within the future policy area. <sup>4</sup> Population and density is based on a portion of the area (106 acres) being developed as hamlet residential. Final numbers may be higher or lower, based on chosen residential form.					

*And replace with:*

The approximate estimated population density for the plan area is shown in Table 2, along with the estimated population density at full build-out for other parts of the Plan area. Final densities will be determined with the preparation of *local plans*.

**Table 2. Conrich area population and density at full build-out.**

Development Area	Gross Area hectares (ac)	Gross Residential Area <sup>1</sup> hectares (ac)	Net Residential Area hectares (ac)	Units <sup>2</sup> per hectare (ac)	Population	Population Density <sup>2</sup> per hectare (ac)
Hamlet of Conrich	737 (1820)	656 (1621)	496 (1,226)	8.65(3.5)	<sup>1</sup> 3,174	10 (4)
Phase 2 Residential <sup>3</sup>	386 (953)	386 (953)	270 (667)	8.65 (3.5)	9,340	10 (4)
Prince of Peace	59.7 (147)	40 (98.8)	40 (98.8)	48.6 (19.7)	3507	87.65 (35.5)
Pleasant Place <sup>4</sup>	43 (106)	43 (106)	30 (74)	8.65 (3.5)	1,039	10 (4)
<sup>1</sup> Gross residential area = gross area - uses such as commercial centres, institutional sites, and business parks... <sup>2</sup> Units and population density per hectare are based on net residential area. Units per hectare were established based on the 2018 census data. Net residential area and population calculation includes country residential land uses within hamlet assumed to be developed at 0.25 units per acre. <sup>3</sup> Population and density of Phase 2 residential lands will be finalized at local plan stage in accordance with Section 10.0 – Phase Two Residential. <sup>4</sup> Population and density is based on a portion of the area (106 acres) being developed as hamlet residential. Final numbers may be higher or lower, based on chosen residential form.						

## Amendment #16

*Within Section 7.0 Conrich Development Strategy, 2. Regional Business Centre, Delete Table 2, which reads:*

**Table 2. Approximate gross areas of the land use types**

Land Use Type	Gross area hectares (ac)
Residential	215 (532)
Future Policy Area	1,100 (2,717)
Industrial	1,957 (4,836)
Highway Business/Industrial	131 (324)

Highway Business	574 (1,419)
Institutional	32 (78)
Long Term Development	393 (970)
<b>Total</b>	<b>4,402 (10,876)</b>

*And replace with Table 3:*

**Table 3. Approximate gross areas of the land use types**

Land Use Type	Gross area hectares (ac)
Residential	300 (741)
Hamlet Residential	533 (1,317)
Hamlet Industrial/Commercial	3 (8)
Hamlet Commercial	13 (32)
Phase 2 Residential	386 (954)
Industrial	1,957 (4,836)
Highway Business/Industrial	131 (324)
Highway Business	574 (1,419)
Institutional	85 (210)
Long Term Development	393 (970)
<b>Total</b>	<b>4,375 (10,811)</b>

#### **Amendment #17**

*Within Section 7.0 Conrich Development Strategy, Sub-Components, Phasing, second sentence, delete the following text, which reads:*

(Map 13: Phasing)

*And replace with:*

(Map 14: Phasing)

#### **Amendment #18**

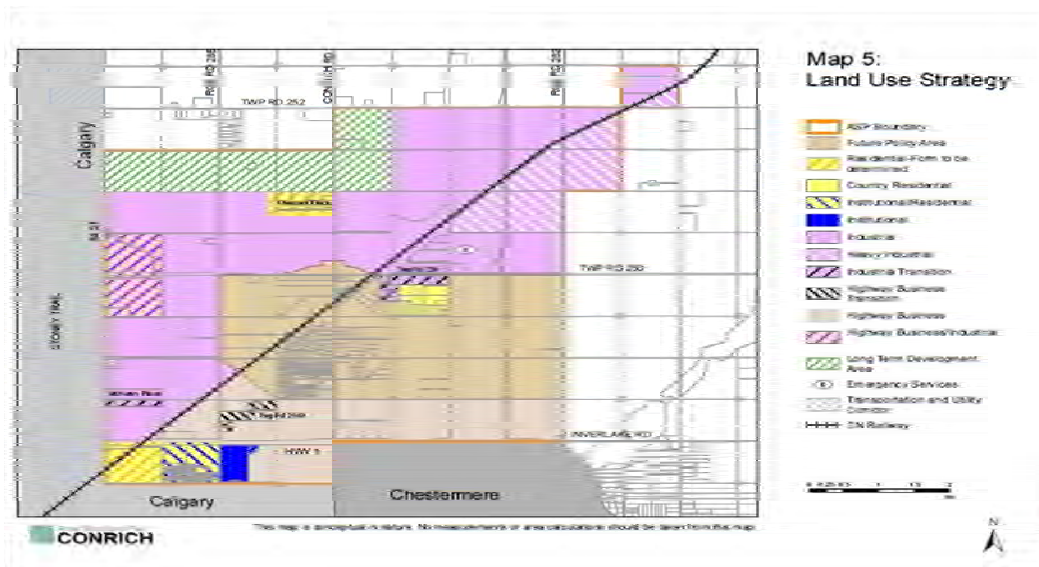
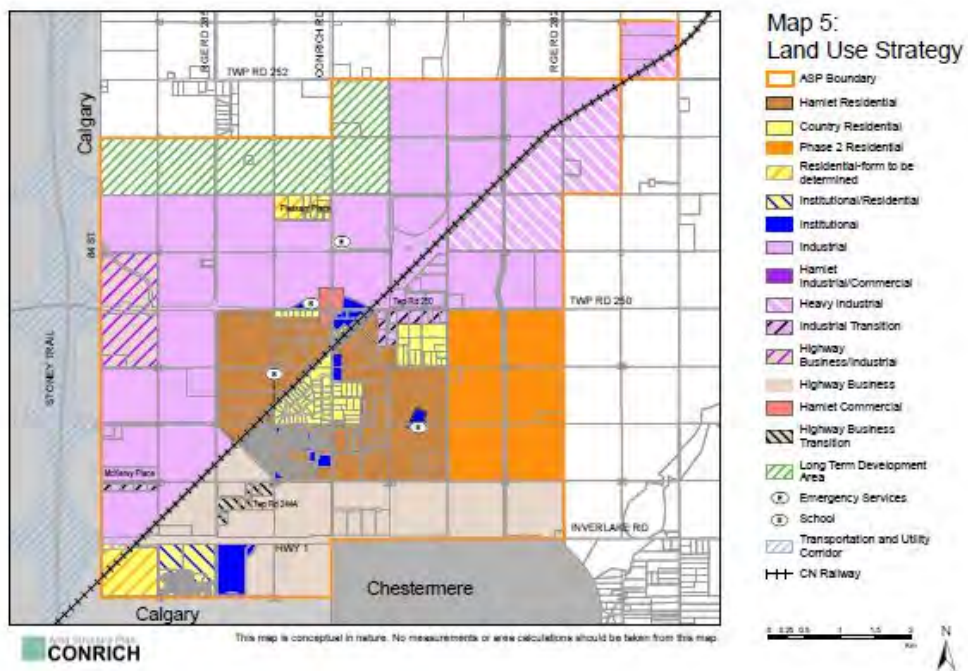
*Within Section 7.0 Conrich Development Strategy, Sub-Components, Phasing, add the following text to the second paragraph, after the second sentence, which reads:*

,subject to the policies of this plan.

#### **Amendment #19**

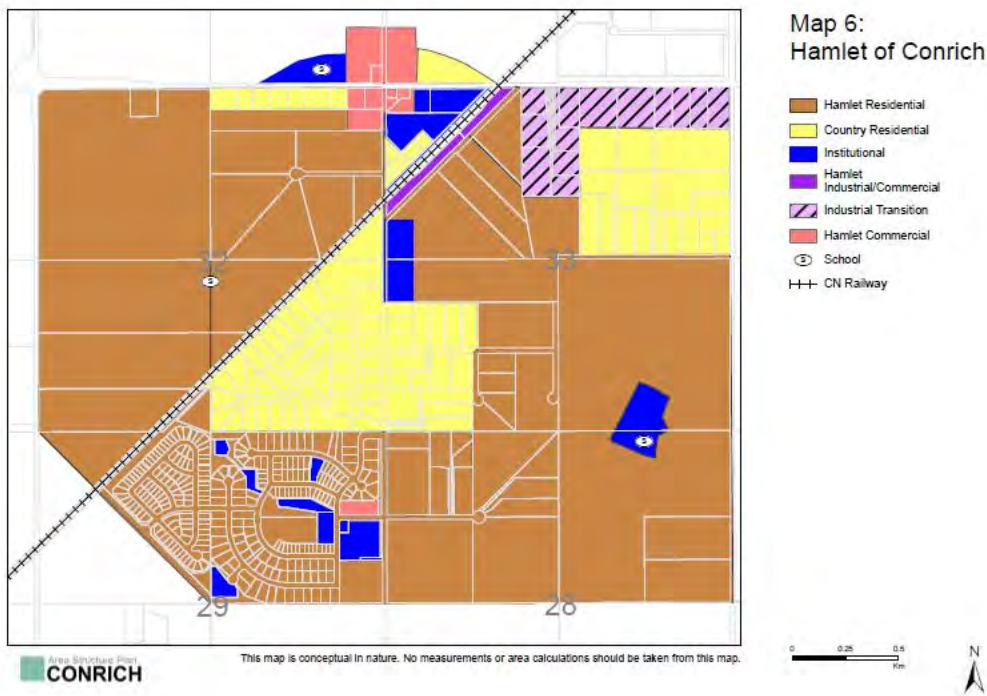
*Within Section 7.0 Conrich Development Strategy, Sub-Components, Phasing, third paragraph, between the second and third sentence, add the following text, which reads:*

The plan identifies lands east of the Hamlet as Phase 2 Residential. Development of these lands are subject to the policies of Section 10.0. Development not in accordance with the applicable policies of Section 10.0 will require an amendment to this plan.

**Amendment #20***Delete Map 5: Land Use Strategy:**And replace with Map 5: Land Use Strategy:*

**Amendment #21**

*Add Map 6: Hamlet of Conrich:*

**Amendment #22**

*Within Section 8.0 Hamlet Residential, first paragraph, delete the following text, which reads:*

(Map 12: Local Plans)

*And replace with:*

(Map 13: Local Plans)

**Amendment #23**

*Within Section 8.0 Hamlet Residential, second paragraph, between the second and third sentence, add the following text, which reads:*

Integrated community and institutional development will be incorporated into local plans that, while predominately servicing the needs of Plan area residents, also serve residents from neighbouring municipalities.

**Amendment #24**

*Within Section 8.0 Hamlet Residential, Policies, add policy 8.1, which reads:*

Hamlet Residential Development within the Hamlet of Conrich shall be supported in the areas identified as 'Hamlet Residential' on Maps 5 and 6.



**Amendment #25**

*Within Section 8.0 Hamlet Residential, Policies, delete existing policy 8.3, which reads:*

The following uses in the hamlet residential area may be allowed where they are determined to be compatible and appropriate:

- a. public, recreational, and institutional uses; and
- b. local commercial uses.

*And replace with:*

The following uses in the hamlet residential area may be allowed without an amendment to Map 5 and Map 6, where they are determined to be compatible and appropriate:

- a. public, recreational, and institutional uses; and
- b. hamlet commercial uses.

**Amendment #26**

*Within Section 8.0 Hamlet Residential, Policies, add policy 8.5, which reads:*

*In addition to reserve dedication, public, recreational, and institutional uses should comprise 10% of the gross local plan area.*

**Amendment #27**

*Within Section 8.0 Hamlet Residential, Policies, add policy 8.6, which reads:*

Notwithstanding Policy 8.4, less than 10% of the gross *local plan* area may be used for public, recreational, and institutional uses when:

- a. hamlet commercial is proposed;
- b. seniors' accommodation is proposed;
- c. greater than 10% of area is proposed for medium density residential in accordance with Policy 8.9; or
- d. gross residential density exceeds 9.63 units per hectare (3.9 units per acre) in accordance with Policy 8.8.

**Amendment #28**

*Within Section 8.0 Hamlet Residential, Policies, add policy 8.7, which reads:*

*Local plans* proposing hamlet commercial public, recreational, and / or institutional uses shall conform to the applicable policies of this Plan.

**Amendment #29**

*Within Section 8.0 Hamlet Residential, Policies, add the following definition, which reads:*

**Public, Recreational, and Institutional** uses should be limited to include athletic and recreation services, indoor / outdoor recreation services, open space, parks, public buildings, places of worship, or private schools.



**Amendment #30**

*Within Section 8.0 Hamlet Residential, Policies, Community Design, existing policy 8.6, add the following text as f., which reads:*

*an open space, pathways and trails network to provide alternative methods of pedestrian movement; and*

**Amendment #31**

*Within Section 8.0 Hamlet Residential, Policies, Community Design, add policy 8.15, which reads:*

Local plans should identify and implement mechanisms by which open space, wetlands, riparian areas, and other areas of environmental significance not qualifying as Environmental Reserve will be permanently preserved, and any privately owned portions not subject to further development.

**Amendment #32**

*Within Section 8.0 Hamlet Residential, Policies, Community Design, add the following definition, which reads:*

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

**Amendment #32**

*Within Section 8.0 Hamlet Residential, Policies, Community Design, add policy 8.17, which reads:*

Local plans should, in collaboration with the City of Calgary and the City of Chestermere, identify and accommodate the provision of future regional transit within the local plan area, including bus stops, parking, and other transit needs.

**Amendment #33**

*Within Section 8.0 Hamlet Residential, Policies, Community Design, add policy 8.18, which reads:*

*Local plans* abutting the railway shall provide sufficient buffering, safety, and noise control techniques to mitigate the impact on residential development in accordance with the, 'Guidelines for New Development in proximity to Railways Operations,' in effort to mitigate the impact of new residential development in proximity to the railway. At a minimum, this should include:

- a. A minimum 30.0 metre setback from the railway right-of-way;
- b. A 2.5 metre high earthen berm that separates the residential development from the rail line; and
- c. A 1.83 metre chain link fence installed and maintained along the mutual property line. A conceptual depiction of appropriate buffering in proximity to the railway is shown on Figure 3.

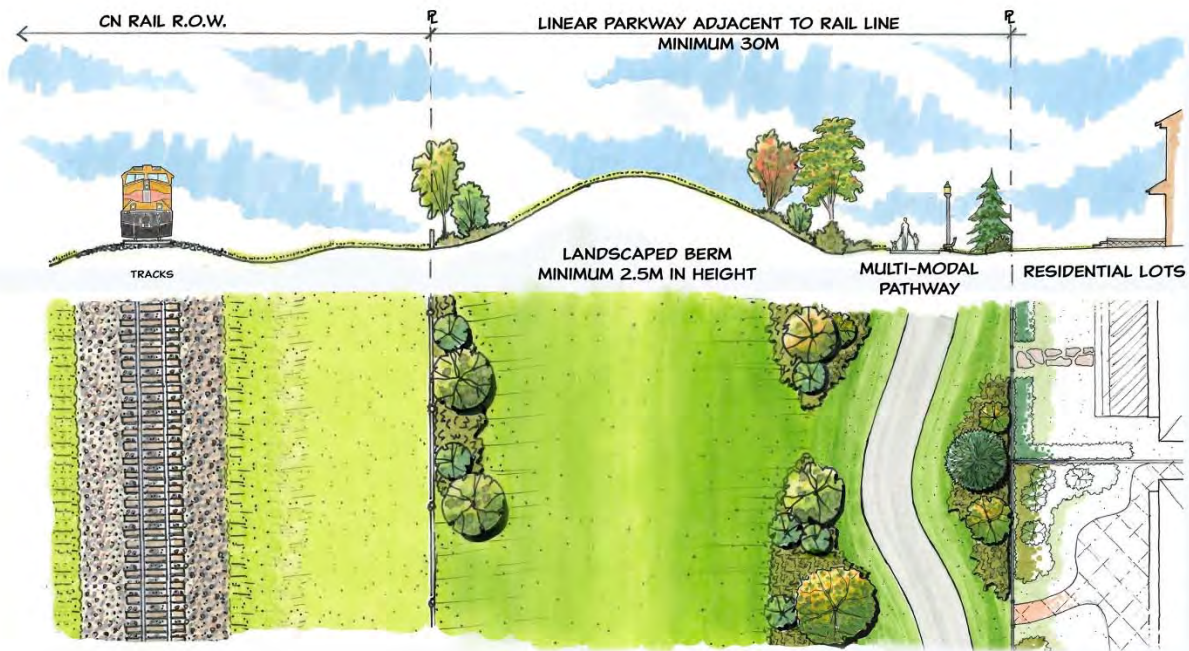
**Amendment #34**

*Within Section 8.0 Hamlet Residential, Policies, Community Design, add policy 8.19, which reads:*

*Local plans abutting the future re-alignment of Township Road 250 shall provide appropriate noise control techniques to mitigate the impact of the increase in heavy vehicle traffic.*

**Amendment #35**

*Within Section 8.0 Hamlet Residential, Policies, Community Design, add Figure 3: Railway Interface Concept, as follows:*

**Amendment #36**

*Within Section 8.0 Hamlet Residential, Policies, Prince of Peace Area, delete the following text, which reads:*

Map 12

*And replace with:*

Map 13

**Amendment #37**

*Within Section 9 Country Residential, Policies, add the following text, which reads:*

and Map 6: Hamlet of Conrich

**Amendment #38**

*Within Section 9 Country Residential, Policies, add the following text to the end of policy 9.1, which reads:*

and Map 6

**Amendment #39**

*Within Section 9 Country Residential, Policies, add Policy 9.2, which reads:*

The minimum parcel size in the country residential areas should be 0.80 hectares (1.98 acres).

**Amendment #40**

*Within Section 9 Country Residential, Policies, add policy 9.3, which reads:*

Applications for redesignation or subdivision for country residential development should provide:

- a. A plan demonstrating potential connectivity to immediately adjacent residential or agricultural parcels as determined necessary by the County;
- b. An access management strategy that provides direct access to a County roadway and reduces the reliance on legal access arrangements; and
- c. Appropriate reserve dedication to support environmentally sensitive areas, as well as open space, trails and pathways network as generally shown on Map 8.

**Amendment #41**

*Within Section 9 Country Residential, Policies, Pleasant Place, existing policy 9.3, delete the following text, which reads:*

(Map 6 and Section 14)

*And replace with:*

(Map 7 and Section 15)

**Amendment #42**

*Within Section 9 Country Residential, Policies, Residential Transition Areas, existing policy 9.6, delete the following text, which reads:*

(Section 14)

*And replace with:*

(Section 15)

**Amendment #43**

*Within Section 9 Country Residential, Policies, Township Road 250 Transition Area, delete the last sentence, which reads:*

Due to the complex land use and design issues in this transition area, the plan recommends future design work to be carried out by the County.

*And replace with:*

A conceptual scheme has been adopted by Council to mitigate the potential impacts on country residential residents.

#### **Amendment #44**

*Within Section 9 Country Residential, Policies, Township Road 250 Transition Area, delete existing policy 9.9, which reads:*

Applications for industrial and residential development in the area identified on Map 12: Local Plans as Township Road 250 requires a *local plan*. Due to the fragmented nature of the area, the County shall prepare the *local plan*, following consultation with the landowners.

*And replace with:*

Applications for industrial and residential development in the area identified on Map 13: Local Plans as Township Road 250 shall be prepared in accordance with the provisions of the Township Road 250 Conceptual Scheme.

#### **Amendment #45**

*Add section 10.0 Phase 2 Residential, including Objectives, Policies and definitions, which reads:*

##### **10.0 PHASE 2 RESIDENTIAL**

East of the Hamlet of Conrich lands, between Range Road 283 and Range Road 282, it is anticipated that further residential development will be required to accommodate future growth in the Conrich area. These lands have been identified as Phase 2 Residential. While it is anticipated that residential development will mainly be in the form of single family homes, opportunities will exist for other housing types that are carefully planned in keeping with the character of Conrich.

Local plans will ensure consideration is given to providing compatible uses such as parks, open space, trail and pathway alignments, as well as schools where a need is identified. Integrated community and institutional development will be incorporated into local plans. Local and / or small-scale regional commercial opportunities may be provided for if market demand exists. Collaboration with neighbouring municipalities to identify regional commercial, recreational and / or institutional needs and mitigate cross-boundary impacts will be an important consideration in development of the Phase 2 Residential lands.

#### **Objectives**

- Support the development of comprehensively designed residential neighbourhoods that promote interaction between residents.
- Require neighbourhoods to have an integrated parks, open space, and trail system that promotes walking and cycling and provides for a positive recreational and/or cultural experience for residents.
- Ensure residential areas provide for an efficient internal transportation network, with connections to other neighbourhoods as well as the hamlet's residential and core area.
- Provide for a range of lot sizes and housing types to accommodate the varying needs and incomes of Rocky View County residents.

- Provide for human scale design and attractive hamlet residential areas through the use of architectural and community design guidelines.
- Ensure the development pattern follows a logical extension of infrastructure and provides pedestrian connectivity to the hamlet's residential and core area.

### Policies

- 10.1 Residential Development shall be supported in the areas identified as 'Phase 2 Residential' on Map 5.
- 10.2 Applications for non-residential development shall require an amendment to this Plan, with the following exceptions:
- a. development for agricultural purposes in accordance with Section 13.0
  - b. public, recreational, and institutional uses;
  - c. small-scale regional commercial uses that predominately service the travelling public, immediately south of Township Road 250; and
  - d. local commercial uses.

Development of the above noted uses may proceed without an amendment to Map 5.

- 10.3 Development within the Phase 2 Residential lands may proceed without an amendment to this Plan, provided all of the following criteria have been met:
- a. Approximately 80 per cent of the land within the Hamlet of Conrich identified as Hamlet Residential, Hamlet Commercial, and Institutional has an adopted local plan and / or land use;
  - b. The County and City of Calgary have completed the East Stoney Trail Analysis and all necessary transportation upgrades to support the proposed development have been identified to the satisfaction of the City of Calgary and the County;
  - c. Regional recreational, community, and institutional needs have been identified in collaboration with the City of Calgary and City of Chestermere;
  - d. It has been demonstrated that sufficient water and wastewater capacity exists to service the proposed development;
  - e. Sufficient emergency response provisions including but not limited to the construction of a new fire hall are complete; and
  - f. Stormwater infrastructure to allow for a permanent outfall from the Phase 2 Residential area in accordance with the CSMI has been identified and accounted for in the associated funding model.
- 10.4 The predominant land use within the Phase 2 Residential area shall be single detached residences; multi-family residences such as semi-detached homes, row houses, and townhouses shall also be allowed.
- 10.5 A comprehensive local plan shall be required to support applications for residential development.
- 10.6 In addition to reserve dedication, public, recreational, and institutional uses should comprise 10% of the gross local plan area.

- 10.7 Notwithstanding Policy 10.8, less than 10% of the gross local plan area may be used for public, recreational, and institutional uses when:
- a. local commercial is proposed;
  - b. senior accommodation is proposed;
  - c. greater than 10% of the area is proposed for medium density residential in accordance with Policy 10.12; or
  - d. gross residential density exceeds 9.63 units per hectare (3.9 units per acre) in accordance with Policy 10.11.
- 10.8 Local plans proposing commercial, public, recreational, and / or institutional uses shall conform to the applicable policies of this Plan.

**Public, Recreational, and Institutional** should be limited to include athletic and recreation services, indoor / outdoor recreation services, open space, parks, public buildings, places of worship, or private schools.

## DENSITY

- 10.9 The gross residential density of the residential area should be 9.63 units per hectare (3.9 units per acre).
- 10.10 Medium density residential (townhomes, row houses, and multi-unit) land use should comprise at least 10 per cent of the net developable area within a hamlet residential area.

**Gross residential density** calculations include land for residential lots and local uses such as hamlet commercial businesses, local parks, elementary schools, local roads, and small institutional sites such as daycares.

## COMMUNITY DESIGN

- 10.11 The Phase 2 Residential area should provide:
- a. street-oriented residential design;
  - b. a variety of lot widths and home sizes;
  - c. parks and pedestrian connections to adjacent areas;
  - d. sidewalks on at least one side of the roadway;
  - e. vehicular connections to other neighbourhoods within the hamlet;
  - f. an open space, pathways and trails network to provide alternative methods of pedestrian movement; and
  - g. dark sky friendly street lighting.

**Street-oriented design** affects the character of the street and how neighbours interact with each other. A vital street with good design encourages activity by providing a safe and inviting pedestrian environment, a home design that encourages interaction, and a road design that calms traffic movement.

- 10.12 Medium density residential development should:
- a. be oriented to the public street with parking located in the rear or side;
  - b. be located in proximity to community amenity areas such as open space, a park, or the main street; and
  - c. provide landscaped open areas that are safe and secure for residents and integrate private outdoor living areas with public open space.



- 10.13 Local plans should provide architectural design guidelines that promote neighbourly interaction by:
- a. promoting front yard aesthetics;
  - b. providing street trees and street-oriented porches or patios; and
  - c. requiring garages to be located in the rear of residences, contiguous, or recessed from the front façade.
- 10.14 Local plans should encourage rural identity through the use of:
- a. street names;
  - b. architectural controls that emphasize a rural look and feel; and
  - c. landscaping that uses local/native plant species.
- 10.15 Local plans shall provide an analysis of open space and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and open space within a hamlet residential area.

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

- 10.16 Local plans should identify and implement mechanisms by which open space, wetlands, riparian areas, and other areas of environmental significance not qualifying as Environmental Reserve will be permanently preserved, and any privately owned portions that will not be subject to further development.
- 10.17 Local plans shall provide a transportation analysis addressing the need for an efficient vehicular and pedestrian network within, and external to, the Phase 2 Residential area.
- 10.18 Local plans should, in collaboration with the City of Calgary and the City of Chestermere, identify and accommodate the provision of future regional transit within the local plan area, including bus stops, parking, and other transit needs.
- 10.19 Local plans shall provide regulations for buffering and setbacks from any pipelines that bisect the Phase 2 Residential area, in consultation with the utility provider.
- 10.20 Local plans that abut Township Road 250 and/or the Township Road 250 Conceptual Scheme lands shall provide buffering and noise control measures to create effective transitions between the existing uses and new residential development.
- 10.21 The County shall consult with the City of Calgary, the City of Chestermere, applicable provincial agencies, and other stakeholders to deliver regional recreation, culture, and community service needs as identified through collaborative planning, studies, and agreements.

#### **Amendment #46**

*Within Section 10.0 Commercial, Hamlet Commercial, delete the first sentence, which reads:*

The hamlet commercial area should form part of the community core and will be determined as part of the future policy area review.

*And replace with:*

The hamlet commercial area should form part of the Community Core and will be centered at the intersection of Conrich Road and Township Road 250 as shown on Map 9.

**Amendment #47**

*Within Section 10.0 Commercial, Hamlet Commercial, add the following sentence to the end of the first paragraph, which reads:*

Future development of commercial within the Phase 2 Residential lands shall conform to the Hamlet Commercial policies of this Section, where applicable.

**Amendment #48**

*Within Section 10.0 Commercial, Policies, General, delete existing policy 10.1, which reads:*

Highway business development shall be located in the areas identified on Map 5.

*And replace with:*

Highway Business development shall be located in the areas identified on Map 5 and 6. Other local neighbourhood commercial areas may be allowed, where they do not detract from the development of the Hamlet Commercial area and a demand has been demonstrated.

**Amendment #49**

*Within Section 10.0 Commercial, Policies, Land Use – Highway Business, existing policy 10.8, delete text, which reads:*

(Sections 13, 14, and Map 6)

*And replace with:*

(Sections 14, 15, and Map 7)

**Amendment #50**

*Within Section 10.0 Commercial, Land Use – Hamlet Commercial, existing policy 10.12, which reads:*

While the majority of local area commercial shall should be located within the hamlet core, other local neighbourhood commercial development may be allowed within the hamlet's neighbourhoods.

*And replace with:*

While the majority of local area commercial shall be located within the Community Core, other local neighbourhood commercial development may be allowed within the hamlet and Phase 2 Residential neighbourhoods.

**Amendment #51**

*Within Section 10.0 Commercial, Land Use – Hamlet Commercial, add the following policy, which reads:*

*Local plans* proposing hamlet commercial abutting the future re-alignment of Township Road 250 shall provide appropriate noise control techniques to mitigate the impact of the increase in heavy traffic.

**Amendment #52**

*Within Section 10.0, Land Use – Hamlet Commercial, add the following policy, which reads:*

*Local plans* proposing hamlet commercial and / or institutional uses within the Community Core as shown on Map 5 shall include design guidelines to allow for the development of an east / west main street that intersects with Conrich Road, which may be external to the *local plan* area. These design guidelines shall be appended to the *local plan*, and guide future development within the Community Core.

**Amendment #53**

*Within Section 10.0 Commercial, Local Plans, delete existing policy 10.19, which reads:*

*A local plan* shall be required to support applications (see Section 27) for highway business development. The *local plan* should:

- a. provide detailed planning and design policies and guidelines;
- b. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines;
- c. provide architectural and site guidelines in order to provide a consistent, thematic design to the commercial area;
- d. where applicable, coordinate with the adjacent municipality to ensure effective transition across municipal boundaries;
- e. where necessary, provide for current and future access requirements to Highway 1; and
- g. where necessary, ensure vehicle and pedestrian connections are in general accordance with other *local plan* areas, and, with Maps 7 and 8 of this plan.

*And replace with:*

*A local plan* shall be required to support applications (see Section 28) for Highway Business and Hamlet Commercial development. The *local plan* should:

- a. provide detailed planning and design policies and guidelines;
- b. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines;
- c. provide architectural and site guidelines in order to provide a consistent, thematic design to the commercial area;
- d. where applicable, coordinate with the adjacent municipality to ensure effective transition across municipal boundaries;
- e. where necessary, provide for current and future access requirements to Highway 1; and
- h. where necessary, ensure vehicle and pedestrian connections are in general accordance with other *local plan* areas, and, with Maps 8 and 9 of this plan.

**Amendment #54**

*Within Section 12.0 Agriculture, first paragraph, second sentence, delete the following text, which reads:*

Section 13

*And replace with:*

Section 14

**Amendment #55**

*Within Section 13.0 Agriculture Interface, Policies, delete existing policy 13.1, which reads:*

Until such time as the Agricultural Boundary Design Guidelines are adopted, the policies of this Plan shall guide the design of developments bordering agricultural lands.

*And replace with:*

Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.

**Amendment #56**

*Within Section 13.0 Agriculture Interface, Policies, existing policy 13.4, delete the following text, which reads:*

Map 7

*And replace with:*

Map 8

**Amendment #57**

*Within Section 14.0 Non-Residential/Residential Interface, Policies, General, existing policy 14.1, delete the following text, which reads:*

Map 6

*And replace with:*

Map 7

**Amendment #58**

*Within Section 14.0 Non-Residential/Residential Interface, Policies, Business Uses, existing policy 14.3, delete the following text, which reads:*

Map 6

*And replace with:*

Map 7

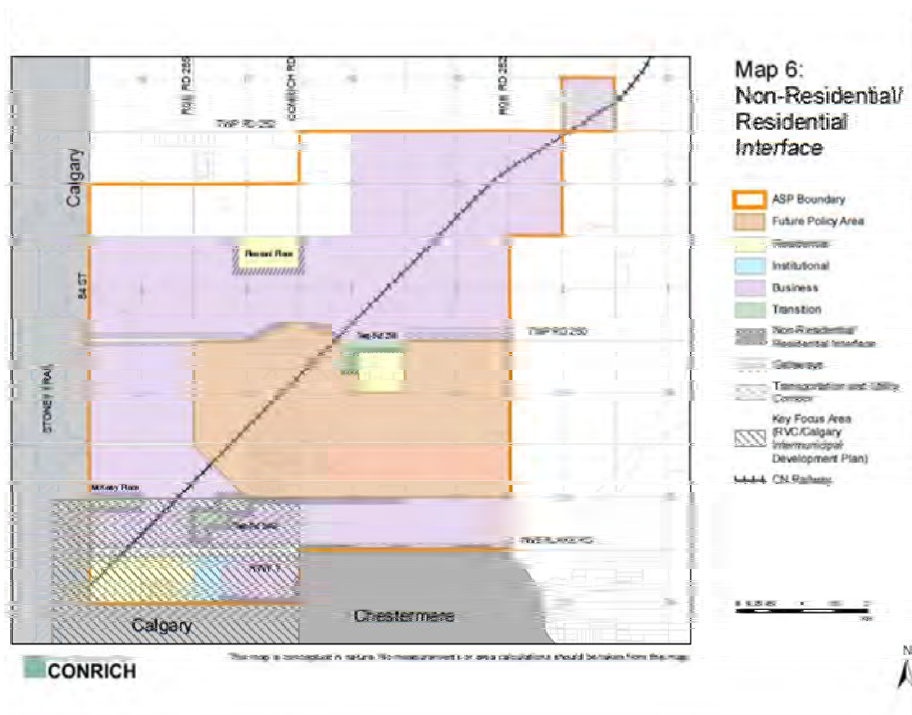
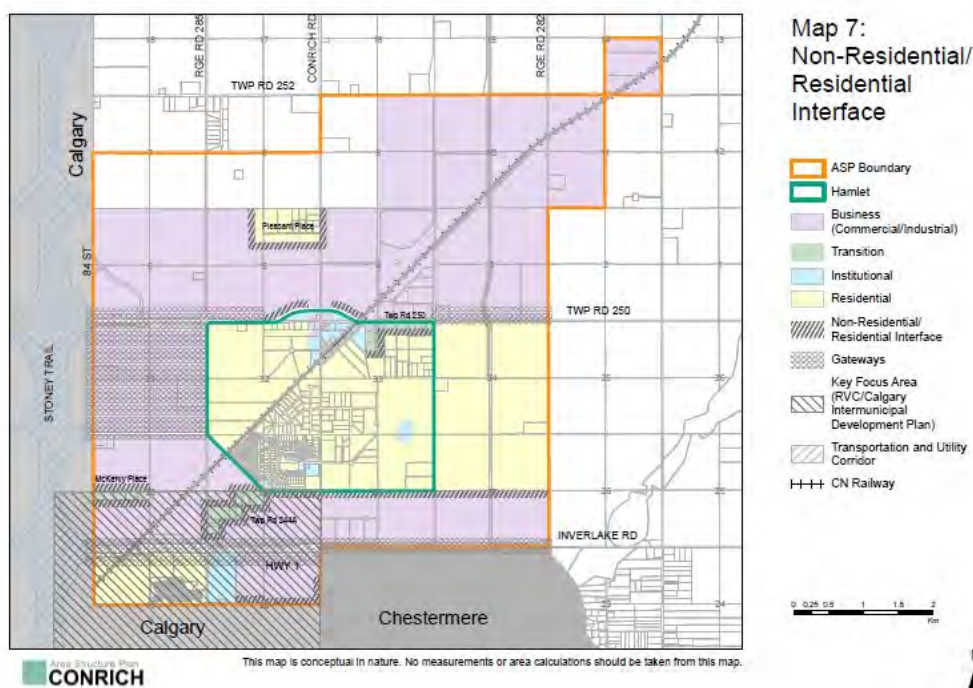
**Amendment #59**

*Within Section 14.0 Non-Residential/Residential Interface, Policies, Setback Area Use and Landscaping, existing policy 14.7, delete the following text, which reads:*

Appendix B

*And replace with:*

Appendix D

**Amendment #60***Delete Map 6: Non-Residential/Residential Interface:**And replace with Map 7: Non-Residential/Residential Interface:*



**Amendment #61**

*Within Section 15.0 Gateways and Highway 1 East Corridor Focus Area, second to last sentence, delete the following text, which reads:*

Map 6

*And replace with:*

Map 7

**Amendment #62**

*Within Section 15.0 Gateways and Highway 1 East Corridor Focus Area, Policies, Highway 1 and Township Road 250 (McKnight Boulevard), existing policy 15.1, delete the following text, which reads:*

Map 6

*And replace with:*

Map 7

**Amendment #63**

*Within Section 15.0 Gateways and Highway 1 East Corridor Focus Area, Policies, Range Road 285, existing policy 15.7, delete the following text, which reads:*

Map 6

*And replace with:*

Map 7

**Amendment #64**

*Within Section 16.0 Schools, delete the second sentence, which reads:*

Locations will be determined as part of the future policy area review in accordance with demand and the policies of this plan.

*And replace with:*

Locations identified on Map 6 are conceptual and will be finalized in accordance with demand and the policies of this plan.

**Amendment #65**

*Within Section 16.0 Schools, Policies, Locations and Size, delete existing policy 16.1, which reads:*

The location of future school sites shall be determined as part of the future policy area review.

*And replace with:*

The location of future school sites should be as generally shown on Map 6.

**Amendment #66**

*Within Section 16.0 Schools, Policies, Locations and Size, add policy 16.2, which reads:*

The location of future school sites for the Phase 2 Residential lands, if required, shall be determined at *local plan* stage in coordination with the County, school boards, and other relevant partners.

**Amendment #67**

*Within Section 16.0 Schools, Policies, Locations and Size, existing policy 16.4, delete the following text, which reads:*

(as per Policy 16.3)

*And replace with:*

(as per Policy 16.4)

**Amendment #68**

*Within Section 17.0 Recreation, Cultural, and Community Uses, Policies, Recreation, Culture, Institutional, and Community Facilities, add policy 18.3, which reads:*

Local plans proposing hamlet commercial and / or institutional uses within the Community Core as identified on Map 5 shall include design guidelines in accordance with Section 11.0.

**Amendment #69**

*Within Section 17.0 Recreation, Cultural, and Community Uses, add the following header and policy 18.6, which reads:*

INTERMUNICIPAL COLLABORATION

As part of the local plan preparation process, Applicants are encouraged to work with the County and neighbouring municipalities to determine regional recreation needs.

**Amendment #70**

*Within Section 18.0 Open Space and Parks, Policies, Open Space, policy 18.1, delete the following text, which reads:*

Map 7

*And replace with:*

Map 8

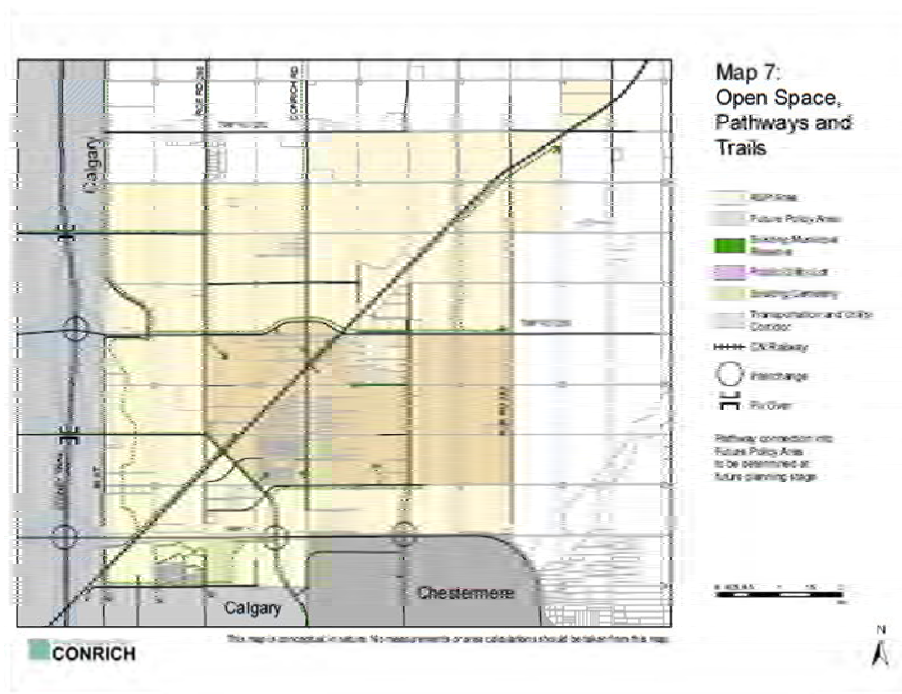
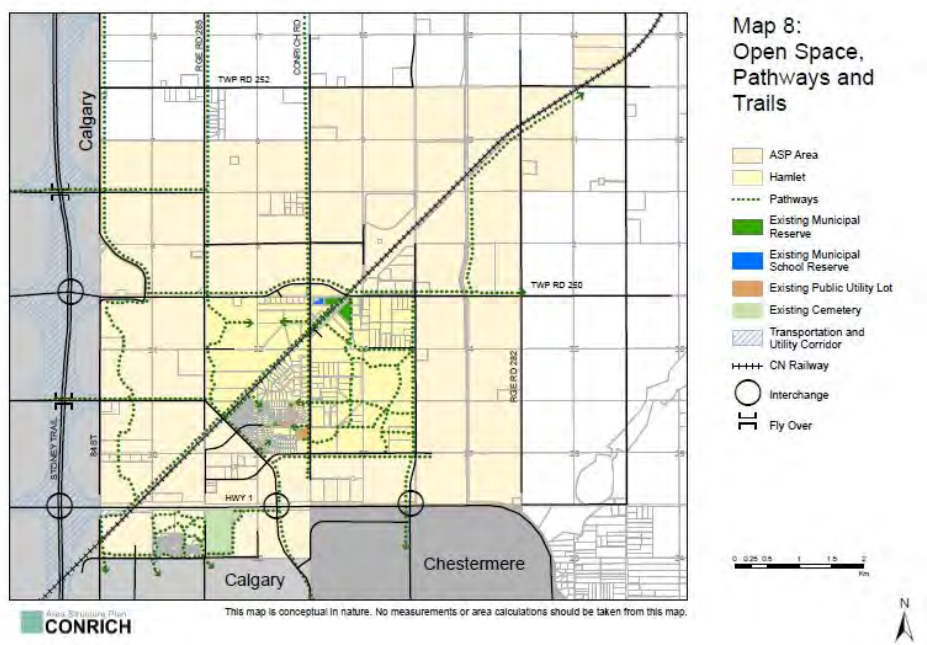
**Amendment #71**

*Within Section 18.0 Open Space and Parks, Policies, Parks, Pathways, Trails, and Sidewalks, policy 18.10, delete the following text, which reads:*

Map 7

*And replace with:*

Map 8

**Amendment #72***Delete Map 7: Open Space, Pathways and Trails:**And replace with Map 8: Open Space, Pathways and Trails:*

**Amendment #73**

*Within Section 19.0 Natural Environment, Policies, Wetlands, policy 19.6, delete the following text, which reads:*

Map 11

*And replace with:*

Map 12

**Amendment #73**

*Within Section 20.0 Reserves, Policies, policy 20.10, delete the following text, which reads:*

Map 7

*And replace with:*

Map 8

**Amendment #74**

*Within Section 22.0 Transportation, second sentence, delete the following text, which reads:*

Map 8: Transportation Network and Map 8a: East Stoney Trail Transportation Infrastructure

*And replace with:*

Map 9: Transportation Network and Map 9a: East Stoney Trail Transportation Infrastructure

**Amendment #75**

*Within Section 22.0 Transportation, Policies, Regional Transportation Network, policy 22.3, delete the following text, which reads:*

Map 8: Transportation Network and Map 8a: East Stoney Trail Transportation Infrastructure

*And replace with:*

Map 9: Transportation Network and Map 9a: East Stoney Trail Transportation Infrastructure

**Amendment #76**

*Within Section 22.0 Transportation, Policies, Regional Transportation Network, policy 22.5, delete the following text, which reads:*

[see Section 27: Implementation]

*And replace with:*

[see Section 28: Implementation]

**Amendment #77**

*Within Section 22.0 Transportation, Policies, Regional Transportation Network, policy 22.6, delete the following text, which reads:*

Map 8

*And replace with:*

Map 9

**Amendment #78**

*Within Section 22.0 Transportation, Policies, Regional Transportation Network, policy 22.10 a., delete the following text, which reads:*

Map 8

*And replace with:*

Map 9

**Amendment #79**

*Within Section 22.0 Transportation, Policies, East Stoney Trail Transportation Infrastructure, policy 22.13, delete the following, which reads:*

Map 8a

*And replace with:*

Map 9a

**Amendment #80**

*Within Section 22.0 Transportation, Policies, East Stoney Trail Transportation Infrastructure, policy 22.14, delete the following text, which reads:*

Map 8

*And replace with:*

Map 9

**Amendment #81**

*Within Section 22.0 Transportation, Policies, Township Road 250, first sentence, delete the following text, which reads:*

Map 8

*And replace with:*

Map 9

**Amendment #81**

*Within Section 22.0 Transportation, Policies, Township Road 250, add the following text after the second sentence, which reads:*

The relocation of Township Road 250 provides the opportunity for the development of an east / west main street that intersects with Conrich Road. The intended uses in this Community Core area are institutional, hamlet commercial, existing residential, parks and playing fields. Further transportation planning and design guidance for the core area is required at local plan stage.

**Amendment #82**

*Within Section 22.0 Transportation, Policies, Township Road 250, policy 22.25, delete the following text, which reads:*

Map 8

*And replace with:*

Map 9

**Amendment #83**

*Within Section 22.0 Transportation, Policies, Township Road 250, add policy 22.26, which reads:*

Local plans proposing hamlet commercial and / or institutional uses within the Community Core as identified on Map 5 shall include design guidelines in accordance with Section 11.0.

**Amendment #84**

*Within Section 22.0 Transportation, Policies South of Highway 1, existing policy 22.26, delete the following text, which reads:*

Map 8

*And replace with:*

Map 9

**Amendment #85**

*Within Section 22.0 Transportation, Policies, 84<sup>th</sup> Street, existing policy 22.28, delete the following text, which reads:*

Section 7

*And replace with:*

Section 8



**Amendment #86**

*Within Section 23.0 Utility Services, second paragraph, delete the following text, which reads:*

Map 9: Water, shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs in the Conrich area. Map 10: Wastewater, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas in the Conrich area.

*And replace with:*

Map 10: Water, shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs in the Conrich area. Map 11: Wastewater, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas in the Conrich area.

**Amendment #87**

*Within Section 23.0 Utility Services, Policies, Utility Location, policy 23.5, delete the following text, which reads:*

Map 9

*And replace with:*

Map 10

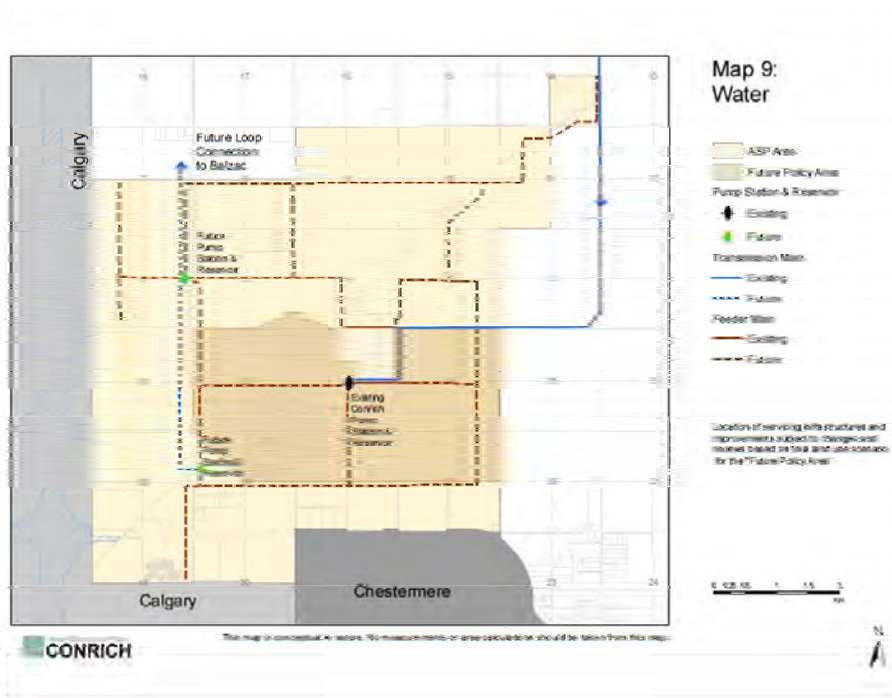
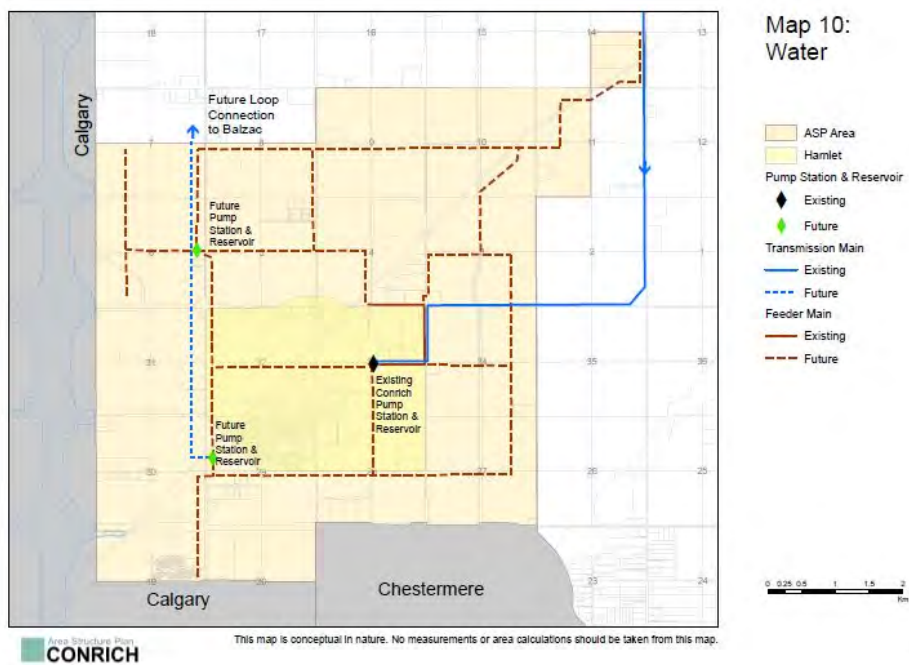
**Amendment #88**

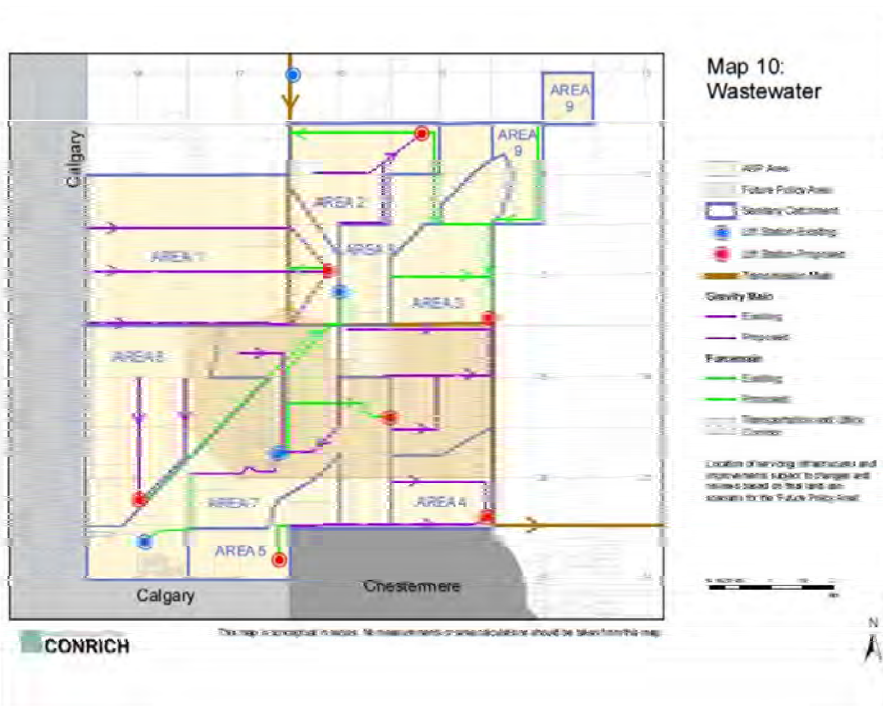
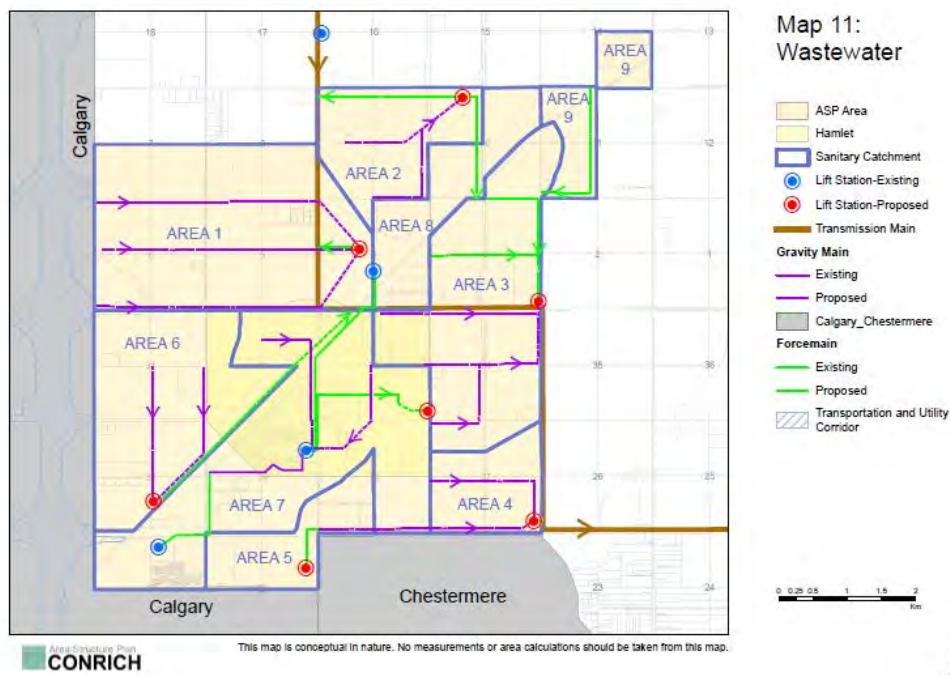
*Within Section 23.0 Utility Services, Policies, Utility Location, policy 23.6, delete the following text, which reads:*

Map 10

*And replace with:*

Map 11

**Amendment #89***Delete Map 9: Water:**And replace with Map 10: Water:*

**Amendment #90***Delete Map 10: Wastewater:**And replace with Map 11: Wastewater:*

**Amendment #91**

*Within Section 24.0 Stormwater, second paragraph, delete the following text, which reads:*

Map 11

*And replace with:*

Map 12

**Amendment #92**

*Within Section 24.0 Stormwater, Policies, Cooperative Stormwater Management Initiative (CSMI), policy 24.5, delete the following text, which reads:*

Map 11

*And replace with:*

Map 12

**Amendment #93**

*Within Section 24.0 Stormwater, Policies, Shepard Regional Drainage Plan, policy 24.8, delete the following text, which reads:*

Map 11

*And replace with:*

Map 12

**Amendment #94**

*Within Section 24.0 Stormwater, Policies, Interim Drainage Solutions, policy 24.11, delete the following text, which reads:*

Map 13

*And replace with:*

Map 14

**Amendment #95**

*Within Section 24.0 Stormwater, Policies, Local Stormwater Management, policy 24.15, delete the following text, which reads:*

Map 11

*And replace with:*

Map 12

**Amendment #96**

*Within Section 24.0 Stormwater, Policies, Standards and Design, policy 24.24, delete the following text, which reads:*

Map 11

*And replace with:*

Map 12

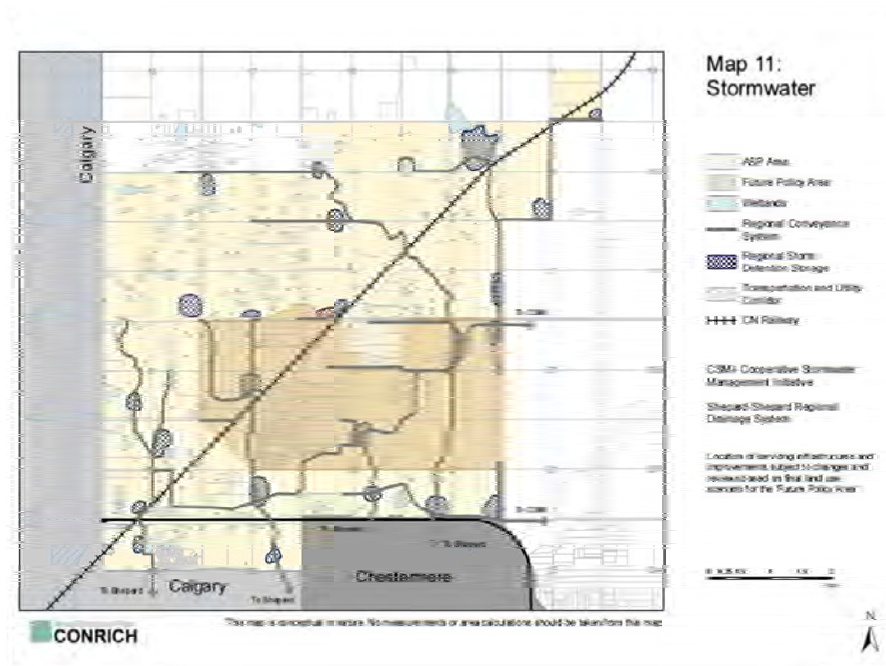
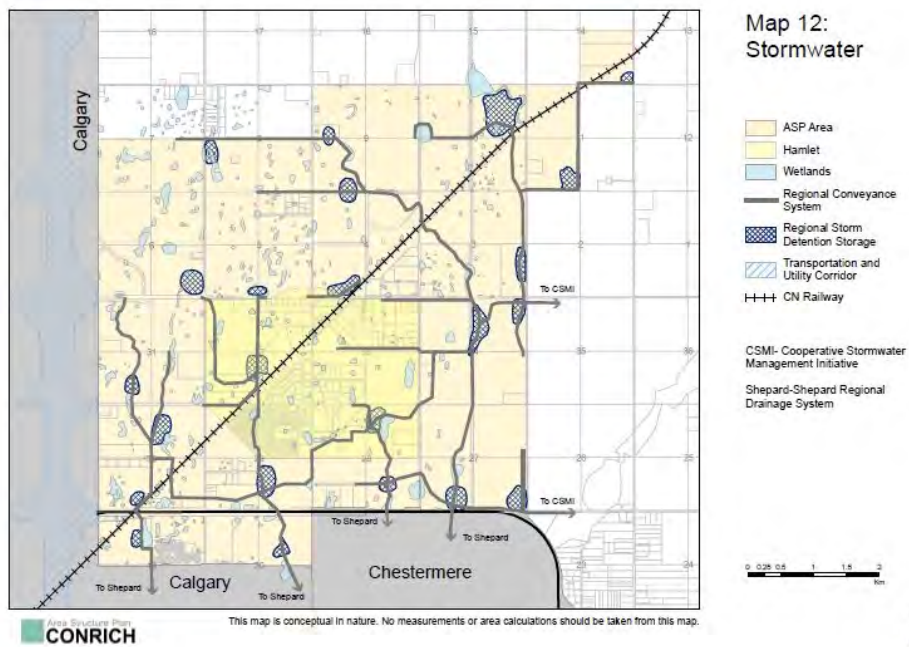
**Amendment #97**

*Within Section 24.0 Stormwater, Policies, Standards and Design, policy 24.25, delete the following text, which reads:*

Map 11

*And replace with:*

Map 12

**Amendment #98***Delete Map 11: Stormwater:**And replace with Map 12: Stormwater:*



**Amendment #99**

*Within Section 26.0 Oil and Gas, Policies, General, policy 26.1, delete the following text, which reads:*

(Appendix C)

*And replace with:*

(Appendix E)

**Amendment #100**

*Within Section 27.0 Implementation, Policies, Local Plan Boundaries, delete the following, which reads:*

Map 12

*And replace with:*

Map 13

**Amendment #101**

*Within Section 27.0 Implementation, Policies, Local Plan Boundaries, delete policy 27.6, which reads:*

Map 12: Local Plans identifies five local plan boundaries that are required based on (i) the existence of major transportation network components, including Highway 1 and the CN rail line (Highway 1), (ii) unique planning conditions associated with the proximity to the CN Rail yards (Township Road 250), and (iii) unique planning conditions associated with location along 84th Street, adjacent to residual lands within the city of Calgary, as identified in the Rocky View/ Calgary Intermunicipal Development Plan.

*And replace with:*

Map 13: Local Plans identifies five four local plan boundaries that are required based on (i) the existence of major transportation network components, including Highway 1 and the CN rail line (Highway 1), (ii) and (ii) unique planning conditions associated with location along 84th Street, adjacent to residual lands within the city of Calgary, as identified in the Rocky View/ Calgary Intermunicipal Development Plan.

**Amendment #102**

*Within Section 27.0 Implementation, Policies, Local Plan Boundaries, policy 27.7, delete the following text, which reads:*

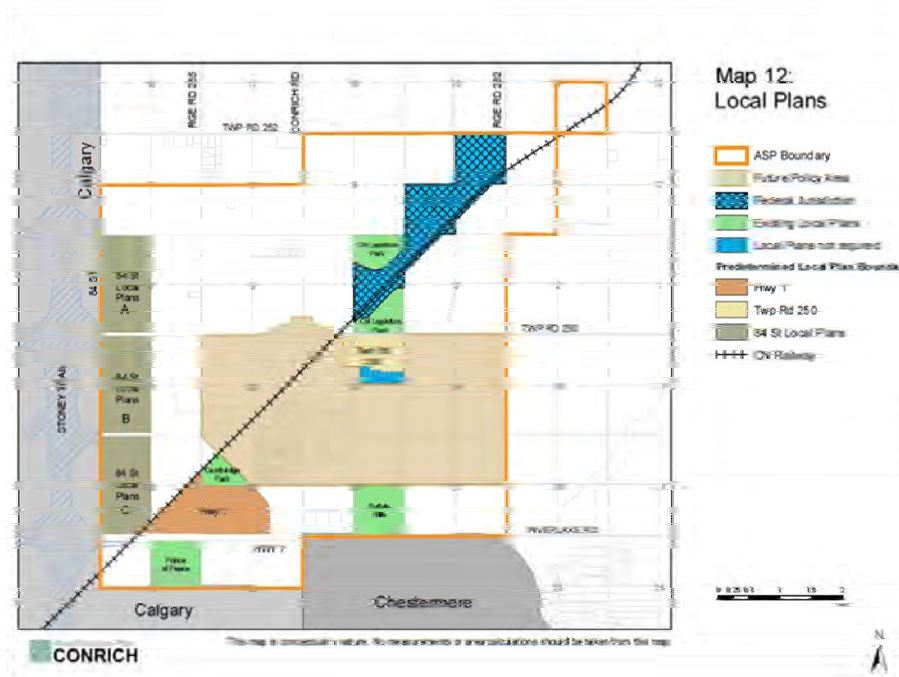
Map 12

*And replace with:*

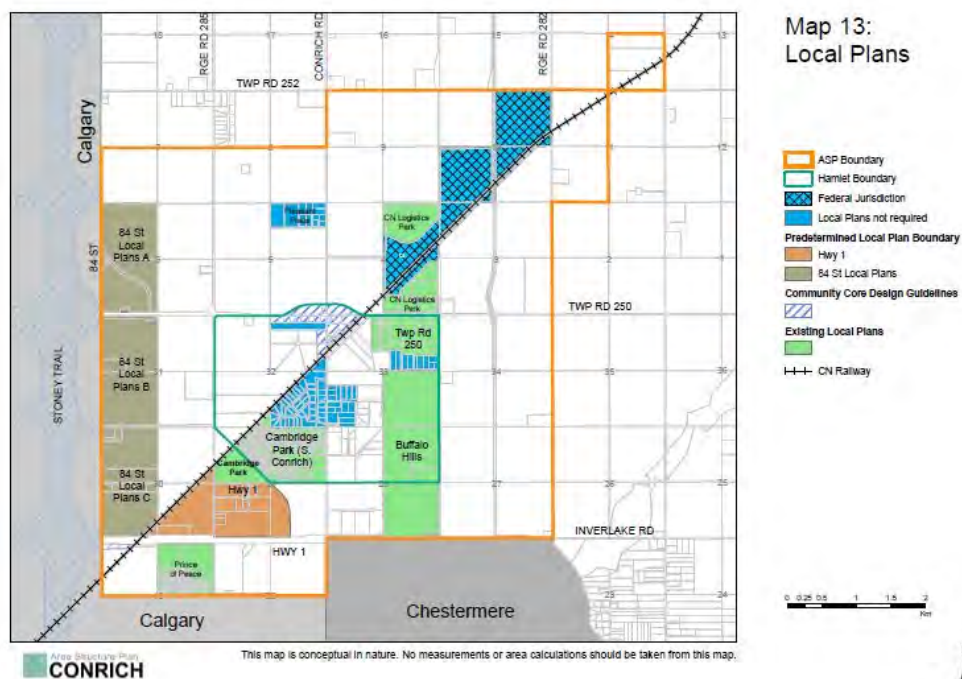
Map 13

# Amendment #103

Delete Map 12: Local Plans:



And replace with Map 13: Local Plans:



**Amendment #104**

*Within Section 27.0 Implementation, Policies, Phasing, delete the following sentence, which reads:*

The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Map 13: Phasing identifies four development phases for the growth of the Conrich area (Phase 1, Phase 2, Future Policy Area, and Long Term Development areas).

*And replace with:*

The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Map 14: Phasing identifies four development phases for the growth of the Conrich area (Phase 1, Phase 2, Phase 2 Residential, and Long Term Development areas).

**Amendment #105**

*Within Section 27.0 Implementation, Policies, Phasing, policy 27.14, delete the following text, which reads:*

Map 13

*And replace with:*

Map 14

**Amendment #106**

*Within Section 27.0 Implementation, Policies, Phase 1, policy 27.15, delete the following text, which reads:*

24.11-24.14

*And replace with:*

25.11-25.14

**Amendment #107**

*Within Section 27.0 Implementation, delete the header and policy 27.17, which reads:*

*FUTURE POLICY AREA*

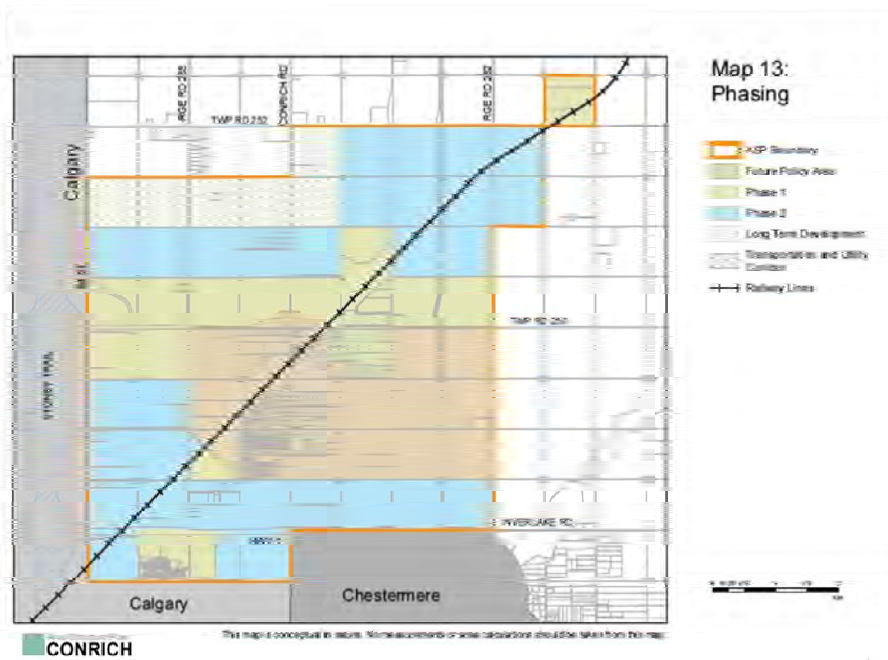
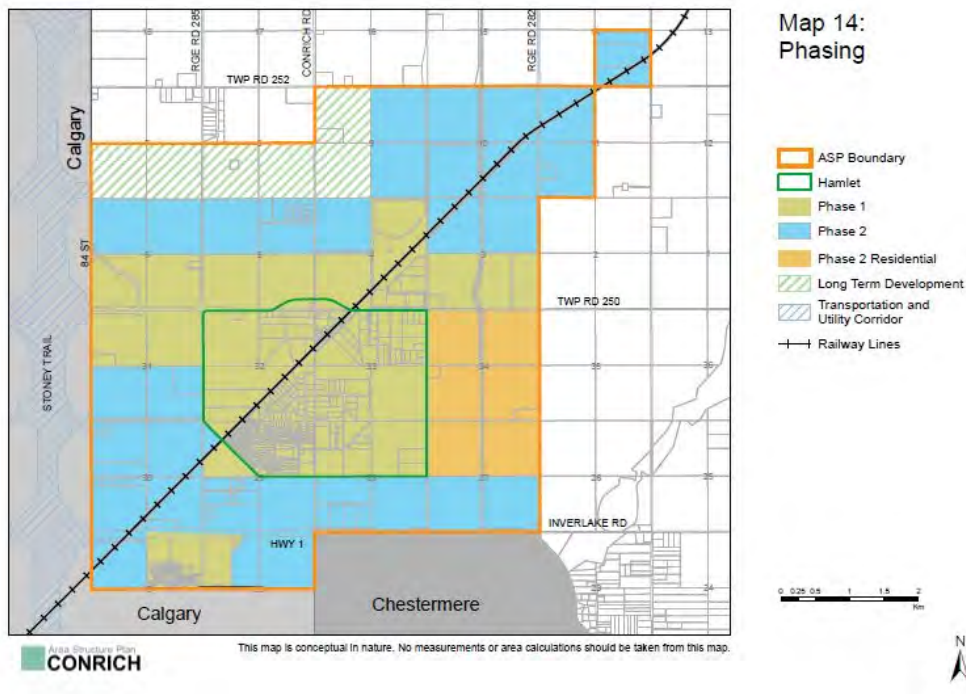
27.17 Phasing of the future policy area shall be determined as part of the future policy area review.

**Amendment #108**

*Within Section 27.0 Implementation, add the following header and text, which reads:*

*PHASE 2 RESIDENTIAL*

Section 10.0 includes specific provisions that are required to be met, prior to further development occurring in the Residential Phase 2 area. These lands should continue the existing development pattern from the hamlet and proceed when there has been a logical extension of infrastructure to service the area.

**Amendment #109***Delete Map 13: Phasing:**And replace with Map 14: Phasing:*

**Amendment #110**

*Within Section 27.0 Implementation, Actions, delete action #1, which reads:*

Develop a local plan for the Township Road 250 industrial transition area, as per Policy 9.9 and Map 12, to address a unique non-residential/residential interface issue.

**Amendment #111**

*Within Section 27.0 Implementation, Actions, delete action #3, which reads:*

Develop a *local plan* for the Township Road 250 industrial transition area, as per Policy 9.9 and Map 12, to address a unique non-residential/residential interface issue.

**Amendment #112**

*Within Section 27.0 Implementation, Actions, action #4 a., delete the following, which reads:*

(Policy 21.5)

*And replace with:*

(Policy 22.5)

**Amendment #113**

*Within Section 27.0 Implementation, Actions, action #4 b., delete the following, which reads:*

(Policy 25.7)

*And replace with:*

(Policy 26.7)

**Amendment #114**

*Within Section 27.0 Implementation, Actions, delete action #5, which reads:*

Consider the adoption of a new hamlet of Conrich boundary.

**Amendment #115**

*Within Section 27.0 Implementation, Actions, action #10, delete the following text, which reads:*

(Policy 27.23)

*And replace with:*

(Policy 28.23)

**Amendment #116**

*Within Section 27.0 Implementation, Actions, action #11, delete the following text, which reads:*

(Policy 22.14)

*And replace with:*

(Policy 23.14)

**Amendment #117**

*Within Section 27.0 Implementation, Actions, add the following action, which reads:*

Work with the City of Calgary and City of Chestermere to determine regional recreational needs, and collaborate on joint applications for provincial grants.

**Amendment #118**

*Within Section 28.0 Intermunicipal Coordination and Cooperation, delete the following sentence, which reads:*

In addition, the plan contains specific stormwater (Section 24), transportation (Section 22), *open space* (Section 18), business interface (Section 14), and intermunicipal (Section 28) policies that promote a coordinated and cooperative approach to planning.

*And replace with:*

In addition, the plan contains specific stormwater (Section 25), transportation (Section 23), *open space* (Section 19), business interface (Section 15), and intermunicipal (Section 29) policies that promote a coordinated and cooperative approach to planning.

**Amendment #119**

*Within Section 28.0 Intermunicipal Coordination and Cooperation, add the following text, which reads:*

In preparing amendments to the Conrich Area Structure Plan to facilitate the development of the Future Policy Area, the County worked collaboratively with the City of Calgary and City of Chestermere to identify shared issues and opportunities. The amendments address the comments and concerns identified by Calgary and Chestermere. Genuine engagement with the municipalities was undertaken throughout the process to amend the area structure plan. An outline of the key intermunicipal engagement components is identified in Appendix C.

**Amendment #120**

*Within Section 28.0 Intermunicipal Coordination and Cooperation, Policies, Rocky View County – The City of Calgary, policy 28.8, delete the following text, which reads:*

(Action items 2 and 9 in Section 27)

*And replace with:*

(Action items 2 and 9 in Section 28)

**Amendment #121**

*Within Section 28.0 Intermunicipal Coordination and Cooperation, Policies, Rocky View County – The City of Calgary, delete policy 28.10, which reads:*

Rocky View County, in collaboration with The City of Calgary, shall ensure that *local plans* and applications for redesignation and subdivision of lands along 84th Street, as shown on Map 12, address:



- a. Access management and right-of-way requirements along 84th Street (Action Item 2 in Section 27);
- b. Consideration of adjacent lands within the city of Calgary as identified in the IDP;
- c. If the Terms of Reference for the 84th Street study has been completed (Action Item 2 in Section 27) but the 84th Street study has not yet been completed by The City and the County prior to the preparation of the *local plan*, then the 84th Street study must be prepared by the development proponent in conjunction with the *local plan* in accordance with the Terms of Reference; and
- d. Other appropriate policies of this Plan.

And replace with:

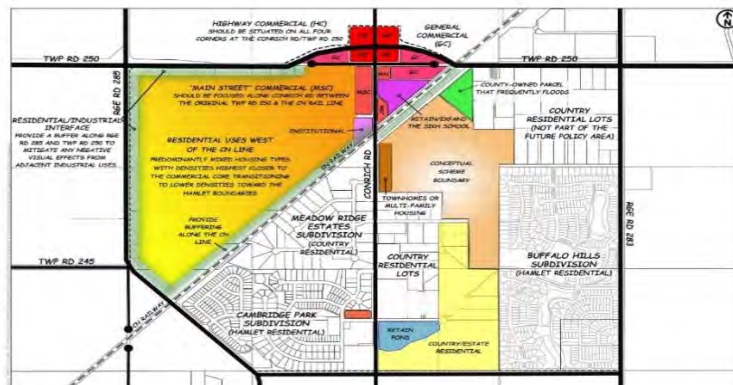
Rocky View County, in collaboration with The City of Calgary, shall ensure that *local plans* and applications for redesignation and subdivision of lands along 84th Street, as shown on Map 13, address:

- a. Access management and right-of-way requirements along 84th Street (Action Item 2 in Section 28);
- b. Consideration of adjacent lands within the city of Calgary as identified in the IDP;
- c. If the Terms of Reference for the 84th Street study has been completed (Action Item 2 in Section 28) but the 84th Street study has not yet been completed by The City and the County prior to the preparation of the *local plan*, then the 84th Street study must be prepared by the development proponent in conjunction with the *local plan* in accordance with the Terms of Reference; and
- d. Other appropriate policies of this Plan.

## Amendment #122

### Add Appendix B: Hamlet 'Concept Plan':

This concept drawing was based on public, administrative, and technical input to provide a concept of what the Hamlet and the key findings from a workshop undertaken in June 2019, as part of the Future Policy Area project.



**Amendment #123**

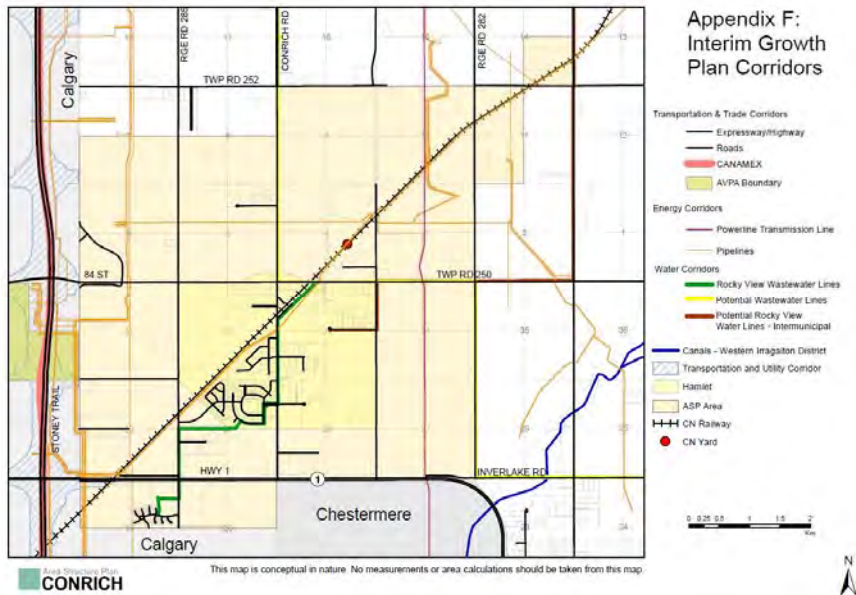
*Add Appendix C: Key Intermunicipal Engagement Events, which reads:*

The County worked with the City of Calgary and City of Chestermere at key milestones of the Future Policy Area project to identify shared issues and opportunities. The following table includes information from the engagement undertaken for both the City of Calgary and City of Chestermere. Engagement was adapted according to the differing issues presented by each municipality on the amendments.

Phase	Date	Engagement
Phase 1 – Project Launch	April – July, 2019	The County prepared a bespoke intermunicipal engagement plan for each neighbouring municipality. The plans identified how the County would engage with the neighbouring municipalities at key milestones of the projects. The plans were revised at the request of neighbouring municipalities to reflect the level of engagement each sought for the project.
	June, 2019	The City of Calgary and City of Chestermere were notified of the County's public engagement event that was held to gather feedback from affected stakeholders. Representatives from the City of Calgary attended the event.
Phase 2 – Identification of Key Cross-Boundary Matters and Draft Land Use Strategies	July, 2019	The County provided the draft land use scenario to the City of Calgary and City of Chestermere for comment, along with anticipated density and population at full buildout of the Hamlet of Conrich. No comments with respect to the draft land use scenario were provided.
	July, 2019	The County met with the City of Calgary for a technical workshop to examine issues and opportunities with respect to the draft land use scenario prepared. There were 10 staff in attendance, and discussions were held on the following areas: <ul style="list-style-type: none"> <li>• Planning;</li> <li>• Transportation;</li> <li>• Servicing and Stormwater; and</li> <li>• Fire Service provision.</li> </ul>
	July, 2019	Following the meeting, 12 action items were agreed to be addressed within the area structure plan amendments and through separate intermunicipal projects and communication.  Rocky View County and the City of Chestermere held a telephone conference to discuss the draft land use scenario. It was confirmed that the City had circulated the draft scenario internally, with preliminary comments addressing stormwater identified. Further comments were to be provided on the draft plan. Four action items were agreed to be addressed within the area structure plan and through separate intermunicipal projects and communication.
Phase 3 – Draft Plan	August, 2019	The County circulated the draft area structure plan amendments to the City of Calgary and City of Chestermere and a period of 30 days was allowed for comments. Where appropriate, the County incorporated suggested amendments into the final draft plan.
Phase 4 – Final Plan	October, 2019	The final plan amendments were formally circulated to the City of Calgary and City of Chestermere in October, 2019, and comments were submitted for Council's consideration at a public hearing.

**Amendment #124**

*Add Appendix F: Interim Growth Plan Corridors:*

**Amendment #125**

Minor administrative amendments for formatting and editing.



Area Structure Plan  
**CONRICH**

APPROVED DECEMBER 8, 2015  
BYLAW C-7468-2015

AMENDED MAY 10, 2017 BY MGB ORDER 020/17  
Conrich Future Policy Draft Amendments First Reading – April 28, 2020

ROCKY VIEW COUNTY  
Cultivating Communities

DRAFT

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I

# Introduction

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## 1.0 PLAN PURPOSE

### What Is An Area Structure Plan?

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 *County 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 *County 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*. The County anticipates the majority of *local plans* within the area structure plan boundary will be submitted as *conceptual schemes*.

*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 Rocky View *County Plan* (Section 29 and Appendix C).

**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 *County Plan* (Section 29 and Appendix C).

A **conceptual scheme** is a non-statutory plan, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. *Conceptual schemes* provide detailed land use direction, subdivision design, and development guidance to Council, administration, and the public.

If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as development cells.

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 a policy:

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

## 2.0 PLAN ORGANIZATION

The Conrich Area Structure Plan is organized in three parts followed by three appendices.

**Part I: Introduction:** This part outlines the plan's purpose, boundaries, policy terminology, relationship to other plans, the public engagement process, and key issues, opportunities, and design ideas that informed the plan preparation process. It also contains a description of the development of the Conrich area from its early beginnings to today. Finally, it presents a vision of what Conrich could be like 30 plus years into the future and provides 10 broad goals that will guide the development of the area over this period.

**Part II: Plan Policies:** This part is the core of the plan, containing the policy direction to guide development in the Conrich area. This part contains 21 sections, each section dealing with specific land uses, services, or infrastructure in the subject area. Each of these sections contains an overall purpose statement, a list of objectives, introductory paragraphs, and a series of policies addressing the subject area. Where a purpose statement or introductory paragraph introduces a series of policies, it is provided for information to enhance the understanding of the policies.

**Part III: Implementation and Monitoring:** This part presents the plan implementation process; provides information on *local plan* areas, costs and levies, phasing, specific requirements to ensure the Conrich Area Structure Plan policies and strategies are adhered to; and provides direction regarding the process for the review and amendment of the plan. This part also addresses the need and method for intermunicipal coordination and cooperation.

Appendix A contains definitions of technical terms used in the Plan. Appendix B provides a concept for the development context of the Hamlet of Conrich. This concept was derived from a community workshop held as part of the Future Policy Area project. Appendix C provides an overview of the intermunicipal engagement undertaken in amending the Future Policy Area . Appendix D provides a list of design guidelines for commercial and industrial development. Appendix E provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure.

### 3.0 PLAN AREA

The Conrich Area Structure Plan applies to the area within the defined boundary as shown on [Map 1: Plan Area Location](#) and [Map 2: Plan Area Air Photo](#).

The plan area is centred on the hamlet of Conrich and encompasses 68 quarter sections (including road allowances) for a total of approximately 4,375 hectares (10,811 acres) ([Table 2](#)). The study area includes the following elements:

- the existing hamlet of Conrich located at the intersection of Conrich Road and Township Road 250 ([Map 1](#));
- developed or developing areas with approved *conceptual schemes* or *master site development plans*. These include Cambridge Park (South Conrich), CN Logistics Park, Buffalo Hills, and the Prince of Peace community;
- lands bordering the city of Calgary to the west and south, with the need to address transition, co-ordination, and compatibility;
- lands bordering the city of Chestermere to the south and southeast, with the need to address transition, co-ordination, and compatibility; and
- lands adjacent to expected regional transportation infrastructure (Highway 1, Stoney Trail, and the CN Rail line).

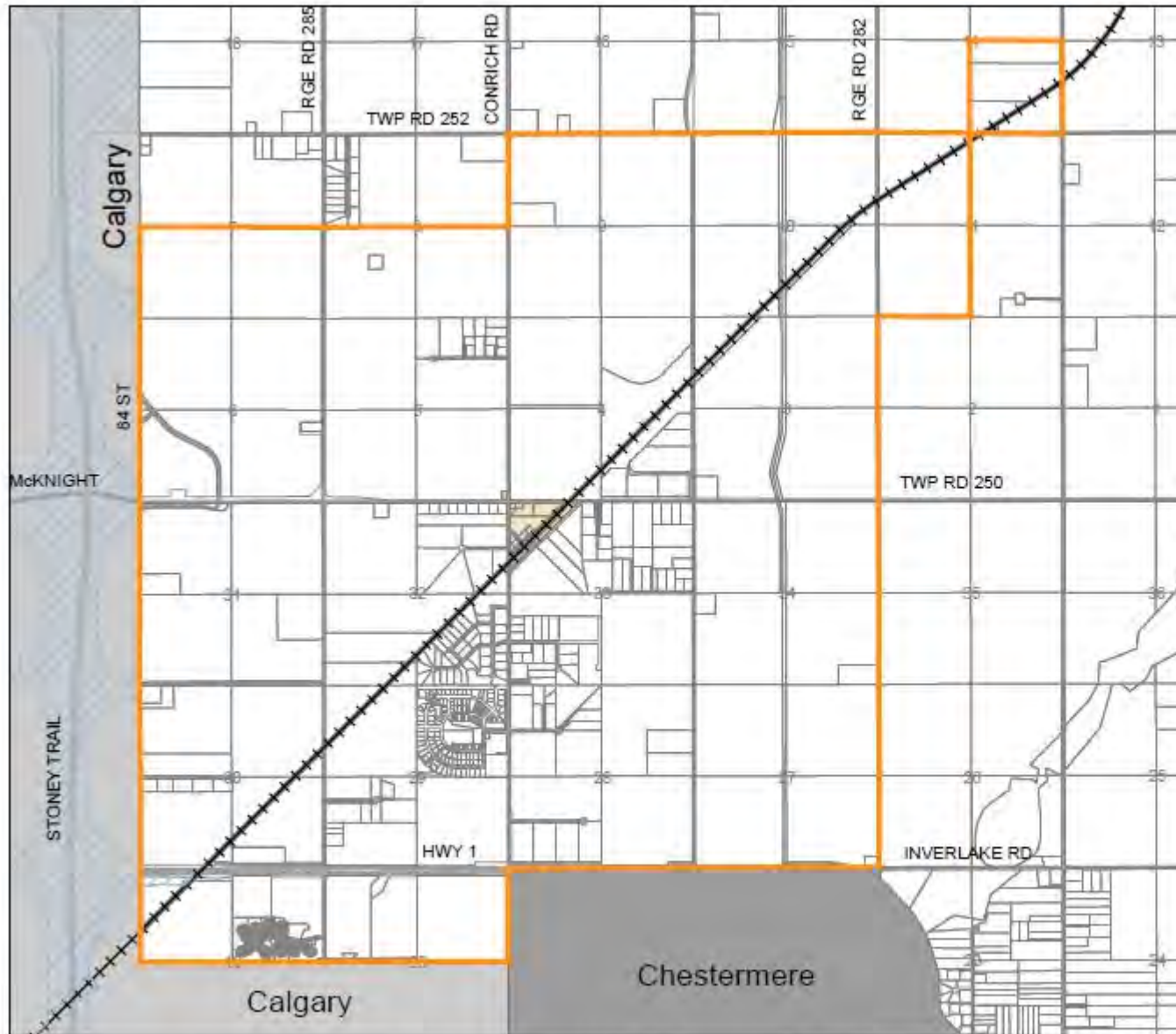
A **hamlet** is an unincorporated community, governed by the rules and regulations of the County with boundaries approved by Council.

The form of a hamlet may vary from a small cluster of houses to a mixed use community with houses, a commercial main street, a central gathering area or park, and possibly a school or a place of worship. The *County Plan* identifies the hamlet of Conrich as a full service rural community with a range of land uses, housing types, rural services, and associated businesses. A full service hamlet may have a population that ranges from 5,000 to 10,000 residents.





### Plan Area Maps

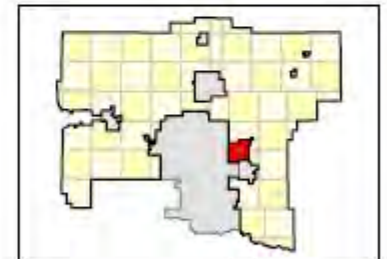
The boundaries and locations of areas shown on the maps within the plan boundary are not intended to define exact areas except where they coincide with clearly recognizable features or fixed boundaries such as municipal boundaries, property lines, or road or utility rights-of-way. Furthermore, the locations of symbols depicting specific features on the maps are approximate only, not absolute, and should be interpreted as such. The precise location of these boundaries and areas will be determined by the County at the time of *local plan* consideration and approval.





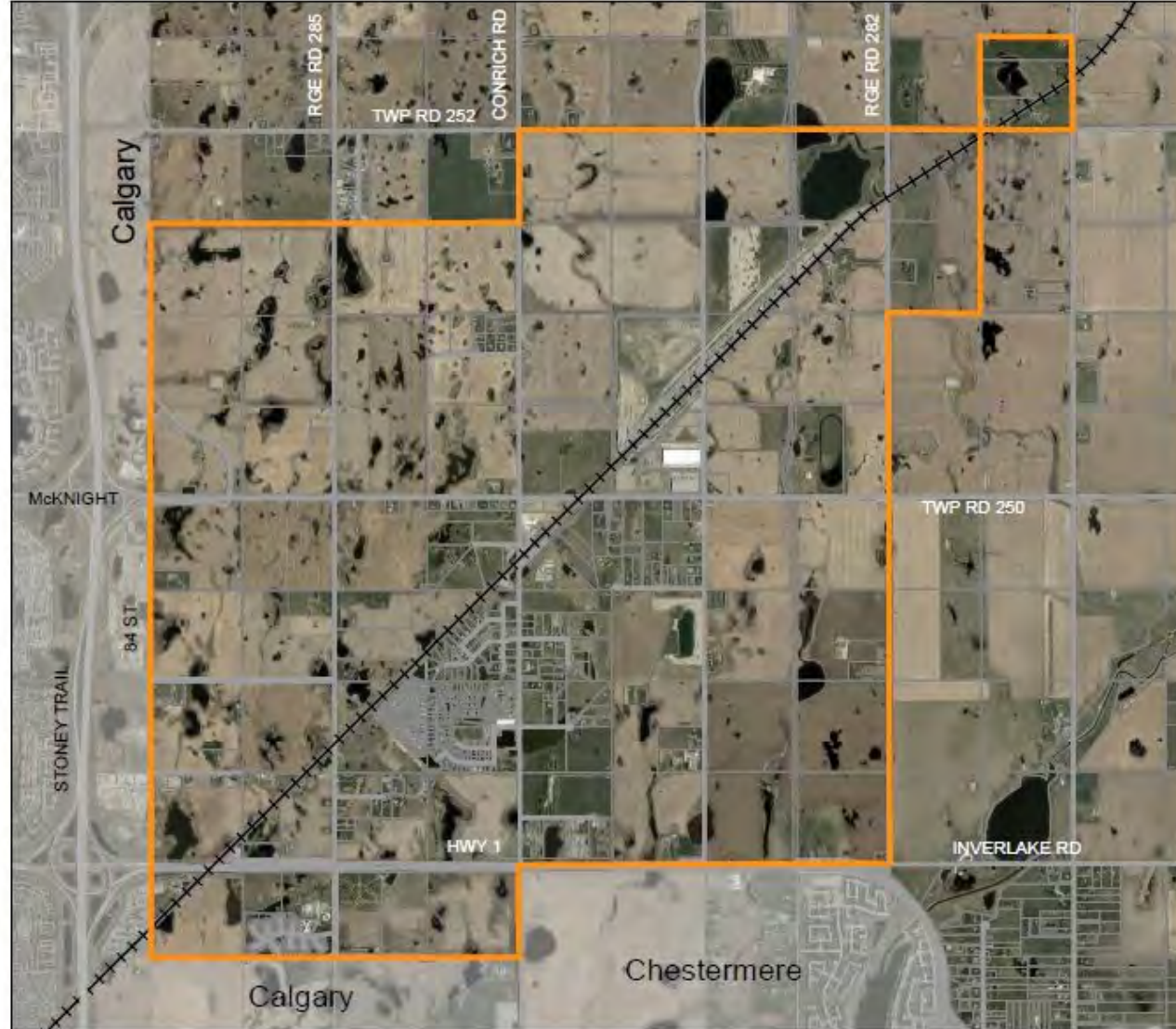
Map 1:  
Plan Area  
Location

-  ASP Boundary
-  Hamlet
-  Transportation and Utility Corridor
-  CN Railway



Area Structure Plan  
**CONRICH**

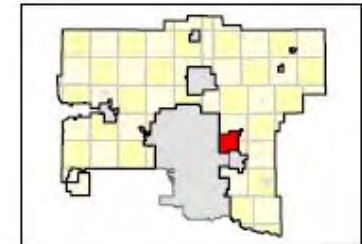
This map is conceptual in nature. No measurements or area calculations should be taken from this map.



Map 2:  
Air Photo

- ASP Boundary
- Hamlet
- Transportation and Utility Corridor
- CN Railway

Air Photo Date: Spring 2018



0 0.25 0.5 1 1.5 2  
Km



Area Structure Plan  
**CONRICH**

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



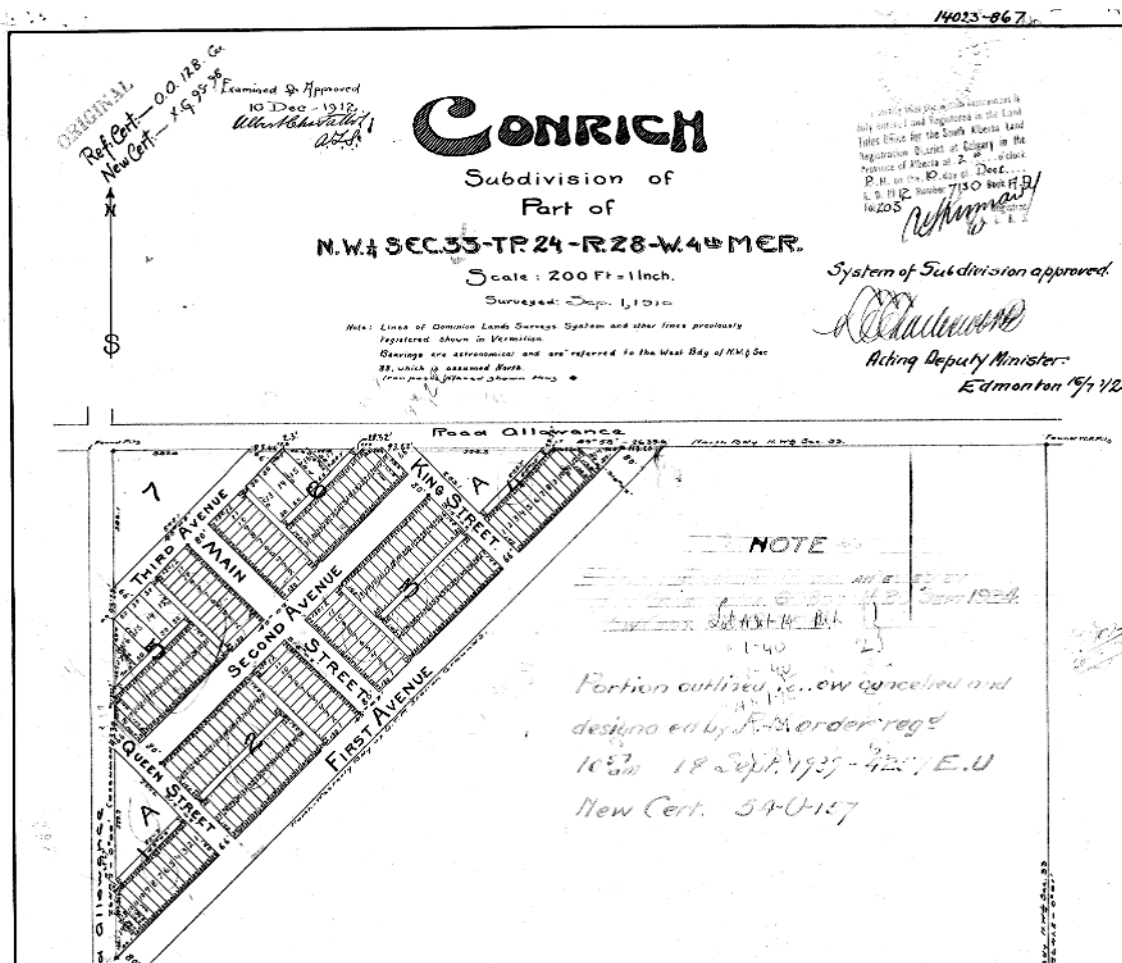
## 4.0 CONRICH TODAY

### Early Beginnings

The Conrich area is located in the central east region of Rocky View County. It lies immediately to the east of Calgary and north of Chestermere. This settlement area was identified as a hamlet in 1913 with the building of a grain loading platform for the Grand Trunk Pacific Railway. It was named after two real estate developers active in the area; Connacher and Richardson.

The initial plan of survey was registered with the Province in 1910. The original plan has the hamlet adjacent to Conrich Road and Township Road 250 with a grid street network, a main street, and an industrial area centered on the rail line. The survey plan marks the current hamlet boundary with Queen Street, the only existing street that corresponds to the survey. A gas station has been in the area since 1920 and a local school, constructed in 1955, is still in operation (Khalsa School). Until the late 1950s and early 1960s, the Conrich area remained a predominantly agricultural area with a few residential lots in the hamlet and scattered acreages in the wider area. At that time, the demand for acreages and smaller agriculture lots adjacent to the hamlet began to occur.

Figure 1: Survey of the Conrich area circa 1910



## 1960s to Today

The existing land uses of the Conrich plan area are illustrated on [Map 3: Existing Land Use](#). [Map 4: Existing Conditions](#) identifies such elements as individual homes, institutions, the CN Rail Facility, Crown land, and water bodies. A description of existing conditions in the Conrich area is provided below.

### *AGRICULTURE AND THE NATURAL ENVIRONMENT*

Agriculture continues to be the dominant form of development in the Conrich area, although it is gradually transitioning to residential and industrial uses. Agriculture is characterized by large-and small-scale operations interspersed with informal residential and small agricultural subdivisions.

Conrich, like much of east Rocky View County, is characterized by tilled soils, remnant prairie grasslands, wetland complexes, waterfowl migration routes, a high water table, and groundwater discharge areas. Relative to the western parts of the County, this region has decreased precipitation and a longer growing season; a change that results in fertile growing conditions for cereal crops, oil seeds, and hay production.

Topography is slightly rolling with the few defined drainage courses ([Map 11](#)) forming part of the Shepard sub-basin that flows south to the Bow River. Existing development has adopted rural stormwater management practices incorporating culverts, ditches, and natural conveyance systems. This site-specific form of development has resulted in stormwater flooding and conveyance problems. The preservation of wetlands and the regional management of stormwater are the primary natural challenges to the successful development of the Conrich area.

### *RESIDENTIAL*

At the time of plan writing there are 442 homes within the plan area boundaries. The majority of these homes have been built since the 1960s, with about half located in the vicinity of the original hamlet. Many of the residents have a significant investment in their properties and a strong attachment to the area.

Residential development adjacent to the hamlet has been ad-hoc in nature. Small acreages have developed along Township Road 250, with comprehensively planned acreage development south of Township Road 250 being approved and/or built in the last decade. Cambridge Park is the most significant smaller lot residential development in the area. In general, these neighbourhoods situated close to the hamlet have not been well connected and there has been no focus on developing a cohesive community core and identity for the broader hamlet area. Currently, the population in, or near, the original hamlet is approximately 687 residents.

Another significant residential development in the plan area is the Prince of Peace community (463 residents), located south of Highway 1. The community began with the creation of a school in 1995 and now includes a church, villas, a supportive living facility for seniors, and a dementia care facility. With the addition of other smaller residential developments such as Pleasant Place, the overall population in the Conrich plan area was estimated to be 1,358 residents in 2013.

### *INDUSTRIAL, COMMERCIAL, AND INSTITUTIONAL USES*

In 2012, Canadian National (CN) received federal approval to relocate its railway facility to the Conrich area. Situated adjacent to the railway, within CN's logistics park, the facility allows for loading of sea containers entering and leaving the Calgary region. The facility provides easy access for CN's customers to retrieve their merchandise and is expected to result in a demand for a variety of warehouses and light industrial development in the Conrich area.

Prior to the building of the CN logistics park, non-agricultural business was limited to the Conrich hog and poultry farm (now closed), the Conrich gas station, Mountain View campground, and the Frankonia RV and boat storage yard. Within Calgary, on the west boundary of the plan area, are a number of temporary developments including recreational vehicle storage and heavy equipment sales.

The Conrich area is home to a number of regional institutional uses such as the Prince of Peace care facility and associated church and school, the Chestermere Christian Fellowship Church, the K to 9 Khalsa School (a Sikh faith private school with 375 students), and the Rocky View Garden of Peace Cemetery.

### *TRANSPORTATION NETWORK*

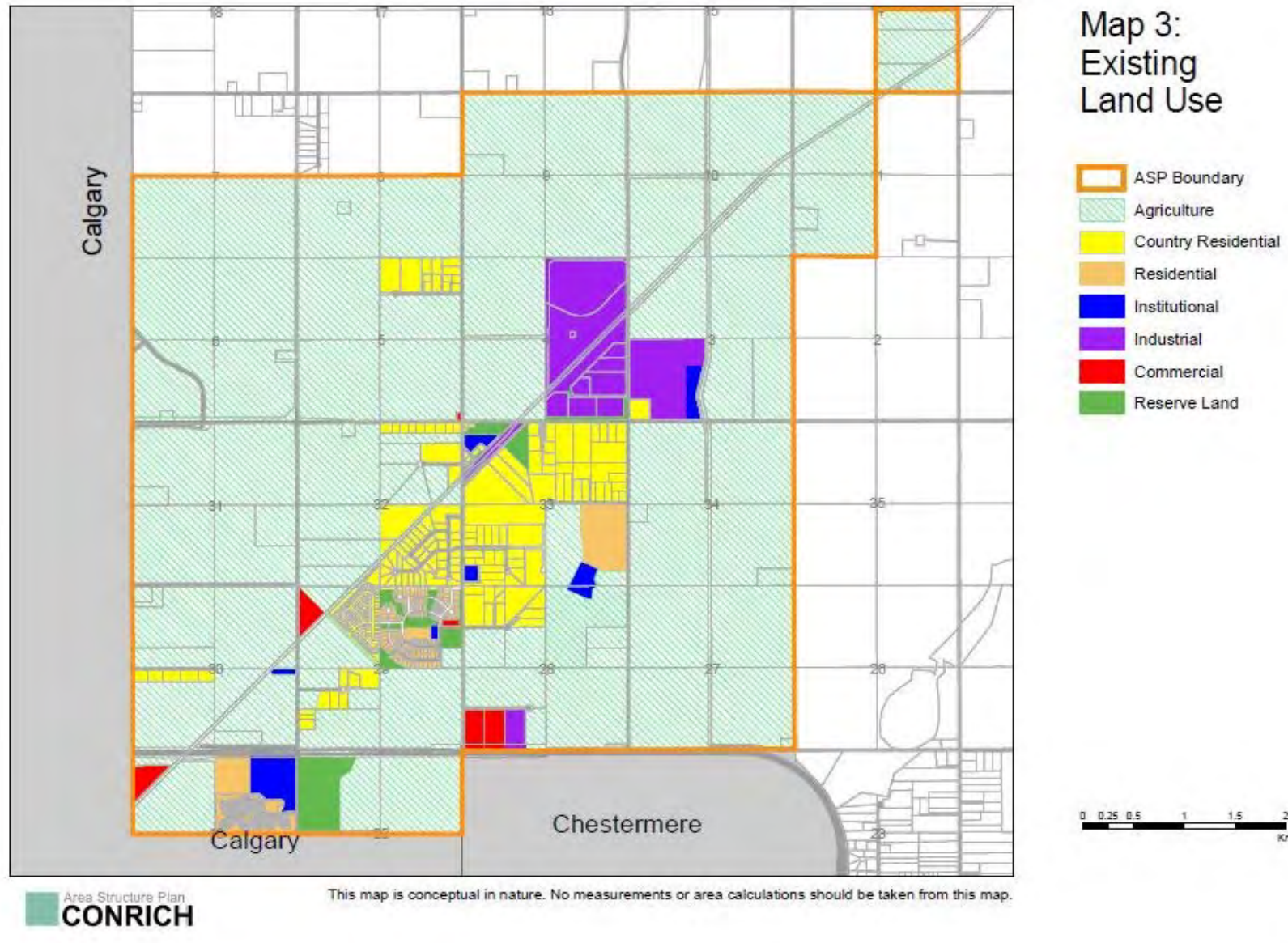
Transportation infrastructure frames the pattern of development in the Conrich area. The development of the CN line (Grand Trunk Pacific Railway), connecting Calgary to the CN mainline, triggered the hamlet's residential development. The angled north-east orientation of the rail line and its numerous road crossings provides a challenge to the safe and efficient movement of local traffic. Recent development of the Stoney Trail ring road and its interchange connection to Highway 1 created a nearby high speed vehicular transportation network. These major network improvements acted as a catalyst for the relocation of the CN Rail facility from Calgary to the Conrich area.

The successful development of an efficient transportation network that minimizes impacts on existing and future residential development is one of the main challenges to successful development in the plan area.

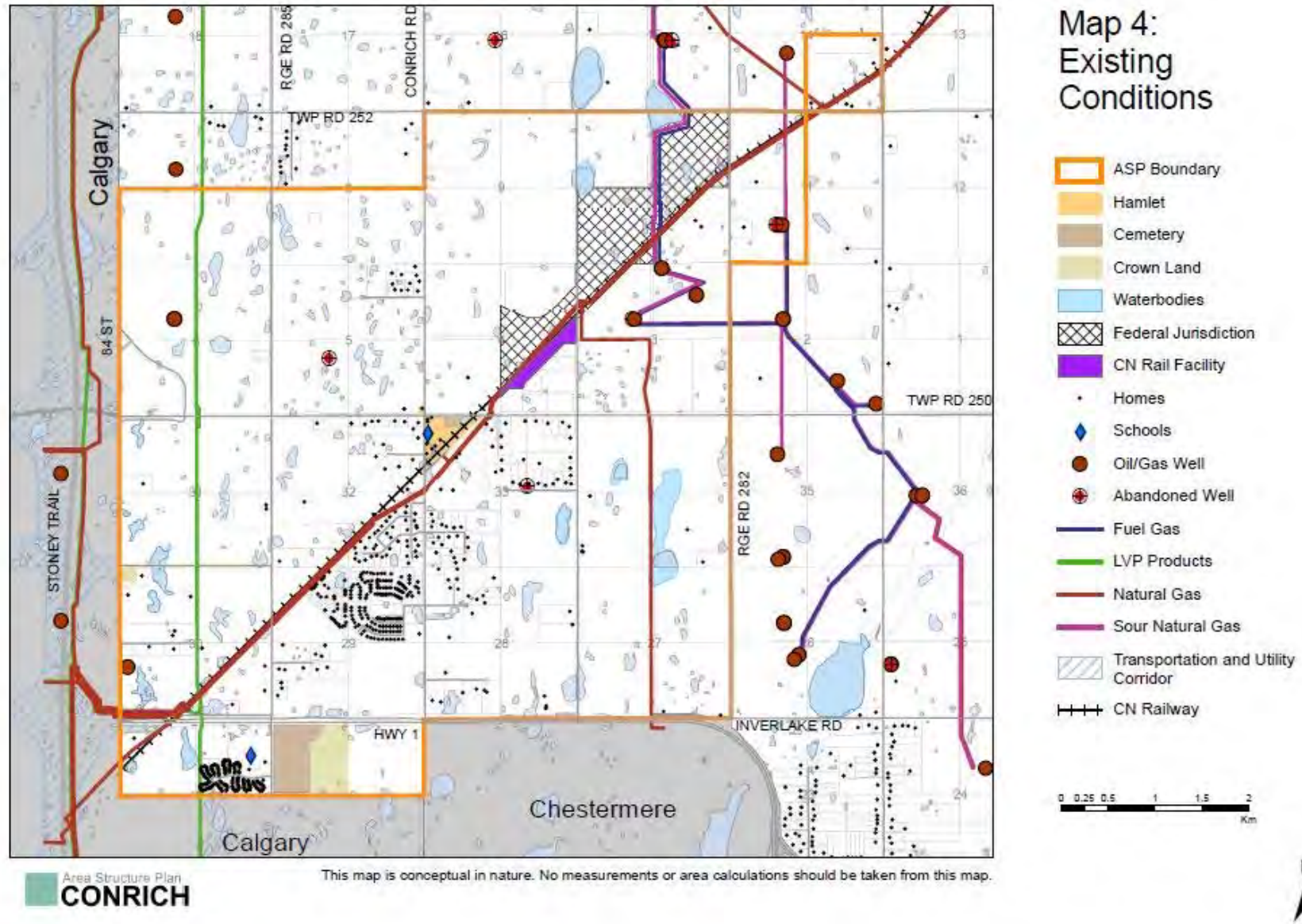
Recent industrial development and the resultant increase in traffic has directly impacted existing residential areas along Township Road 250 and indirectly affected most residential areas through offsite impacts such as noise and lights.

### **Summary**

In summary, the Conrich area is defined by both its natural and built environment. The greatest challenge to the future physical development of the Conrich area is to create and implement a comprehensive long-term plan that will result in an attractive, safe, and cohesive rural community.







## 5.0 PLANNING FOR TOMORROW

### Overview

The need for the Conrich Area Structure Plan has been determined based on a number of factors including recent annexations, development pressure, public concern, changing conditions in adjacent municipalities, and the need for land use policy to align with the recently adopted *County Plan* and other County policies.

The preparation of the Conrich Area Structure Plan was a multi-faceted process that considered a number of elements including:

- strategic directions and policy of the *County Plan* and other applicable adopted County policies;
- ideas and input gathered throughout the public and stakeholder engagement process;
- key issues and opportunities identified by Administration, residents, landowners, stakeholders, and municipal neighbours; and
- physical constraints and attributes of the area.

An overview of the first three key factors informing the preparation of the Conrich Area Structure Plan is outlined below, while physical constraints and attributes are discussed in [Section 4 \(Conrich Today\)](#).

When the Conrich Area Structure Plan was brought for Council consideration in 2015, amendments to the Plan resulted in the establishment of a Future Policy Area that included the hamlet and surrounding area. This area was planned for through a separate project in 2019 and applicable amendments have been embedded into the Area Structure Plan to guide the development of the hamlet and surrounding residential area.

### Policy Direction from Other Plans

#### *INTERIM GROWTH PLAN*

On January 1, 2018, Rocky View County and nine other municipalities became part of a regional planning area defined as the Calgary Metropolitan Region. The Calgary Metropolitan Region Board Regulation (190/2017), enacted under the Municipal Government Act, directs that a regional growth plan and a supporting regional servicing plan shall be prepared to guide how lands within the 10 participating municipalities will develop. Prior to the Calgary Metropolitan Region Growth and Servicing Plans being adopted, the Region Board has approved an Interim Growth Plan (IGP). The IGP sets out three broad principles.

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

In adopting the Conrich Area Structure Plan amendments for the Future Policy Area, Rocky View County has ensured the statutory plan amendments conform with the principles, objectives and policies of the Interim Growth Plan, including:

Table 1: Principles and Objectives of the Interim Growth Plan

Interim Growth Plan Policy	Corresponding ASP Sections
Policy 3.2.2 Intermunicipal collaboration	The County has undertaken thorough and structured engagement with the City of Calgary and City of Chestermere to address intermunicipal issues and opportunities throughout the amendment process. Appendix C provides specific methods of intermunicipal collaboration.
Policy 3.3.1 and 3.2.3 Protection of source water, wetlands, and regional corridors	Policies within Section 19 (Natural Environment) and 23 (Utility Services) of this ASP address these matters.
Policy 3.4.1.2 Intensification of settlement areas	Policies in Sections 8 (Hamlet Residential), 9 (Country Residential), 10 (Phase 2 Residential), and Section 11 (Commercial) of this ASP address these matters.
Policy 3.4.2.1 and 3.4.2.2 Expansion of settlement areas	Policies in Sections 8 (Hamlet Residential), 9 (Country Residential), 10 (Phase 2 Residential), Section 11 (Commercial), and Section 23 (Transportation) of this ASP address these matters.
Policy 3.4.5 Employment areas	Policies in Section 11 (Commercial) of this ASP address these matters.
Policies 3.5.1.1 and 3.5.2.1 Mobility and Transmission Corridors	Policies in Sections 15 (Gateways), 19 (Open Space and Parks), 23 (Transportation), and 23 (Utility Services) address these matters.

### COUNTY PLAN

The Conrich Area Structure Plan takes its main policy direction from the Rocky View *County Plan* regarding its economic role in the region, its land use, its growth rate, and other high level policy directions. The *County Plan* provides the overall policy framework for development in the Conrich area on matters ranging from the development of residential, commercial, and industrial areas to the provision of emergency services and infrastructure.

The Conrich area is identified in the *County Plan* as a hamlet and a regional business centre. Being identified as a hamlet means the County supports residential growth in the Conrich area and expects such development to occur through the expansion of the existing hamlet. By classifying the Conrich area as a regional business centre, it means the County supports the growth of the area from primarily agriculture to a mixed use industrial-commercial area.

The *County Plan* identifies Conrich as a **regional business centre** having the following characteristics

- a concentration of commercial and / or industrial businesses;
- an efficient road connection to the provincial highway network;
- significant scale and scope of operations; and
- infrastructure with the potential to service the proposed development.

### **CALGARY-CHESTERMERE CORRIDOR AREA STRUCTURE PLAN**

Historically, detailed planning in the Conrich area was directed by the Calgary-Chestermere Corridor Area Structure Plan. The need for a new area structure plan for the Conrich area was recognized due to The City of Calgary's and City of Chestermere's annexations of large portions of the Calgary-Chestermere Corridor Area Structure Plan area, the approval of the relocation of the CN Rail facility by the Canadian Transport Agency, and the introduction of piped services into the Conrich area.

### **ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN**

Portions of the Conrich Area Structure Plan area are affected by the Rocky View/Calgary Intermunicipal Development Plan (IDP). Most significantly, the IDP identifies a key focus area within the Conrich area adjacent to Highway 1 between Chestermere and Calgary. The objective of identifying key focus areas in the IDP is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area and to collaborate in creating attractive entranceways for the benefit of residents and the traveling public. In addition, the IDP identifies residual long-term growth areas within the city of Calgary on the west boundary of the Conrich Area Structure Plan area. The IDP provides direction on the use and design of this area.

### **CITY OF CHESTERMERE**

A portion of the Conrich Plan area borders Chestermere. Intermunicipal coordination with the City of Chestermere, in the absence of an intermunicipal development plan, will address issues related to interface planning, land use compatibility, and joint infrastructure requirements affecting both municipalities. An intermunicipal development plan may be adopted in the near future.

## **Public Engagement Process**

Rocky View County's commitment to an open, transparent, and inclusive process with respect to the preparation of the Conrich Area Structure Plan included the implementation of an engagement strategy that provided stakeholders, landowners, adjacent municipalities, and the general public with several opportunities for meaningful discussion and input. A summary of this engagement is described below:

**Phase 1 - Awareness, Issues, and Goals:** The initial start-up phase began in October 2013. The first engagement session was intended to raise awareness of the plan preparation process. This phase included an online questionnaire and workshop to explore residents' ideas with respect to 'Hopes & Fears', 'Conrich Today', and the 'Future Conrich'. Over 120 people attended the workshop.

**Phase 2 - Evaluating Options and Setting Direction:** This phase began in December 2013 with a workshop and online survey to help confirm the vision for the plan and to explore areas where policy direction was still unclear. This workshop engaged participants in discussing (i) the vision and goals generated from workshop 1, (ii) 'big ideas' such as land use, economic development, traffic and mobility, community, and *open space*, and (iii) ideas



**Phase 3 - Draft Policies and Actions:** In this phase, (January - April, 2014) key policy directions were developed and presented at an open house to over 100 participants, who were then invited to provide comment on the session online. Policy areas included:

- An overall land use strategy;
- A preferred concept for the hamlet;
- Stormwater management;
- Transportation, including parks and pathways;
- Non-residential/residential interface.

**Phase 4 - Plan Completion and Adoption:** In this phase, the draft plan was released. The draft plan was refined through further public consultation, intermunicipal discussion, agency circulation, and technical review. Following these changes, a final open house and public hearing was held.

**Future Policy Area:** To facilitate development within the Future Policy Area, further public engagement was undertaken between May and June, 2019. Engagement included an interactive workshop, online survey, and individual landowner meetings. The intent of the engagement was to develop the land use strategy for the Future Policy Area and confirm the hamlet boundary for Conrich. A development concept for the vision of the hamlet is included in Appendix B.

### **Key Issues, Opportunities, and Design Ideas**

A number of key issues, opportunities, and design ideas were identified during the public and stakeholder engagement and are summarized below.

#### **1. Hamlet Development and Design**

Issue/Opportunity: Incremental development of residential areas to the south and east of the historic hamlet area has resulted in a disconnected community with no central focus.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- Identify the hamlet as a distinct community. Community identity may be achieved through signage, identifiable boundaries, and the development of a community core/main street.

#### **2. Land Use**

Issue/Opportunity: There was strong support for allowing lands to be converted to commercial and industrial land uses by landowners wishing to take advantage of opportunities presented by the development of the CN Rail facility and highway transportation network. Conversely, residents who have been impacted by the traffic, noise, and lights were concerned about the prospects of additional development.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- address the non-residential/residential interface in a manner that mitigates the impact on residential areas;
- provide for the development of a hamlet core that will strengthen the identity of

Conrich and provide local commercial services to residents;

- arrange land uses that take advantage of commercial and industrial growth opportunities, while minimizing the impact on residential development; and provide for the development of a land use pattern that results in cost effective infrastructure systems, public facilities, and community services.

### 3. Stormwater Management

Issue/Opportunity: The Conrich area is generally flat and contains multiple wetlands. The need for comprehensive stormwater management was recognized in light of the local flooding issues experienced in the spring of 2013. Historically, the Conrich area discharged stormwater south to the Bow River. However, the development of homes and new roads south of the hamlet has impeded drainage in the area and this has proved to be a major challenge to the successful development of an effective stormwater management system.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to comprehensively and regionally address stormwater management and implement the provincial and County goals of wetland protection.

### 4. Transportation

Issue/Opportunity: Increased truck traffic associated with the operation of the CN Rail facility was identified as a key issue; additional development will add significantly to the traffic volume.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to identify transportation corridors and provide the planning to ensure increased traffic volumes, access, and costs are accounted for and impacts are minimized to the greatest extent possible.

### 5. Infrastructure Servicing

Issue/Opportunity: County water and wastewater services have been provided to the plan area. However, there are utility service constraints that must be addressed before the development area reaches its full potential.

Plan Policy Direction: The plan allows for the long range planning of utility upgrades, while ensuring adequate capacity is available before development is allowed to proceed.



## 6.0 CONRICH VISION AND GOALS

### Conrich Vision

The following vision statement provides an idea of what the Conrich area could look like 30 years into the future:

*The Conrich area is known as a dynamic residential-industrial-commercial hub within Rocky View County and is seen as an important contributor to the economic vitality of the County. The hamlet is a well-planned, healthy community with diverse rural neighbourhoods existing in close harmony with a thriving industrial hub centred on the CN logistics park. Bordering the hamlet on the south, stretched out along Highway 1, is a major shopping destination serving the region.*

*The hamlet of Conrich has grown into a distinct and vital residential community, with a variety of rural style neighbourhoods linked together by beautiful natural open spaces, parks, and pathways. The new hamlet core is an attractive, pedestrian oriented zone with tree-lined sidewalks and a number of different businesses and services including a hair salon, restaurant, bank, small grocery store, places of worship, and a walk-in coffee shop. The local area businesses thrive because of the demand not only from local residents, but also from warehouse workers and other employees from the area who stop in at lunch and on their way home from work.*

*The attractiveness of locating near the CN Rail facility, with its opportunities for co-locating warehouses near a distribution centre has drawn a large number of light industries into the area. In addition to the warehousing, a wide range of industries related to the manufacturing, storage, and oil field service sectors, have taken advantage of the area's large industrial lots. Access to a fully functional regional transportation network has resulted in a development that serves not only local markets, but businesses from Winnipeg to Vancouver.*

*There has been substantial highway business development on the western and southern boundaries of Conrich. Several large format retail stores have developed adjacent to Stoney Trail, and major businesses along Highway 1 are developing now that highway interchanges are in place.*

*Conrich residents have work opportunities within a short distance from their homes and all County residents benefit from the financial contribution the area makes to the County's economic sustainability. Although development has resulted in extensive changes to the landscape, the sensitive environmental areas have been protected and the presence of an above ground regional stormwater system has allowed the retention of many of the area's original wetlands.*

## Goals

There are 10 goals that guide the development of the Conrich Area Structure Plan. These goals are based on policy direction of the *County Plan*, the existing physical characteristics of the area, and the key issues, constraints, and opportunities identified during the planning process. The goals are as follows:

1. Facilitate the development of the hamlet of Conrich as a vital and distinct community that retains its rural heritage and provides residents with
  - a. a range of housing choices;
  - b. a community focal point with public gathering places, parks, schools, other institutional uses, and local commercial services;
  - c. attractive streets, pedestrian pathways, and linked *open spaces* that facilitate a physically connected community; and
  - d. community facilities and services that promote a socially connected community.
2. Support the development of the Conrich area as a regional business centre by providing opportunities for well-designed commercial and industrial areas and taking advantage of the inter-provincial transportation network (roads and rail).
3. Create a well-designed, safe, and interconnected transportation network that addresses the needs of residents, motorists, pedestrians, and cyclists.
4. Provide for attractive and high quality gateways along Highway 1 and Township Road 250.
5. Protect existing and future residential areas with appropriate land use transition and design measures.
6. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
7. Provide for potable water, wastewater, and stormwater systems in the plan area in a safe, cost effective, and fiscally sustainable manner.
8. Successfully manage stormwater through the development of a regional stormwater conveyance system and innovative stormwater management solutions.
9. Protect wetlands through the integration of wetlands as part of a sustainable stormwater solution.
10. Phase development in a manner that makes efficient use of road and utility infrastructure, while providing sufficient land to meet market demand.

## II

## Plan Policies

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## A. LAND USE

### 7.0 CONRICH DEVELOPMENT STRATEGY

The Conrich development strategy is a holistic approach to implementing the Conrich Area Structure Plan's vision and goals. The strategy identifies general land uses, the approximate boundaries of the land use areas, and policies that guide development. The strategy is discussed in general terms below, shown on [Map 5: Land Use Strategy](#) and [Map 6: Hamlet of Conrich](#), with related maps and policies in [Sections 8 to 29](#).

The strategy has four primary components:

1. The expansion of the hamlet of Conrich and its evolution as a diverse, vital residential community.
2. The development of the Conrich area as a regional business centre with more than half of the plan area devoted to industrial and commercial uses.
3. The integration of residential and business uses in a manner that provides for the transition of land uses, promotes land use compatibility, and mitigates impacts on adjacent lands.
4. The identification of agricultural land that will remain in production until such time as it is required for other uses and the protection of the natural environment in the face of significant growth.

In addition, the strategy has a number of sub-components that address other residential areas within the plan boundaries, transition areas (residential to business use), and phasing.

#### 1. Hamlet of Conrich

The strategy supports the expansion of the hamlet of Conrich as an attractive residential community with a Community Core as a focal point that helps to provide a distinct community identity. Key components include:

- a. Supporting the Hamlet's identity through signage, identifiable boundaries, and the development of a main street. The Plan recommends broadening the defined area of the Hamlet beyond the historical area surveyed in 1910.
- b. Planning for a Community Core is a critical component to support the development of the Hamlet. As part of the transportation plan, the intersection of Township Road 250 and Conrich Road will be moved north, resulting in a portion of the original road being limited to local traffic. This transportation improvement provides the opportunity to develop a pedestrian-oriented Community Core. Mitigation of noise from re-routed traffic in this area will be an important factor in supporting pedestrian-oriented development. While the commercial area will predominately serve the needs of local residents, its development will also be shaped by the demand from workers employed to the north of the Hamlet. The development of the Community Core will enhance the Hamlet's identity and unique character; the core will allow for the following uses:
  - i. Schools, parks, trails, seniors' residences, and places of worship; and
  - ii. Hamlet Commercial services such as small shops, cafes, and personal service businesses.

Development in the Community Core will be required to follow the design guidelines for local, commercial areas as set out in the County's Commercial, Office, and Industrial Design Guidelines and comply with the design requirements of Appendix D.

- c. Providing a variety of housing choices within two different residential forms including:
  - i. Hamlet Residential areas that will provide a majority of the housing as single detached dwellings interspersed through nodes with multi-family units; and
  - ii. Country Residential areas. This is an existing development form not normally associated with a hamlet and typically consists of 2.0 or 4.0 acre lots. This Plan encourages the retention, infill, and build-out of existing Country Residential Areas where lots may be greater than 4.0 acres in size.

### POPULATION

The approximate estimated population density for the plan area is shown in [Table 2](#), along with the estimated population density at full build-out for other parts of the Plan area. Final densities will be determined with the preparation of *local plans*.

Table 2. Conrich area population and density at full build-out.

Development Area	Gross Area hectares (ac)	Gross Residential Area <sup>1</sup> hectares (ac)	Net Residential Area hectares	Units <sup>2</sup> per hectare (ac)	Population	Population Density <sup>2</sup> per hectare (ac)
Hamlet of Conrich	737 (1820)	656 (1621)	496 (1,226)	8.65 (3.5)	13,174	10 (4)
Phase 2 Residential <sup>3</sup>	386 (953)	386 (953)	270 (667)	8.65 (3.5)	9,340	10 (4)
Prince of Peace	59.7 (147)	40 (98.8)	40 (98.8)	48.6 (19.7)	350	87.65 (35.5)
Pleasant Place <sup>4</sup>	43 (106)	43 (106)	30 (74)	8.65 (3.5)	1,039	10

<sup>1</sup>Gross residential area = gross area - uses such as commercial centres, institutional sites, and business parks...

<sup>2</sup>Units and population density per hectare are based on net residential area. Units per hectare were established based on the 2018 census data. Net residential area and population calculation includes country residential land uses within hamlet assumed to be developed at 0.25 units per acre.

<sup>3</sup>Population and density of Phase 2 residential lands will be finalized at local plan stage in accordance with Section 10.0 – Phase Two Residential.

<sup>4</sup>Population and density is based on a portion of the area (106 acres) being developed as hamlet residential. Final numbers may be higher or lower, based on chosen residential form.

## 2. Regional Business Centre

The strategy supports the development of the Conrich area as a regional business centre with commercial and industrial land uses that take advantage of the regional transportation network and the development of the CN Rail facility.

The majority of industrial uses are located to the north and west of the hamlet. Expected uses are those that will not have significant offsite impacts such as noise, odour, and dust e.g. warehousing and transportation. An area to the northeast of the hamlet may be used for development that results in offsite impacts. It is estimated that the amount of land dedicated to industrial uses will provide sufficient opportunities for industrial demand for 30 plus years.

The strategy identifies two highway business zones intended to serve the regional market. These are located along Highway 1 and at the intersection of Stoney Trail and Township Road 250 (McKnight Blvd.). Potential uses include regional grocery and retail stores, large format stores, shops, offices, business parks, entertainment, and accommodation.

This plan supports the development of these business areas through such measures as:

- Requiring detailed *local plans* to address non-residential/residential interface issues related to development;
- Providing for cost effective improvements to the County's infrastructure;
- Providing for a transportation network that separates residential, commercial, and industrial traffic.



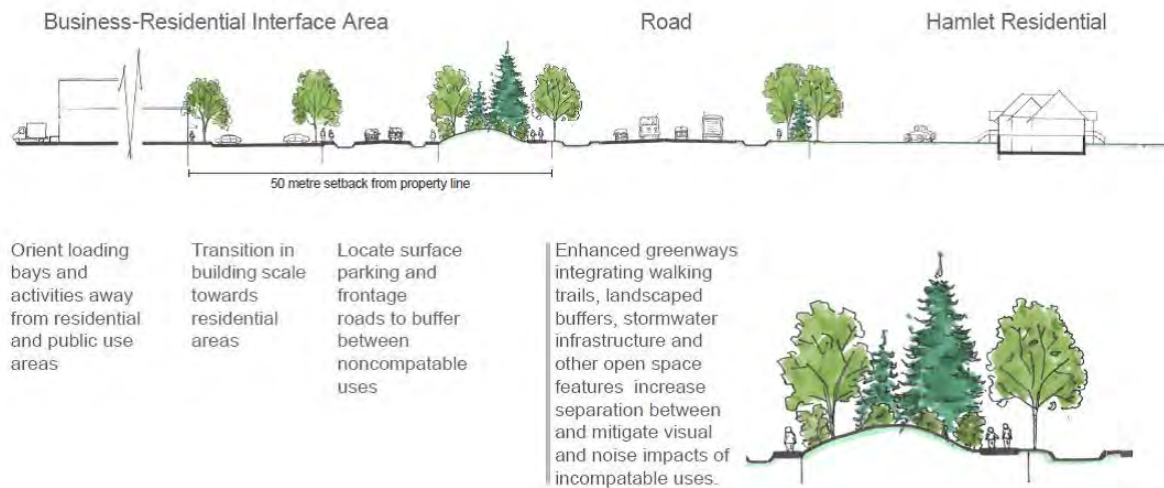
Table 3. Approximate gross areas of the land use types

Land Use Type	Gross area hectares (ac)
Residential	300 (741)
Hamlet Residential	533 (1,317)
Hamlet Industrial/Commercial	3 (8)
Hamlet Commercial	13 (32)
Phase 2 Residential	386 (954)
Industrial	1,957 (4,836)
Highway Business/Industrial	131 (324)
Highway Business	574 (1,419)
Institutional	85 (210)
Long Term Development	393 (970)
<b>Total</b>	<b>4,375 (10,811)</b>

### 3. Residential and Business Interface

The emergence of Conrich as a regional business centre provides a challenge to developing a vital and attractive community. The strategy addresses this challenge by requiring the implementation of non-residential/residential interface policies to mitigate the impact of commercial/industrial development through land use, building height, coverage, design, and landscaping.

Figure 2: Non-residential and Business Interface



### 4. Agriculture and the Natural Environment

Agriculture is supported within the plan area until such time as alternative development is required. The plan limits further fragmentation of these agriculture areas but allows for the development of a farmstead, first parcel out, or other agricultural land uses. The plan also supports the protection of wetlands and riparian areas, particularly those associated with natural stormwater conveyance systems.

#### SUB-COMPONENTS

The Prince of Peace community intends to expand its long term care facility, increase its residential capacity, and provide local commercial services to its residents. The Conrich development strategy supports this direction and allows for residential development to the west of the Prince of Peace community.

#### *Transition*

The strategy identifies three residential areas within the plan area that may transition to regional highway business or industrial uses and provides policy to support this transition. The identified areas are: (i) Township Road 244A, (ii) McKervey Place, and (iii) Township Road 250 ([Map 5](#)).

#### *Phasing*

The plan recognizes that development within the plan area should progress in a logical and efficient manner. The phasing concept (Map 14: Phasing) identifies the following areas for the first phase of development:

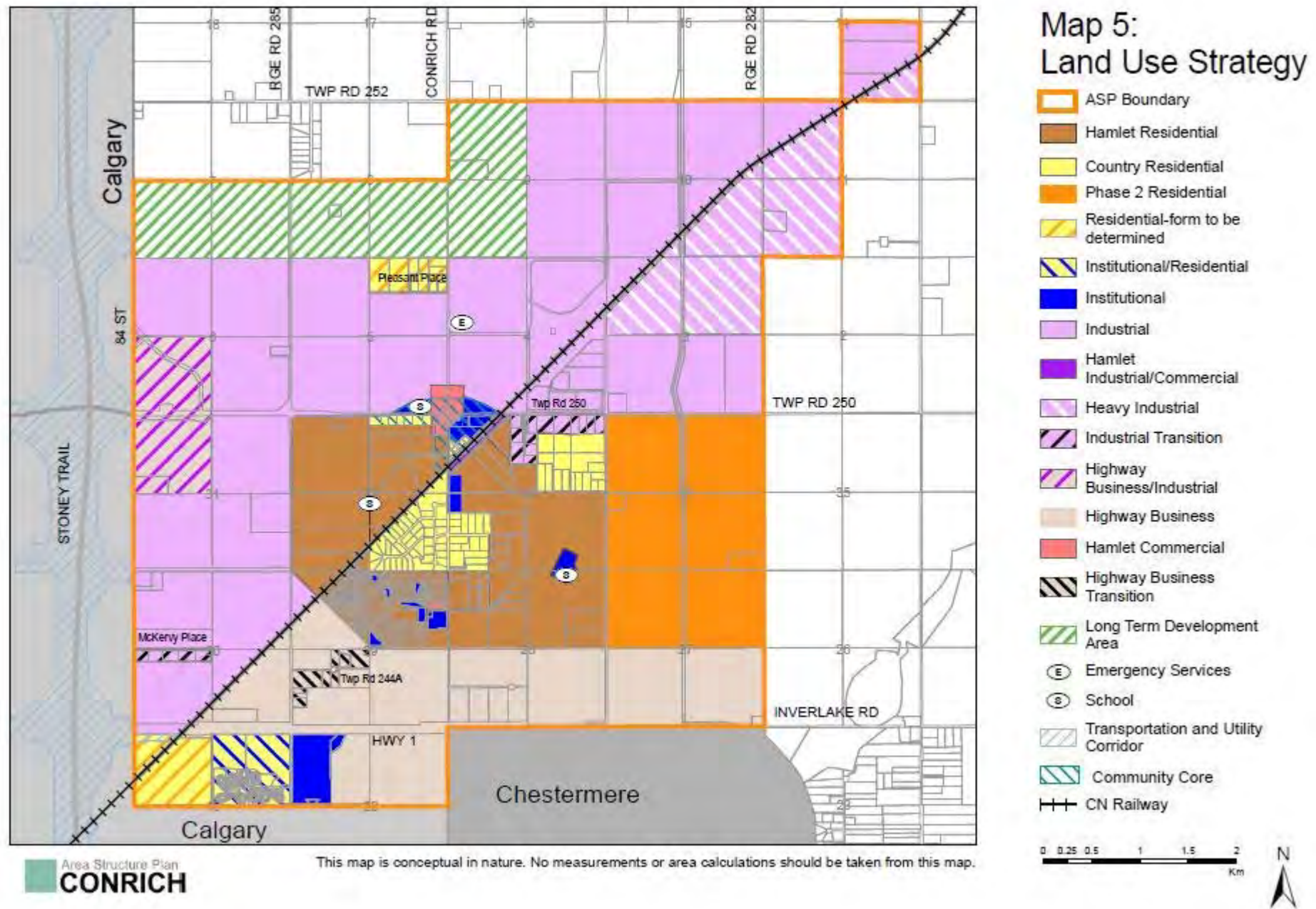
- lands adjacent to Township Road 250;
- lands within the hamlet;
- Prince of Peace; and
- lands within SE-14-25-28-W04M.

Development within all phases should be allowed to proceed when logical extensions of infrastructure are made available by Rocky View County or a developer, a market demand is identified, and a commitment is made to implement a regional stormwater conveyance system, subject to the policies of this plan.

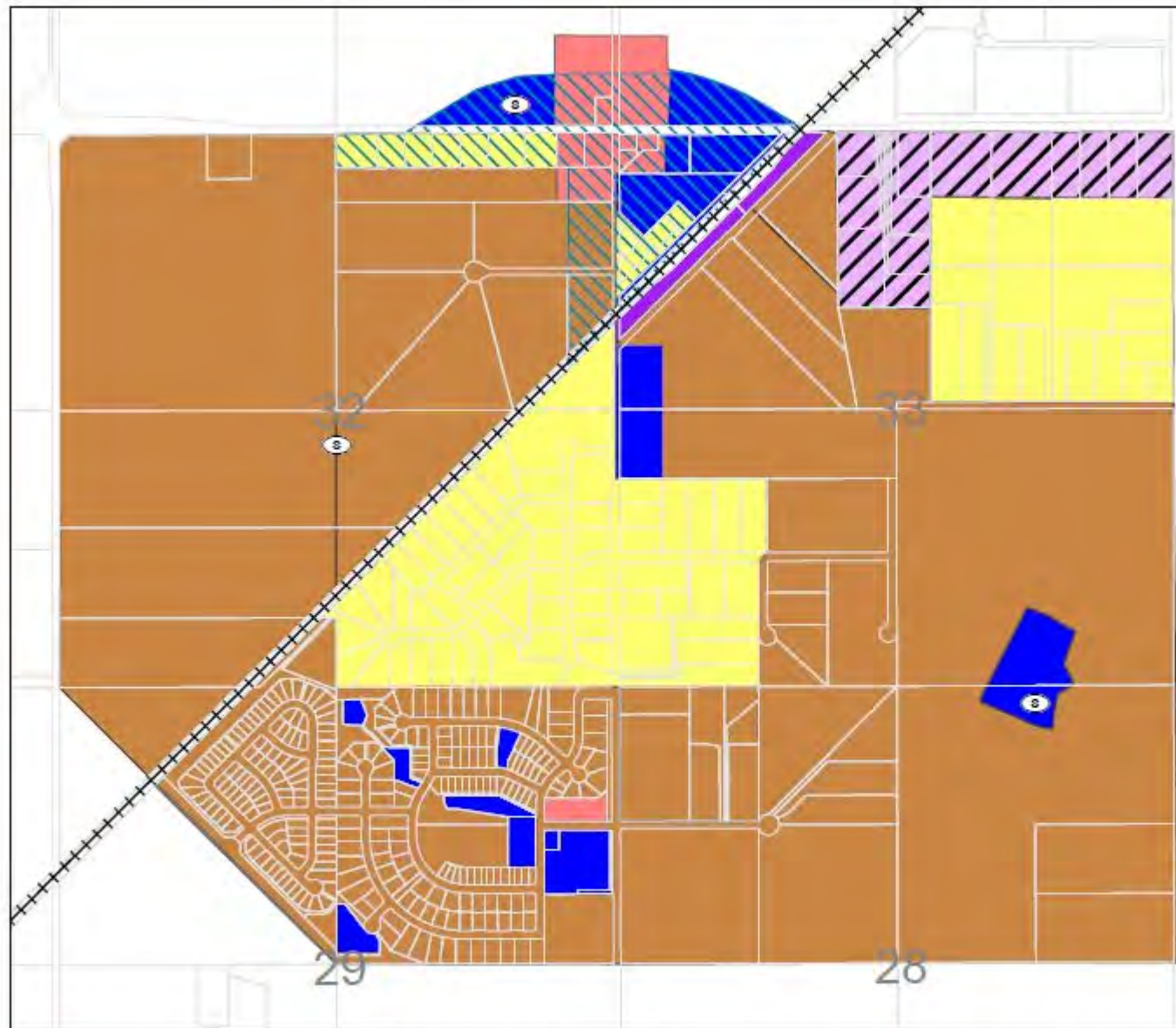
The plan identifies a highway business area along Highway 1, where the final business uses will be determined at the time of *local plan* preparation. Approval to proceed in this area will require, among other things, a plan amendment and a market analysis to confirm demand. The plan identifies lands east of the Hamlet as Phase 2 Residential.

Development of these lands are subject to the policies of Section 10.0. Development not in accordance with the applicable policies of Section 10.0 will require an amendment to this plan. Finally, the phasing plan identifies long term development areas. It is anticipated that there will not be a demand for the use of these for an extended period of time.

Development of the long term development area will require an amendment to this plan.







Map 6:  
Hamlet of Conrich

- Hamlet Residential
- Country Residential
- Institutional
- Hamlet Industrial/Commercial
- Industrial Transition
- Hamlet Commercial
- Community Core
- School
- CN Railway

0 0.25 0.5  
Km



## 8.0 HAMLET RESIDENTIAL

The purpose of hamlet residential is to accommodate and expand a form of residential development that has occurred in the Conrich area through the approval of Cambridge Park and Buffalo Hills Conceptual Schemes in 2007 and 2006 respectively ([Map 13: Local Plans](#)).

These hamlet residential areas are compatible with adjacent country residential areas within the hamlet, while providing an expanded range of housing choices for residents. *Local plans* will ensure consideration is given to providing compatible uses such as parks and pathways, as well as schools, where appropriate. Integrated community and institutional development will be incorporated into *local plans* that, while predominately servicing the needs of Plan area residents, also serve residents from neighbouring municipalities. While the predominant residential dwelling type will be single detached homes, all developments should include a range of residential options.

### Objectives

- Support the development of comprehensively designed residential neighbourhoods that promote interaction between residents.
- Require neighbourhoods to have an integrated parks, *open space*, and trail system that promotes walking and cycling and provides for a positive recreational and/or cultural experience for residents.
- Ensure hamlet residential areas within the hamlet provide for an efficient internal transportation network, with connections to other neighbourhoods and the hamlet's core area.
- Provide for a range of lot sizes and housing types to accommodate the varying needs and incomes of Rocky View County residents.
- Provide for human scale design and attractive hamlet residential areas through the use of architectural and community design guidelines.

### Policies

- 8.1 Hamlet Residential Development within the Hamlet of Conrich shall be supported in the areas identified as 'Hamlet Residential' on Maps 5 and 6.
- 8.2 The predominant land use within the hamlet residential area shall be single detached residences; multi-family residences such as semi-detached homes, row houses, and townhouses shall also be allowed.
- 8.3 A comprehensive *local plan* shall be required to support applications for hamlet residential development.
- 8.4 The following uses in the hamlet residential area may be allowed without an amendment to Map 5 and Map 6, where they are determined to be compatible and appropriate:
  - a. public, recreational, and institutional uses; and
  - b. hamlet commercial uses.
- 8.5 In addition to reserve dedication, public, recreational, and institutional uses should comprise 10% of the gross *local plan* area.

- 8.6 Notwithstanding Policy 8.4, less than 10% of the gross *local plan* area may be used for public, recreational, and institutional uses when:
- hamlet commercial is proposed;
  - seniors' accommodation is proposed;
  - greater than 10% of area is proposed for medium density residential in accordance with Policy 8.9; or
  - gross residential density exceeds 9.63 units per hectare (3.9 units per acre) in accordance with Policy 8.8.
- 8.7 *Local plans* proposing hamlet commercial public, recreational, and / or institutional uses shall conform to the applicable policies of this Plan.

**Public, Recreational, and Institutional** uses should be limited to include athletic and recreation services, indoor / outdoor recreation services, open space, parks, public buildings, places of worship, or private schools.

### DENSITY

- 8.8 The gross residential density of the hamlet residential area should be 9.63 units per hectare (3.9 units per acre).
- 8.9 Medium density residential (townhomes, row houses, and multi-unit) land use should comprise at least 10 per cent of the net *developable* area within a hamlet residential area.

**Gross residential density** calculations include land for residential lots and local uses such as hamlet commercial businesses, local parks, elementary schools, local roads, and small institutional sites such as daycares.

### COMMUNITY DESIGN

- 8.10 A hamlet residential area should provide:
- street-oriented residential design;
  - a variety of lot widths and home sizes;
  - parks and pedestrian connections to adjacent areas;
  - sidewalks on at least one side of the roadway;
  - vehicular connections to other neighbourhoods within the hamlet;
  - an open space, pathways and trails network to provide alternative methods of pedestrian movement; and
  - dark sky friendly street lighting.

**Street-oriented design** affects the character of the street and how neighbours interact with each other. A vital street with good design encourages activity by providing a safe and inviting pedestrian environment, a home design that encourages interaction, and a road design that calms traffic movement.

- 8.11 Medium density residential development should:
- be oriented to the public street with parking located in the rear or side;
  - be located in proximity to community amenity areas such as *open space*, a park, or the main street; and
  - provide landscaped open areas that are safe and secure for residents and integrate private outdoor living areas with public *open space*.
- 8.12 *Local plans* should provide architectural design guidelines that promote neighbourly interaction by:

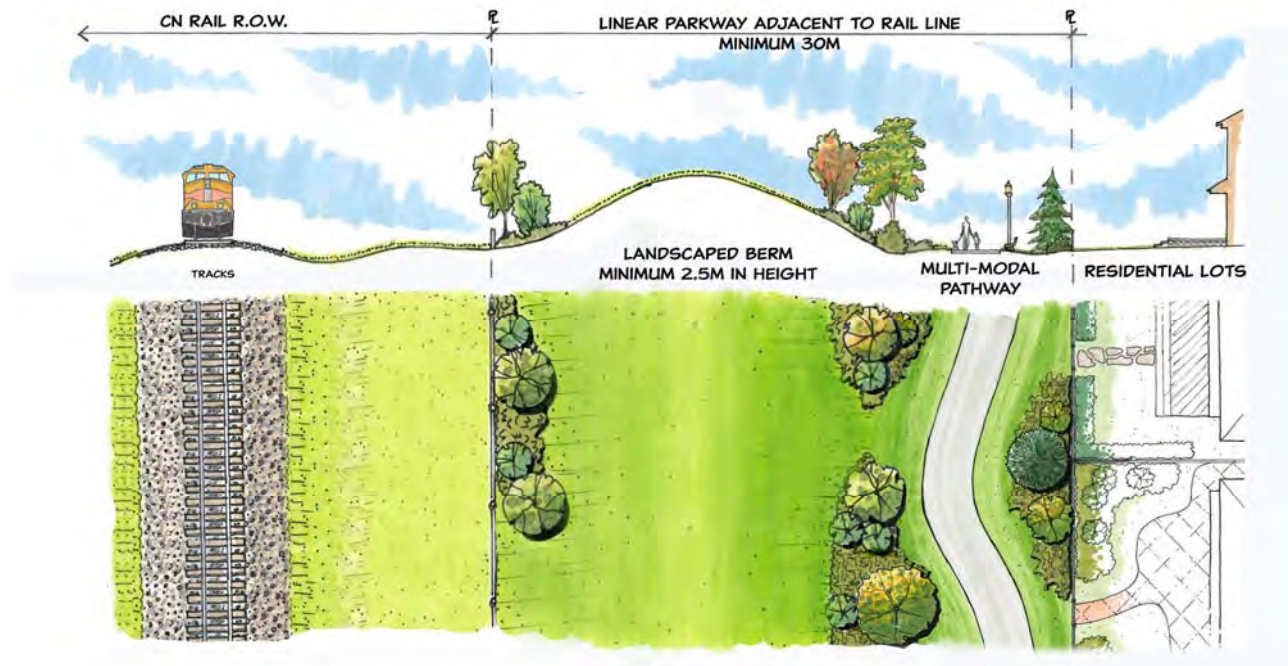


- a. promoting front yard aesthetics;
  - b. providing street trees and street-oriented porches or patios; and
  - c. requiring garages to be located in the rear of residences, contiguous, or recessed from the front façade.
- 8.13 *Local plans* should encourage rural identity through the use of:
- a. street names;
  - b. architectural controls that emphasize a rural look and feel; and
  - c. landscaping that uses local/native plant species.
- 8.14 *Local plans* shall provide an analysis of *open space* and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and *open space* within a hamlet residential area.
- 8.15 *Local plans* should identify and implement mechanisms by which *open space*, wetlands, riparian areas, and other areas of environmental significance not qualifying as Environmental Reserve will be permanently preserved, and any privately owned portions not subject to further development.

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

- 8.16 *Local plans* shall provide a transportation analysis addressing the need for an efficient vehicular and pedestrian network within, and external to, the Hamlet Residential area.
- 8.17 *Local plans* should, in collaboration with the City of Calgary and the City of Chestermere, identify and accommodate the provision of future regional transit within the local plan area, including bus stops, parking, and other transit needs.
- 8.18 *Local plans* abutting the railway shall provide sufficient buffering, safety, and noise control techniques to mitigate the impact on residential development in accordance with the, 'Guidelines for New Development in proximity to Railways Operations,' in effort to mitigate the impact of new residential development in proximity to the railway. At a minimum, this should include:
- a. A minimum 30.0 metre setback from the railway right-of-way;
  - b. A 2.5 metre high earthen berm that separates the residential development from the rail line; and
  - c. A 1.83 metre chain link fence installed and maintained along the mutual property line.
- A conceptual depiction of appropriate buffering in proximity to the railway is shown on Figure 3.
- 8.19 *Local plans* abutting the future re-alignment of Township Road 250 shall provide appropriate noise control techniques to mitigate the impact of the increase in heavy vehicle traffic.

Figure 3 Railway interface concept



### PRINCE OF PEACE AREA

The Prince of Peace community, identified on [Map 13](#), is a low to medium density residential area that has been designed to accommodate the needs of seniors. The *master site development plan* and associated land use allows for semi-detached homes, medium density condominiums, assisted living accommodation, and dementia accommodation. Development of this area will comply with all relevant policies of this plan.

8.20 Residential development within the Prince of Peace area shall be in accordance with the Prince of Peace Master Site Development Plan and relevant policies of this plan.

### Other areas

8.21 [Map 5](#) identifies two areas referred to as 'residential – form to be determined' where the residential form is to be determined at the *local plan* stage. Options include country residential and/or residential densities equivalent to hamlet residential. Development in these areas shall be consistent with the relevant residential policies of this plan.

## 9.0 COUNTRY RESIDENTIAL

Country residential development within the plan area has occurred from the mid-1960s to the present. These areas are identified as country residential on Map 3: Existing Land Use. This plan supports the retention and build-out of certain existing country residential areas, while providing for the transition of other areas to new land uses.

**Country residential** development refers to the traditional residential acreages that have been created throughout the County since the early 1960s. Typically acreages have the land use designation residential one, two, or three district with a minimum of two (2), four (4) and ten (10) acre parcel size respectively. The lots may have been subdivided as part of a local plan or created on an individual basis. Wastewater is treated on-site through the use of a private sewage treatment system, while water is provided by well or a local water co-op.

### Objectives

- Support some existing country residential areas to remain as viable communities.
- Support the retention of existing country residential areas identified as transition areas until change to an industrial or commercial use is deemed desirable.
- Ensure that the impact of commercial and industrial development on country residential development is minimized through the implementation of appropriate interface policies and design guidelines.

### Policies

Map 5: Land Use Strategy and Map 6: Hamlet of Conrich shows the country residential areas within the plan boundary that are expected to remain as country residential developments.

- 9.1 Country residential development within the hamlet of Conrich shall be supported in the areas identified as 'country residential' on Map 5 and Map 6.
- 9.2 The minimum parcel size in the country residential areas should be 0.80 hectares (1.98 acres).
- 9.3 Applications for redesignation or subdivision for country residential development should provide:
  - a. A plan demonstrating potential connectivity to immediately adjacent residential or agricultural parcels as determined necessary by the County;
  - b. An access management strategy that provides direct access to a County roadway and reduces the reliance on legal access arrangements; and
  - c. Appropriate reserve dedication to support environmentally sensitive areas, as well as open space, trails and pathways network as generally shown on Map 8.

### PLEASANT PLACE

Pleasant Place is a residential area located outside of the hamlet of Conrich that is intended to remain and expand as a residential area. The Pleasant Place community consists of 11 homes located one kilometre north of Township Road 250 and west of Conrich Road. The plan recognizes the desire of its residents to remain as a viable residential community.

- 9.4 The existing country residential area known as Pleasant Place is identified on Map 5 as 'residential - form to be determined'. Expansion to the west and south of Pleasant Place is also identified as 'residential - form to be determined' on Map 5. The new

residential development form within this area shall be determined at the time of *local plan* preparation and shall be consistent with the policies of this plan. Page 86 of 159

- 9.5 Industrial development adjacent to the existing or expanded Pleasant Place residential area shall be subject to the non-residential/residential interface policies and design guidelines of this plan ([Map 7](#) and [Section 15](#)).
- 9.6 Development of land to the north of Pleasant Place, within the long term development area, shall be compatible with the existing Pleasant Place land use.

### RESIDENTIAL TRANSITION AREAS

Residential transition areas are those areas currently designated for country residential use where future industrial or commercial development is supported. This plan ([Map 5](#)) recognizes three transitional areas: (i) Township Road 244A (highway business transition), (ii) McKervey Place (industrial transition), and (iii) Township Road 250 (industrial transition).

- 9.7 The country residential uses on lands identified for industrial transition or highway business transition ([Map 5](#)) are allowed to continue until such time as a transition to industrial or highway business use is deemed desirable and a *local plan* has been prepared, in accordance with the policies of this plan.
- 9.8 Applications for highway businesses or industrial uses adjacent to transition areas shall be subject to the non-residential/residential interface policies of this plan ([Section 15](#)), unless otherwise determined by a *local plan* to not be necessary.
- 9.9 Notwithstanding the intended highway business or industrial land uses for the transition area, the County may consider a 'work/live' land use without the preparation of a *local plan*.
- 9.10 Subdivision of an industrial transition or highway business transition area into additional residential or additional 'work/live' lots shall not be supported.

A 'work/live' land use would allow a business to operate on the same property as a private residence. Creating this land use permits a greater intensity of business use than is currently contemplated under existing residential districts or home based businesses.

This land use may be of benefit to homeowners within a transition area that are impacted by business development but are unable to transition to a commercial or industrial land use because of a lack of market interest.

The County does not have a 'work/live' land use district as envisioned in this plan but will consider the adoption of such as district as part of the plan implementation ([Section 27](#)).

### TOWNSHIP ROAD 250 TRANSITION AREA

With the development of the CN Rail facility, homes accessing Township Road 250 south of the CN logistics park have been impacted by increased truck traffic and facility operations. This plan provides for the transition of this area to industrial land use, which in turn may impact adjacent country residential development to the south. A conceptual scheme has been adopted by Council to mitigate the potential impacts on country residential residents.

- 9.11 Applications for industrial and residential development in the area identified on [Map 13: Local Plans](#) as Township Road 250 shall be prepared in accordance with the provisions of the Township Road 250 Conceptual Scheme.

### OTHER TRANSITION AREAS

The plan recognizes other transition areas as land:

- where future industrial or commercial development is supported;
- contain a residence; and
- have been impacted by the loading and shuttling of rail cars associated with the CN Rail facility.

- 9.12 Notwithstanding the intended commercial or industrial land uses for these lands, the County may consider a 'work/live' land use without the preparation of a *local plan*. Page 87 of 159
- 9.13 Subdivision of transition areas into additional 'work/live' lots shall not be supported.

## 10.0 PHASE 2 RESIDENTIAL

East of the Hamlet of Conrich lands, between Range Road 283 and Range Road 282, it is anticipated that further residential development will be required to accommodate future growth in the Conrich area. These lands have been identified as Phase 2 Residential. While it is anticipated that residential development will mainly be in the form of single family homes, opportunities will exist for other housing types that are carefully planned in keeping with the character of Conrich.

*Local plans* will ensure consideration is given to providing compatible uses such as parks, open space, trail and pathway alignments, as well as schools where a need is identified. Integrated community and institutional development will be incorporated into *local plans*. Local and / or small-scale regional commercial opportunities may be provided for if market demand exists. Collaboration with neighbouring municipalities to identify regional commercial, recreational and / or institutional needs and mitigate cross-boundary impacts will be an important consideration in development of the Phase 2 Residential lands.

### Objectives

- Support the development of comprehensively designed residential neighbourhoods that promote interaction between residents.
- Require neighbourhoods to have an integrated parks, *open space*, and trail system that promotes walking and cycling and provides for a positive recreational and/or cultural experience for residents.
- Ensure residential areas provide for an efficient internal transportation network, with connections to other neighbourhoods as well as the hamlet's residential and core area.
- Provide for a range of lot sizes and housing types to accommodate the varying needs and incomes of Rocky View County residents.
- Provide for human scale design and attractive hamlet residential areas through the use of architectural and community design guidelines.
- Ensure the development pattern follows a logical extension of infrastructure and provides pedestrian connectivity to the hamlet's residential and core area.

### Policies

- 10.1 Residential Development shall be supported in the areas identified as 'Phase 2 Residential' on Map 5.
- 10.2 Applications for non-residential development shall require an amendment to this Plan, with the following exceptions:
  - a. development for agricultural purposes in accordance with Section 13.0
  - b. public, recreational, and institutional uses;
  - c. small-scale regional commercial uses that predominately service the travelling public, immediately south of Township Road 250; and
  - d. local commercial uses.

Development of the above noted uses may proceed without an amendment to Map 5.



- 10.3 Development within the Phase 2 Residential lands may proceed without an amendment to this Plan, provided all of the following criteria have been met:
- Approximately 80 per cent of the land within the Hamlet of Conrich identified as Hamlet Residential, Hamlet Commercial, and Institutional has an adopted *local plan* and / or land use;
  - The County and City of Calgary have completed the East Stoney Trail Analysis and all necessary transportation upgrades to support the proposed development have been identified to the satisfaction of the City of Calgary and the County;
  - Regional recreational, community, and institutional needs have been identified in collaboration with the City of Calgary and City of Chestermere;
  - It has been demonstrated that sufficient water and wastewater capacity exists to service the proposed development;
  - Sufficient emergency response provisions including but not limited to the construction of a new fire hall are complete; and
  - Stormwater infrastructure to allow for a permanent outfall from the Phase 2 Residential area in accordance with the CSMI has been identified and accounted for in the associated funding model.
- 10.4 The predominant land use within the Phase 2 Residential area shall be single detached residences; multi-family residences such as semi-detached homes, row houses, and townhouses shall also be allowed.
- 10.5 A comprehensive *local plan* shall be required to support applications for residential development.
- 10.6 In addition to reserve dedication, public, recreational, and institutional uses should comprise 10% of the gross *local plan* area.
- 10.7 Notwithstanding Policy 10.8, less than 10% of the gross *local plan* area may be used for public, recreational, and institutional uses when:
- local commercial is proposed;
  - senior accommodation is proposed;
  - greater than 10% of the area is proposed for medium density residential in accordance with Policy 10.12; or
  - gross residential density exceeds 9.63 units per hectare (3.9 units per acre) in accordance with Policy 10.11.
- 10.8 *Local plans* proposing commercial, public, recreational, and / or institutional uses shall conform to the applicable policies of this Plan.

**Public, Recreational, and Institutional** should be limited to include athletic and recreation services, indoor / outdoor recreation services, open space, parks, public buildings, places of worship, or private schools.

### DENSITY

- 10.9 The gross residential density of the residential area should be 9.63 units per hectare (3.9 units per acre).
- 10.10 Medium density residential (townhomes, row houses, and multi-unit) land use should comprise at least 10 per cent of the net *developable* area within a hamlet residential

**Gross residential density** calculations include land for residential lots and local uses such as hamlet commercial businesses, local parks, elementary schools, local roads, and small institutional sites such as daycares.

## COMMUNITY DESIGN

10.11 The Phase 2 Residential area should provide:

- a. street-oriented residential design;
- b. a variety of lot widths and home sizes;
- c. parks and pedestrian connections to adjacent areas;
- d. sidewalks on at least one side of the roadway;
- e. vehicular connections to other neighbourhoods within the hamlet;
- f. an open space, pathways and trails network to provide alternative methods of pedestrian movement; and
- f. dark sky friendly street lighting.

**Street-oriented design** affects the character of the street and how neighbours interact with each other. A vital street with good design encourages activity by providing a safe and inviting pedestrian environment, a home design that encourages interaction, and a road design that calms traffic movement.

10.12 Medium density residential development should:

- a. be oriented to the public street with parking located in the rear or side;
- b. be located in proximity to community amenity areas such as *open space*, a park, or the main street; and
- c. provide landscaped open areas that are safe and secure for residents and integrate private outdoor living areas with public *open space*.

10.13 *Local plans* should provide architectural design guidelines that promote neighbourly interaction by:

- a. promoting front yard aesthetics;
- b. providing street trees and street-oriented porches or patios; and
- c. requiring garages to be located in the rear of residences, contiguous, or recessed from the front façade.

10.14 *Local plans* should encourage rural identity through the use of:

- a. street names;
- b. architectural controls that emphasize a rural look and feel; and
- c. landscaping that uses local/native plant species.

10.15 *Local plans* shall provide an analysis of *open space* and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and *open space* within a hamlet residential area.

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

10.16 *Local plans* should identify and implement mechanisms by which *open space*, wetlands, riparian areas, and other areas of environmental significance not qualifying as Environmental Reserve will be permanently preserved, and any privately owned portions that will not be subject to further development.

10.17 *Local plans* shall provide a transportation analysis addressing the need for an efficient vehicular and pedestrian network within, and external to, the Phase 2 Residential area. Page 91 of 159

10.18 *Local plans* should, in collaboration with the City of Calgary and the City of Chestermere, identify and accommodate the provision of future regional transit within the local plan area, including bus stops, parking, and other transit needs.

10.19 *Local plans* shall provide regulations for buffering and setbacks from any pipelines that bisect the Phase 2 Residential area, in consultation with the utility provider.

10.20 *Local plans* that abut Township Road 250 and/or the Township Road 250 Conceptual Scheme lands shall provide buffering and noise control measures to create effective transitions between the existing uses and new residential development.

10.21 The County shall consult with the City of Calgary, the City of Chestermere, applicable provincial agencies, and other stakeholders to deliver regional recreation, culture, and community service needs as identified through collaborative planning, studies, and agreements.

## 11.0 COMMERCIAL

Commercial areas provide a wide range of services to Rocky View County residents and the region, while contributing to the fiscal sustainability of the County. This plan envisions two different forms of commercial development for the Conrich area; regional highway business development and hamlet commercial.

### *HIGHWAY BUSINESS*

Highway business developments are moderate to large in size and primarily serve the needs of the:

- traveling public and tourists;
- regional population; and
- industrial and commercial employees from the region.

Uses may include a combination of grocery and retail stores, large format stores, shops, services to the public, offices, office parks, entertainment, and accommodation. Light industry may be considered if there are no nuisance factors outside of the enclosed building. Institutional uses are also appropriate in this area and may include schools, religious assemblies, campgrounds, medical treatment centres, and recreational uses. Highway business areas are to be comprehensively planned, attractively designed, landscaped, and include pedestrian-friendly parking areas. Where they are adjacent to existing or future residential areas, they must follow the non-residential/residential interface area policies ([Section 14](#)).

### *HAMLET COMMERCIAL*

The hamlet commercial area should form part of the Community Core and will be centered at the intersection of Conrich Road and Township Road 250 as shown on Map 9. Hamlet commercial contributes to the social aspect of the hamlet and the development of a sense of community for the Conrich area. It will add visual interest to the community and provide local services, a pedestrian-orientated main street development, and casual meeting places for area residents. Future development of commercial within the Phase 2 Residential lands shall conform to the Hamlet Commercial policies of this Section, where applicable.

### **Objectives**

- Provide for attractive and high quality highway business and hamlet commercial development.
- Provide for an attractive commercial core that adds to the social fabric of the hamlet and provides a wide variety of services to residents.
- Promote the development of regional highway business development focused on Highway 1 and Stoney Trail that is of a high quality design and provides safe access and egress from adjacent highways.
- Provide guidance on development type and design.
- Ensure commercial uses are compatible with existing and future land uses.

## Policies

### GENERAL

- 11.1 Highway Business and Hamlet Commercial development shall be located in the areas identified on Map 5 and 6. Other local neighbourhood commercial areas may be allowed, where they do not detract from the development of the Hamlet Commercial area and a demand has been demonstrated.
- 11.2 Development areas should proceed in an orderly and efficient manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

### LAND USE - HIGHWAY BUSINESS

- 11.3 The primary regional highway business land uses should be large format retail centres, shopping centres, outlet malls, office buildings, business parks, regional services, and tourist facilities that benefit from access to Highway 1 or Stoney Trail. Other acceptable uses include institutional uses, campgrounds, medical treatment centres, recreation facilities, and light industry where there are no nuisance factors outside of the enclosed building.
- 11.4 Highway business uses should primarily be carried on within an enclosed building, where the operation does not generate any significant nuisance or environmental factors such as noise, appearance, or odour outside of the enclosed building.
- 11.5 Outdoor storage as a primary use should not be permitted. Outside storage incidental to the primary use of the site shall be screened and located to the side or rear of the primary building.
- 11.6 Outside display areas are permitted provided they are limited to examples of equipment, products, or items related to the site's use.
- 11.7 Highway business areas shall be situated in a location that ensures safe and efficient access and egress from adjacent roadways.
- 11.8 Highway business uses located adjacent to existing or future residential or agriculture areas shall address the agriculture interface and non-residential/residential area policies of this plan (Sections [14](#), [15](#), and [Map 7](#)).

### HIGHWAY BUSINESS/INDUSTRIAL - STONEY TRAIL

- 11.9 The land use for the area identified as highway business/industrial on [Map 5](#) will be determined as part of the *local plan* preparation. The determination of land use shall be done at the quarter section scale and the relevant commercial or industrial policies of this plan shall apply.

### LAND USE - HAMLET COMMERCIAL

- 11.10 Hamlet commercial uses should be small scale businesses and services that serve the residents of the hamlet and plan area.
- 11.11 The hamlet commercial area shall provide a range of local services that support the hamlet of Conrich and contribute to an attractive pedestrian environment and meeting places for residents.
- 11.12 While the majority of local area commercial shall be located within the Community Core, other local neighbourhood commercial development may be allowed within the hamlet and Phase 2 Residential neighbourhoods.

- 11.13 *Local plans* proposing hamlet commercial abutting the future re-alignment of Township Road 250 shall provide appropriate noise control techniques to mitigate the impact of the increase in heavy traffic. 11.14 *Local plans* proposing hamlet commercial and / or institutional uses within the Community Core as shown on Map 5 shall include design guidelines to allow for the development of an east / west main street that intersects with Conrich Road, which may be external to the *local plan* area. These design guidelines shall be appended to the *local plan*, and guide future development within the Community Core.

### DESIGN

- 11.14 Commercial development shall be attractively designed, fit with existing development, and address the County's Commercial, Office, and Industrial Design Guidelines and the design requirements of Appendix D.
- 11.15 Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.
- 11.16 Buildings in the hamlet commercial area should be built close to the street with onsite parking located in the side and rear.
- 11.17 Wide sidewalks and angled parking are encouraged as design features consistent with rural prairie towns, in the hamlet commercial area.
- 11.18 All private lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 11.19 The use of fencing in commercial areas should not be permitted, other than for buffering adjacent lands in non-residential/residential interface areas, screening of outside storage, screening of garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

### LOCAL PLANS

- 11.20 A *local plan* shall be required to support applications (see Section 28) for Highway Business and Hamlet Commercial development. The *local plan* should:
- provide detailed planning and design policies and guidelines;
  - address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines;
  - provide architectural and site guidelines in order to provide a consistent, thematic design to the commercial area;
  - where applicable, coordinate with the adjacent municipality to ensure effective transition across municipal boundaries;
  - where necessary, provide for current and future access requirements to Highway 1; and
  - where necessary, ensure vehicle and pedestrian connections are in general accordance with other *local plan* areas, and, with Maps 8 and 9 of this plan.



## 12.0 INDUSTRIAL

Over the next three decades, Rocky View County is expected to capture a greater share of the region's industrial development due to demand, a growing urban market and labour force, competitive land values, and good transportation access.

The Conrich area is identified in the *Rocky View County Plan* ([Map 1: Managing Growth](#)) as a regional business centre and is expected to see strong industrial development in the distribution sectors over the next decade. The associated employment growth that will come with this development will contribute to the evolution of a well-rounded living environment in the Conrich area.

The industrial policies support the development of a regional business centre that provides local and regional employment opportunities, increase the County's business assessment base, and contribute to the long-term financial sustainability of the County.

### Objectives

- Support the development of well-designed industrial areas.
- Provide for the growth of local and regional employment opportunities.
- Support the development of industries associated with the provincial and regional economic base such as construction, manufacturing, transportation, warehousing, distribution logistics, and oil and gas services.
- Promote financial sustainability by increasing the County's business assessment base.

### Policies

#### GENERAL

- 12.1 All industrial development shall be located in the areas identified on [Map 5](#).
- 12.2 Development of industrial uses should proceed in an orderly manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

#### LAND USE

- 12.3 Industrial uses such as distribution logistics, warehousing, transportation, industrial services, construction, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage that do not have significant offsite nuisance factors are appropriate within the industrial area.

The term **distribution logistics** refers to the business and activities associated with the management, handling, and movement of goods and finished products from their point of origin and manufacture to their point of consumption.

- 12.4 Commercial and other business uses that are compatible with industrial uses, and have minimal impact on the local infrastructure, may be appropriate within an industrial area.

- 12.5 Industrial uses with the potential for offsite impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods may be located in the area identified as heavy industrial on [Map 5](#).

The County has identified the following broad sectors as emerging areas of growth potential based on employment and business trends:

- Transportation, warehousing, and distribution/wholesale trade, particularly rail and trucking transportation and support industries;
- Professional, scientific, and technical services, particularly engineering, consulting, and business services; and
- Oil and gas servicing industries.

### LOCAL PLANS

- 12.6 A *local plan* shall be required to support applications for industrial development. The local plan shall:
- a. ensure that the type of uses for the industrial area are consistent with those identified in Policies [11.3](#) to [11.5](#);
  - b. where necessary, provide a strategy to mitigate offsite impacts; including noise reduction due to operations;
  - c. address the policies of this plan regarding non-residential/residential interface areas, where required;
  - d. address the County's Commercial, Office, and Industrial Design Guidelines and document how the local plan meets those guidelines; and
  - e. provide landscaping, lot, and building design requirements that provide for high quality development.
- 12.7 All private lighting, including security and parking area lighting, shall be designed according to the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 12.8 Where appropriate and feasible, a local plan should incorporate policies that provide for green building techniques and energy efficient design.

### 13.0 AGRICULTURE

The continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable. The policies support the retention and development of agriculture uses as described in the Rocky View *County Plan*, while Section 14 provides direction on developing adjacent to agricultural operations in a manner that minimizes land use conflict.

#### Objectives

- Support agricultural operations until alternative forms of development are determined to be appropriate.
- Provide for appropriate development of farmsteads and first parcels out.

#### Policies

##### GENERAL

- 13.1 Existing agricultural operations within the plan boundary are encouraged to continue until development of those lands to another use is deemed desirable and that use is determined to be in accordance with the policies of this plan.
- 13.2 The creation of a single lot from an un-subdivided quarter section for the purposes of a farmstead, first parcel out subdivision, or other agriculture development should be supported without the requirement of a local plan when it is in accordance with the relevant policies of this plan and the *County Plan*.
- 13.3 Farmstead lot size shall meet the minimum and maximum size requirements of the *County Plan* and be no larger than is necessary to encompass the existing residence, associated buildings, landscape improvements, and access.
- 13.4 Residential first parcels out shall be situated in a manner that minimizes the impact on future development of the site. Residential first parcels out:
  - a. shall meet the site requirements of the *County Plan*;
  - b. shall meet the County's access management standards; and
  - c. should be located on the corners of the quarter section.
- 13.5 Applications for confined feeding operations shall not be supported in the Plan area.

## 14.0 AGRICULTURE INTERFACE

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

In accordance with the policies and actions of the *County Plan*, agricultural boundary design guidelines are being developed. When completed, the guidelines will provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

### Objective

- Ensure an appropriate interface between non-agricultural uses and agricultural land and operations, in order to avoid negative impacts on agriculture operations.

### Policies

- 14.1 Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.
- 14.2 Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.
- 14.3 Agricultural buffering techniques may include a combination of the following:
  - a. barrier fencing to prevent access;
  - b. vegetated berms;
  - c. community agriculture plots;
  - d. stormwater management facilities;
  - e. ecological/vegetative buffers;
  - f. use of topographic barriers such as slopes, roads, watercourses or wetlands; and
  - g. increased setbacks for housing and other buildings.
- 14.4 Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the *open space* and pathway plan ([Map 8](#)).

## 15.0 NON-RESIDENTIAL/RESIDENTIAL INTERFACE

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

The term **non-residential** refers to commercial, industrial, or other types of business development.

The **non-residential/residential interface area** is meant to provide a compatible interface between business and residential development. The non-residential/residential interface area contains the land designated for industrial, commercial, or other business use adjacent to the residential interface. A compatible interface is achieved by providing for the appropriate land use, building setbacks, lot and building design, and landscaping within this area.

### Objectives

- To minimize the impact of non-residential development on residential development.
- To provide edge conditions in non-residential/residential interface areas that are complementary to adjacent residential areas.

### Policies

#### GENERAL

- 15.1 *Local plans* for business uses adjacent to areas identified on [Map 7](#) shall include an interface strategy that addresses the policies of this section.
- 15.2 The local road network within the non-residential area should be separated from and/or buffered from the adjacent residential areas.

#### BUSINESS USES

- 15.3 Business uses located in those areas identified on [Map 7](#) as non-residential/residential interface shall comply with the following requirements:
- Acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance factor outside of the enclosed building. Business uses that interfere with the use and enjoyment of adjacent residential development because of the nature of the business use should not be permitted, even where the business activities may be fully enclosed within a building.
  - Outside storage is not an acceptable use in the non-residential/residential interface area.

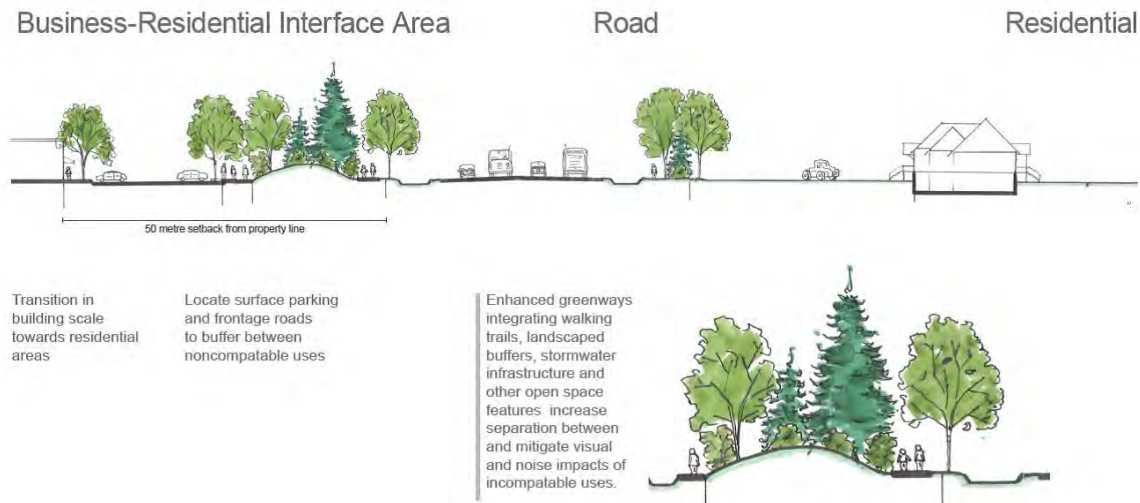
#### SETBACK AREA

Spatial separation between non-residential and residential uses is achieved by providing setbacks for the non-residential buildings within the interface areas.

- 15.4 Where non-residential buildings are on lands adjacent to a residential area, the non-residential building shall be set back a minimum of 50 metres from the non-residential property line.

- 15.5 Where a trail or pathway is located within, or adjacent to, a non-residential/residential interface area, the pathway and associated *open space*, including municipal reserve, may be counted as part of the 50-metre building setback.

Figure 4: Illustration of the Non-residential/Residential Interface area.



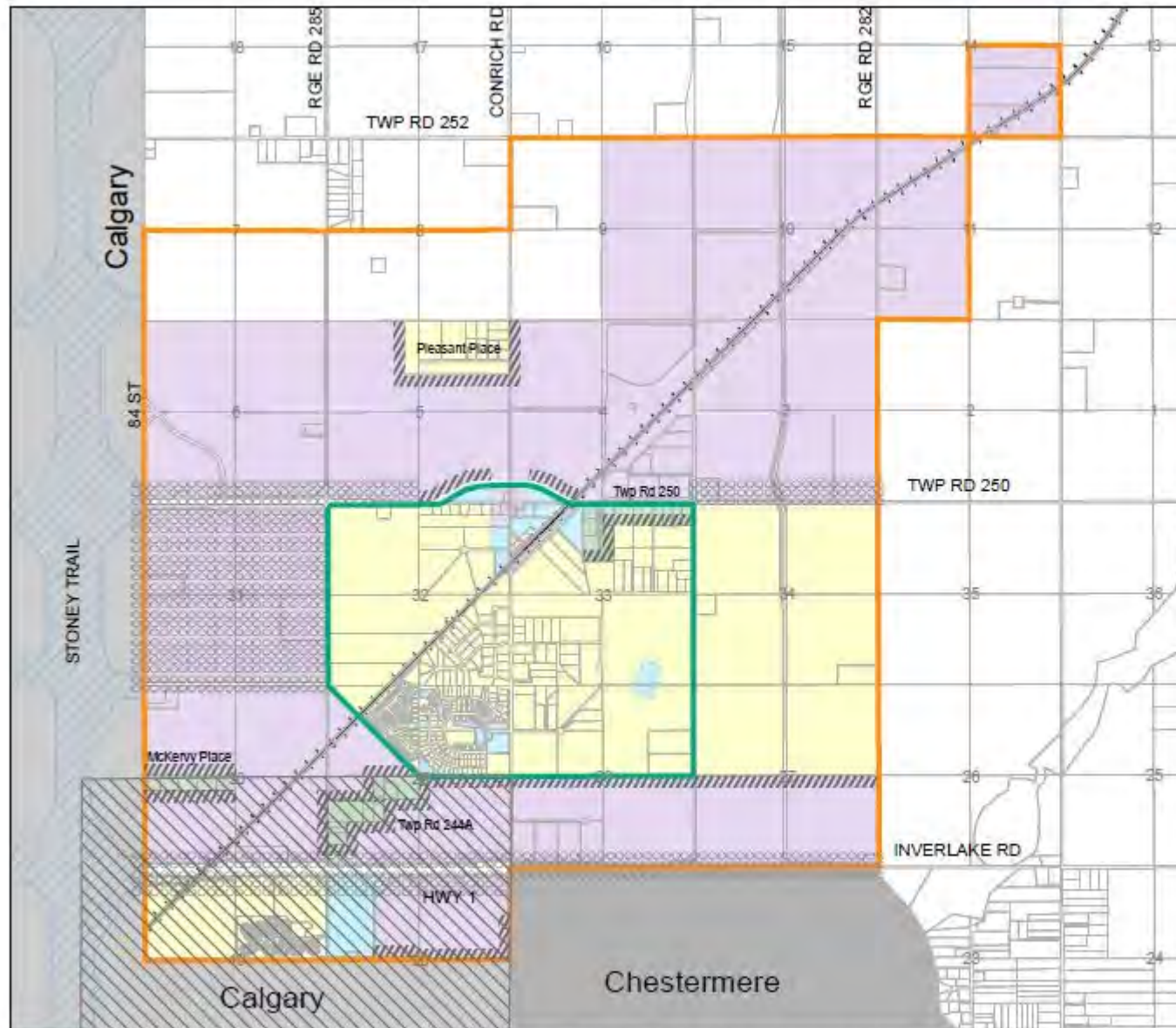
#### SETBACK AREA USE AND LANDSCAPING

- 15.6 Uses within the setback of a non-residential/residential interface area may include:
- landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks; and
  - surface parking where the parking is hidden from view by berms and/or landscaping.
- 15.7 High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback as part of a *local plan* that address the County's Land Use bylaw and the [Appendix D](#) guidelines.
- 15.8 Mass plantings and/or berms are required to minimize the visual impact of the commercial/industrial buildings within an interface area. The plantings and/or berms:
- should incorporate natural contours and variations in height in order to achieve a natural landscaped appearance; and
  - may be located in either the non-residential/residential interface area or the municipal reserve, if provided.

#### BUILDING QUALITY AND APPEARANCE

- 15.9 High quality building appearance should be emphasized where non-residential buildings face residential areas. Building design shall address the requirements of [Appendix D](#) of this plan.
- 15.10 The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres or lower, where required by the County's Land Use bylaw.
- 15.11 The lot coverage of buildings on lots adjacent to a residential area should be a maximum of 25 per cent.
- 15.12 Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area should not face the residential area.





Map 7:  
Non-Residential/  
Residential  
Interface

- ASP Boundary
- Hamlet
- Business (Commercial/Industrial)
- Transition
- Institutional
- Residential
- Non-Residential/Residential Interface
- Gateways
- Key Focus Area (RVC/Calgary Intermunicipal Development Plan)
- Transportation and Utility Corridor
- CN Railway

0 0.25 0.5 1 1.5 2  
Km



## 16.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA

Gateways are important entrances, along major roads, entering and exiting a municipality and a community. They represent a 'community's welcome' and it is important that they are visually attractive and well maintained. Highway 1 forms a gateway between Rocky View County, the city of Calgary, and the city of Chestermere. The Rocky View/Calgary Intermunicipal Development Plan (IDP) identifies the Highway 1 East Corridor, as shown on [Map 7](#), as a key focus area. The objective of the IDP key focus area is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area, particularly with respect to gateways, planning, and transportation.

### Objectives

- Create attractive, orderly, and well maintained gateways through high quality development and landscaping.
- Ensure gateway development is coordinated with adjacent municipalities.
- Ensure Highway 1 East Corridor key focus area development is consistent with the IDP key focus area policies.

### Policies

#### *HIGHWAY 1 AND TOWNSHIP ROAD 250 (MCKNIGHT BOULEVARD)*

- 16.1 Highway Business and industrial lands adjacent to Highway 1 and Township Road 250 (McKnight Boulevard), as shown on [Map 7: Non-residential/Residential Interface](#), shall be subject to the gateway policies of this Plan.
- 16.2 Consideration shall be given to a high quality visual appearance when determining appropriate land use, siting, building design, and landscaping.
- 16.3 *Local plan* design guidelines for gateways should consider such factors as sight lines, noise attenuation, setbacks, natural land features, innovative building design, and high quality landscaping and signage.
- 16.4 Gateways and lands within the Highway 1 East Corridor key focus area should be developed in accordance with the County's Commercial, Office, and Industrial Design Guidelines.
- 16.5 Planning and development within the Highway 1 East Corridor key focus area shall be subject to the policies of the IDP as well as the policies of this Plan.
- 16.6 Rocky View County will collaborate with Alberta Transportation, The City of Calgary, and the City of Chestermere to identify opportunities to create an attractive gateway along Highway 1.

#### *RANGE ROAD 285*

- 16.7 Industrial land adjacent to Range Road 285 that faces the hamlet of Conrich, as shown on [Map 7](#) should achieve high quality visual appearance and develop in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

## B. SERVICES

### 17.0 SCHOOLS

Rocky View County and the school authorities administering the schools in the County have determined that three elementary schools and a high school may be required for the Conrich area. Locations identified on Map 6 are conceptual and will be finalized in accordance with demand and the policies of this plan. Locational criteria and school size respect the reserves agreement in place with Rocky View Schools and the Calgary Catholic Board of Education.

#### Objectives

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

#### Policies

##### LOCATION AND SIZE

- 17.1 The location of future school sites should be as generally shown on Map 6.
- 17.2 The location of future school sites for the Phase 2 Residential lands, if required, shall be determined at *local plan* stage in coordination with the County, school boards, and other relevant partners.
- 17.3 As *local plans* are prepared, consultation shall occur with the school boards and other relevant partners to confirm additional school needs and specific locations for future school sites. The preferred location for a high school at the present time is on land within the highway business area south of the hamlet of Conrich.
- 17.4 The amount of land dedicated for a future school site should be consistent with the size requirements delineated in the reserves agreement between Rocky View County and the school boards. Current size requirements are 10 acres for an elementary school, 15 acres for a middle school, and 25 acres for a high school.
- 17.5 Proposals for school sites that vary from the agreed upon size requirements (as per Policy 16.4) shall require the agreement of the appropriate school board and the County.
- 17.6 Redesignation and subdivision applications for school sites shall address land use compatibility matters, servicing needs, transportation requirements, and ensure the site is of sufficient size to accommodate parking needs.
- 17.7 School sites should provide suitable land for active playfields and park space to meet the needs of students and should be connected to the community through trails, pathways, and/or sidewalks.

#### Land Suitability

- 17.8 Suitability of proposed school sites shall be evaluated by the school authority in consultation with the County.

- 17.9 The County may partner with the school authorities to facilitate the creation of joint use facilities or amenities.
- 17.10 The County should encourage community groups and other organizations to consider collaboration with the school authorities and the County for joint-use opportunities on municipal land and school sites.

**ACCESS**

- 17.11 Rocky View County and the school authorities shall collaborate with CN to mitigate impacts of train movement on school access via bussing, walking, or other modes of transportation.

## 18.0 RECREATION, CULTURAL, AND COMMUNITY USES

Community space and facilities for recreation, culture, and community uses are an important component of a hamlet. Once the spaces are created, the recreation, cultural, institutional, and social programs can be supported through a variety of mechanisms.

The County is developing a Recreation and Culture Master Plan that will consider the requirements for facilities and amenities on a County-wide and intermunicipal scale. In addition to providing recommendations on the required type, size, and scale of facilities and amenities, the plan will identify potential funding mechanisms and appropriate public/private partnerships to achieve desired services levels.

### Objectives

- Provide public and private space for recreation, culture, and community uses that foster the quality of life, health, and social well-being of residents.
- Support recreation, culture, institutional, and community uses in accordance with the recommendations of the *County Plan* and the County's Recreation and Culture Master Plan once adopted.

### Policies

#### *RECREATION, CULTURE, INSTITUTIONAL, AND COMMUNITY FACILITIES*

The following policies should be addressed in accordance with the *County Plan* and the County's Recreation and Culture Master Plan.

- 18.1 *Local plans* shall consider the appropriate type, size, and scale of recreation, cultural, and community facilities and/or amenities.
- 18.2 *Local plans* shall consider and, where required, provide for the location of lands for recreation, cultural, and community uses, in accordance with this plan by any such mechanism as may be approved by the County.
- 18.3 *Local plans* proposing hamlet commercial and / or institutional uses within the Community Core as identified on Map 5 shall include design guidelines in accordance with Section 11.0.
- 18.3 The County supports the development of recreation, cultural, and community facilities and amenities through appropriate funding mechanisms.
- 18.4 The County encourages both public and private partnerships to provide recreation, cultural, and community facilities and/or amenities.

#### *SUPPORT OF PROGRAMS*

- 18.5 The County encourages and supports recreation, cultural, and community programs through appropriate mechanisms and public/private partnerships.

#### *INTERMUNICIPAL COLLABORATION*

- 18.6 As part of the *local plan* preparation process, Applicants are encouraged to work with the County and neighbouring municipalities to determine regional recreation needs.



## 19.0 OPEN SPACE AND PARKS

### Open Space, Parks, Pathways, and Trails

*Open space*, parks, pathways, and trails contribute to community building by preserving rural landscapes and providing residents with opportunities for passive and active recreation. Communities need to have a wide range of accessible, connected, inviting, and safe parks and *open spaces* to meet the diverse needs of residents, businesses, schools, and other institutions. Pathways that connect neighbouring municipalities are also important to provide regional connections to adjoining areas and amenities.

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

### Objectives

- Promote, conserve, and enhance an interconnected *open space* system.
- Ensure that *open space* and parks have an ecological, social, cultural, recreational, and/or aesthetic function and that each space operates in a sustainable manner.
- Provide for a variety of parks that are well designed and accommodate residents' recreational and cultural needs.
- Provide for an interconnected regional and local network of pathway and trail connections.
- Provide pedestrian connections that link the hamlet's residential areas to the community core.
- Provide opportunities for passive recreation and alternative transportation modes within residential, industrial, and commercial areas.

### Policies

#### OPEN SPACE

19.1 An interconnected system of *open space* shall be provided in the plan area that is in general accordance with Map 8: Open Space, Pathways, and Trails.

19.2 *Open space* shall be provided through such means as:

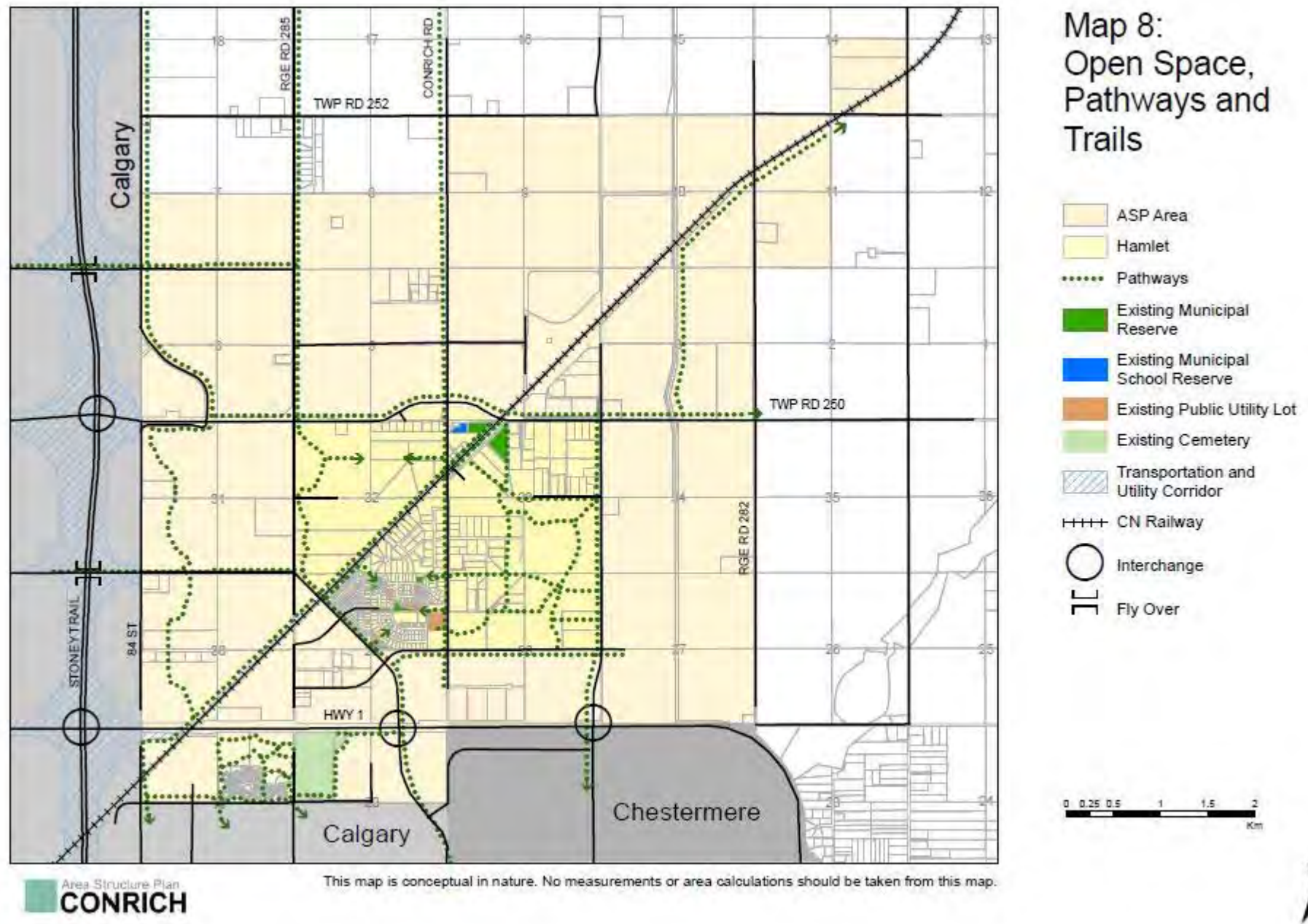
- a. the dedication of reserve lands, environmental reserves, and public utility lots;
- b. the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;
- c. government lands for public use;
- d. privately owned land that is accessible to the public;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



- 19.3 *Open space* shall be planned and integrated into the plan area so that the function of each space will provide a positive and safe social, cultural, and/or recreational experience for the community.
- 19.4 *Open space* shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.

#### *PARKS, PATHWAYS, TRAILS, AND SIDEWALKS*

- 19.5 Multi-purpose and joint use sites for schools, parks, and recreation facilities are encouraged, where needed.
- 19.6 The network of pathways, trails, and sidewalks should promote walking and cycling; the network should provide connections between residential, commercial, institutional, and industrial areas.
- 19.7 Residential development shall provide for pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.
- 19.8 The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and adhere to the County's servicing standards and the County's Parks and Open space Master Plan design criteria.
- 19.9 Hamlet residential development shall:
- include sidewalks within the road right-of-way; and
  - provide for public parks that connect to the *open space* network.
- 19.10 *Local plan* preparation should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 8, and:
- provide connections within, and external to, the *local plan* area;
  - wherever possible, be located within, or align with, a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area;
  - incorporate crime prevention through environmental design (CPTED) features; and
  - contribute to the regional trail and pathway system and, where required, connect with other municipalities' pedestrian networks.
- 19.11 Where the regional pathway, trail, and sidewalk network cannot be located within a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area, it may be located within a road right-of-way in accordance with applicable County standards or in municipal reserve land adjacent to a road.



## 20.0 NATURAL ENVIRONMENT

Scattered throughout the Conrich area are a number of wetland complexes, with a series of permanent wetlands, located in the southwest corner of the plan area. Natural drainage from Conrich is south to the Shepard Wetland complex and then to the Bow River. The purpose of these policies is to provide for the long term conservation of valued wetlands.

A **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.

A **wetland complex** is two or more permanent or intermittent wetlands connected by natural vegetation and drainage.

**Riparian land** is the vegetated (green zone) area adjacent to rivers, creeks, lakes, and wetlands. These areas have a distinct vegetative community that is a result of increased soil moisture and different soil types.

Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities.

### Objectives

- Provide for the protection and enhancement of wetlands and wetland values.
- Ensure wetlands are assessed through the *local plan* preparation process.
- Provide for the protection and enhancement of riparian areas adjacent to wetlands and watercourses.
- Provide guidance regarding building and development in and through riparian areas.

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

### Policies

#### WETLANDS

- 20.1 Wetland protection shall be guided by County and provincial policy.
- 20.2 The County shall require the use of the provincial system to determine wetland classification and relative wetland value.
- 20.3 *Local plans* shall identify the classification and value of wetlands within the *local plan* area boundary. This shall be done as part of a wetland assessment, to be provided at the *local plan* preparation stage.
- 20.4 *Local plans* shall determine, through consultation with the Province, whether wetlands are Crown-owned land.

The Province has published the "Guide for Assessing Permanence of Wetland Basins" as a tool to assist in the identification of Crown-owned land.

- 20.5 Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve or environmental reserve easement.

- 20.6 Wetlands that form part of a stormwater drainage conveyance system (Map 12) shall be retained.
- 20.7 Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with provincial policy.

#### *RIPARIAN AREAS*

- 20.8 Riparian area protection shall be guided by County and provincial policy.
- 20.9 The riparian setback area from a protected watercourse shall be determined using the Province's "Stepping Back from the Waters: A Beneficial Management Practices Guide For New Development Near Water Bodies in Alberta's Settled Region" or a similar provincial document which may replace this document.
- 20.10 The riparian setback area shall be protected as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the County.
- 20.11 Building and development in the riparian setback area shall be in accordance with the County's Land Use bylaw and the County's Riparian Setback policy.
- 20.12 The riparian setback area uses may include parks, pathways, and trails.
- 20.13 Public roads and private access roads are allowed in the riparian setback area but should be located, designed, and constructed so as to minimize disturbance to the riparian area.
- 20.14 The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.

## 21.0 RESERVES

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

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

- municipal reserves;
- community services;
- school and municipal reserves;
- school reserves.

Instead of a land dedication, the County may accept the equivalent value of the land as money. Cash-in-lieu money is shared between the school boards and the recreation districts.

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

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

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

## Objectives

- Provide for the dedication of reserves to meet the educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.



## Policies

- 21.1 Reserves owing on a parcel of land shall be provided as:
- municipal reserve, school reserve, or municipal and school reserve;
  - money in place of reserve land; or
  - a combination of land and money.
- 21.2 Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the *Municipal Government Act*.
- 21.3 Prior to the disposition of municipal or school reserve land declared surplus by the school board, the County will determine if the land is required for community services reserve land as provided for in the *Municipal Government Act*.
- 21.4 Voluntary dedication of reserve land beyond the maximum amount allowed by the *Municipal Government Act* may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.
- 21.5 All, or a portion of, reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.
- 21.6 The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the *Municipal Government Act*.
- 21.7 Provision and allocation of reserves shall be determined at the time of subdivision by the County's subdivision approving authority.
- 21.8 The dedication of reserves should meet the present or future needs of the plan area by considering the recommendations of this area structure plan, the Parks and Open Space Master Plan, Recreation and Culture Master Plan, *local plan*, school boards, and/or recreation boards.
- 21.9 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 21.10 Where an identified park, trail, and pathway system ([Map 8](#)) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:
- money in place of reserve land;
  - money from the sale of surplus reserve land; or
  - other sources of identified funding.

## ENVIRONMENTAL RESERVES

- 21.11 Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the *Municipal Government Act*.
- 21.12 Other lands determined to be of environmental significance, but not qualifying as



environmental reserve, should be protected in their natural state through alternative means as determined by the County.

21.13 Environmental reserves should be determined by conducting:

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

#### *RESERVE ANALYSIS*

21.14 A reserve analysis shall be required with the preparation of a *local plan* to determine the amount, type, and use of reserves owing within the *local plan* area.

21.15 The reserve analysis shall include a determination of:

- a. the total gross area of the *local plan*;
- b. the type and use of reserves to be provided within the *local plan* area;
- c. other reserves owing on an ownership basis;
- d. the location of the reserve types and amounts in relation to the *local plan* area's overall *open space* system, with this information to be shown on a map; and
- e. the amount of residual reserves to be taken as money in place of land.

## 22.0 EMERGENCY SERVICES

Emergency services within the plan area include fire and protective service needs.

### 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 livable community.
- Ensure communities are designed and constructed to optimize the delivery of fire and protective services.

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

### Policies

- 22.1 In association with County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in the plan area.
- 22.2 An emergency services facility site shall be required for the Conrich area and a potential location is identified on [Map 5](#).
- 22.3 The specific site for an emergency services facility should:
  - a. be a minimum of 1.2 hectares (3.0 acres) in size;
  - b. not be located in a residential area;
  - c. allow for an all-turns access to a major road;
  - d. provide a minimum of two vehicular access points onto a road;
  - e. incorporate road signalization, where needed; and
  - f. provide an acceptable response time to all areas within the service district.
- 22.4 Policing will be provided by the RCMP as per the provincial Police Service Agreement, until such time as another policing solution is required or sought out.
- 22.5 Prior to the approval of a development that will result in the Conrich area's population exceeding 5,000 residents; the County will review the policing requirements for the Conrich area and identify additional resources needed.
- 22.6 All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression bylaw and the Alberta Building Code.
- 22.7 *Local plans* shall address fire and protection response measures and on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, wildland fire protection, and fire control measures.

- 22.8 Crime prevention through environmental design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.
- 22.9 The County shall collaborate with CN to develop an emergency response plan to mitigate delays to emergency response due to train movements.

## C. INFRASTRUCTURE

### 23.0 TRANSPORTATION

The transportation network must develop in a manner that is safe, functional, and efficient. The network should minimize impacts on major wetlands and natural features, integrate development within the Conrich area, and provide regional opportunities for walking, cycling, and public transportation. [Map 9: Transportation Network](#) and [Map 9a: East Stoney Trail Transportation Infrastructure](#) show the provincial, regional, and some local transportation networks in the Conrich area, provide information on road classifications, special study areas, railway crossings, and highway interchanges and fly-overs.

#### Objectives

- Support a regional road network, based on the township and grid system, that:
  - efficiently accesses and aligns with the provincial and regional highway network; and
  - encourages the separation of residential, commercial, and industrial traffic.
- Provide for connections to a regional pathway and trail system.
- 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 within and between neighbourhoods; and
  - provides for a safe pedestrian and cycling environment.

#### Policies

##### GENERAL

- 23.1 A transportation impact assessment shall be required as part of the *local plan* preparation and/or subdivision application process.
- 23.2 All subordinate transportation analyses must respect and conform to the Conrich Master Transportation Plan.

##### REGIONAL TRANSPORTATION NETWORK

- 23.3 The regional transportation system should be developed in general accordance with [Map 9: Transportation Network](#) and [Map 9a: East Stoney Trail Transportation Infrastructure](#). The classifications of the grid road network may be refined through further transportation analysis and/or at the *local plan* stage.
- 23.4 No new direct access shall be allowed from the Conrich Plan area to Stoney Trail or Highway 1, unless otherwise determined by the Province and County to be necessary.
- 23.5 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item 2 [see [Section 28: Implementation](#)].

- 23.6 The existing at-grade intersections on Highway 1 at Garden Road, Conrich Road, and Rainbow Road are considered temporary and will ultimately be removed and replaced by grade separated interchanges at the locations indicated in Alberta Transportation's functional planning studies, as generally shown on [Map 9](#).
- 23.7 The County will work with the Province to monitor the operation of the existing at-grade intersections on Highway 1 within the plan area, and ensure that growth within the plan area does not adversely affect the safe and effective operation of these intersections and/or the operation of Highway 1.
- 23.8 Subdivision and/or development within the plan area that affect these at-grade intersections must be closely reviewed by Rocky View County and the Province to ensure the intersections operate safely on an interim basis. Infrastructure improvements to support subdivision/development are to be constructed by the proponent(s), and may consist of construction of upgrades to the existing at-grade intersections to improve safety and operations, or the redirection of traffic to an intersection location with additional capacity.
- 23.9 The County encourages and supports opportunities to connect to a regional public/private transportation system. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long term operation and maintenance requirements.
- 23.10 Where required *local plans* shall:
- Be designed to accommodate existing and/or potential changes in access to the provincial transportation network, as identified on [Map 9](#); and
  - Identify the land required for future highway interchanges.
- 23.11 The County should collaborate with adjacent municipalities to ensure connections of streets, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.
- 23.12 The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the provincial highway interchange design and construction processes.

#### *EAST STONEY TRAIL TRANSPORTATION INFRASTRUCTURE*

The County and The City of Calgary recognize that further transportation planning analysis is required with respect to East Stoney Trail and its related transportation infrastructure and the impact and/or benefit related to the development of the Conrich Area Structure Plan area.

- 23.13 The County shall collaborate with The City of Calgary and the Province regarding regional road connections and interchange designs with respect to Stoney Trail and related transportation infrastructure as shown on [Map 9a](#).
- 23.14 The County shall work collaboratively with The City of Calgary to identify transportation infrastructure needs along East Stoney Trail as identified in [Map 9a](#) and develop recommendations for transportation priorities and County cost contribution based upon impact and/or benefit related to the development of the Conrich Area Structure Plan area.

- 23.15 Impacts on East Stoney Trail transportation infrastructure resulting from development within the Conrich Area Structure Plan area shall be evaluated in accordance with the policies of this Plan and Policy 13 of the Rocky View County/Calgary Intermunicipal Development Plan.

#### LOCAL TRANSPORTATION NETWORK - GENERAL

- 23.16 The design and construction of roadways within the local transportation network shall utilize sound access management principles and shall be in accordance with the County servicing standards.
- 23.17 The designation and design of local roads within the transportation network, including classification, street sizing, and intersection/access spacing, shall be determined at the time of *local plan* preparation. Local roads shall be designed in accordance with the urban or rural cross section requirements established by the County.

#### LOCAL ROADS - INDUSTRIAL AND COMMERCIAL

- 23.18 The type of road cross section (urban or rural) within industrial areas shall be determined at the time of *local plan* preparation.
- 23.19 Industrial areas should provide internal pathways and pathway connections to the regional trail network.
- 23.20 All roads within commercial areas should be designed to an urban road standard. Commercial development shall provide for safe and efficient pedestrian and bicycle circulation between buildings, sites, and, where applicable, adjacent areas.

#### LOCAL ROADS - RESIDENTIAL

- 23.21 The road network in residential areas shall be designed to support an interconnected road and pedestrian system.
- 23.22 All roads within the hamlet residential area shall be designed to an urban road standard and provide for pedestrian movement on at least side one side of the road.
- 23.23 The type of road cross section (urban or rural) for country residential development shall be determined at the time of *local plan* preparation.
- 23.24 *Local plans* for country residential development shall provide for pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.

#### TOWNSHIP ROAD 250

Township Road 250 between the northwest of Section 32 and the northeast of Section 31 will be relocated north ([Map 9](#)). The relocation will provide for better intersection design, a perpendicular crossing of the CN Rail line, and the movement of heavy truck traffic away from existing homes. The relocation of Township Road 250 provides the opportunity for the development of an east / west main street that intersects with Conrich Road. The intended uses in this Community Core area are institutional, hamlet commercial, existing residential, parks and playing fields. Further transportation planning and design guidance for the core area is required at *local plan* stage.

- 23.25 A portion of Township Road 250 will be relocated to the north as per [Map 9](#).

- 23.26 *Local plans* proposing hamlet commercial and / or institutional uses within the Community Core as identified on Map 5 shall include design guidelines in accordance with Section 11.0.

#### SOUTH OF HIGHWAY 1



The Conrich Area Structure Plan is adjacent to the City of Calgary and the City of Chestermere in this area. This area requires coordinated transportation planning. Page 119 of 159

23.27 Further transportation planning analysis and design shall be required for the area identified as 'Intermunicipal Transportation Study Area' on [Map 9](#) prior to the approval of a *local plan* for lands within the area.

23.28 Rocky View County shall work collaboratively with The City of Calgary, the City of Chestermere, and Alberta Transportation to:

- a. resolve transportation requirements within the 'Intermunicipal Transportation Study Area'; and
- b. develop access that is safe, efficient, and consistent with the Conrich Land Use Strategy ([Map 5](#)).

#### 84TH STREET

84th Street forms the west boundary of the Conrich Area Structure Plan. The roadway is under the jurisdiction of The City of Calgary and therefore collaboration will be required with respect to plans regarding this roadway.

23.29 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item 2 [see [Section 28: Implementation](#)].

23.30 Rocky View County shall work collaboratively with The City of Calgary and Alberta Transportation on the transportation requirements and connections to Stoney Trail within, and external to, the plan area and County.

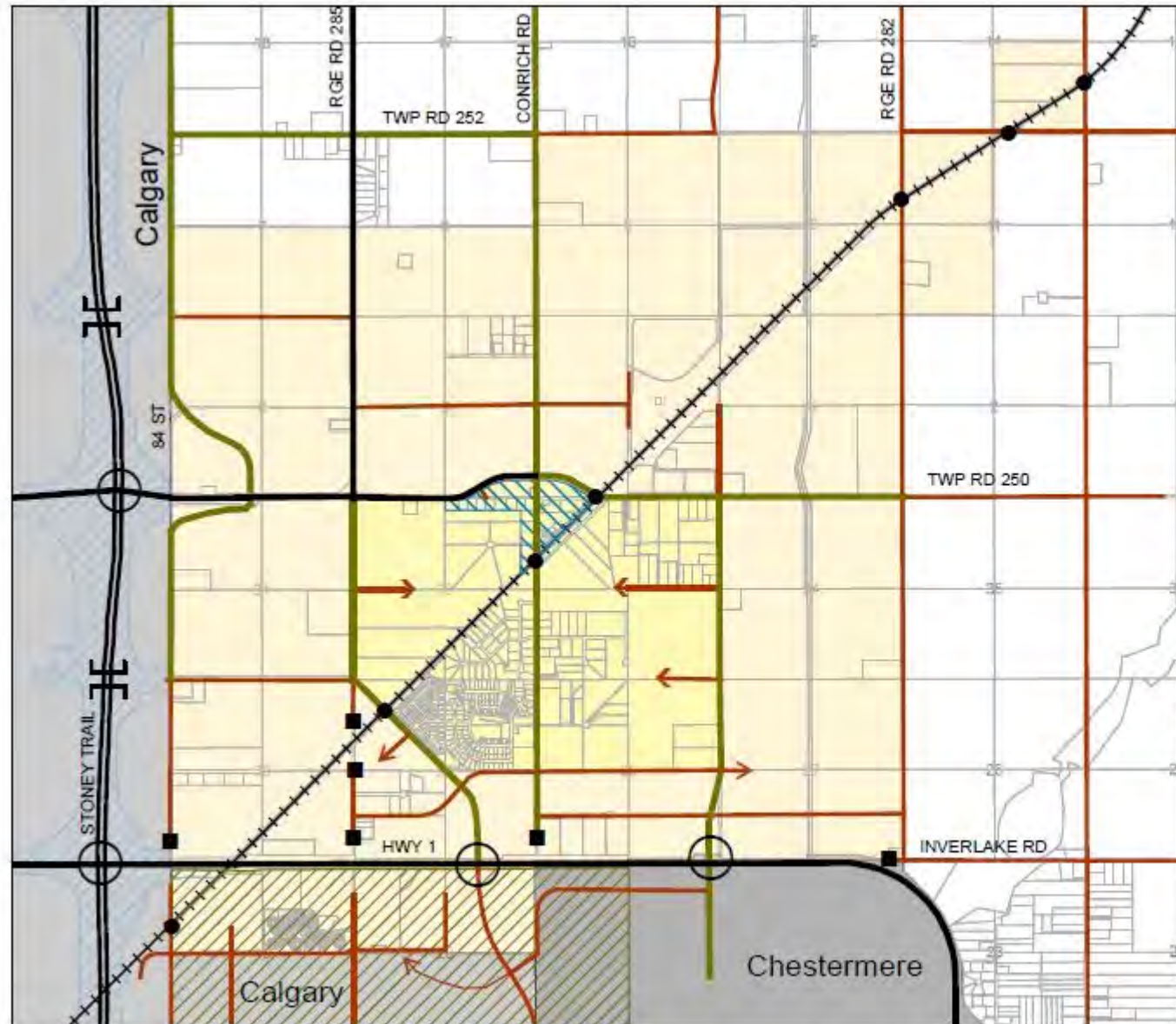
#### DEVELOPMENT ADJACENT TO THE RAILWAY LINE

23.31 Land uses (such as schools and child care services) which may be adversely affected by the safety and nuisance impacts of passing trains should not locate immediately adjacent to the railway.

23.32 Appropriate safety measures and methods to provide noise and vibration attenuation for development adjacent to the railway should include such elements as setbacks, berming, and landscaped screening.

23.33 Where a development site is located adjacent to the railway, the distance from the railway right-of-way to the closest part of any building should be in accordance with Canadian National Railway company policies and safety standards.

23.34 Where roads or pedestrian networks cross the railway, the County shall collaborate with CN to ensure that crossings are constructed according to appropriate safety standards and any necessary upgrades are undertaken to ensure a safe crossing.

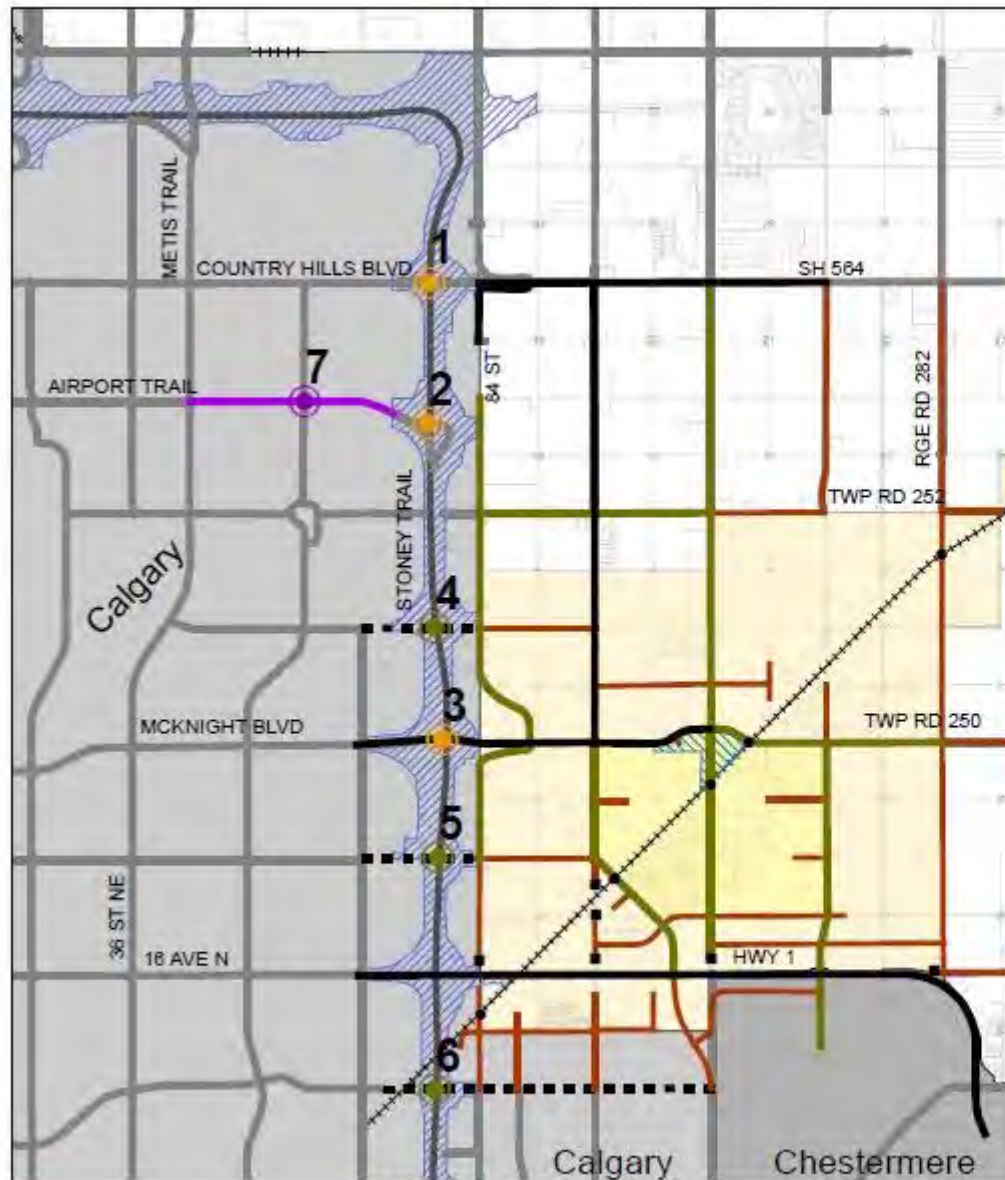


### Map 9: Transportation Network

- ASP Area
- Hamlet
- Transportation and Utility Corridor
- Community Core
- Intermunicipal Transportation Study Area
- At Grade Railroad Crossing
- Termination
- Interchange
- Fly Over
- Expressway-6 Lanes
- Major-4 Lanes
- Collector-2 Lanes
- CN Railway

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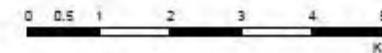


Map 9A:  
East Stoney Trail Transportation  
Infrastructure

- Hamlet
- ASP Area
- Transportation and Utility Corridor
- At Grade Railroad Crossing
- Termination
- Expressway-6 Lanes
- Major-4 Lanes
- Collector-2 Lanes
- Classification to be determined
- CN Railway
- Stoney Trail Interchange Upgrades:
  - 1) Country Hills Blvd
  - 2) Airport Trail
  - 3) McKnight Blvd
- Stoney Trail Flyovers:
  - 4) 64th Avenue
  - 5) 32nd Avenue
  - 6) Memorial Drive
- Construct link and interchange:
  - 7) Airport Trail between Stoney Trail and Metis Trail

National Roads Network used for the Non-Rocky View segments.

Location of servicing infrastructures and improvements subject to changes and reviews based on final land use scenario for the 'Future Policy Area'



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





## 24.0 UTILITY SERVICES

### Utility Services

Well-designed and effective utility services are the foundation of a well-planned community and competitive business area. Traditionally, development in the Conrich area has relied on stand-alone utilities such as groundwater wells and septic fields. With the development of the Balzac East Regional Business Centre to the north of the plan area and the CN Rail facility, piped utilities have been brought into the Conrich area. New development is expected to connect to the County utility system. The County's utility system supplies development with potable water as well as transmission lines and associated facilities to dispose of sewage and wastewater. Private companies provide shallow utilities such as gas, electricity, and telecommunications to the area.

Map 10: Water, shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs in the Conrich area. Map 11: Wastewater, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas in the Conrich area.

### Objectives

- Ensure potable water and wastewater systems are provided to the plan area in a safe, cost effective, and fiscally sustainable manner.
- Identify and protect utility service routes.
- Support water conservation.
- Ensure shallow private utility systems are provided to new development.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection within the plan area.

### Policies

#### SYSTEM CAPACITY

- 24.1 Land use applications relying on County utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.
- 24.2 The County shall determine servicing capacity requirements and allocation within, and external to, the plan area.
- 24.3 Development requiring high water volumes may not be supported.

#### UTILITY LOCATION

- 24.4 Utility service development should support an orderly, logical, and sequential pattern of development.
- 24.5 The provision, alignment, and capacity of the water distribution system shall be in general accordance with Map 10: Water.

- 24.6 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with [Map 11: Wastewater](#).
- 24.7 The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the *local plan* stage to the mutual satisfaction of the County, the developer, and the utility companies.
- 24.8 Utility rights-of-way and easements shall be provided to accommodate County utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

### Water

- 24.9 All new development shall connect to the County's potable water system.
- 24.10 A water use assessment conforming to the Conrich Potable Water Network Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine water demand and infrastructure required to meet that demand.
- 24.11 Notwithstanding Policy 23.9 and 23.10, the following uses may be allowed to attain their potable water from water wells in accordance with County and provincial requirements;
- a. country residential, 'work/live', and agriculture land uses; and
  - b. golf course playing areas.
- 24.12 Potable water provided by the County utility system shall not be used for the irrigation of non-residential development areas, with the exception of:
- a. areas within the hamlet of Conrich; and
  - b. new landscaped areas for a period of two years from occupancy.
- The County encourages the use of stormwater to irrigate the above uses.
- 24.13 Development and buildings relying on potable water provided by the County utility system shall use low flow fixtures and appliances.
- 24.14 The County encourages the reduction and reuse of water in accordance with provincial laws and regulations.

### Wastewater

- 24.15 All new development shall be required to connect to the County's wastewater system.
- 24.16 A wastewater servicing study conforming to the Conrich Wastewater Servicing Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine wastewater demand and infrastructure required to meet that demand.
- 24.17 Notwithstanding Policy 23.15 and 23.16, country residential, 'work/live', and agriculture land uses may provide wastewater service by a private sewage treatment system in accordance with County policy and provincial regulation.
- 24.18 Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.

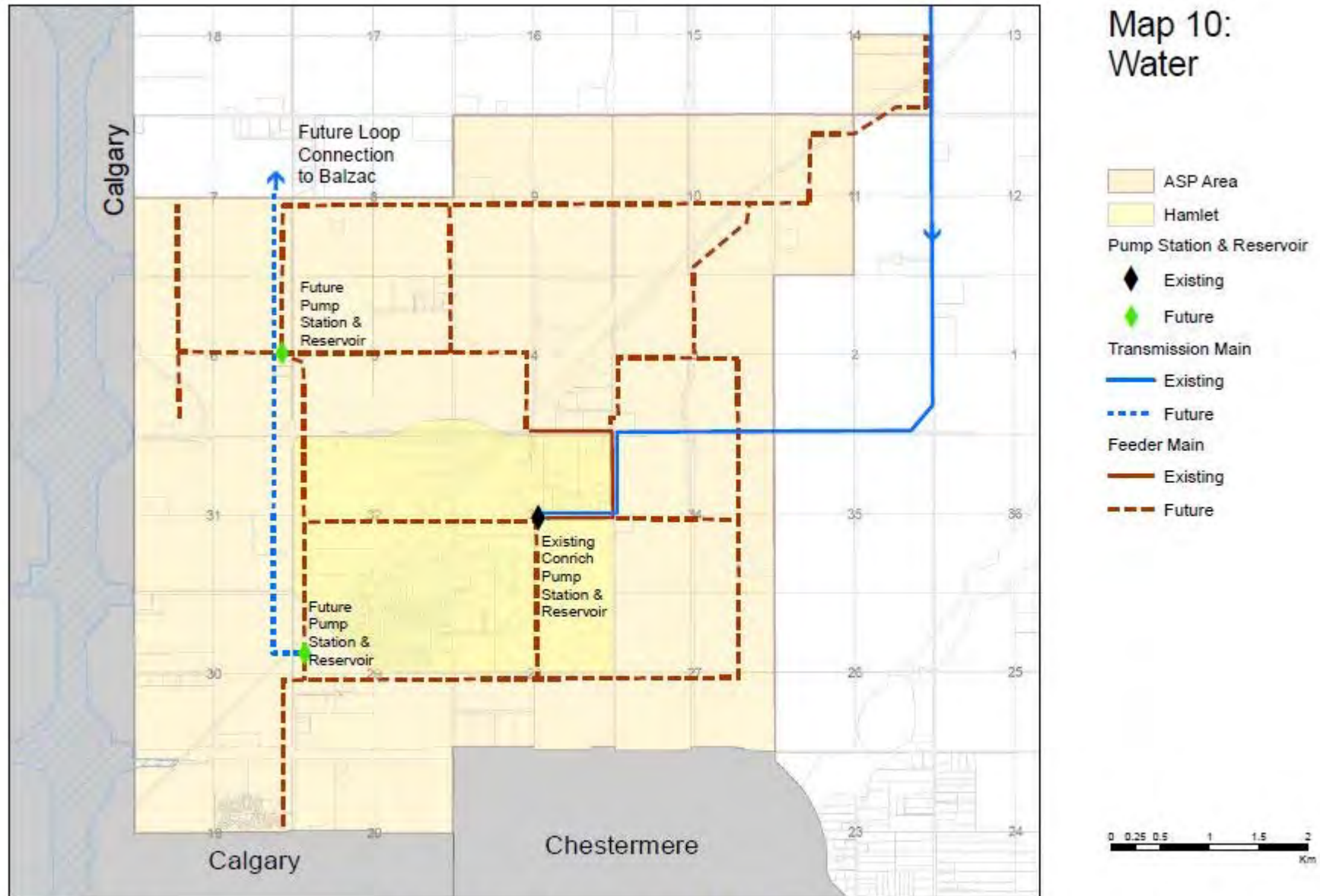
**Shallow Utilities**

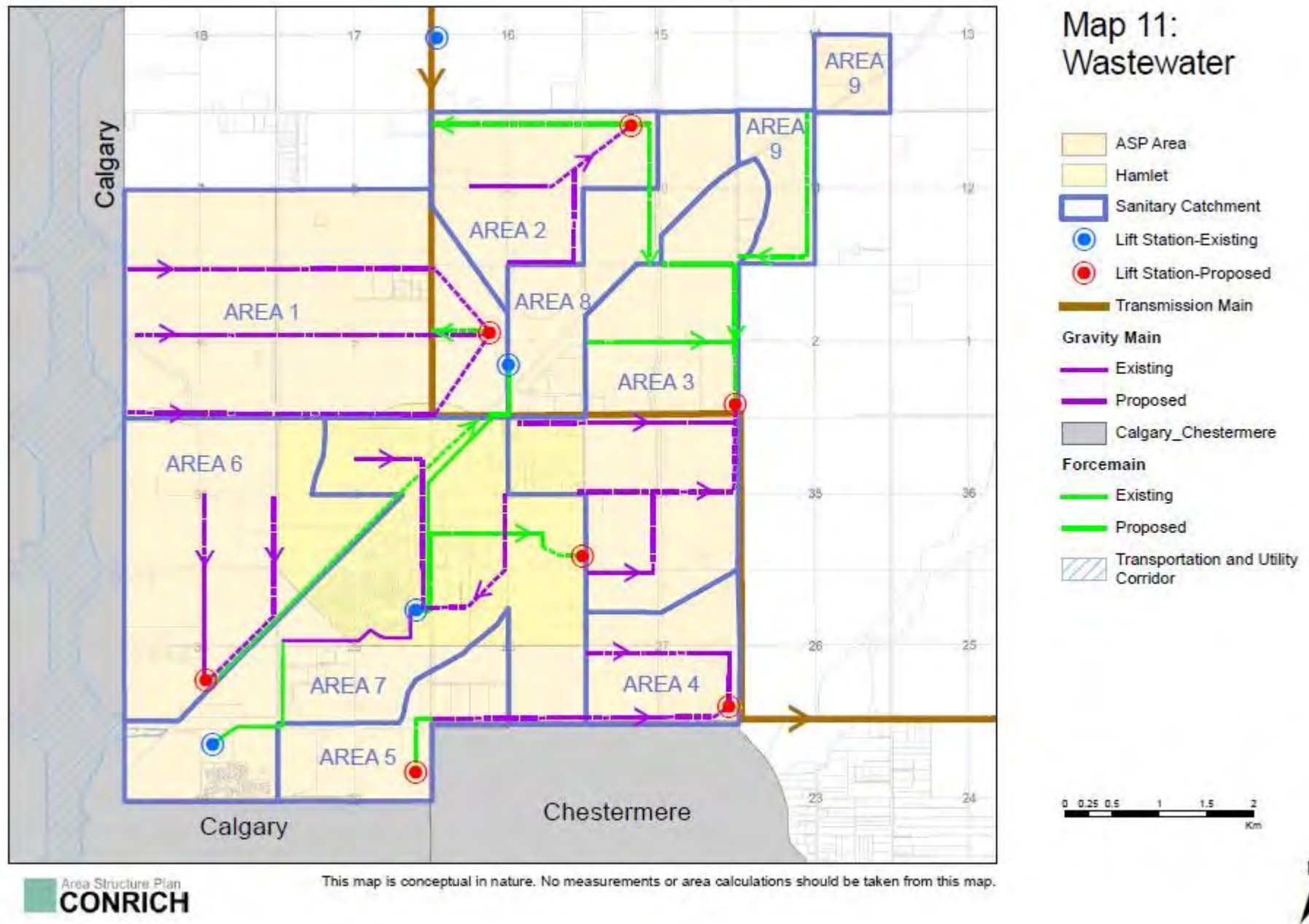
- 24.19 All new residential and non-residential development shall be serviced with shallow utilities at the expense of the developer.
- 24.20 Commercial communications facilities should locate on land identified for industrial, commercial, or long term development use and be in accordance with County policy.

**Emergency Service Infrastructure**

- 24.21 All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression bylaw.
- 24.22 All water systems serving developments within the Conrich area shall be designed to provide adequate water pressure to combat fires.







## 25.0 STORMWATER

The Conrich area is located within the Shepard Regional Drainage Basin which empties into the Bow River. Over time, the north to south movement of stormwater has been impeded by buildings, roadways, and irrigation canals. Significant further development requires the identification and construction of a regional conveyance and treatment system involving multi-jurisdictional partners.

Map 12: Stormwater shows the main wetland areas and the existing and proposed stormwater conveyance routes in the Conrich area.

Two alternative regional stormwater conveyance and treatment systems were investigated at the time this area structure plan was being prepared. These are the:

- Cooperative Stormwater Management Initiative, which proposes to take water east and north to the Red Deer River drainage basin.
- Shepard Regional Drainage Plan, which proposes to take water south to the Bow River.

The Cooperative Stormwater Management Initiative (CSMI) proposes the use of the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. The CSMI option is for an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation canal by utilizing WID rights-of-way to build a separate conveyance system that discharges to Weed Lake. This initiative may result in a stormwater management system that complements the Shepard Regional Drainage Plan system or, alternatively, replaces the Shepard Regional Drainage Plan. The CSMI option is the County's preferred solution.

The Shepard Regional Drainage Plan proposes to treat and move water southward through a series of natural and constructed conveyance systems. This solution is long term and costly, particularly for upstream development areas such as Conrich.

### Objectives

- Ensure effective, sustainable, and responsible stormwater services to the plan area.
- Provide and protect stormwater storage areas and conveyance routes.
- Maximize the use of natural stormwater drainage conveyance systems.
- Investigate and provide for stormwater reuse and recycling opportunities.
- Support innovative conservation methods and best management practices with respect to stormwater management.
- Preserve high value wetlands within the plan area.

## Policies

### REGIONAL STORMWATER MANAGEMENT

- 25.1 The County shall work collaboratively with adjoining municipalities, the Western Irrigation District, Alberta Environment, and Ducks Unlimited to develop a comprehensive and regional approach to stormwater management and to reaching agreements where municipal infrastructure in another municipality is intended to be used for stormwater resulting from new development within the County.

### DESIGN

- 25.2 Until such time as a regional conveyance system is finalized, the stormwater drainage system (conveyance and storage areas) shall be designed to comply with the Shepard Regional Drainage Plan, the Cooperative Stormwater Management Initiative Plan, the Conrich Master Drainage Plan and the Western Headworks Stormwater Management Agreement (2013).
- 25.3 Stormwater management systems should be designed at a scale that services the *local plan* area. The County discourages stormwater ponds designed for individual lots.

### COOPERATIVE STORMWATER MANAGEMENT INITIATIVE (CSMI)

- 25.4 Stormwater shall be discharged to the east into the CSMI system, which will take water to Weed Lake once it becomes operational in accordance with the CSMI plan, or other plans that amend, replace, or add to that plan.
- 25.5 The County shall:
- protect and require the acquisition of conveyance routes that are necessary to discharge into the CSMI system, as generally shown on [Map 12: Stormwater](#); and
  - investigate and, if necessary, implement stormwater treatment standards necessary for discharge into the CSMI system.
- 25.6 The volume and rate of stormwater discharge to the CSMI system shall be in accordance with the CSMI plan and the Conrich Master Drainage Plan, or other plans that amend, replace, or add to those plans.

### SHEPARD REGIONAL DRAINAGE PLAN

- 25.7 Stormwater may be discharged to the south into the Shepard Ditch once it becomes operational in accordance with the Shepard Regional Drainage Plan, or other plans that amend, replace, or add to that plan.
- 25.8 The County shall protect and acquire conveyance routes that are necessary to discharge into the Shepard Regional Drainage system, in general accordance with [Map 12](#).
- 25.9 The volume and rate of stormwater discharge shall be in accordance with the Shepard Regional Drainage Plan, Conrich Master Drainage Plan, or as otherwise agreed to by the municipal partners.
- 25.10 Rocky View County shall work with the City of Chestermere to determine the amount of stormwater diverted southward to the City of Chestermere.



*INTERIM DRAINAGE SOLUTIONS*

On-site zero discharge is a potential interim method of stormwater management; it is the least preferred method. On-site treatment and retention of stormwater requires extensive dedication of land for stormwater ponds, active management of stormwater systems, and designated emergency downstream discharge routes.

25.11 Until such time as a permanent stormwater management system is constructed, interim solutions may be allowed as per the phasing plan ([Map 14](#)). Options include:

- a. An interim stormwater facility designed to contain the accumulation of stormwater onsite on a continuing basis during the Western Irrigation District's irrigation season. Discharge to the canal system may be allowed at the end of the irrigation season, in accordance with Western Irrigation District's requirements and the CSMI plan.
- b. An irrigation or evaporation system that operates under zero discharge conditions may be allowed if the Western Irrigation District system is not available for use.

Rocky View County **servicing standards** require zero discharge systems to provide a ratio of 1 m<sup>2</sup> of land dedicated to evaporation surface area for every 1 m<sup>2</sup> of impervious land area.

25.12 Where an interim stormwater solution is permitted, those portions of stormwater ponds identified for interim storage may remain as privately owned land if the land is designated to a district that is limited to utility and other complimentary uses.

25.13 Where a private interim storage pond is approved:

- a. Access to the stormwater pond shall be provided to the County;
- b. A management and operation plan for the interim stormwater pond and local stormwater system shall be provided;
- c. Management and operation of the interim stormwater pond and local stormwater system is the responsibility of the private landowner; and
- d. A transition plan that addresses the transfer of the stormwater infrastructure to the County, when an interim solution is no longer required is provided.

25.14 All costs, including public utility costs, associated with the re-purposing of a privately owned interim storage pond that is no longer needed, shall be the developer's responsibility.

*LOCAL STORMWATER MANAGEMENT*

25.15 The location of the natural stormwater drainage conveyance system shall be protected and acquired as part of the development process, in general accordance with [Map 12](#) and the Master Drainage Plan.

25.16 Stormwater conveyance systems should develop in an orderly, logical, and sequential pattern of development.

- 25.17 Stormwater shall be conveyed downstream in a manner that protects downstream properties.
- 25.18 Where required, proponents of new development shall identify and secure, in consultation with the County, the downstream stormwater conveyance system.
- 25.19 Stormwater conveyance systems must provide a right-of-way of sufficient width to accommodate upstream stormwater flow.

#### **STORMWATER PONDS, CONSTRUCTED WETLANDS, AND WETLANDS**

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

A **constructed wetland** is an artificial wetland created as a new or restored habitat for native vegetation and wildlife; it provides the same function as a stormwater pond.

A **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 activities that are adapted to a wet environment.

- 25.20 Stormwater ponds or constructed wetlands should be located:
- in general accordance with the locations identified in the Conrich Master Drainage Plan;
  - on an accessible public utility lot; and
  - outside of the riparian setback area.

A **Master Drainage Plan** is a plan that determines the rate and volume of stormwater flow and addresses the methods and infrastructure requirements for stormwater treatment and conveyance.

- 25.21 Natural wetlands and/or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the value of the wetland and the drainage course.

#### **REDUCE, RECYCLE, AND REUSE**

- 25.22 The County should explore and support the collection of stormwater at the sub-regional catchment level in order to filter and reclaim stormwater, bringing it to a purple pipe or potable water standard.

**Purple pipe** refers to the colour of pipe used to transport water that has been recycled from a stormwater retention area or municipal waste system. Reclaimed water is filtered and processed to a required provincial standard.

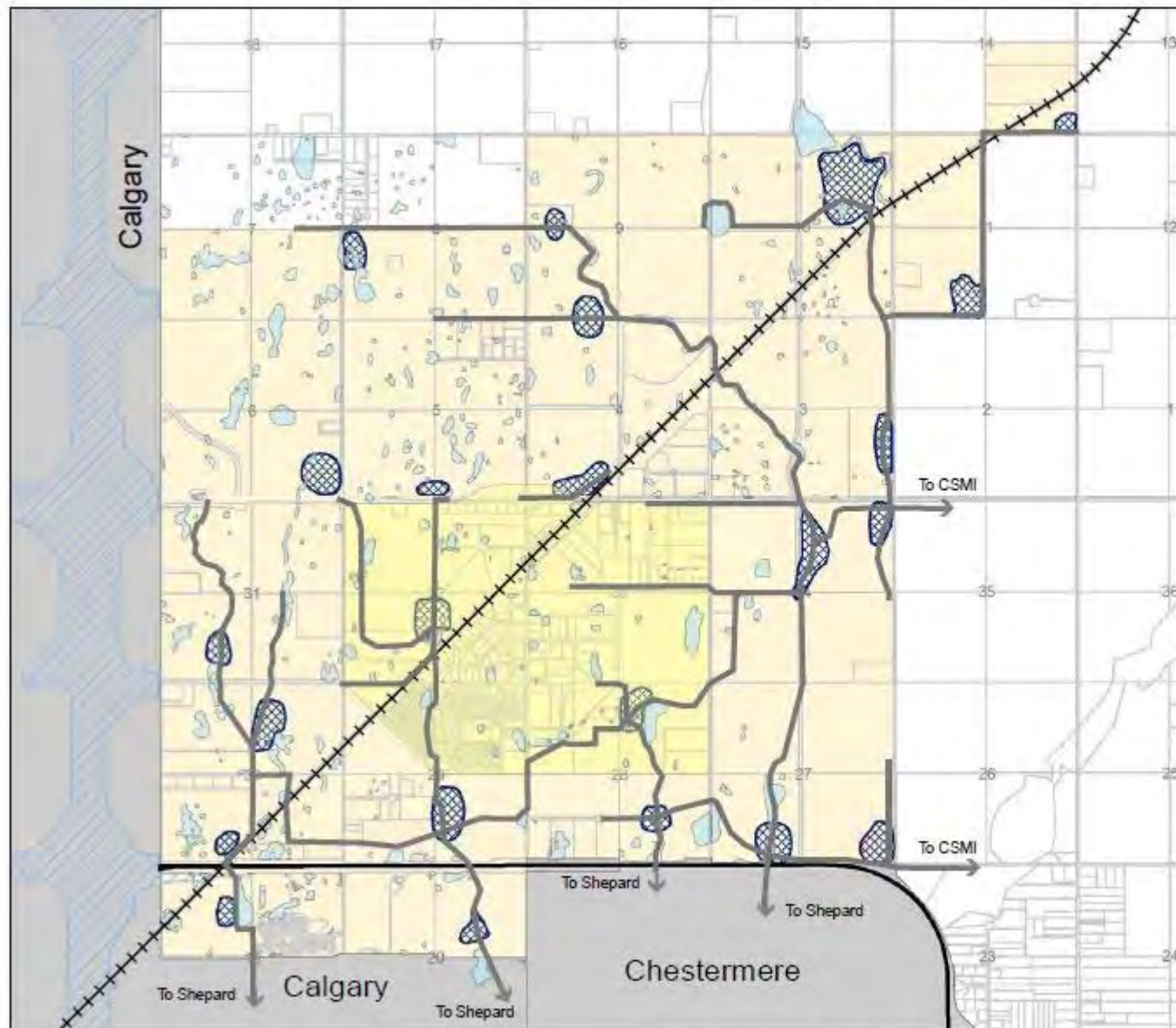
- 25.23 As part of preparation of a *local plan* and supporting sub-catchment master drainage plan, best management practices, and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity are required. Solutions may include:
- design of stormwater facilities to incorporate source controls in order to reduce the amount of water moving down stream and the need for end-of-pipe stormwater treatment solutions;



- b. use of low impact development methods, such as constructed wetlands and bio-swales;
- c. reduction of impermeable surface runoff;
- d. reuse of stormwater for irrigation; and
- e. consideration of stormwater ponds at the sub-regional level to support the reuse of stormwater.

#### STANDARDS AND DESIGN

- 25.24 Stormwater infrastructure shall be constructed, operated, and maintained in accordance with the County servicing standards, County policy, and provincial regulations. The stormwater management system should be designed to:
- a. operate on a gravity basis;
  - b. wherever possible, use the stormwater drainage conveyance system, as generally shown on [Map 12](#);
  - c. accommodate stormwater flows from adjacent transportation networks;
  - d. preserve the value of existing wetlands; and
  - e. conform to an urban standard where a curb and gutter transportation system is provided.
- 25.25 Stormwater conveyance alignments and ponds are shown conceptually on [Map 12](#). Alternate and more cost effective alignments may be considered at the *local plan* stage if it can be shown that the impact on wetlands within the identified conveyance system is reduced through the use of an alternative alignment.
- 25.26 As part of a *local plan* preparation process, the applicant shall submit a sub-catchment master drainage plan that is consistent with the approved Master Drainage Plan and the policies of this plan.
- 25.27 A sub-catchment master drainage plan for a *local plan* area shall comply with any new stormwater plans, management policies, and interim servicing policies that may be introduced after the adoption of this plan.



Map 12:  
Stormwater

- ASP Area
- Hamlet
- Wetlands
- Regional Conveyance System
- Regional Storm Detention Storage
- Transportation and Utility Corridor
- CN Railway

CSMI- Cooperative Stormwater Management Initiative

Shepard-Shepard Regional Drainage System



## 26.0 SOLID WASTE

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

### Objectives

- Ensure *local plans* address solid waste management during all stages of development and are in alignment with the County's Solid Waste Master Plan.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Encourage solid waste management plans to have a diversion target of 50 per cent.
- Provide direction on the expected level of post-construction waste management service to be provided by Rocky View County.

### Policies

#### GENERAL

- 26.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.
- 26.2 Waste minimization and waste diversion practices are encouraged in the plan area. A diversion target of 50 per cent is recommended.
- 26.3 A *local plan* should:
- a. address solid waste management through all stages of development, including occupancy;
  - b. identify the appropriate waste collection stations that serve the *local plan* area;
  - c. conform to the policies of the County's Solid Waste Master Plan; and
  - d. set a solid waste diversion target to inform the subdivision construction management plan.

The Province of Alberta has developed a provincial waste strategy document titled "Too Good to Waste: Making Conservation a Priority" in order to promote the diversion of waste from landfills through the reuse and recycling of materials.

#### INDUSTRIAL AND COMMERCIAL

- 26.4 Industrial and commercial business owners shall be responsible for providing their own solid waste services.

*COUNTRY RESIDENTIAL AND AGRICULTURE AREAS*

- 26.5 Solid waste management shall be the responsibility of property owners in country residential and agriculture areas.
- 26.6 Waste collection stations should be used for the disposal of solid waste and recyclable materials.

*HAMLET OF CONRICH AND OTHER HAMLET RESIDENTIAL AREAS*

County solid waste services will be considered for the hamlet of Conrich when the population approaches the threshold of 5,000 residents.

- 26.7 Solid waste management will be the responsibility of property owners within the hamlet of Conrich until such time as a County service is provided.
- 26.8 The Prince of Peace Community and other hamlet residential areas shall be responsible for their solid waste management.
- 26.9 Lot owners' associations shall coordinate solid waste services in developing areas in the hamlet residential and compact country residential areas until such time as a County service is provided.

## 27.0 OIL AND GAS

Oil and gas facilities, infrastructure, and operations are industrial land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development in the Conrich area is an important consideration in the area's development.

Map 4: Existing Conditions identifies the locations of gas lines and operating and abandoned oil and gas wells within the plan area.

### Objectives

- Ensure appropriate and safe land development in relationship to petroleum facilities and wells.
- Allow for the continued safe operation of petroleum facilities and wells.

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

### Policies

#### GENERAL

- 27.1 Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this plan, and the directives and bulletins of the Alberta Energy Regulator ([Appendix E](#)).

**Directives** are documents that set out Alberta Energy Regulator (AER) requirements or processes for implementation. Licensees, permittees, and other approval holders under the jurisdiction of the AER are required to obey all directives.

**Bulletins** inform the energy industry and the public of an Alberta Energy Regulator activity, such as a consultation, new regulatory requirement, new program, or electronic submission of data.

- 27.2 At the time of subdivision or development, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, or abandoned well.
- 27.3 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.
- 27.4 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 and the operator of the facility to determine how an emergency response plan will be prepared, updated, or replaced.

- 27.5 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 for petroleum facilities.

#### ABANDONED OIL & GAS WELLS

Within the Plan area there are two known abandoned well sites. The following policies apply for land located in proximity to an abandoned well site.

- 27.6 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is greater.
- 27.7 Vehicular access to an abandoned well site shall:
- be determined through discussion with the abandoned well licensee;
  - be identified in the *local plan*; and
  - be protected by easements in favour of the County at the time of subdivision or development approval.
- 27.8 In conjunction with the preparation of a *local plan*, or a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide:
- surveyed locations of abandoned wells and pipelines and confirmation of the setback requirements;
  - a phase I environmental site assessment specific to the abandoned well or pipeline; and
  - a phase II environmental site assessment specific to the abandoned well or pipeline, as deemed necessary by the County.
- 27.9 Public roads should not be located over an abandoned well.
- 27.10 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

- 27.11 All setbacks from a pipeline shall be in accordance with provincial regulations.
- 27.12 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.
- 27.13 Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.



- 27.14 Pathways and other recreational uses may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the approving authority.

*DISCONTINUED/ABANDONED PIPELINE POLICIES*

- 27.15 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.
- 27.16 An abandoned pipeline is one which will not be reactivated for service; therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way unless the pipeline has been removed.



## III Implementation

## 28.0 IMPLEMENTATION

The Conrich Area Structure Plan outlines the vision for the future physical development of the Conrich area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this section is to describe the plan implementation process, to provide detail on the phases of development, and to specify requirements to ensure the area structure plan policies and strategies are adhered to.

### Objectives

- Implement the Land Use Strategy and policies of the Conrich Area Structure Plan.
- Ensure the cost of infrastructure development is identified and provided.
- Provide for the logical phasing of development.
- Implement key actions to facilitate development, provide guidance to *local plans*, and ensure a coordinated planning and implementation approach.
- Ensure *local plans* adhere to the vision and policies of the plan.
- Provide for the review and amendment of the plan as required.

### Policies

#### *LOCAL PLANS, REDESIGNATION, SUBDIVISION, AND DEVELOPMENT APPLICATIONS*

*Local plans* are to be developed within the framework provided by this area structure plan. Policy sections identify the unique requirements that must be addressed in the *local plan* due to the location and specific conditions of the proposed development area. The standard technical requirements of a *conceptual scheme* or *master site development plan* are identified in the *County Plan* (Section 29 and Appendix C).

- 28.1 Applications for redesignation, subdivision, and/or development require the concurrent or prior adoption of a *local plan*, unless otherwise directed by the policies of this plan or determined by the County not to be required.
- 28.2 Notwithstanding Policy 27.1, applications for a development permit in an area where a land use has been approved prior to the adoption of this plan do not require a *local plan*.
- 28.3 *Local plans* shall address and adhere to the requirements of the Conrich Area Structure Plan. In support of *local plans* and redesignation applications, the developer will be required to submit a rationale showing how their proposal is consistent with the vision and policies of the Conrich Area Structure Plan.
- 28.4 Subdivision and development applications shall address and adhere to the requirements of the *local plan* and the policies of the Conrich Area Structure Plan.
- 28.5 Where a *local plan* does not exist or is silent on a subject, the policies of the Conrich Area Structure Plan shall apply.

### LOCAL PLAN BOUNDARIES

The boundaries of *local plans* should be based on the natural and physical conditions in the Conrich area, as well as other factors such as the availability of servicing, parcel layout, and proposed transportation improvements. Map 13: Local Plans identifies the locations of existing *local plans*, areas with predetermined *local plan* boundaries, and areas where *local plans* are not required.

- 28.6 Map 13: Local Plans identifies four *local plan* boundaries that are required based on (i) the existence of major transportation network components, including Highway 1 and the CN rail line (Highway 1), (ii) and (ii) unique planning conditions associated with location along 84th Street, adjacent to residual lands within the city of Calgary, as identified in the Rocky View/ Calgary Intermunicipal Development Plan. All other *local plan* boundaries shall be determined in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres) in size.
- 28.7 Existing *local plans* identified in Map 13 shall be revised so that undeveloped areas are consistent with the policies of this plan, prior to further land use or subdivision approvals.
- 28.8 Where the policies of an existing *local plan* conflict with the Conrich Area Structure Plan, the policies of the Conrich Area Structure Plan shall prevail.

### INFRASTRUCTURE COSTS AND LEVIES

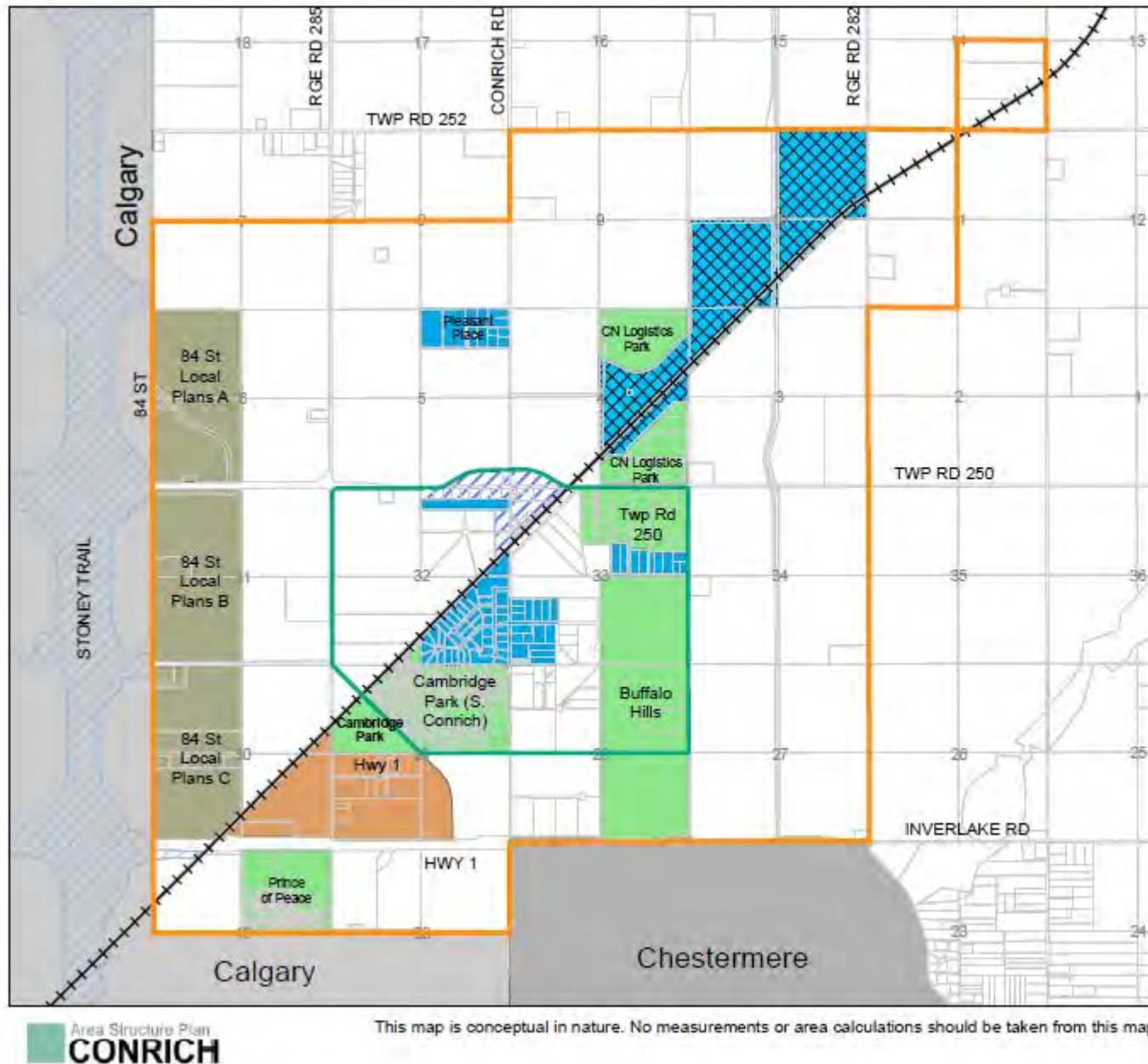
The Conrich Plan recognizes development implementation will require infrastructure improvements within and external to the plan area. The costs incurred by development of lands will be covered through a variety of revenue sources including developer improvements, development levies, County improvements, provincial contributions, and user fees.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Offsite Levies for transportation, water, wastewater, and stormwater servicing have or will be developed for the Conrich Area Structure Plan. All levies are subject to periodic review and include development costs associated with internal and external improvements to service the plan area. Non-levy costs and improvements will be determined through periodic review of the master servicing documents and at the *local plan* preparation stage.

It is important to note that infrastructure costs do not represent the full costs to service the plan area. Complete community costs also include costs associated with program and service delivery to residents and business owners (e.g. community recreation, fire and property protection, parks maintenance, waste and recycling operations, etc.), which serve community needs and are an essential part of a community.

- 28.9 As part of the *local plan* approval process the identification, timing, and funding of any required off-site improvements is required. Off-site improvements that are:
- a. internal to the plan area will be determined to the satisfaction of the County; or

- b. external to the plan area, including provincial or adjacent municipal infrastructure will be determined to the satisfaction of the County, in consultation with the relevant municipality and/or provincial department.
- 28.10 Developers relying on regional County utility services (water, wastewater, and/or stormwater) shall be required to front-end the costs of utility service upgrades where deemed necessary by the County.
- 28.11 Costs associated with transportation and/or utility service improvements are the developer's responsibility.
- 28.12 Developers relying on transportation and/or utility infrastructure improvements (water, wastewater, and/or stormwater) provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.
- 28.13 Development proponents shall be required to pay the Rocky View County:
  - a. Water and Wastewater Off-Site Levy;
  - b. Stormwater Off-Site Levy; and
  - c. Transportation Off-Site Levy.





### *PHASING*

The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Map 14: Phasing identifies four development phases for the growth of the Conrich area (Phase 1, Phase 2, Phase 2 Residential, and Long Term Development areas).

28.14 Phasing of development in the Conrich Area Structure Plan area should be done in a logical and cost effective manner and shall be guided by the phasing strategy of this plan, as shown on Map 14.

#### *Phase 1*

Phase 1 lands are lands that may proceed with development. The identification of Phase 1 lands is based on:

- existing planning approvals;
- proximity to existing or near term transportation and/or utility infrastructure; and
- industrial land demand.

28.15 Phase 1 lands may proceed with development subject to the policies of this plan. If Phase 1 lands proceed to development, an irrigation or evaporation system under zero discharge conditions shall be constructed as referenced in Policies 25.11-25.14, until such time as a regional solution has been chosen and mechanisms to implement the construction of the system have been identified.

#### *Phase 2*

Phase 2 lands are portions of the plan area where industrial, highway business, or residential land may be required for development during the life of this plan.

28.16 Phase 2 lands may proceed with development subject to the policies of this plan and when:

- a. market demand has been demonstrated; and
- b. a regional stormwater conveyance system has been chosen, and appropriate governance system has been adopted, and mechanisms to implement the construction of the system have been identified.

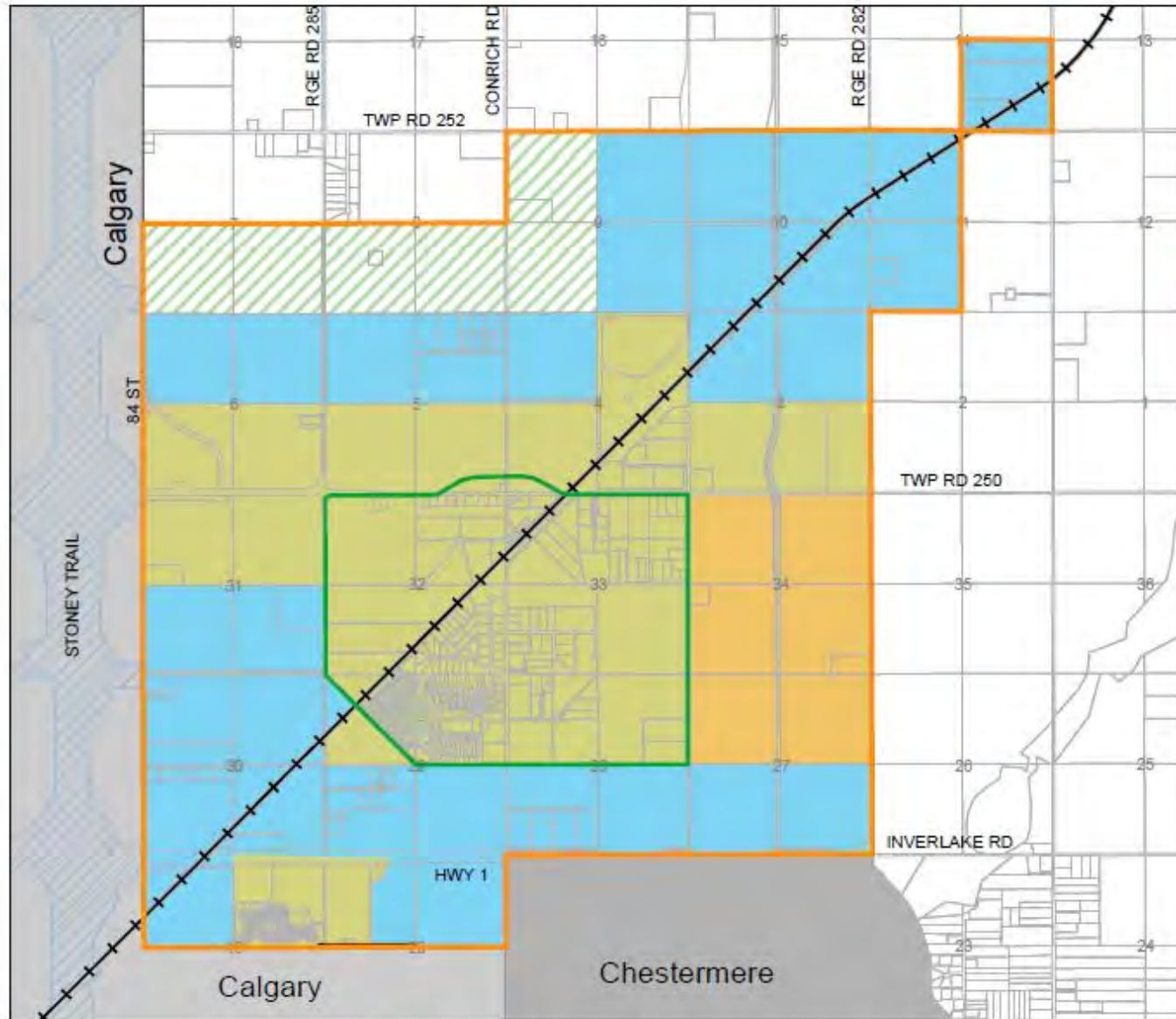
### *PHASE 2 RESIDENTIAL*

Section 10.0 includes specific provisions that are required to be met, prior to further development occurring in the Residential Phase 2 area. These lands should continue the existing development pattern from the hamlet and proceed when there has been a logical extension of infrastructure to service the area.

### *LONG TERM DEVELOPMENT*

Long term development areas are portions of the plan area where industrial, commercial, or residential land uses are not required for the life of this plan. Nevertheless, the protection of these areas from interim uses or fragmentation is deemed important in order to facilitate a future efficient development pattern.

- 28.18 Redesignation and/or subdivision in the long term development area to any new use, other than a farmstead, first parcel out, or an agricultural use shall require an amendment to this plan.
- 28.19 New uses within the long term development areas shall be compatible with existing adjoining uses.
- 28.20 Prior to amending this plan to allow for development within the long term development area:
- a. a public engagement process shall be undertaken and an overall land use strategy and supporting policies for the amendment area shall be developed;  
and
  - b. a regional stormwater conveyance system has been adopted by Rocky View County.



Map 14:  
Phasing

- ASP Boundary
- Hamlet
- Phase 1
- Phase 2
- Phase 2 Residential
- Long Term Development
- Transportation and Utility Corridor
- Railway Lines

0 0.25 0.5 1 1.5 2  
Km



Area Structure Plan  
**CONRICH**

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

### TECHNICAL REQUIREMENTS AND SUBMISSIONS

The various policy sections in the Conrich Area Structure Plan identify specific requirements of a *local plan* (*conceptual scheme* or *master site development plan*) for the Conrich area. All other standard technical requirements of a *local plan* are identified in the *County Plan*.

28.21 *Local plans* shall address the requirements as set out in the policies of this plan and Section 29 and Appendix C of the *County Plan*.

28.22 All planning or development applications, and any associated infrastructure construction, should meet the technical requirements of the *County Plan*, County Land Use bylaw, Conrich Area Structure Plan and associated technical studies, relevant *local plan*, County servicing standards, County policy, and provincial and federal requirements.

### MONITORING

The progress in implementing the Conrich Area Structure Plan will be monitored. Where necessary, County Administration will make recommendations as to how to manage growth in Conrich or how the plan may be updated to meet changing circumstances.

28.23 County Administration will report to Council on implementation of the Conrich Area Structure Plan as part of Administration's yearly reporting on the overall implementation of the *County Plan*.

### PLAN REVIEW AND AMENDMENT

The future land use and development outlined in the Conrich Area Structure Plan is intended to address a 30-year plus build-out of the area. While the Area Structure Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Area Structure Plan may be required.

Under normal circumstances, the County will undertake a plan assessment every 10 years to determine if a full review is required, as per the *County Plan*. However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

28.24 The County may consider periodic review and occasional amendment of the Conrich Area Structure Plan in accordance with the *County Plan*, County policy, and the *Municipal Government Act*.

28.25 The Conrich Area Structure Plan shall be subject to an assessment and possible review every 10 years.

### ACTIONS

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

1. Develop a Terms of Reference, with The City of Calgary, to direct a joint study to determine the ultimate configuration of 84th Street, including future alignment, access management, and right-of-way requirements (84th Street Study)
2. Prior to the hamlet of Conrich's population exceeding 5,000 residents, the County will:

- a. review the community's policing requirements and identify additional needed resources, if any ([Policy 22.5](#)); and
- b. consider providing the Conrich area with County managed solid waste services ([Policy 26.7](#)).
3. Consider a funding and design strategy for entryway signage for Rocky View hamlets.
4. Consider the adoption of a 'work/live' land use district.
5. Consider the adoption of a utility district for the designation of private stormwater ponds.
6. Work with The City of Calgary to amend the Rocky View/Calgary Intermunicipal Development Plan to determine appropriate land use, interface policies, and servicing strategies for the residual lands within Calgary that border the Conrich Area Structure Plan.
7. Monitor and report on the plan implementation as part of the yearly *County Plan* reporting ([Policy 28.23](#)).
8. Work with The City of Calgary to prepare the East Stoney Trail and Related Infrastructure Analysis as per [Policy 23.14](#).
9. Work with the City of Calgary and City of Chestermere to determine regional recreational needs, and collaborate on joint applications for provincial grants.

## 29.0 INTERMUNICIPAL COORDINATION AND COOPERATION

The plan area is bordered by Calgary to the west and south, and Chestermere to the south and east. The plan acknowledges the land use intent of these adjacent municipalities and provides for appropriate, compatible land use transitions at the interface areas. In addition, the plan contains specific stormwater ([Section 25](#)), transportation ([Section 23](#)), *open space* ([Section 19](#)), business interface ([Section 15](#)), and intermunicipal ([Section 29](#)) policies that promote a coordinated and cooperative approach to planning.

Specific planning objectives were identified in the 2007 annexation agreement between Rocky View County and The City of Calgary in terms of the need for coordinated planning. Follow up consultation led to the identification of key focus (geographic) areas and planning principles for future planning endeavours. The coordinated approach to planning was later refined and formalized through the 2011 Rocky View/Calgary Intermunicipal Development Plan (IDP). The County is currently engaged with the City of Chestermere to develop a separate IDP that will provide direction on areas of interest, cooperation, and consultation.

In preparing amendments to the Conrich Area Structure Plan to facilitate the development of the Future Policy Area, the County worked collaboratively with the City of Calgary and City of Chestermere to identify shared issues and opportunities. The amendments address the comments and concerns identified by Calgary and Chestermere. Genuine engagement with the municipalities was undertaken throughout the process to amend the area structure plan. An outline of the key intermunicipal engagement components is identified in Appendix C.

### Objectives

- Ensure ongoing, meaningful consultation occurs between Rocky View County, The City of Calgary, and the City of Chestermere on matters related to the implementation of the Conrich Area Structure Plan.
- Ensure a coordinated and cooperative approach to planning with adjacent municipalities.

### Policies

- 29.1 The County shall consult with The City of Calgary and City of Chestermere on planning processes affecting land that borders the adjacent municipality and/or on other matters identified through an intermunicipal development plan as areas requiring planning coordination.
- 29.2 The County shall work with The City of Calgary and City of Chestermere to deliver a coordinated planning process and ensure continued meaningful communication between the three municipalities as subsequent *local plans* are prepared.
- 29.3 Intermunicipal circulation of planning proposals shall comply with the *Municipal Government Act*, the Rocky View/Calgary Intermunicipal Development Plan and any other agreement(s) or new intermunicipal development plan(s) jointly approved by adjacent municipal councils.



*ROCKY VIEW COUNTY - CITY OF CHESTERMERE*

- 29.4 Development adjacent to the city of Chestermere shall be coordinated between Rocky View County and the City of Chestermere, or as otherwise required by any future intermunicipal development plan.

*ROCKY VIEW COUNTY – THE CITY OF CALGARY*

- 29.5 The County shall implement the policies of this plan that apply to the interface areas adjacent to the residual long-term growth areas as identified in the Rocky View/Calgary Intermunicipal Development Plan.
- 29.6 Development within the key focus areas identified in the Rocky View/Calgary Intermunicipal Development Plan shall be subject to the policies of the Intermunicipal Development Plan as well as the policies of this plan.
- 29.7 Planning and development applications within the entire Conrich Area Structure Plan area shall be circulated to The City of Calgary for transportation review and comment in accordance with the circulation and response timelines as per the Rocky View County/City of Calgary Intermunicipal Development Plan.
- 29.8 The County shall implement the policies of this Plan that apply to the interface areas adjacent to the residual long-term growth areas along 84th Street, as identified in the Rocky View/Calgary Intermunicipal Development Plan (Action items 2 and 9 in Section 28).

*LOCAL PLANS, REDESIGNATION, AND SUBDIVISION*

- 29.9 Rocky View County shall ensure that *local plans* and applications for redesignation and subdivision of lands in areas adjacent to The City of Calgary and City of Chestermere address:
- a. regional drainage to ensure the protection of required drainage corridors;
  - b. alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;
  - c. land use compatibility with adjacent municipal land uses; and
  - d. other appropriate policies of this plan.
- 29.10 Rocky View County, in collaboration with The City of Calgary, shall ensure that *local plans* and applications for redesignation and subdivision of lands along 84th Street, as shown on Map 13, address:
- a. Access management and right-of-way requirements along 84th Street (Action Item 2 in Section 28);
  - b. Consideration of adjacent lands within the city of Calgary as identified in the IDP;
  - c. If the Terms of Reference for the 84th Street study has been completed (Action Item 2 in Section 28) but the 84th Street study has not yet been completed by The City and the County prior to the preparation of the *local plan*, then the 84th Street study must be prepared by the development proponent in conjunction with the *local plan* in accordance with the Terms of Reference; and
  - d. Other appropriate policies of this Plan.



## IV Appendices

## APPENDIX A: DEFINITIONS

**Conceptual scheme** is a non-statutory plan, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. *Conceptual schemes* provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public.

If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

**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 County Plan (Section 29 and Appendix C).

**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.

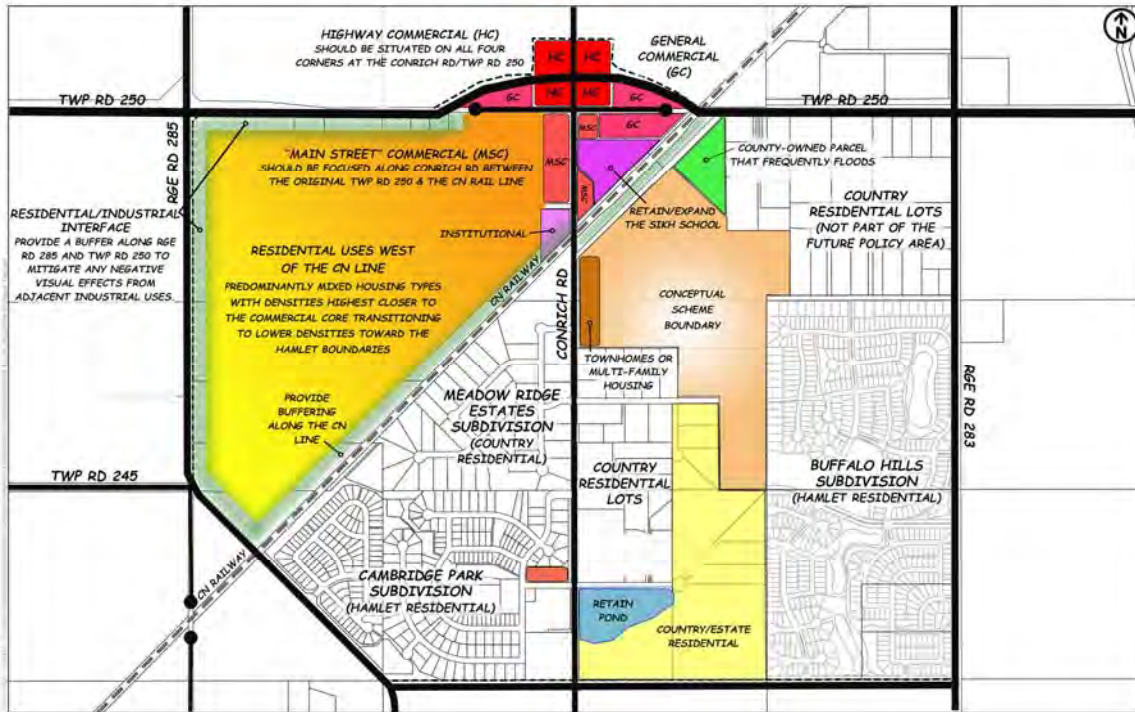
**Open land** means publicly or privately owned land within a comprehensively designed compact country residential neighbourhood or larger community, where the land is used for the primary purpose of conservation, recreation, or agriculture.

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

**Developable land** means privately owned land that has no natural or human caused constraints to residential development. Constraints to development include land determined to be unstable, hazardous, environmental reserve, contaminated, or regulatory setbacks as identified by the provincial or federal governments.

## APPENDIX B: HAMLET 'CONCEPT PLAN'

This concept drawing was based on public, administrative, and technical input to provide a concept of what the Hamlet and the key findings from a workshop undertaken in June 2019, as part of the Future Policy Area project.



## APPENDIX C: KEY INTERMUNICIPAL ENGAGEMENT EVENTS

The County worked with the City of Calgary and City of Chestermere at key milestones of the Future Policy Area project to identify shared issues and opportunities. The following table includes information from the engagement undertaken for both the City of Calgary and City of Chestermere. Engagement was adapted according to the differing issues presented by each municipality on the amendments.

Phase	Date	Engagement
Phase 1 – Project Launch	April – July, 2019	The County prepared a bespoke intermunicipal engagement plan for each neighbouring municipality. The plans identified how the County would engage with the neighbouring municipalities at key milestones of the projects. The plans were revised at the request of neighbouring municipalities to reflect the level of engagement each sought for the project.
	June, 2019	The City of Calgary and City of Chestermere were notified of the County's public engagement event that was held to gather feedback from affected stakeholders. Representatives from the City of Calgary attended the event.
Phase 2 – Identification of Key Cross- Boundary Matters and Draft Land Use Strategies	July, 2019	The County provided the draft land use scenario to the City of Calgary and City of Chestermere for comment, along with anticipated density and population at full buildout of the Hamlet of Conrich. No comments with respect to the draft land use scenario were provided.
	July, 2019	<p>The County met with the City of Calgary for a technical workshop to examine issues and opportunities with respect to the draft land use scenario prepared. There were 10 staff in attendance, and discussions were held on the following areas:</p> <ul style="list-style-type: none"> <li>• Planning;</li> <li>• Transportation;</li> <li>• Servicing and Stormwater; and</li> <li>• Fire Service provision.</li> </ul> <p>Following the meeting, 12 action items were agreed to be addressed within the area structure plan amendments and through separate intermunicipal projects and communication.</p>
	July, 2019	Rocky View County and the City of Chestermere held a telephone conference to discuss the draft land use scenario. It was confirmed that the City had circulated the draft scenario internally, with preliminary comments addressing stormwater identified. Further comments were to be provided on the draft plan. Four action items were agreed to be addressed within the area structure

		plan and through separate intermunicipal projects and communication.
Phase 3 – Draft Plan	August, 2019	The County circulated the draft area structure plan amendments to the City of Calgary and City of Chestermere and a period of 30 days was allowed for comments. Where appropriate, the County incorporated suggested amendments into the final draft plan.
Phase 4 – Final Plan	October, 2019	The final plan amendments were formally circulated to the City of Calgary and City of Chestermere in October, 2019, and comments were submitted for Council's consideration at a public hearing.



## APPENDIX D: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES

The following design guidelines are intended to promote and ensure a coordinated and pleasant visual presence of commercial or industrial development in the Conrich plan area.

1. Local plans shall consider the County's Land Use bylaw landscaping and screening requirements and the County's Commercial, Office, and Industrial Design Guidelines and document how the local plan meets those requirements and guidelines.
2. Where buildings are located adjacent to a residential area, the building design emphasis should be on those building elevations that are facing the residential area.
3. Within any single parcel, the colours, materials, and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
4. All buildings shall be permanent structures with good quality exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick, or stone masonry. Wood, unfinished concrete, and concrete block may be used as a secondary material only.
5. Façades of buildings that exceed 30 metres measured horizontally, and facing residential areas or roadways, shall incorporate wall plane projections or recesses having a depth of at least 3 per cent of the length of the façade and extending at least 20 per cent of the length of the façade.
6. Façades of buildings facing adjacent residential areas shall include at least three of the following architectural elements:
  - a. colour change;
  - b. texture change;
  - c. material change; and
  - d. expression of an architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
7. Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.
8. Roofs should have at least two of the following features:
  - a. Parapets concealing flat roofs and/or rooftop mechanical and electrical equipment;
  - b. Overhanging eaves extending past the supporting wall;
  - c. Sloping or pitched roofs with two or more roof slope planes; and
  - d. Roof-top gardens that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc.
9. Each primary building shall have a clearly defined main entrance featuring at least

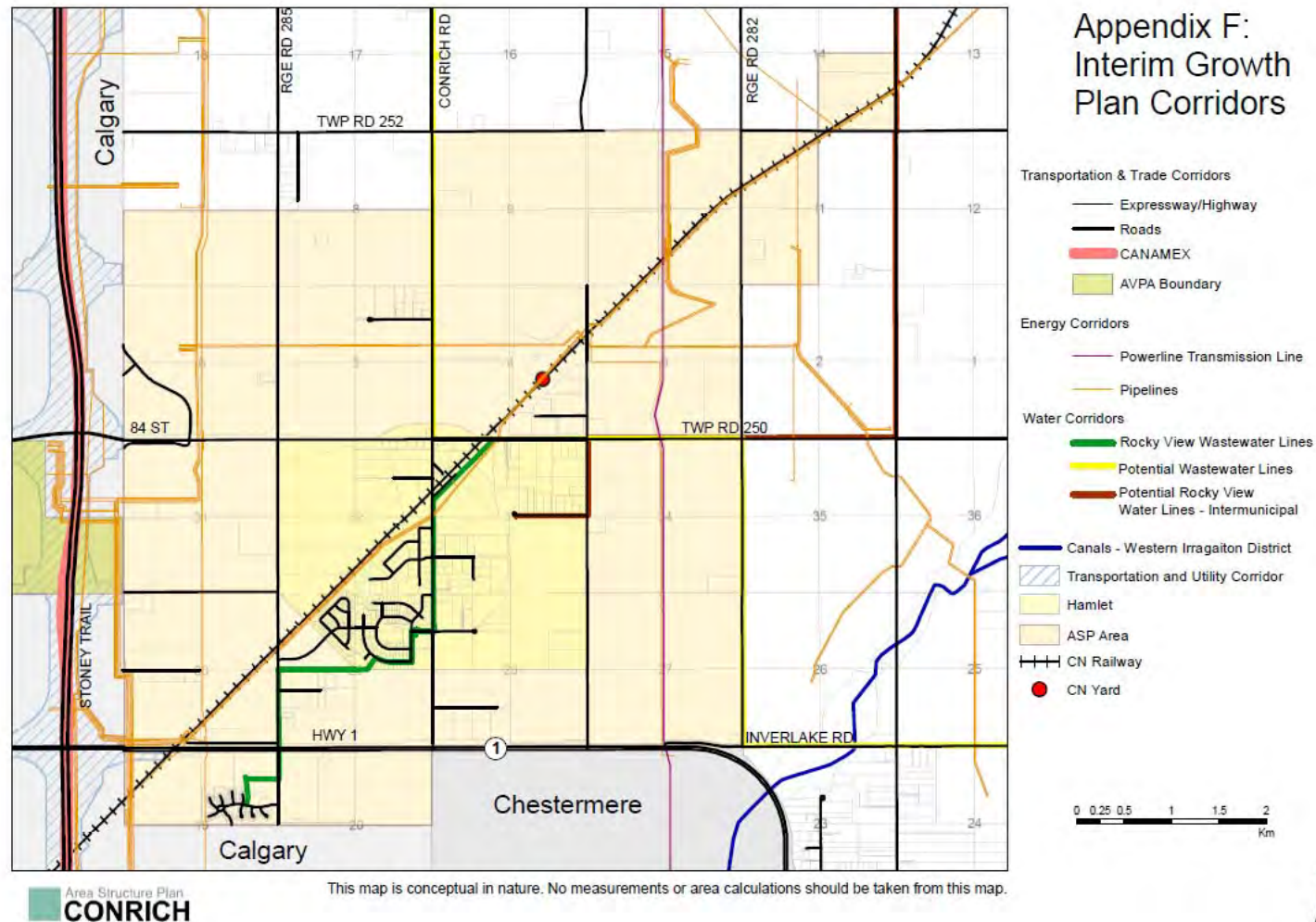
two of the following:

- a. Canopy or portico;
  - b. Overhang or arcade;
  - c. Raised corniced parapet over the door;
  - d. Outdoor amenity area;
  - e. Upgraded window glazing areas;
  - f. Integrated planters or landscaped sitting areas.
10. A minimum 3 metre landscaped area should be provided between the front of any primary building and any adjoining parking or lot area.
11. Landscape plans shall:
- a. promote the use of native plant material and plants proven for the climate of the region;
  - b. not rely on potable water for irrigation once the landscaped areas are established;
  - c. avoid species monoculture over large areas;
  - d. provide for massing of plantings;
  - e. ensure retaining walls and front yard fencing is decorative as well as functional; and
  - f. provide attractive landscape designs at key public intersections and entryways.

**APPENDIX E: KEY ALBERTA ENERGY REGULATOR INFORMATION**

- AER Bulletin 2013-03 Mandated Subdivision and Development Application Referrals, Setback Relaxations, Land Development Information Package, and Abandoned Well Information.
- Interim Directive ID 81-3: Minimum Distance Requirements Separating New Sour Gas Facilities from Residential and Other Developments.
- Directive 026: Setback Requirements for Oil Effluent Pipelines
- Directive 079: Surface Development in Proximity to Abandoned Wells
- Directive 056: Energy Development Applications and Schedules
- EnerFAQs: Explaining AER Setbacks - This EnerFAQs explains setbacks in the energy industry, how they are determined, and how they may affect Alberta citizens and their communities.

## APPENDIX F: INTERIM GROWTH PLAN CORRIDORS







## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020 **DIVISION:** 2  
**FILE:** 05701004 **APPLICATION:** PL20170009/10  
**SUBJECT:** First Reading Bylaw – Minor Amendment to the Central Springbank Area Structure Plan and Adoption of the Riverside Estates Conceptual Scheme

---

**PURPOSE:** To amend the Central Springbank Area Structure Plan and adopt the Riverside Estates Conceptual Scheme.  
**GENERAL LOCATION:** Located approximately 1.6 kilometres (1 mile) north of Highway 1 and approximately 1.6 kilometres (1 mile) east of Range Road 32; at the northeast junction of Calling Horse Estates and Calling Horse Drive.  
**APPLICANT:** IBI Group (Samuel Alatorre)  
**OWNERS:** 1226292 Alberta Ltd.  
**POLICY DIRECTION:** The City of Calgary/Rocky View County Intermunicipal Development Plan, the Central Springbank Area Structure Plan, and any other applicable policies.

### COUNCIL OPTIONS:

Option #1: THAT Bylaw C-8016-2020 be given first reading.  
 Option #2: THAT application PL20170009/10 be denied.

### APPLICATION REQUIREMENTS:

This application requires standard technical requirements under policy.

Respectfully submitted,

“Theresa Cochran”

---

Executive Director  
Community Development Services

Concurrence,

“Al Hoggan”

---

Chief Administrative Officer

AB/llt

### APPENDICES:

APPENDIX ‘A’: Bylaw C-8016-2020 with Schedule A and B  
 APPENDIX ‘B’: Map Set

---

### Administration Resources

Andrea Bryden, Planning and Development Services





ROCKY VIEW COUNTY

## BYLAW C-8016-2020

**A Bylaw of Rocky View County to amend Bylaw C-5354-2001, known as the “Central Springbank Area Structure Plan”, and adopt a Conceptual Scheme known as the “Riverside Estates Conceptual Scheme”.**

The Council of Rocky View County enacts as follows:

**PART 1 – TITLE**

This Bylaw shall be know as Bylaw C-8016-2020.

**PART 2 - DEFINITIONS**

In this Bylaw the definitions and terms shall have the meanings given to them in Land Use Bylaw C-4841-97, and the *Municipal Government Act*.

**PART 3 – EFFECT OF BYLAW**

**THAT** Bylaw C-5354-2001, known as the “Central Springbank Area Structure Plan”, be amended in accordance with the amendments contained in Schedule ‘A’, attached to and forming part of the Bylaw.

**THAT** the “Riverside Estates Conceptual Scheme” be adopted to provide a policy framework for future redesignation, subdivision, and development proposal within N ½ -01-25-03-W05M consisting of an area of approximately ± 54.20 hectares (± 133.94 acres) as defined in Schedule ‘B’ attached to and forming part of this Bylaw.

**PART 4 – TRANSITIONAL**

Bylaw C-8016-2020 is passed when it receives third reading, and is signed by the Reeve/Deputy Reeve and the Municipal Clerk, as per Section 189 of the *Municipal Government Act*.

**Division: 2**  
**File: 05701004/PL20170009/10**

READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

*PUBLIC HEARING WAS HELD IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020*

READ A SECOND TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Reeve

\_\_\_\_\_  
CAO or Designate

\_\_\_\_\_  
Date Bylaw Signed



ROCKY VIEW COUNTY

SCHEDULE 'A'  
FORMING PART OF BYLAW C-8016-2020

Schedule of Amendments to Bylaw C-5354-2001:

**Amendment #1:**

*Within Section 3.3, Adopted Conceptual Schemes, add the following:*

5. Riverside Estates Conceptual Scheme (C-8016-2020)

**Amendment #2:**

*Attach the "Riverside Estates Conceptual Scheme" as defined in Schedule 'B' attached to and forming part of this Bylaw.*



ROCKY VIEW COUNTY

## SCHEDULE 'B'

## FORMING PART OF BYLAW C-8016-2020

A Conceptual Scheme affecting the area within N ½ -01-25-03-W05M, consisting of an area of approximately ± 54.20 hectares (± 133.94 acres) herein referred to as the “Riverside Estates Conceptual Scheme”.



**File:** 05701004

**Development Proposal:** To amend the Central Springbank Area Structure Plan to include the Bearspaw Lakefront Estates Conceptual Scheme and to adopt the Bearspaw Lakefront Estates Conceptual Scheme to provide a policy framework to guide future subdivision and development proposals within N1/2-01-25-03-W5M.



## DEVELOPMENT PROPOSAL

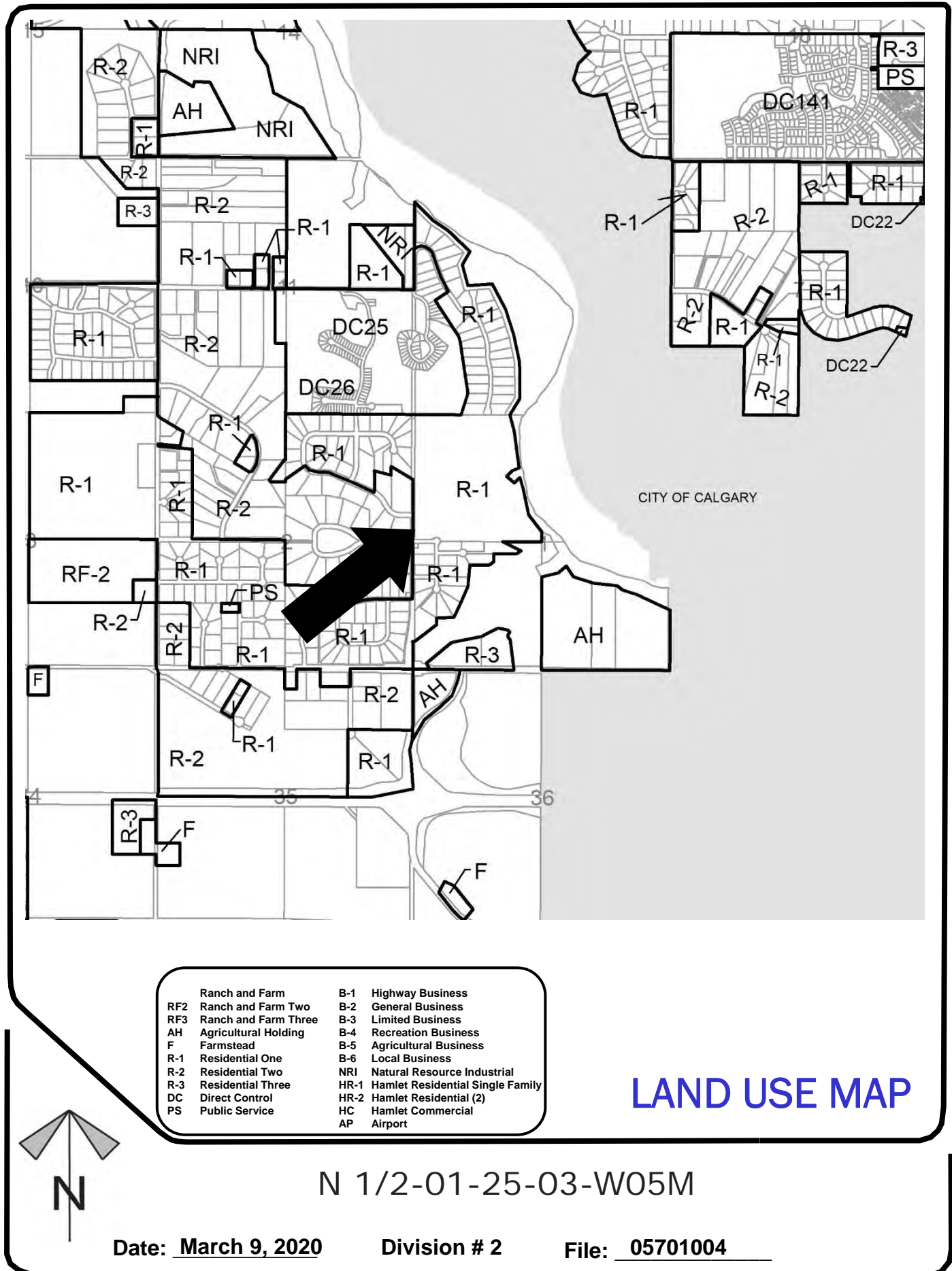


N 1/2-01-25-03-W05M

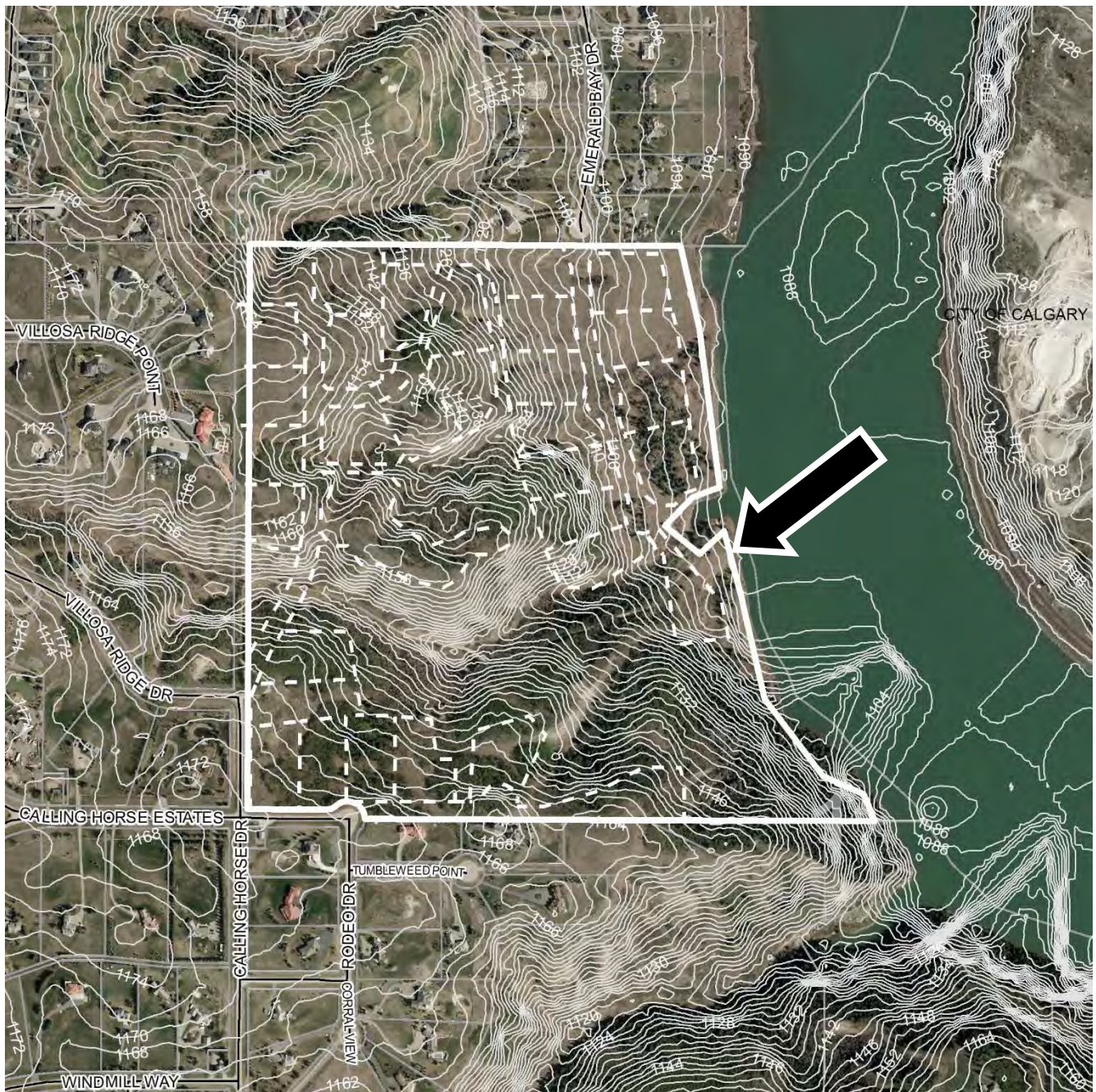
Date: March 9, 2020

Division # 2

File: 05701004







Contours are generated using 10m grid points, and depict general topographic features of the area. Detail accuracy at a local scale cannot be guaranteed. They are included for reference use only.

**TOPOGRAPHY**  
Contour Interval 2 M



N 1/2-01-25-03-W05M

Date: March 9, 2020

Division # 2

File: 05701004





Note: Post processing of raw aerial photography may cause varying degrees of visual distortion at the local level.

**AIR PHOTO**

*Spring 2018*



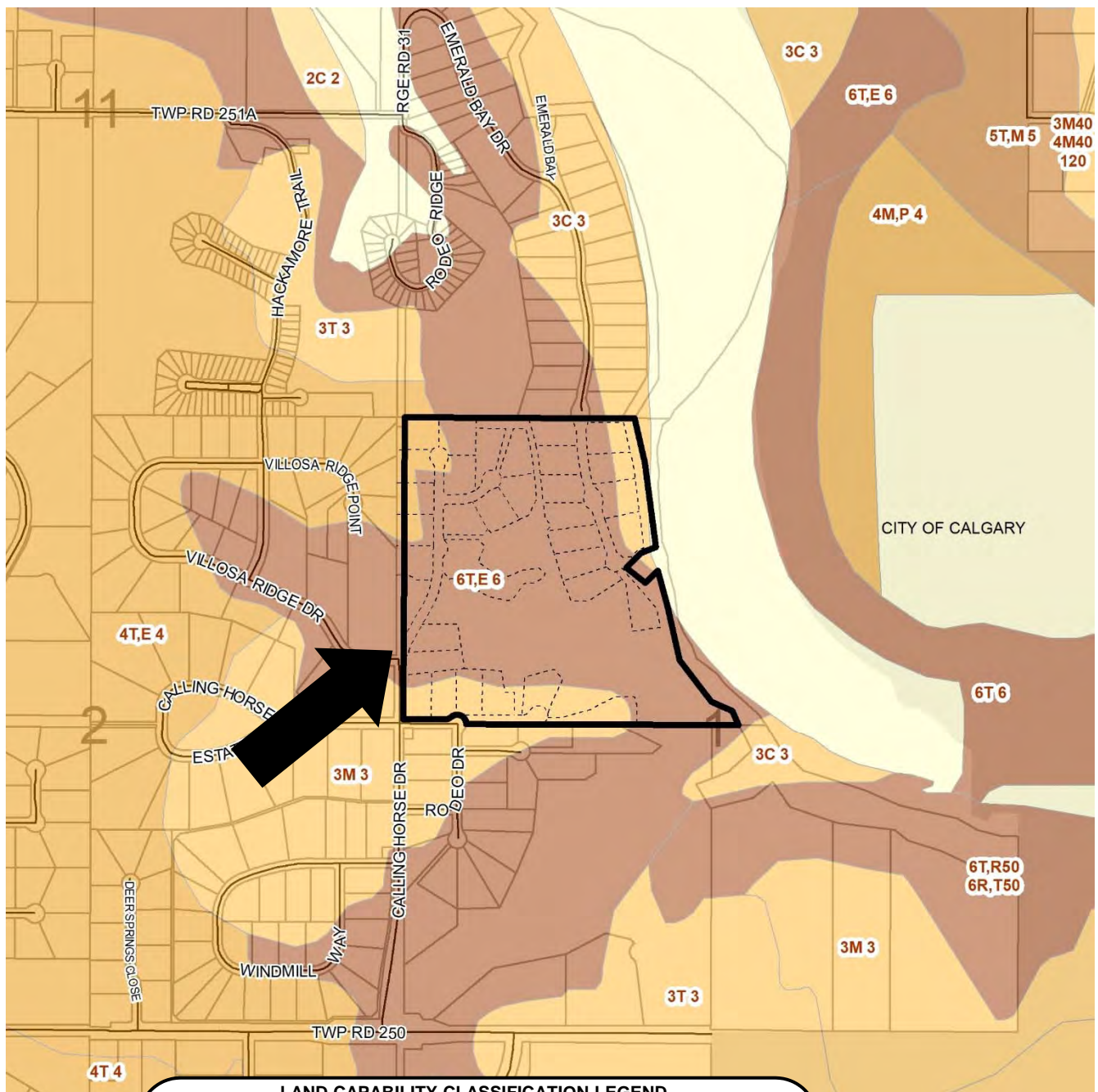
N 1/2-01-25-03-W05M

Date: March 9, 2020

Division # 2

File: 05701004





**LAND CAPABILITY CLASSIFICATION LEGEND**  
*Limitations refer to cereal, oilseeds and tame hay crops*

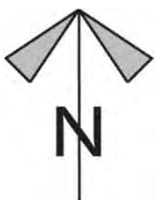
**CLI Class**

- 1 - No significant limitation
- 2 - Slight limitations
- 3 - Moderate limitations
- 4 - Severe limitations
- 5 - Very severe limitations
- 6 - Production is not feasible
- 7 - No capability

**Limitations**

- B - brush/tree cover
- C - climate
- D - low permeability
- E - erosion damage
- F - poor fertility
- G - Steep slopes
- H - temperature
- I - flooding
- J - field size/shape
- K - shallow profile development
- M - low moisture holding, adverse texture
- N - high salinity
- P - excessive surface stoniness
- R - shallowness to bedrock
- S - high sodicity
- T - adverse topography
- U - prior earth moving
- V - high acid content
- W - excessive wetness/poor drainage
- X - deep organic deposit
- Y - slowly permeable
- Z - relatively impermeable

**SOIL MAP**

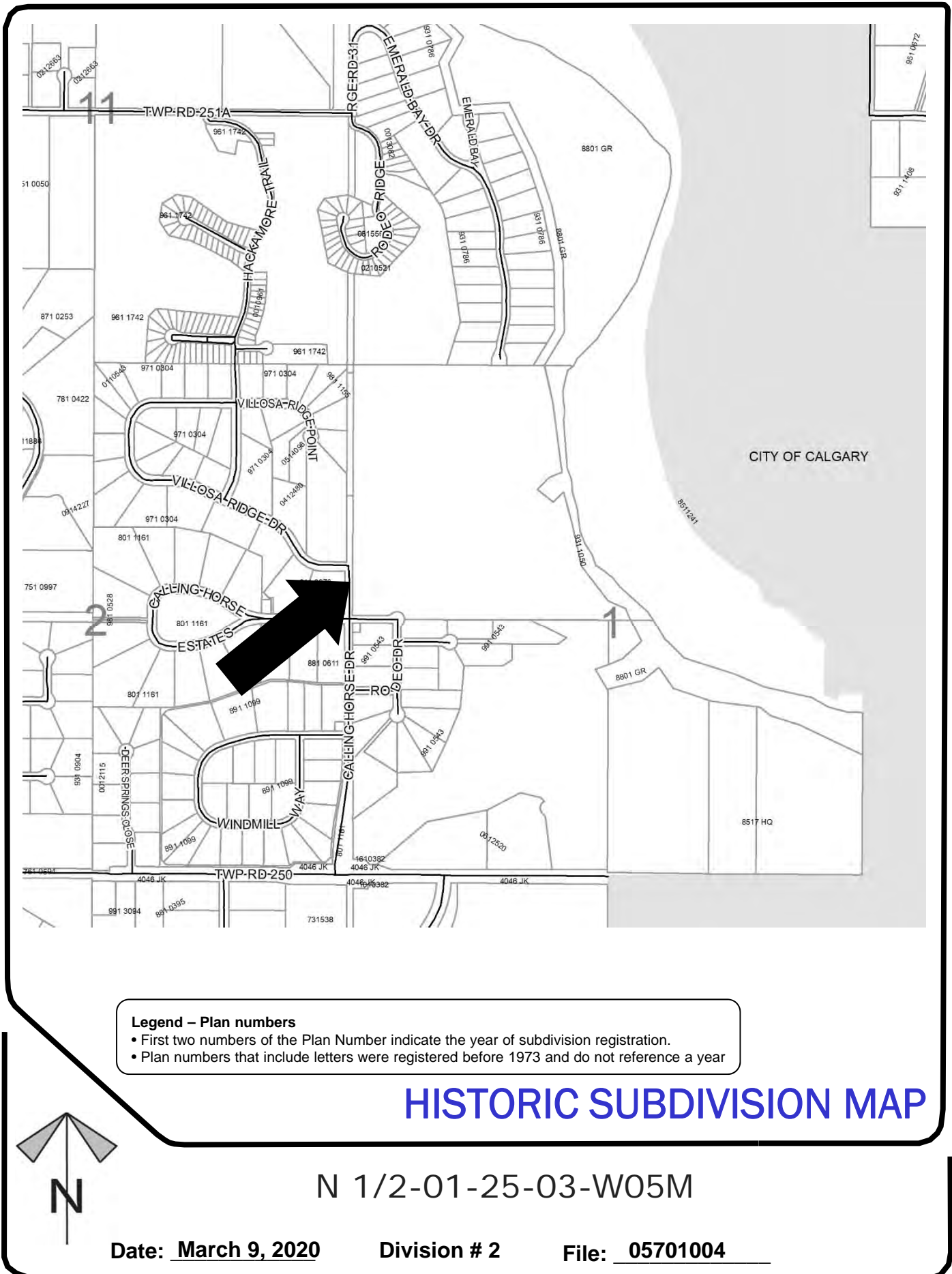


N 1/2-01-25-03-W05M

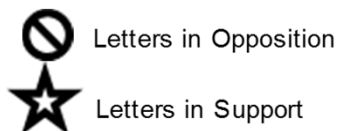
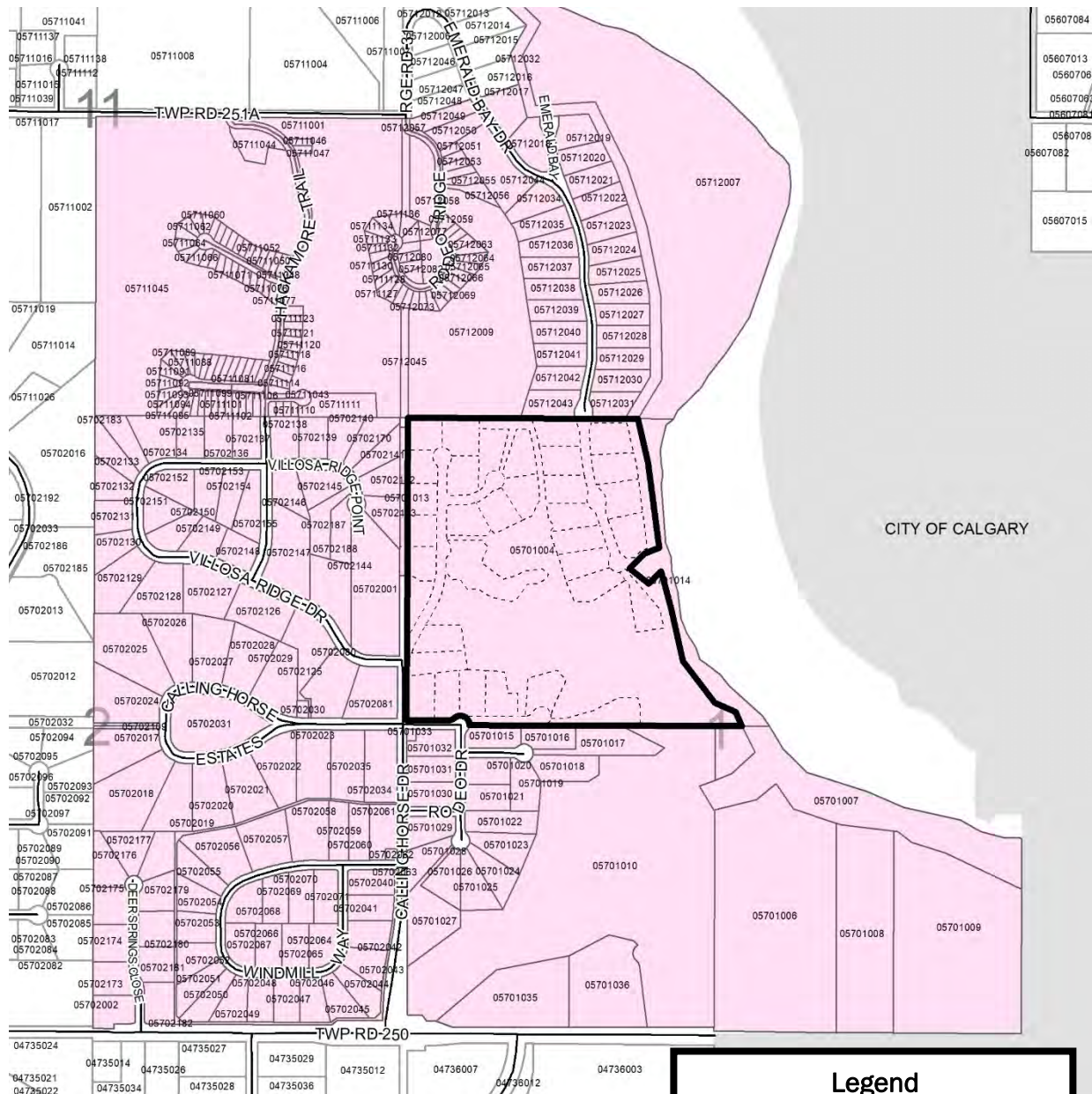
Date: March 9, 2020

Division # 2

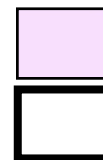
File: 05701004







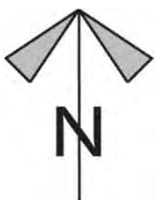
## Legend



Circulation Area

Subject Lands

## LANDOWNER CIRCULATION AREA



N 1/2-01-25-03-W05M

Date: March 9, 2020Division # 2File: 05701004



## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020  
**FILE:** 07308003  
**SUBJECT:** First Reading Bylaw - Residential Redesignation

**DIVISION:** 7  
**APPLICATION:** PL20190194

---

**PURPOSE:** To redesignate the subject lands from Agricultural Holdings District to Residential Two District in order to facilitate the future subdivision of a  $\pm$  4.00 acre parcel (Lot 1) and  $\pm$  16.91 acre remainder.

**GENERAL LOCATION:** Located approximately  $\frac{1}{2}$  mile east of the city of Airdrie; located on the east side of Range Road 285, approximately 0.1 km (1/16 mile) south of Highway 567.

**APPLICANT:** Carswell Planning (Bart Carswell)

**OWNERS:** Glenn and Ruth Hyde

**POLICY DIRECTION:** The County Plan.

### COUNCIL OPTIONS:

Option #1: THAT Bylaw C-7999-2020 be given first reading.  
Option #2: THAT application PL20190194 be denied.

### APPLICATION REQUIREMENTS:

This application requires standard technical requirements under policy.

Respectfully submitted,

"Theresa Cochran"

---

Executive Director  
Community and Development Services

Concurrence,

"Al Hoggan"

---

Chief Administrative Officer

ON/lt

### APPENDICES:

APPENDIX 'A': Bylaw C-7999-2020 & Schedule A  
APPENDIX 'B': Map Set

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### Administration Resources

Oksana Newmen, Planning and Development Services





## BYLAW C-7999-2020

### A Bylaw of Rocky View County to amend Land Use Bylaw C-4841-97

The Council of Rocky View County enacts as follows:

#### PART 1 – TITLE

This Bylaw may be cited as *Bylaw C-7999-2020*.

#### PART 2 – DEFINITIONS

Words in this Bylaw have the same meaning as those set out in the *Municipal Government Act* except for the definitions provided below:

- (1) **“Council”** means the duly elected Council of Rocky View County;
- (2) **“Municipal Government Act”** means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
- (3) **“Rocky View County”** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

#### PART 3 – EFFECT OF BYLAW

**THAT** Part 5, Land Use Map No. 73 of Bylaw C-4841-97 be amended by redesignating a portion of NW-8-27-28-W04M from Agricultural Holdings District to Residential Two District as shown on the attached Schedule 'A' forming part of this Bylaw.

**THAT** A portion of NW-8-27-28-W04M is hereby redesignated to Residential Two District as shown on the attached Schedule 'A' forming part of this Bylaw.

#### PART 4 – TRANSITIONAL

Bylaw C-7999-2020 comes into force when it receives third reading, and is signed by the Reeve/Deputy Reeve and CAO or Designate, as per the *Municipal Government Act*.

**Division: 7**

**File: 07308003 - PL20190194**

READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

*PUBLIC HEARING WAS HELD IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020*

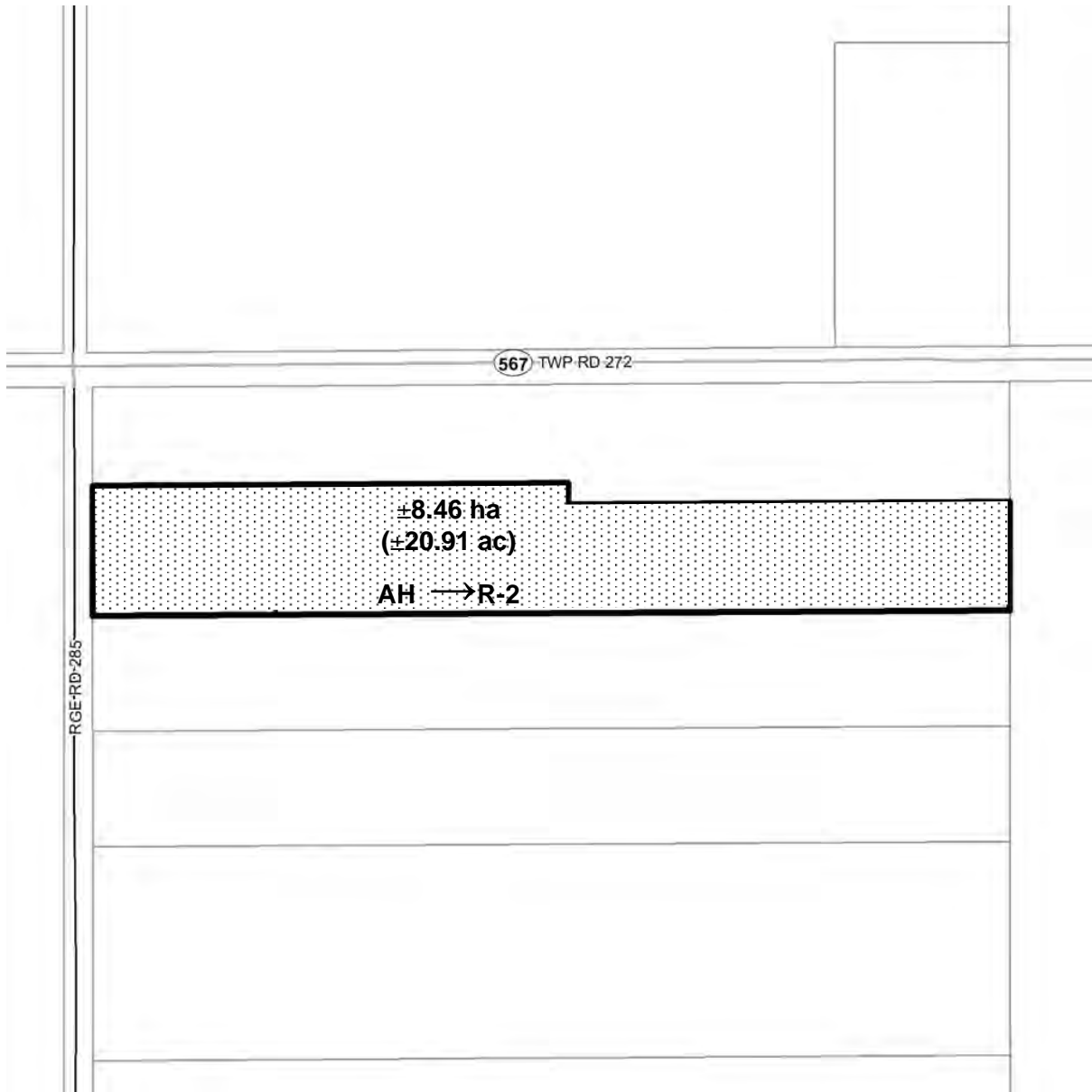
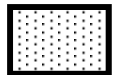
READ A SECOND TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Reeve

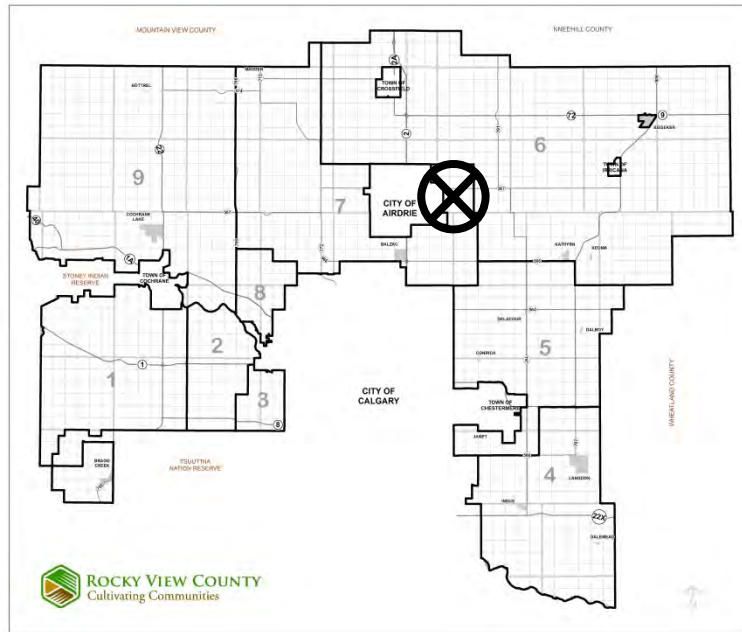
\_\_\_\_\_  
CAO or Designate

\_\_\_\_\_  
Date Bylaw Signed

**SCHEDULE "A"****BYLAW:** C-7999-2020**AMENDMENT****FROM** Agricultural Holdings District **TO** Residential Two District

Subject Land \_\_\_\_\_

**LEGAL DESCRIPTION:** NW-8-27-28-W4M**FILE:** PL20190194**DIVISION: 6****ROCKY VIEW COUNTY**  
Cultivating Communities



CITY OF AIRDRIE

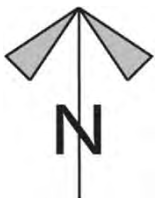
567 TWP RD:272

RGE RD:284

RGE RD:285

8

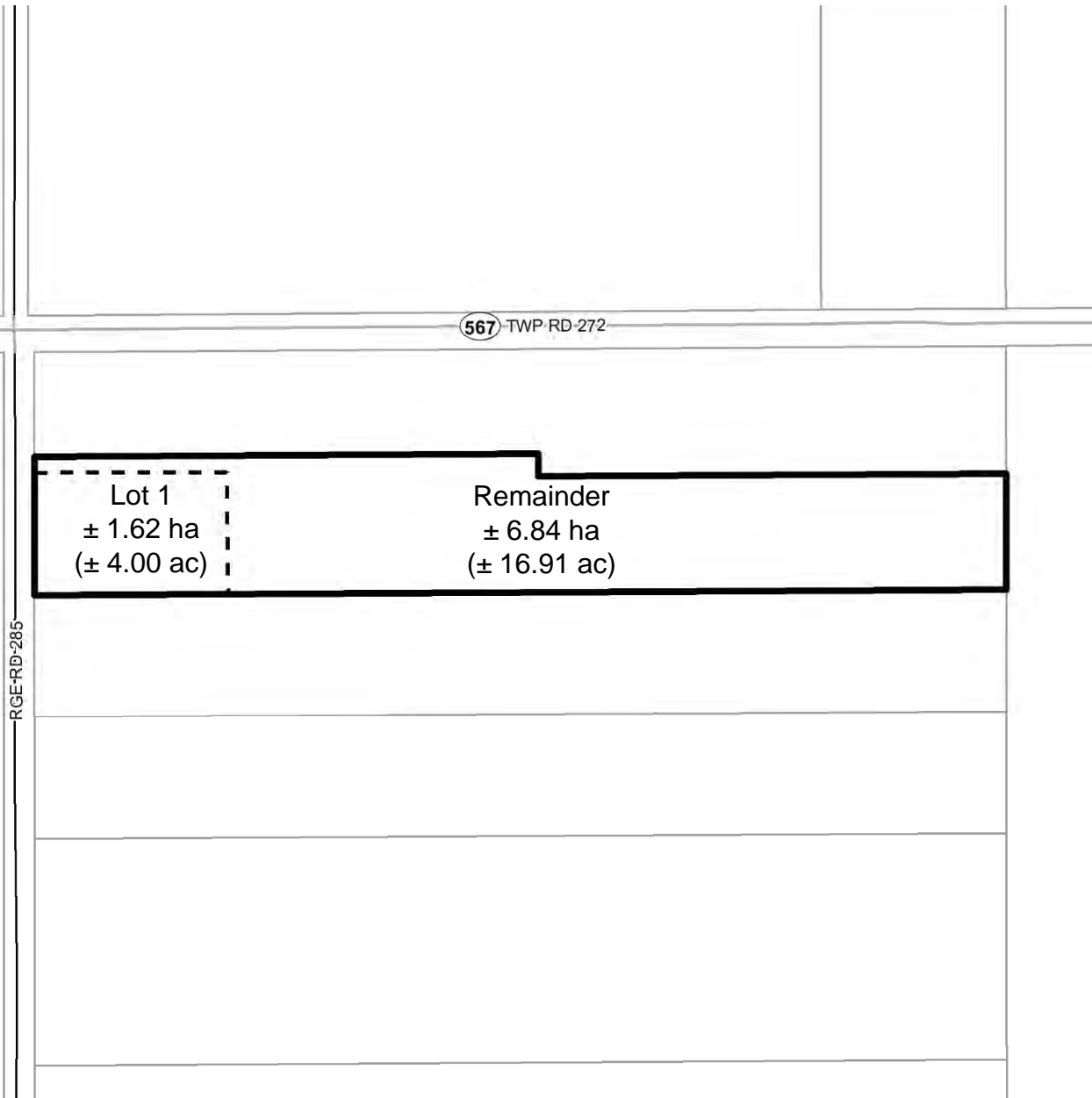
LOCATION PLAN



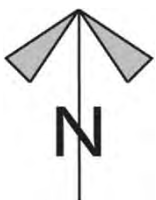
NW-08-27-28-W04M  
Lot: 12 Block: 1 Plan: 0012395

Date: Dec 16, 2019Division # 7File: 07308003

**Redesignation Proposal:** To redesignate the subject lands from Agricultural Holdings District to Residential Two District in order to facilitate the future subdivision of a  $\pm 1.62$  hectare ( $\pm 4.00$  acre) parcel (Lot 1) and  $\pm 6.84$  hectare ( $\pm 16.91$  acre) remainder.



## DEVELOPMENT PROPOSAL

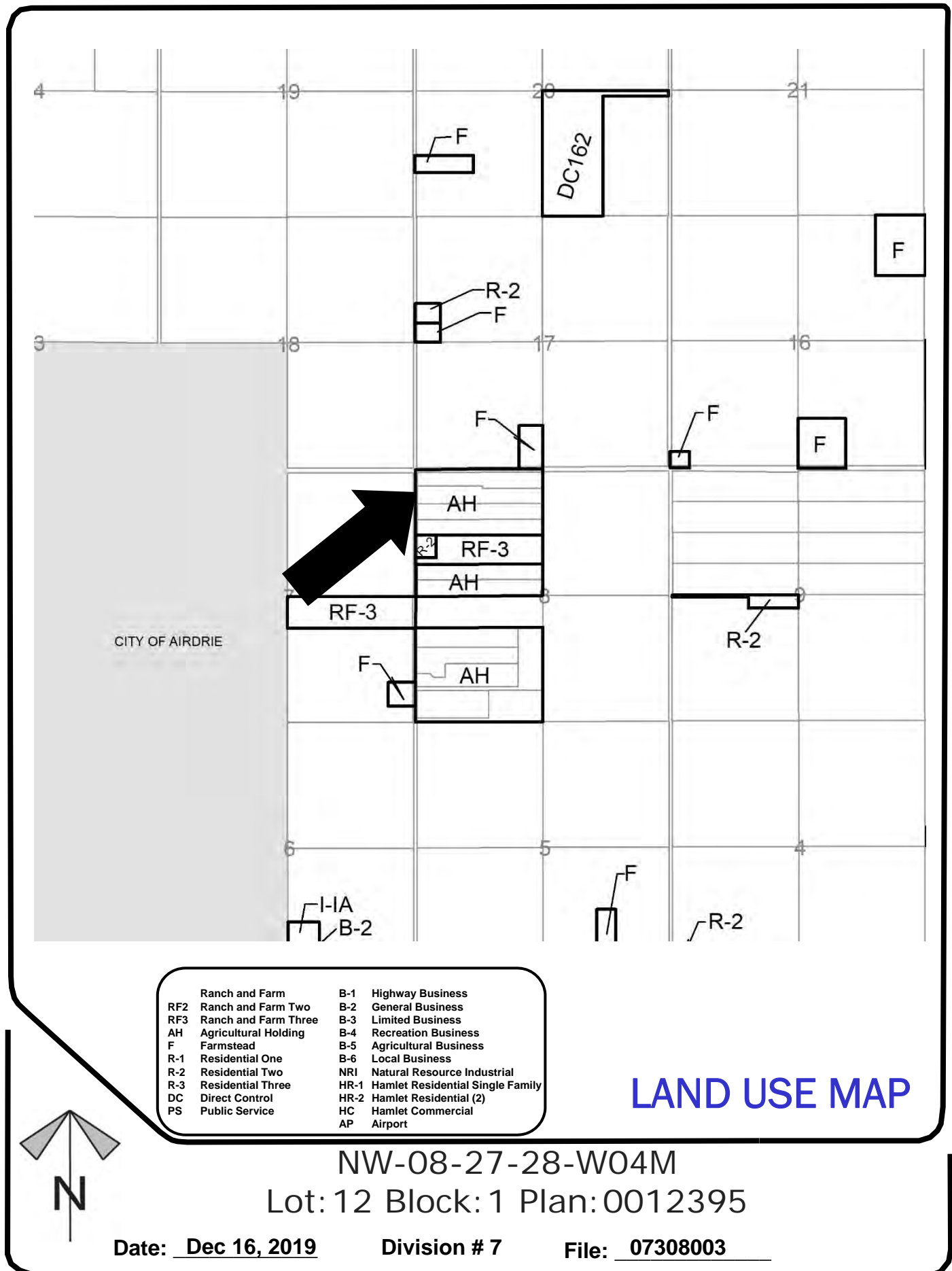


NW-08-27-28-W04M  
Lot: 12 Block: 1 Plan: 0012395

Date: Dec 16, 2019

Division # 7

File: 07308003







Contours are generated using 10m grid points, and depict general topographic features of the area. Detail accuracy at a local scale cannot be guaranteed. They are included for reference use only.

**TOPOGRAPHY**  
*Contour Interval 2 M*



NW-08-27-28-W04M  
Lot: 12 Block: 1 Plan: 0012395

Date: Dec 16, 2019

Division # 7

File: 07308003





Note: Post processing of raw aerial  
photography may cause varying degrees  
of visual distortion at the local level.

**AIR PHOTO**

*Spring 2018*

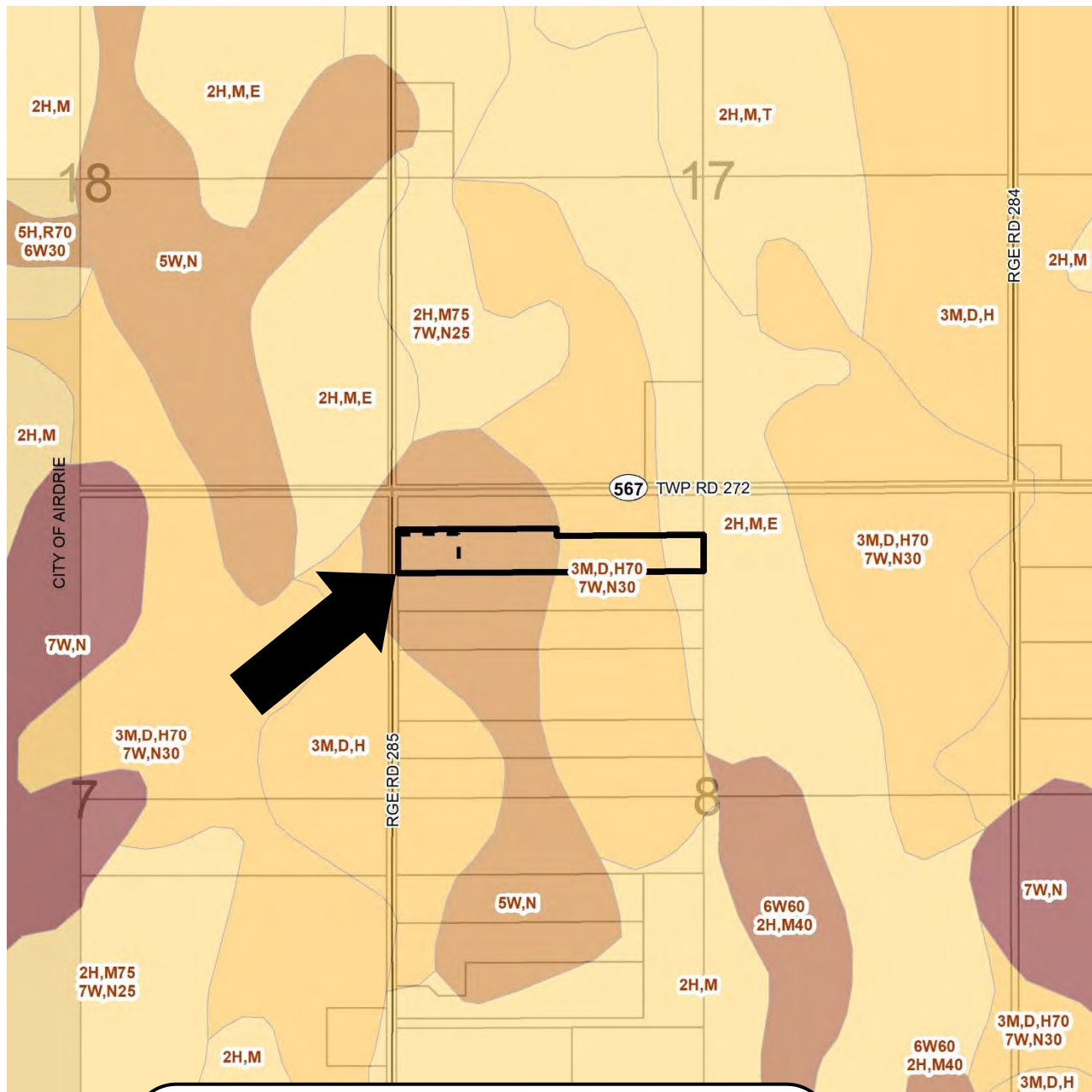


NW-08-27-28-W04M  
Lot: 12 Block: 1 Plan: 0012395

Date: Dec 16, 2019

Division # 7

File: 07308003



**LAND CAPABILITY CLASSIFICATION LEGEND**  
*Limitations refer to cereal, oilseeds and tame hay crops*

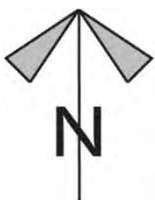
**CLI Class**

- 1 - No significant limitation
- 2 - Slight limitations
- 3 - Moderate limitations
- 4 - Severe limitations
- 5 - Very severe limitations
- 6 - Production is not feasible
- 7 - No capability

**Limitations**

- B - brush/tree cover
- C - climate
- D - low permeability
- E - erosion damage
- F - poor fertility
- G - Steep slopes
- H - temperature
- I - flooding
- J - field size/shape
- K - shallow profile development
- M - low moisture holding, adverse texture
- N - high salinity
- P - excessive surface stoniness
- R - shallowness to bedrock
- S - high sodicity
- T - adverse topography
- U - prior earth moving
- V - high acid content
- W - excessive wetness/poor drainage
- X - deep organic deposit
- Y - slowly permeable
- Z - relatively impermeable

**SOIL MAP**



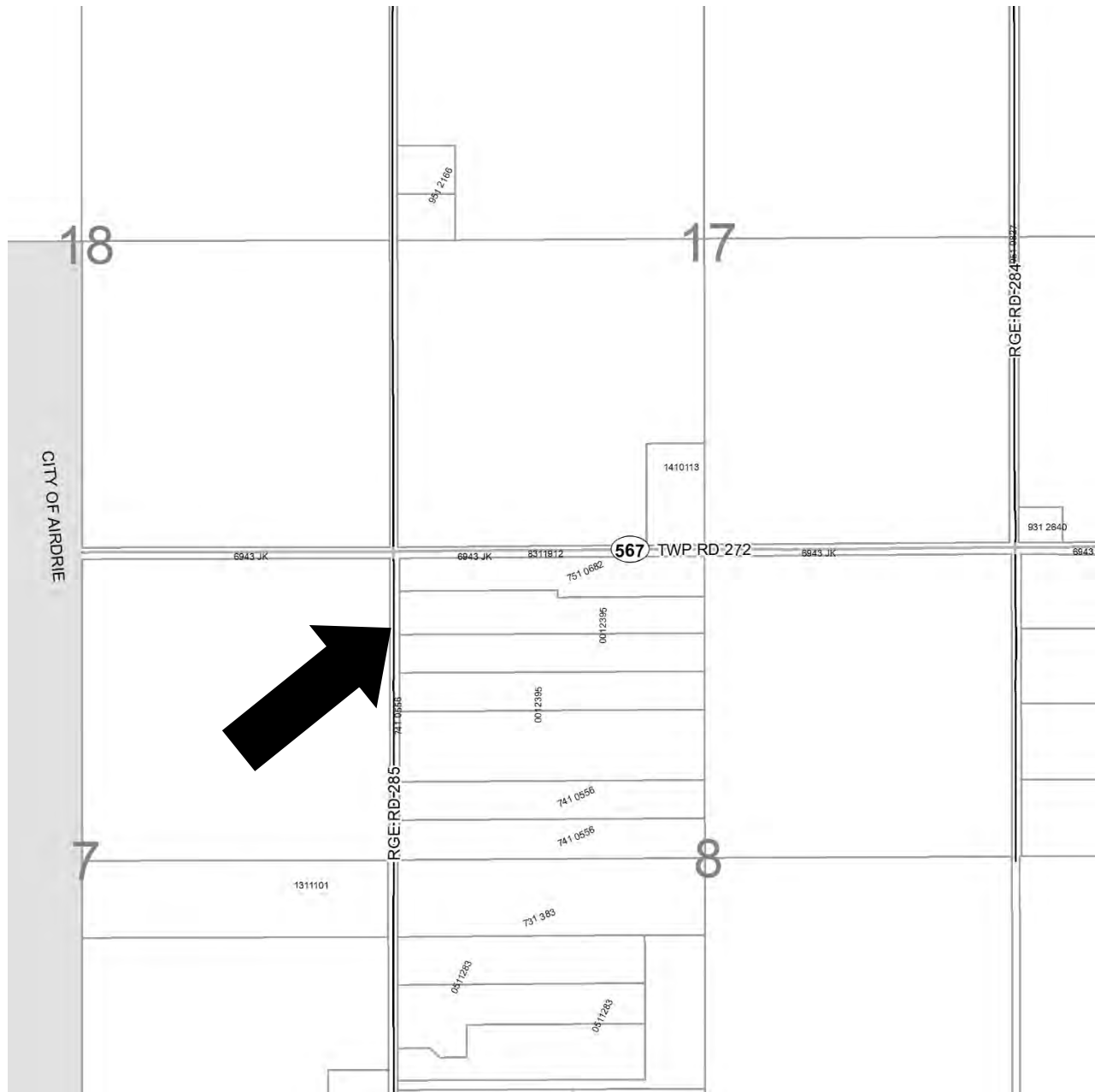
NW-08-27-28-W04M  
 Lot: 12 Block: 1 Plan: 0012395

Date: Dec 16, 2019

Division # 7

File: 07308003



**Legend – Plan numbers**

- First two numbers of the Plan Number indicate the year of subdivision registration.
- Plan numbers that include letters were registered before 1973 and do not reference a year

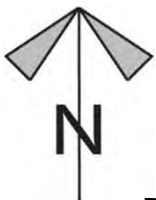
**HISTORIC SUBDIVISION MAP**

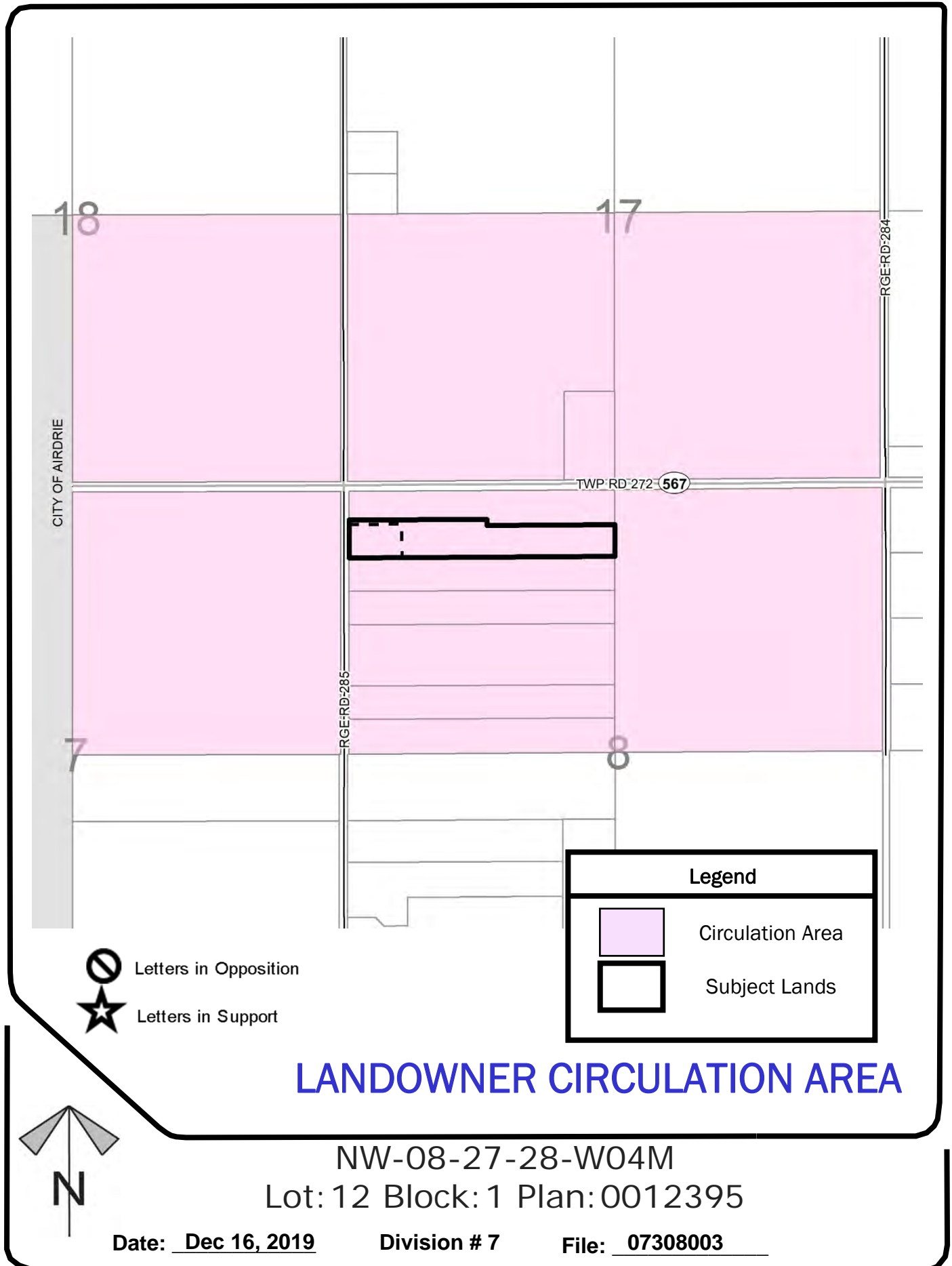
NW-08-27-28-W04M

Lot: 12 Block: 1 Plan: 0012395

Date: Dec 16, 2019

Division # 7

File: 07308003





## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020  
**FILE:** 05308013  
**SUBJECT:** First Reading Bylaw – Commercial Redesignation

**DIVISION:** 5  
**APPLICATION:** PL20190181

---

**PURPOSE:** The purpose of this application is to redesignate the subject lands from Residential Two District to Live-Work District to accommodate a trucking company.

**GENERAL LOCATION:** Located approximately 0.41 kilometres (1/4 mile) south of Township Road 252 and on the east side of Range Road 285, approximately 1.61 kilometres (1 mile) east of the city of Calgary.

**APPLICANT:** Terradigm Development Consultants Inc. (Steve Grande)

**OWNERS:** Harpal S & Jatinder K Atwal

**POLICY DIRECTION:** Relevant policies for this application include the Interim Growth Plan and the County Plan.

### COUNCIL OPTIONS:

Option #1: THAT Bylaw C-8022-2020 be given first reading.  
Option #2: THAT application PL20190181 be denied.

### APPLICATION REQUIREMENTS:

The application submission appears complete; however, additional information may be requested through the assessment of the application.

Respectfully submitted,

Concurrence,

“Theresa Cochran”

“Al Hoggan”

---

Executive Director  
Community Development Services

---

Chief Administrative Officer

JA/lt

### APPENDICES:

APPENDIX 'A': Bylaw C-8022-2020 & Schedule A  
APPENDIX 'B': Map Set

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### Administration Resources

Jessica Anderson, Planning and Development Services



ROCKY VIEW COUNTY

## BYLAW C-8022-2020

### A Bylaw of Rocky View County to amend Land Use Bylaw C-4841-97

The Council of Rocky View County enacts as follows:

#### PART 1 – TITLE

This Bylaw shall be known as Bylaw C-8022-2020.

#### PART 2 – DEFINITIONS

In this Bylaw, the definitions and terms shall have the meanings given to them in Land Use Bylaw C-4841-97 and the *Municipal Government Act*.

#### PART 3 – EFFECT OF BYLAW

**THAT** Part 5, Land Use Map No. 53 of Bylaw C-4841-97 be amended by redesignating Lot 4, Block 4, Plan 0412583, within NW-08-25-28-W04M from Residential Two District to Live-Work District as shown on the attached Schedule 'A' forming part of this Bylaw.

**THAT** Lot 4, Block 4, Plan 0412583, within NW-08-25-28-W04M is hereby redesignated to Live-Work District as shown on the attached Schedule 'A' forming part of this Bylaw.

#### PART 4 – TRANSITIONAL

Bylaw C-8022-2020 is passed when it receives third reading, and is signed by the Reeve/Deputy Reeve and the Municipal Clerk, as per Section 189 of the *Municipal Government Act*.

**Division: 5**

**File: 05308013/ PL20190181**

READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

*PUBLIC HEARING WAS HELD IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020*

READ A SECOND TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Reeve

\_\_\_\_\_  
CAO or Designate

\_\_\_\_\_  
Date Bylaw Signed



## SCHEDULE "A"

BYLAW: C-8022-2020

RGE-RD-285

SUNSHINE-RD

± 1.21 ha  
(± 3.00 ac)

**AMENDMENT**

FROM Residential Two District TO Live-Work District



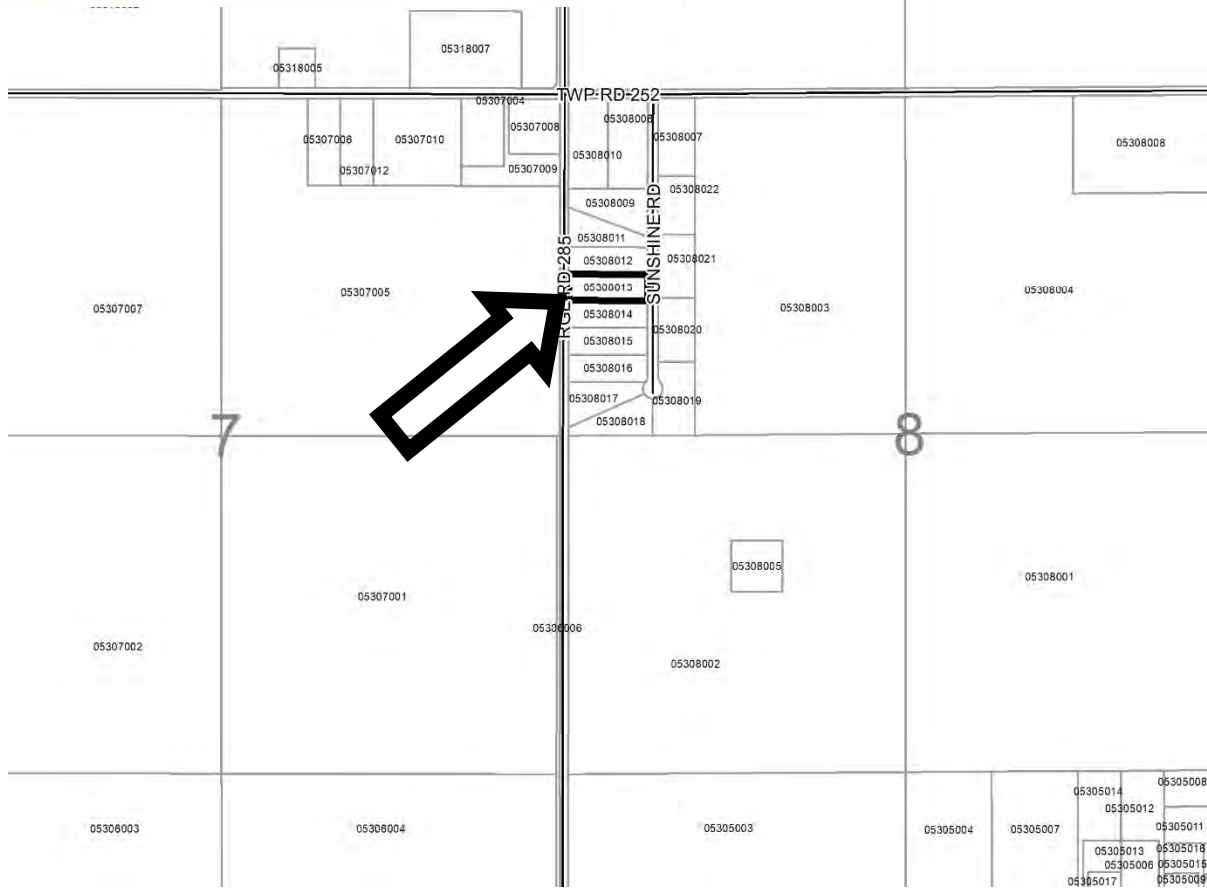
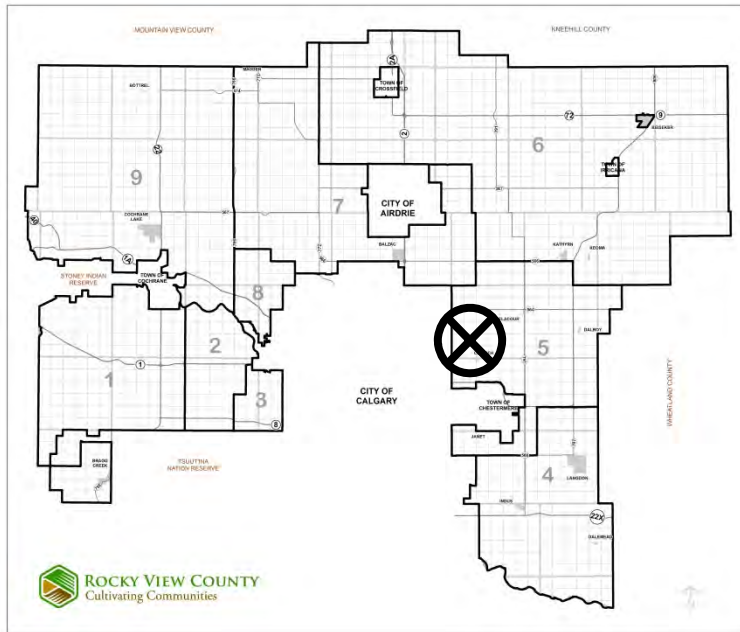
Subject Land \_\_\_\_\_

LEGAL DESCRIPTION: Lot 4, Block 4, Plan 0412583  
within NW-08-25-28-W04M

FILE: 05308013

**DIVISION: 5**





## LOCATION PLAN



NW-08-25-28-W04M  
Lot: 4 Block: 4 Plan: 0412583

Date: Nov 25, 2019

Division # 5

File: 05308013

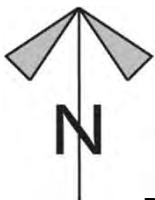
**Development Proposal:** To redesignate the subject lands from Residential Two District to Live-Work District to accommodate a trucking company.

RGE-RD-285

SUNSHINE-RD

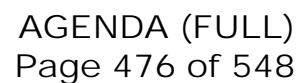
R-2 → L-W  
± 1.21 ha  
(± 3.00 ac)

## DEVELOPMENT PROPOSAL

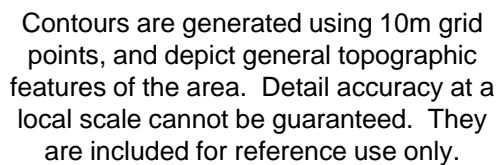


NW-08-25-28-W04M  
Lot: 4 Block: 4 Plan: 0412583

Date: Nov 25, 2019Division # 5File: 05308013







NW-08-25-28-W04M  
Lot: 4 Block: 4 Plan: 0412583

**Date:** Nov 25, 2019

## Division # 5

**File: 05308013**





Note: Post processing of raw aerial  
photography may cause varying degrees  
of visual distortion at the local level.

**AIR PHOTO**

*Spring 2018*



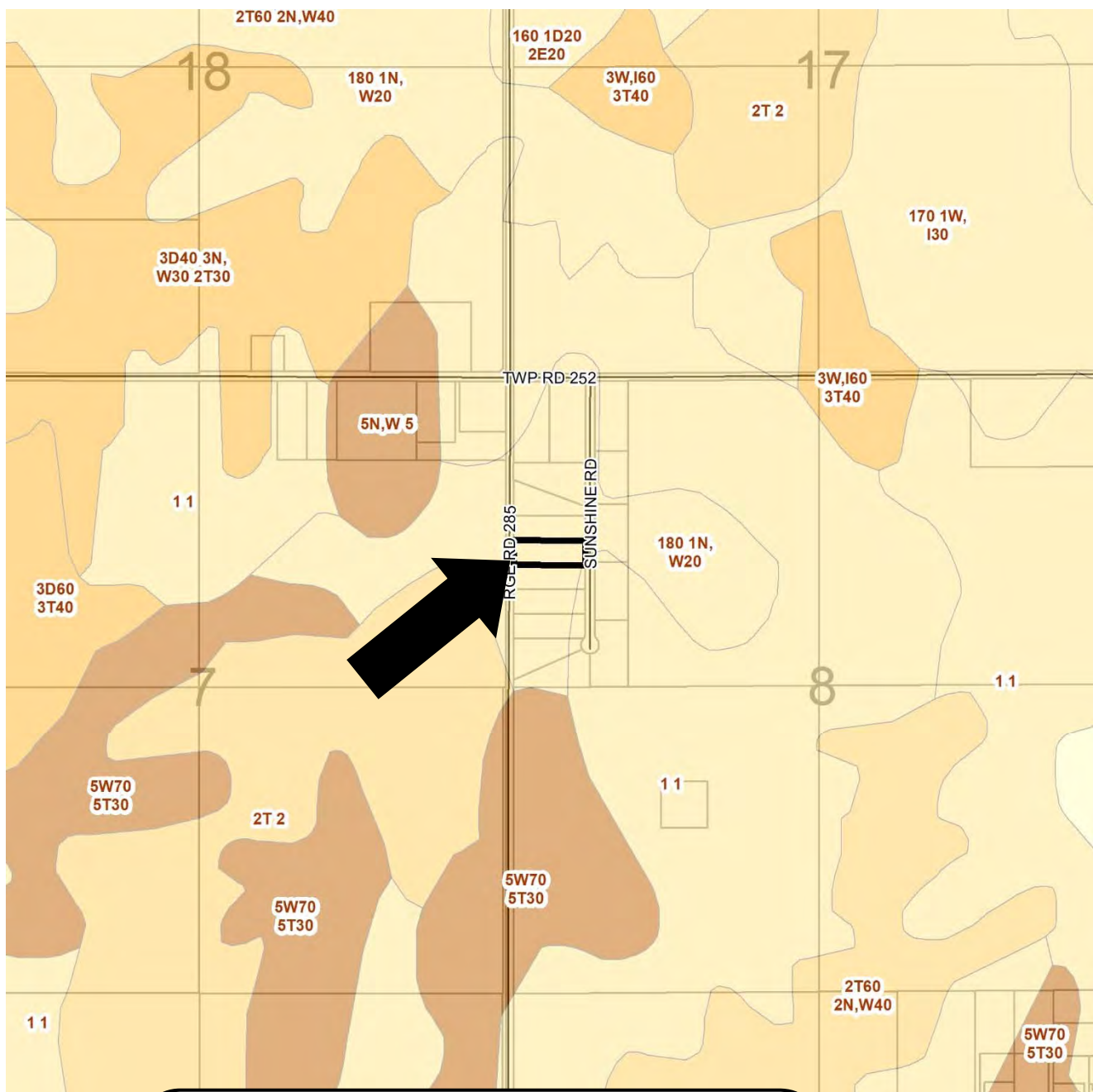
NW-08-25-28-W04M  
Lot: 4 Block: 4 Plan: 0412583

Date: Nov 25, 2019

Division # 5

File: 05308013





**LAND CAPABILITY CLASSIFICATION LEGEND**  
*Limitations refer to cereal, oilseeds and tame hay crops*

**CLI Class**

- 1 - No significant limitation
- 2 - Slight limitations
- 3 - Moderate limitations
- 4 - Severe limitations
- 5 - Very severe limitations
- 6 - Production is not feasible
- 7 - No capability

**Limitations**

- B - brush/tree cover
- C - climate
- D - low permeability
- E - erosion damage
- F - poor fertility
- G - Steep slopes
- H - temperature
- I - flooding
- J - field size/shape
- K - shallow profile development
- M - low moisture holding, adverse texture
- N - high salinity
- P - excessive surface stoniness
- R - shallowness to bedrock
- S - high sodicity
- T - adverse topography
- U - prior earth moving
- V - high acid content
- W - excessive wetness/poor drainage
- X - deep organic deposit
- Y - slowly permeable
- Z - relatively impermeable

**SOIL MAP**

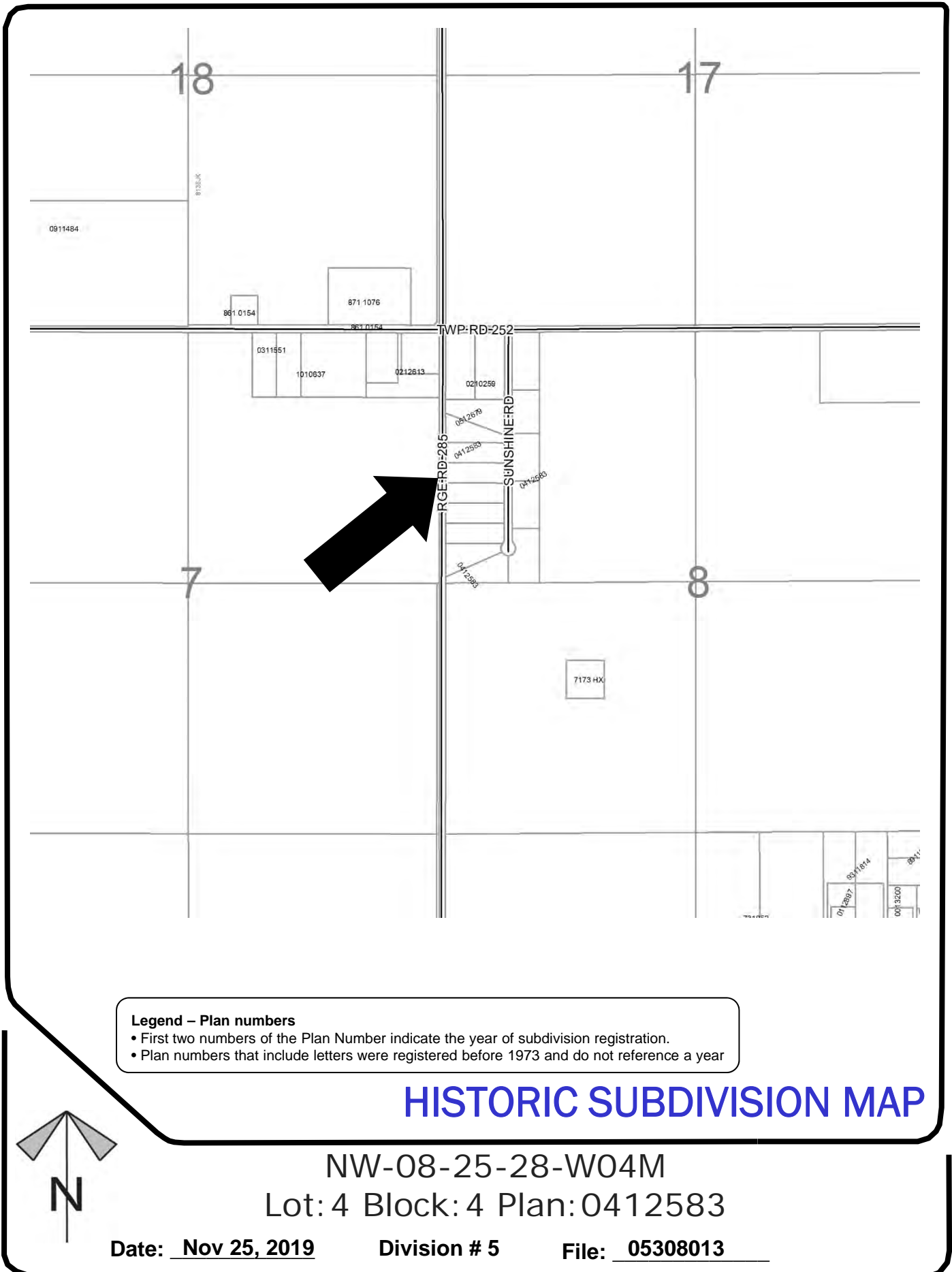


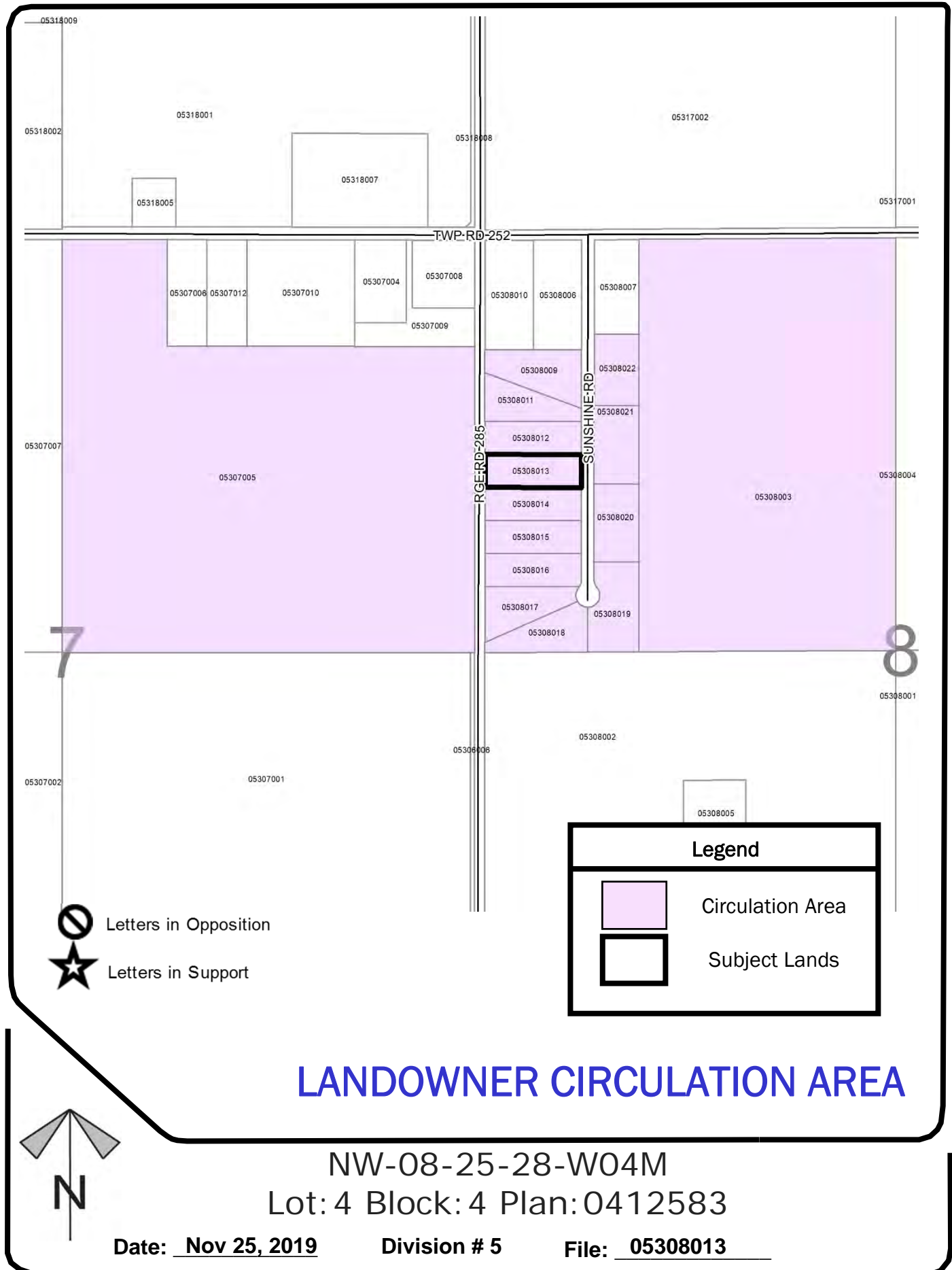
NW-08-25-28-W04M  
 Lot: 4 Block: 4 Plan: 0412583

Date: Nov 25, 2019

Division # 5

File: 05308013







## PLANNING AND DEVELOPMENT SERVICES

---

**TO:** Council

**DATE:** April 28, 2020 **DIVISION:** 9

**FILE:** 08903001 **APPLICATION:** PL20190188

**SUBJECT:** First Reading Bylaw – Agricultural Redesignation

---

**PURPOSE:** The purpose of this application is to redesignate a portion of the subject lands from Ranch and Farm District to Agricultural Holdings District to accommodate the creation of one new 20 acre lot.

**GENERAL LOCATION:** Located at the southeast junction of Grand Valley Road and Range Road 52.

**APPLICANT:** Mark S. Bartlett

**OWNERS:** Mark S. Bartlett

**POLICY DIRECTION:** Relevant policies for this application include the Interim Growth Plan and the County Plan.

### COUNCIL OPTIONS:

Option #1: THAT Bylaw C-8023-2020 be given first reading.

Option #2: THAT application PL20190188 be denied.

### APPLICATION REQUIREMENTS:

The application submission appears complete; however, additional information may be requested through the assessment of the application.

Respectfully submitted,

Concurrence,

“Theresa Cochran”

“Al Hoggan”

---

Executive Director  
Community Development Services

---

Chief Administrative Officer

JA/lt

### APPENDICES:

APPENDIX ‘A’: Bylaw C-8023-2020 & Schedule A

APPENDIX ‘B’: Map Set

---

### Administration Resources

Jessica Anderson, Planning and Development Services



ROCKY VIEW COUNTY

## BYLAW C-8023-2020

### A Bylaw of Rocky View County to amend Land Use Bylaw C-4841-97

The Council of Rocky View County enacts as follows:

#### PART 1 – TITLE

This Bylaw shall be known as Bylaw C-8023-2020.

#### PART 2 – DEFINITIONS

In this Bylaw, the definitions and terms shall have the meanings given to them in Land Use Bylaw C-4841-97 and the *Municipal Government Act*.

#### PART 3 – EFFECT OF BYLAW

**THAT** Part 5, Land Use Map No. 89 of Bylaw C-4841-97 be amended by redesignating a portion of NE-03-28-05-W05M from Ranch and Farm District to Agricultural Holdings District as shown on the attached Schedule 'A' forming part of this Bylaw.

**THAT** A portion of NE-03-28-05-W05M is hereby redesignated to Agricultural Holdings District as shown on the attached Schedule 'A' forming part of this Bylaw.

#### PART 4 – TRANSITIONAL

Bylaw C-8023-2020 is passed when it receives third reading, and is signed by the Reeve/Deputy Reeve and the Municipal Clerk, as per Section 189 of the *Municipal Government Act*.

**Division: 9**

**File: 08903001/ PL20190188**

READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

*PUBLIC HEARING WAS HELD IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020*

READ A SECOND TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

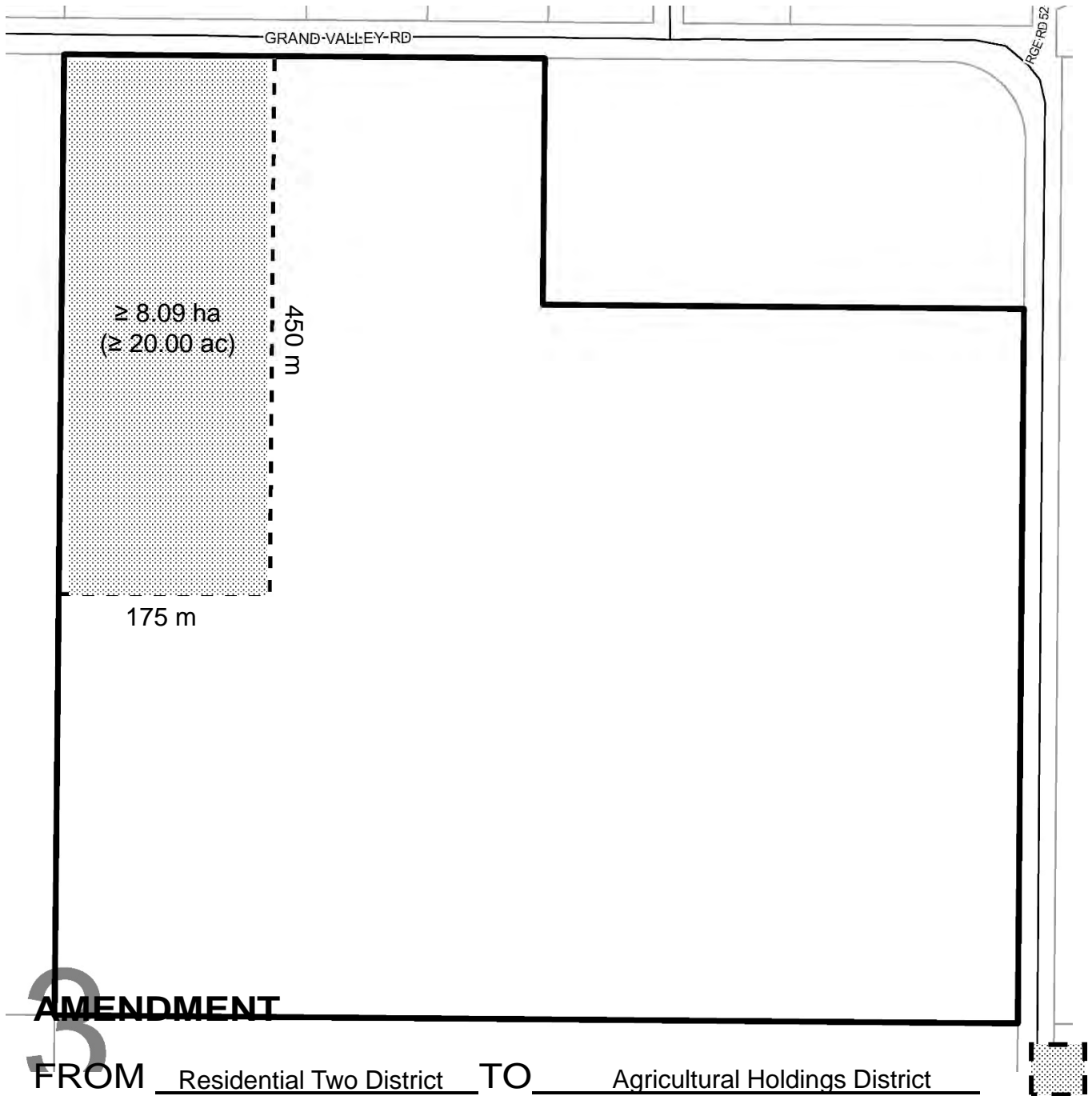
\_\_\_\_\_  
Reeve

\_\_\_\_\_  
CAO or Designate

\_\_\_\_\_  
Date Bylaw Signed

## SCHEDULE "A"

BYLAW: C-8023-2020



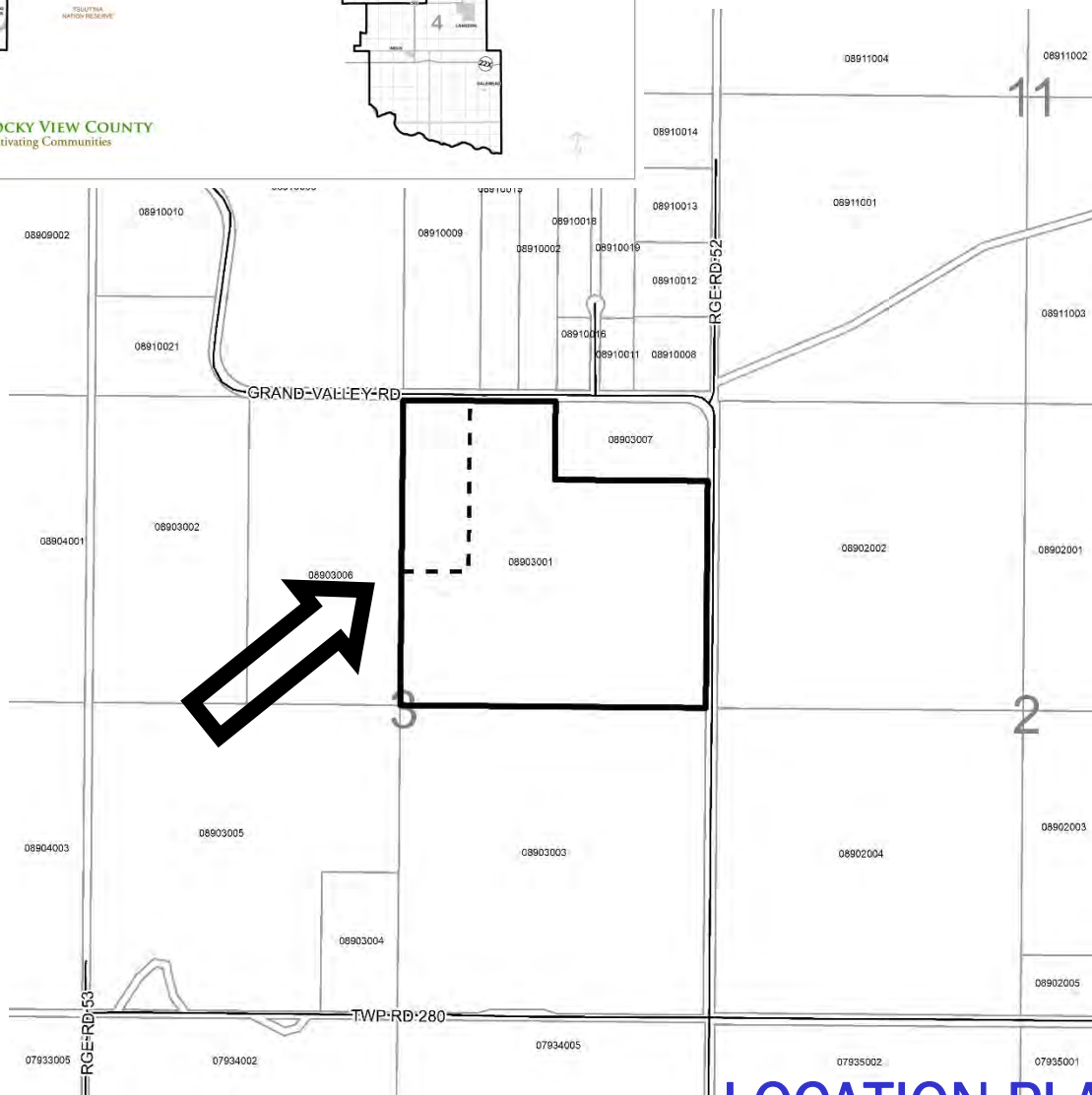
Subject Land \_\_\_\_\_

LEGAL DESCRIPTION: NE-03-28-05-W05MFILE: 08903001

DIVISION: 9



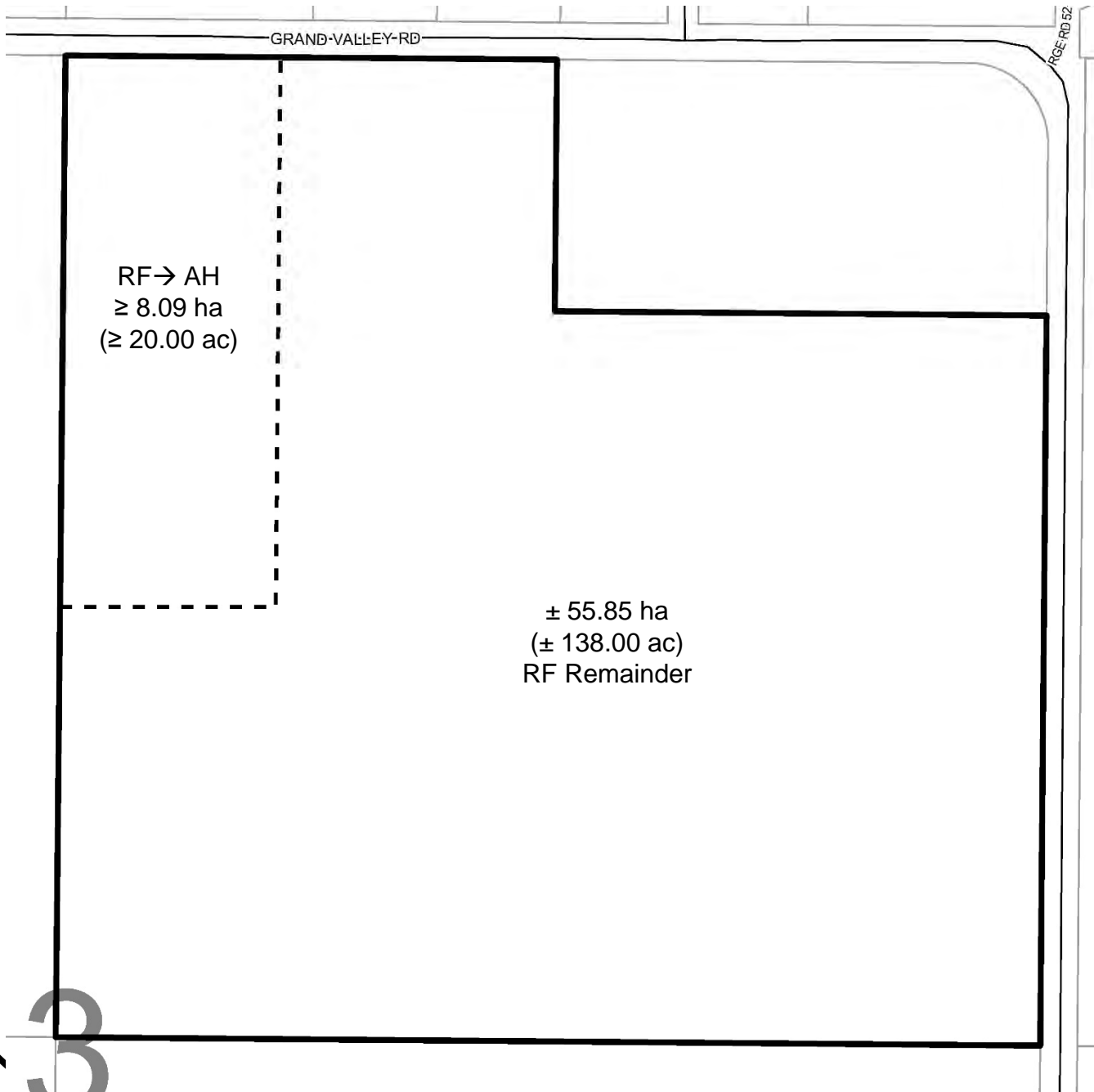




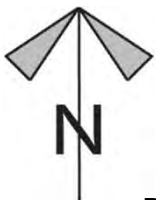
## LOCATION PLAN

**File: 08903001**

**Development Proposal:** To redesignate a portion of the subject lands from Ranch and Farm District to Agricultural Holdings District to accommodate creation of one new lot.



## DEVELOPMENT PROPOSAL

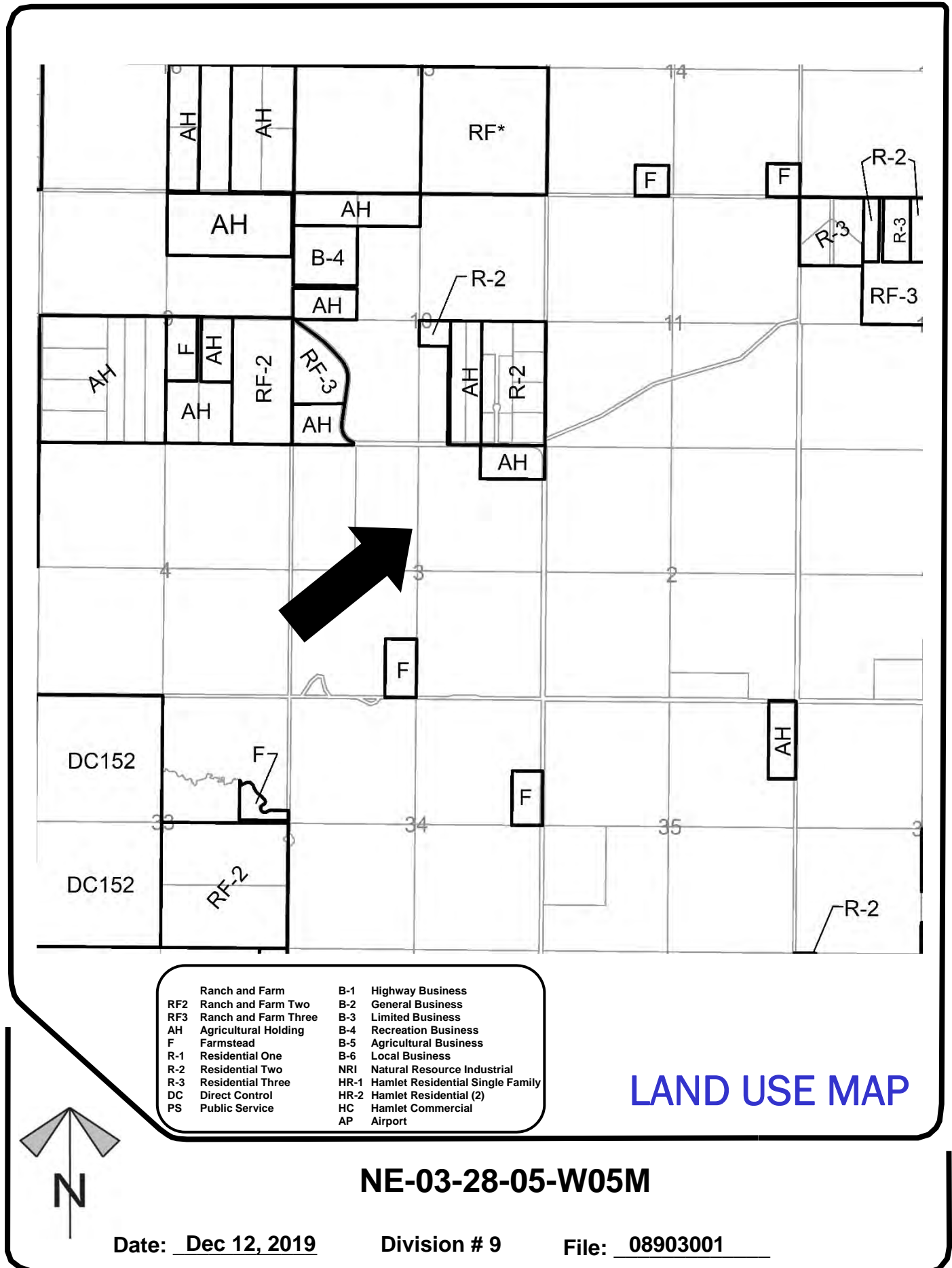


**NE-03-28-05-W05M**

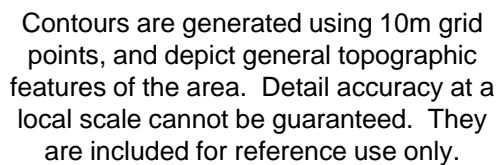
Date: Dec 12, 2019

Division # 9

File: 08903001







**Contour Interval 2 M**



**File: 08903001**





Note: Post processing of raw aerial photography may cause varying degrees of visual distortion at the local level.

**AIR PHOTO**

*Spring 2018*

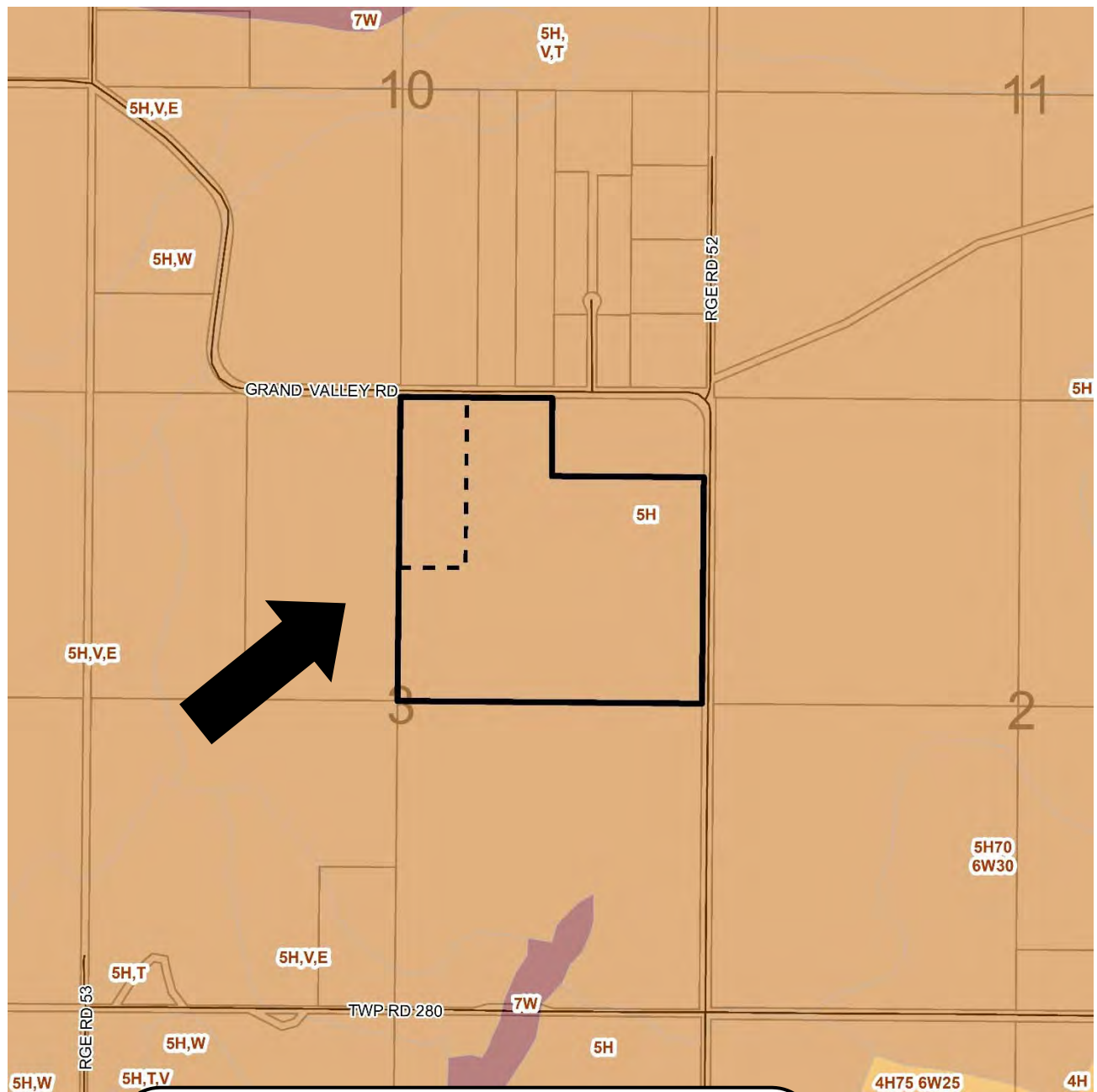


**NE-03-28-05-W05M**

Date: Dec 12, 2019

Division # 9

File: 08903001



**LAND CAPABILITY CLASSIFICATION LEGEND**  
*Limitations refer to cereal, oilseeds and tame hay crops*

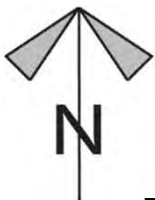
**CLI Class**

- 1 - No significant limitation
- 2 - Slight limitations
- 3 - Moderate limitations
- 4 - Severe limitations
- 5 - Very severe limitations
- 6 - Production is not feasible
- 7 - No capability

**Limitations**

- B - brush/tree cover
- C - climate
- D - low permeability
- E - erosion damage
- F - poor fertility
- G - Steep slopes
- H - temperature
- I - flooding
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- R - shallowness to bedrock
- S - high sodicity
- T - adverse topography
- U - prior earth moving
- V - high acid content
- W - excessive wetness/poor drainage
- X - deep organic deposit
- Y - slowly permeable
- Z - relatively impermeable

**SOIL MAP**



**NE-03-28-05-W05M**

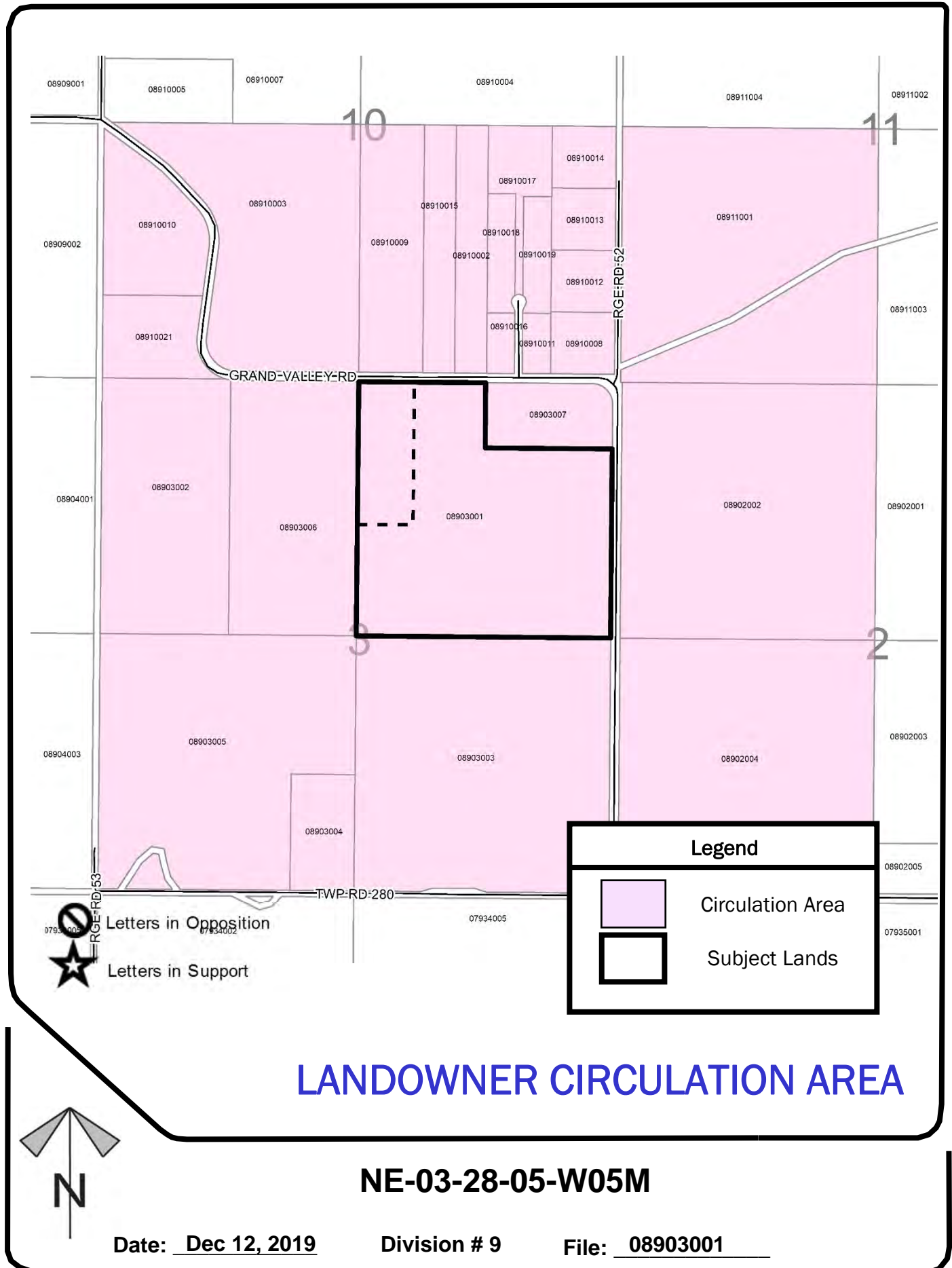
Date: Dec 12, 2019

Division # 9

File: 08903001



AGENDA (FULL)  
Page 491 of 548





## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020  
**FILE:** 03332011  
**SUBJECT:** First Reading Bylaw – Industrial Redesignation

**DIVISION:** 5  
**APPLICATION:** PL20190149

---

**PURPOSE:** The purpose of this application is to redesignate the subject lands from Residential Two District to Industrial - Industrial Storage District to accommodate RV storage and industrial uses.

**GENERAL LOCATION:** Located approximately 0.81 kilometres (1/2 mile) south of Twp. Rd. 240 and on the west side of Rge. Rd. 284, approximately 2.58 kilometres (1.60 miles) east of the city of Calgary.

**APPLICANT:** Carswell Planning (Bart Carswell)

**OWNERS:** Larry and Patricia Schlichenmayer

**POLICY DIRECTION:** Relevant policies for this application include the Interim Growth Plan , County Plan and the Janet Area Structure Plan.

### COUNCIL OPTIONS:

- Option #1: THAT Bylaw C-8024-2020 be given first reading.
- Option #2: THAT application PL20190149 be denied.

### APPLICATION REQUIREMENTS:

The application submission appears complete; however, additional information may be requested through the assessment of the application.

Respectfully submitted,

Concurrence,

“Theresa Cochran”

“Al Hoggan”

---

Executive Director  
Community Development Services

---

Chief Administrative Officer

JA/Itt

### APPENDICES:

APPENDIX ‘A’: Bylaw C-8024-2020 & Schedule A  
APPENDIX ‘B’: Map Set

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### Administration Resources

Jessica Anderson, Planning and Development Services



ROCKY VIEW COUNTY

## BYLAW C-8024-2020

### A Bylaw of Rocky View County to amend Land Use Bylaw C-4841-97

The Council of Rocky View County enacts as follows:

#### PART 1 – TITLE

This Bylaw shall be known as Bylaw C-8024-2020.

#### PART 2 – DEFINITIONS

In this Bylaw the definitions and terms shall have the meanings given to them in Land Use Bylaw C-4841-97 and the *Municipal Government Act*.

#### PART 3 – EFFECT OF BYLAW

- THAT** Part 5, Land Use Map No. 33 and 33-NW of Bylaw C-4841-97 be amended by redesignating Lot 1, Block 2, Plan 9210992, SE-32-23-28-W04M from Residential Two District to Industrial - Industrial Storage District as shown on the attached Schedule 'A' forming part of this Bylaw.
- THAT** Lot 1, Block 2, Plan 9210992, SE-32-23-28-W04M is hereby redesignated to Industrial - Industrial Storage District as shown on the attached Schedule 'A' forming part of this Bylaw.

#### PART 4 – TRANSITIONAL

Bylaw C-8024-2020 is passed when it receives third reading, and is signed by the Reeve/Deputy Reeve and the Municipal Clerk, as per Section 189 of the *Municipal Government Act*.

**Division: 5**

**File: 03332011/ PL20190149**

READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

*PUBLIC HEARING WAS HELD IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020*

READ A SECOND TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Reeve

\_\_\_\_\_  
CAO or Designate

\_\_\_\_\_  
Date Bylaw Signed

## SCHEDULE "A"

BYLAW: C-8024-2020

± 4.19 ha  
(± 10.35 ac)

RGE-RD-284

**AMENDMENT**

FROM Residential Two District TO Industrial – Industrial Storage District

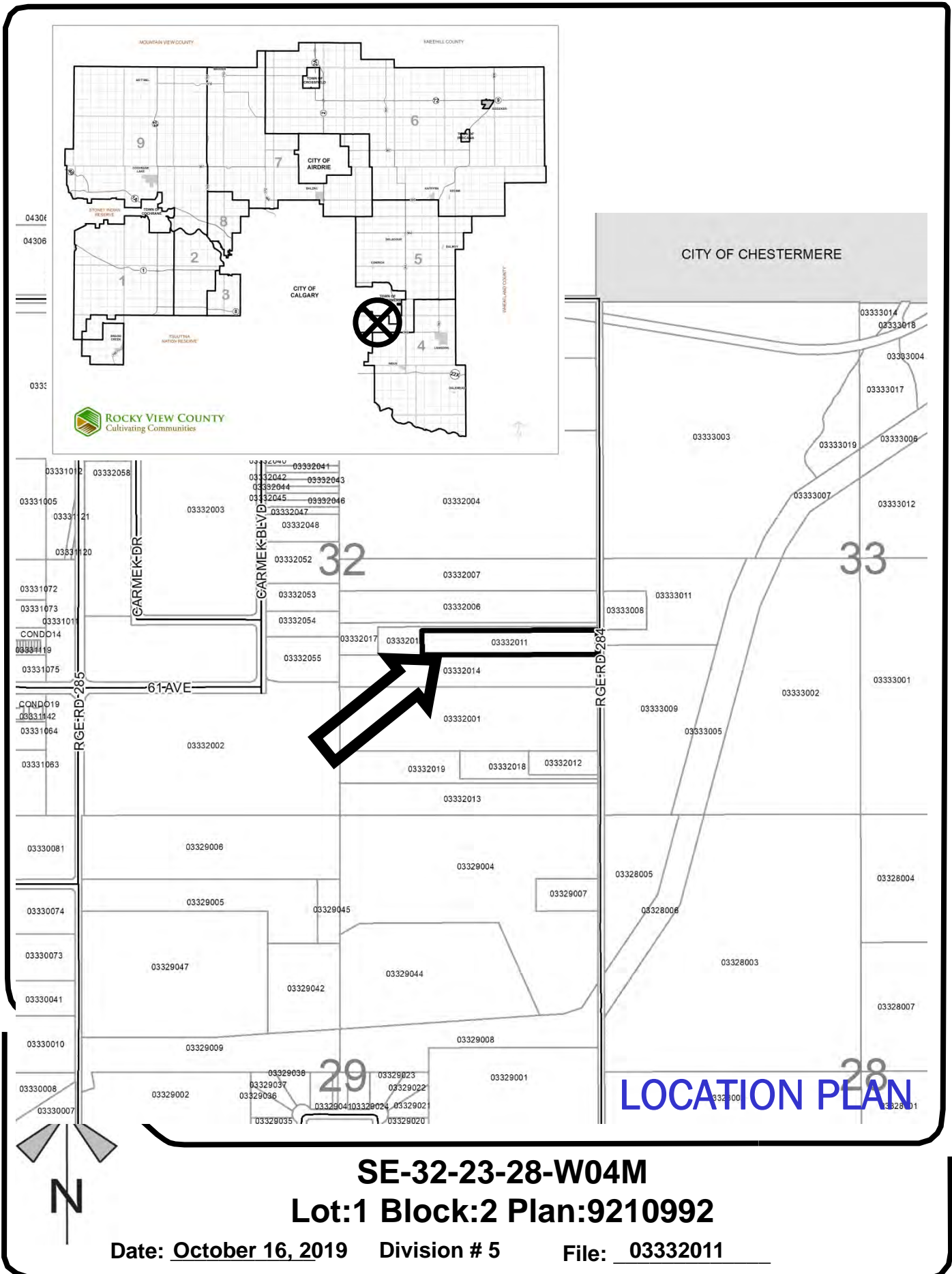
Subject Land \_\_\_\_\_

LEGAL DESCRIPTION: Lot 1, Block 2, Plan 9210992  
Within SE-32-23-28-W04M

FILE: 03332011

**DIVISION: 5**







**MSDP Proposal:** To adopt the Schlichenmayer Proposal Master Site Development Report to provide for RV storage and industrial uses on the site.

**Figure 6: Rendering of Proposed RV Storage and Warehouse**



**MSDP PROPOSAL**



**SE-32-23-28-W04M**  
**Lot:1 Block:2 Plan:9210992**

Date: October 16, 2019 Division # 5 File: 03332011

**Development Proposal:** To redesignate the subject lands from Residential Two District to Industrial - Industrial Storage District to accommodate RV storage and industrial uses.

R-2 → I-IS  
 ± 4.19 ha  
 (± 10.35 ac)

RGE-RD-284

## DEVELOPMENT PROPOSAL

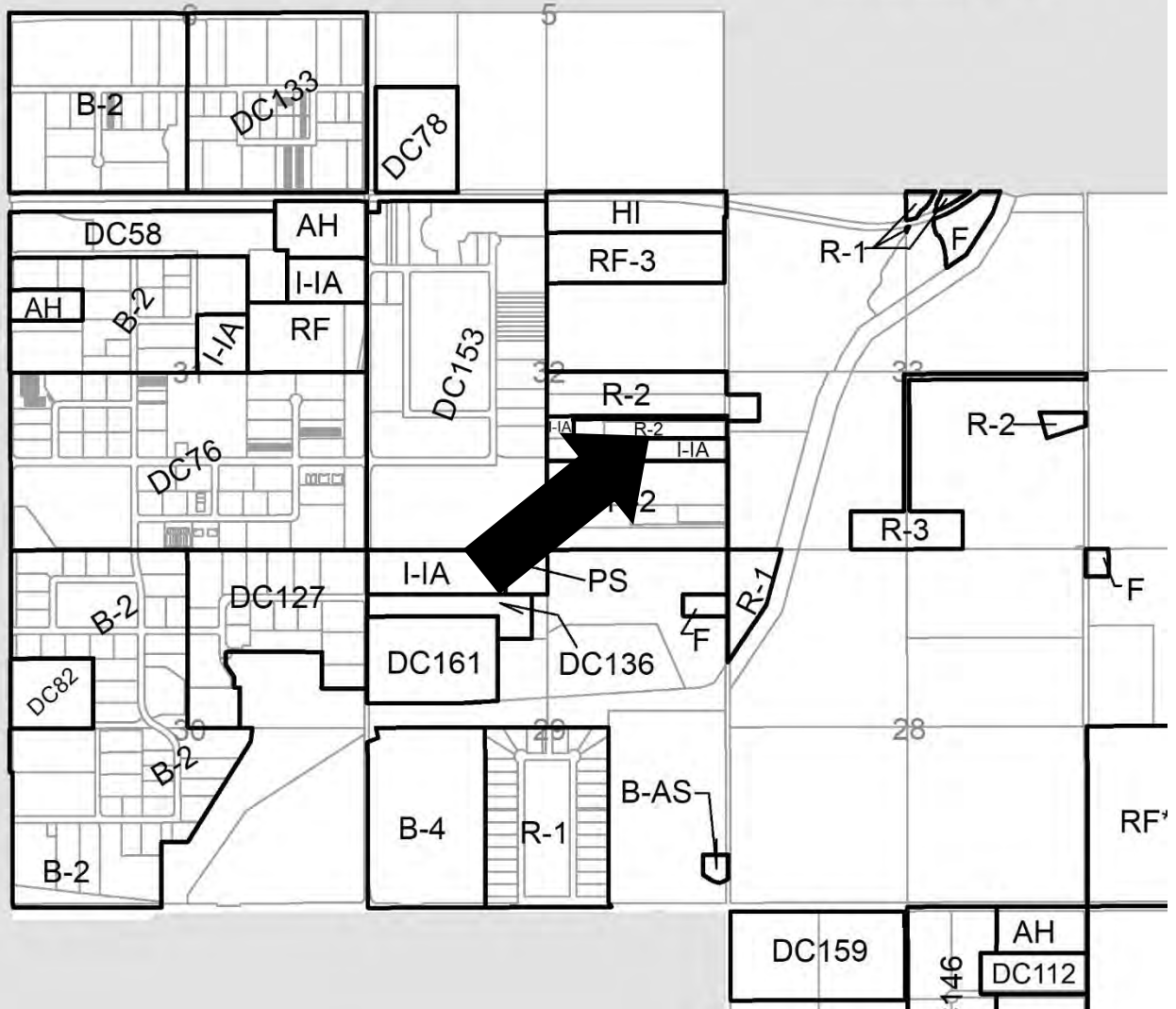


**SE-32-23-28-W04M**  
**Lot:1 Block:2 Plan:9210992**

Date: October 16, 2019 Division # 5 File: 03332011

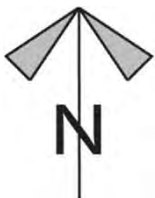
CITY OF CALGARY

CITY OF CHESTERMERE



Ranch and Farm	B-1 Highway Business
RF2 Ranch and Farm Two	B-2 General Business
RF3 Ranch and Farm Three	B-3 Limited Business
AH Agricultural Holding	B-4 Recreation Business
F Farmstead	B-5 Agricultural Business
R-1 Residential One	B-6 Local Business
R-2 Residential Two	NRI Natural Resource Industrial
R-3 Residential Three	HR-1 Hamlet Residential Single Family
DC Direct Control	HR-2 Hamlet Residential (2)
PS Public Service	HC Hamlet Commercial
	AP Airport

## LAND USE MAP



**SE-32-23-28-W04M**  
**Lot:1 Block:2 Plan:9210992**

Date: October 16, 2019 Division # 5 File: 03332011





Contours are generated using 10m grid points, and depict general topographic features of the area. Detail accuracy at a local scale cannot be guaranteed. They are included for reference use only.

**TOPOGRAPHY**  
*Contour Interval 2 M*



**SE-32-23-28-W04M**  
**Lot:1 Block:2 Plan:9210992**

Date: October 16, 2019 Division # 5 File: 03332011





Note: Post processing of raw aerial photography may cause varying degrees of visual distortion at the local level.

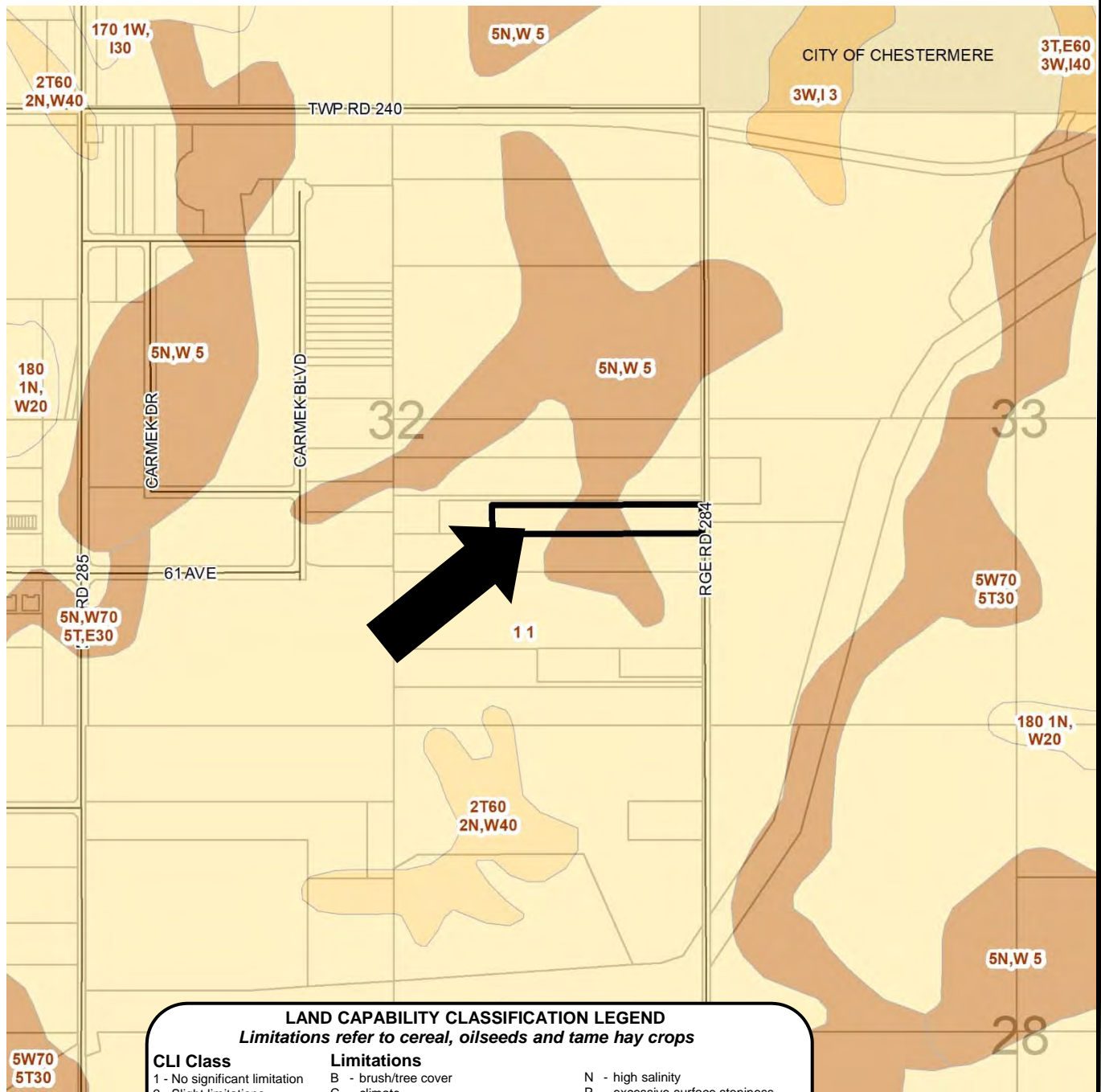
**AIR PHOTO**

*Spring 2018*

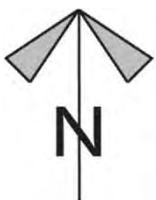


**SE-32-23-28-W04M**  
**Lot:1 Block:2 Plan:9210992**

Date: October 16, 2019 Division # 5 File: 03332011



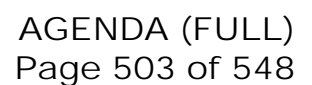
SOIL MAP

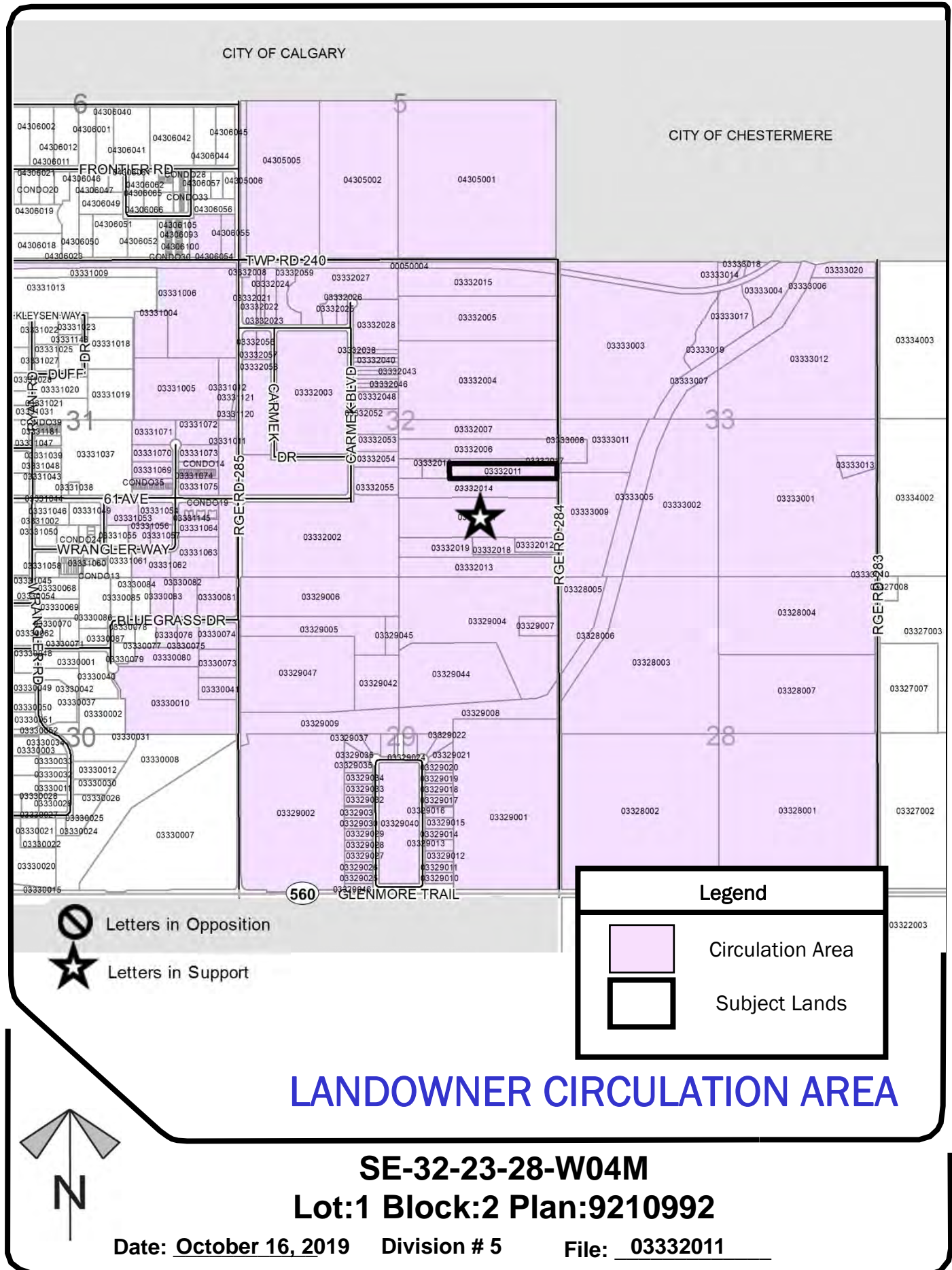


**SE-32-23-28-W04M**  
**Lot:1 Block:2 Plan:9210992**

Date: October 16, 2019 Division # 5 File: 03332011









## PLANNING AND DEVELOPMENT SERVICES

---

**TO:** Council

**DATE:** April 28, 2020 **DIVISION:** 8

**FILE:** 06701019 **APPLICATION:** PL20200024

**SUBJECT:** First Reading Bylaw – Residential Two District to Residential One District

---

**PURPOSE:** To redesignate the subject lands from Residential Two District to Residential One District, in order to accommodate the future creation of a  $\pm 0.87$  hectare ( $\pm 2.14$  acre) parcel with a  $\pm 0.87$  hectare ( $\pm 2.14$  acre) remainder.

**GENERAL LOCATION:** Located 3.2 km (2 miles) west of the city of Calgary, 0.4 km (1/4 mile) north of Burma Road, and on the west side of Bearspaw Road.

**APPLICANT:** Studio Inkognito (Rene Pahlavan)

**AFFECTED AREA:**  $\pm 4.27$  acres

**POLICY DIRECTION:** The Interim Growth Plan and the Bearspaw Area Structure Plan, and any other applicable policies.

### COUNCIL OPTIONS:

Option #1: THAT Bylaw C-8034-2020 be given first reading.

Option #2: THAT application PL20200024 be denied.

### APPLICATION REQUIREMENTS:

No additional information required at this time.

Respectfully submitted,

Concurrence,

“Theresa Cochran”

“Al Hoggan”

---

Executive Director  
Community Development Services

---

Chief Administrative Officer

SK/ltt

### APPENDICES:

APPENDIX ‘A’: Bylaw C-8034-2020 & Schedule A

APPENDIX ‘B’: Maps

---

### Administration Resources

Stefan Kunz, Planning and Development Services



ROCKY VIEW COUNTY

**BYLAW C-8034-2020****A Bylaw of Rocky View County to amend Land Use Bylaw C-4841-97**

The Council of Rocky View County enacts as follows:

**PART 1 – TITLE**

This Bylaw shall be known as Bylaw C-8034-2020.

**PART 2 – DEFINITIONS**

In this Bylaw, the definitions and terms shall have the meanings given to them in Land Use Bylaw C-4841-97 and the *Municipal Government Act*.

**PART 3 – EFFECT OF BYLAW**

**THAT** Part 5, Land Use Map Nos. 67 & 67-SE of Bylaw C-4841-97 be amended by redesignating Lot 8, Plan 8010152 within SE-1-26-3-W5M from Residential Two District to Residential One District as shown on the attached Schedule 'A' forming part of this Bylaw.

**THAT** Lot 8, Plan 8010152 within SE-1-26-3-W5M is hereby redesignated to Residential One District as shown on the attached Schedule 'A' forming part of this Bylaw.

**PART 4 – TRANSITIONAL**

Bylaw C-8034-2020 comes into force when it receives third reading, and is signed by the Reeve/Deputy Reeve and CAO or Designate, as per the *Municipal Government Act*.

**Division: 8****File: 06701019 - PL20200024**

READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

*PUBLIC HEARING WAS HELD IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020*

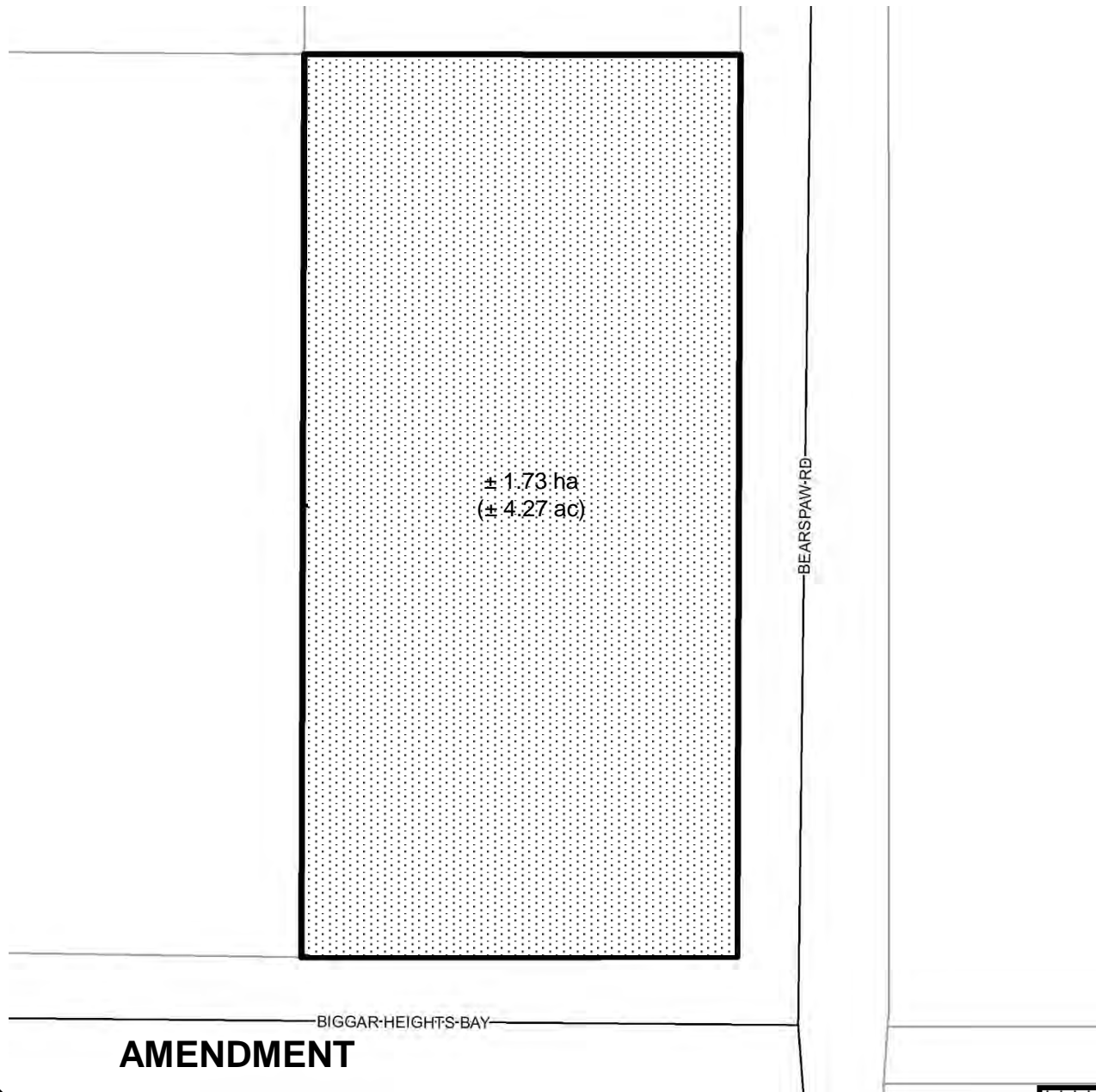
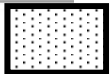
READ A SECOND TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Reeve

\_\_\_\_\_  
CAO or Designate

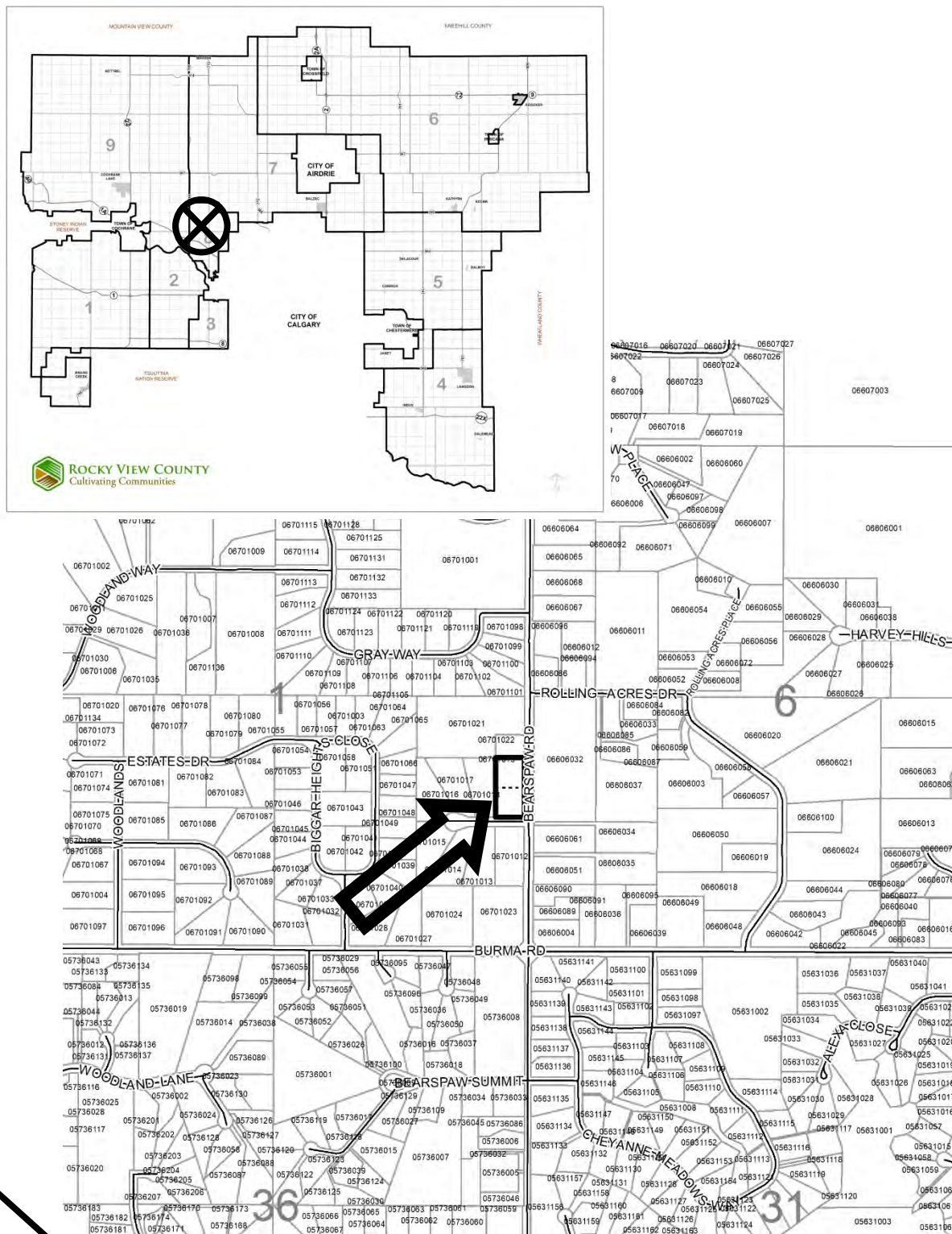
\_\_\_\_\_  
Date Bylaw Signed

**SCHEDULE "A"****BYLAW:** C-8034-2020**AMENDMENT****FROM** Residential Two District **TO** Residential One District

Subject Land \_\_\_\_\_

**LEGAL DESCRIPTION:** Lot 8, Plan 8010152 within  
SE-1-26-3-W5M**FILE:** 06701019 - PL20200024**DIVISION: 8****ROCKY VIEW COUNTY**  
Cultivating Communities





## LOCATION PLAN

**Lot 8, Plan 8010152**  
**SE-1-26-3-W5M**

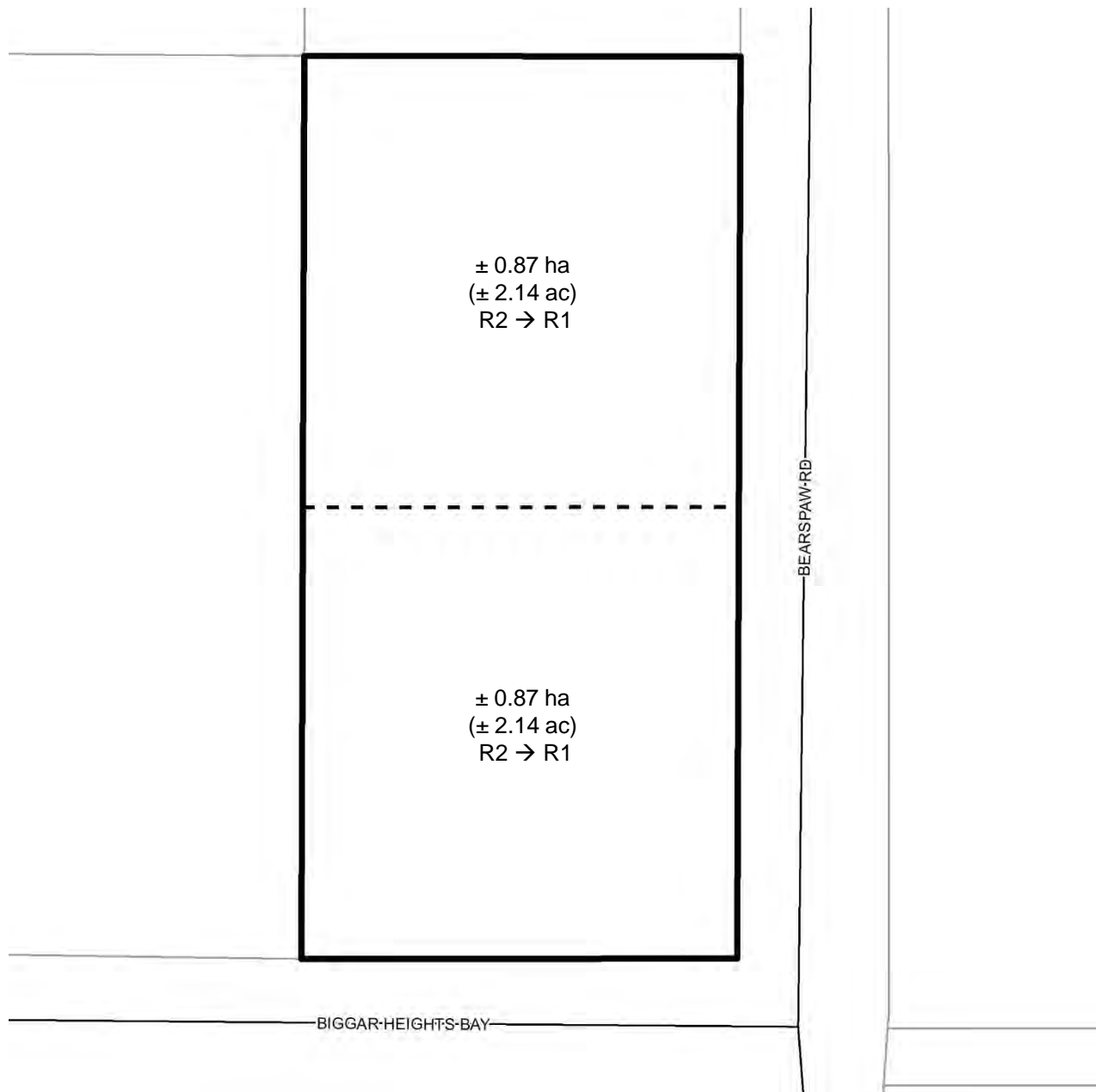
Date: March 4, 2020

Division # 8

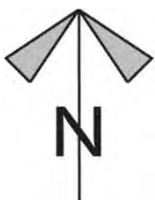
File: 06701019/PL20200024



**Redesignation Proposal:** To redesignate the subject lands from Residential Two District to Residential One District, in order to accommodate the future creation of a  $\pm 0.87$  hectare ( $\pm 2.14$  acre) parcel with a  $\pm 0.87$  hectare ( $\pm 2.14$  acre) remainder.



## DEVELOPMENT PROPOSAL

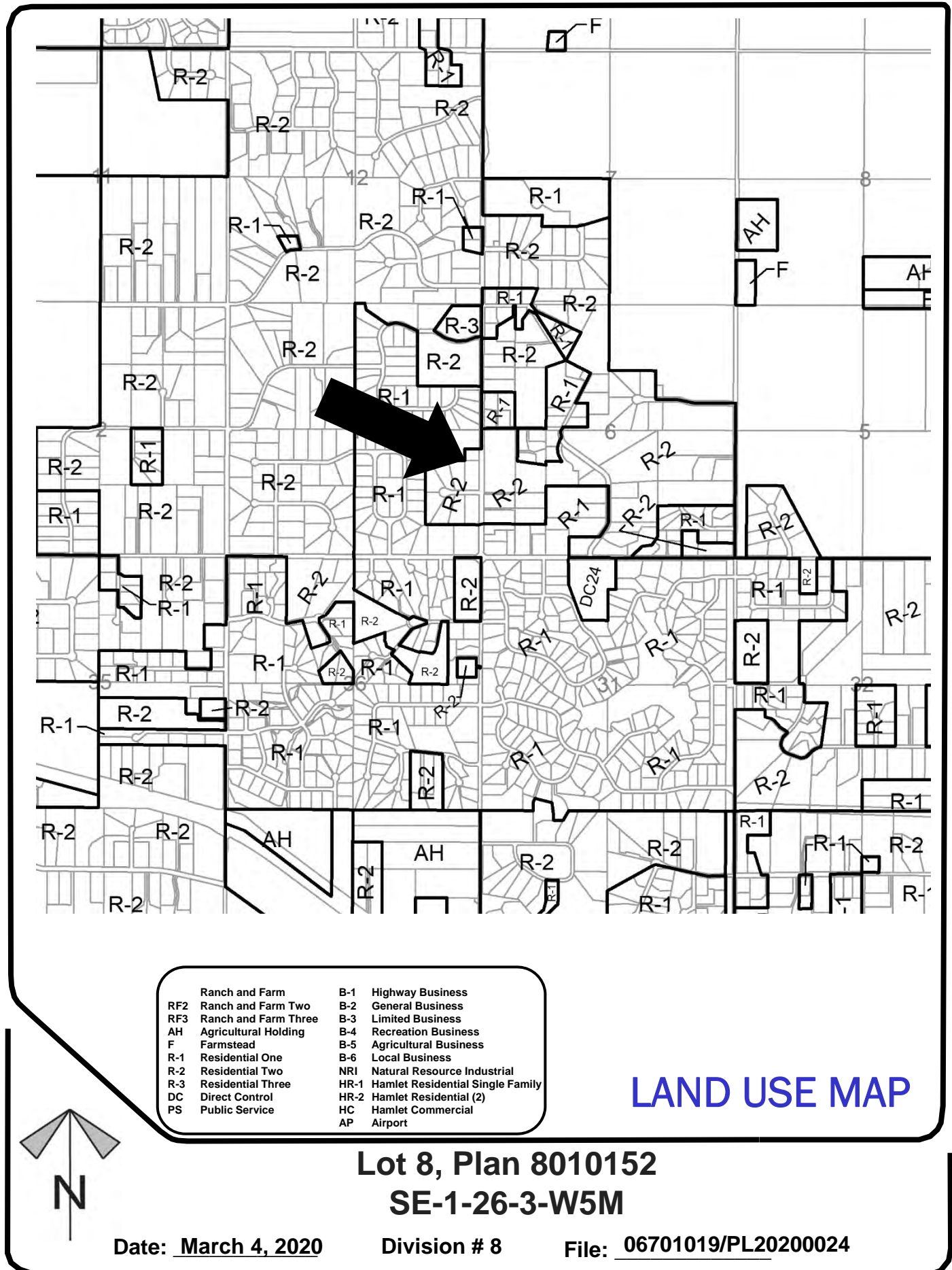


**Lot 8, Plan 8010152**  
**SE-1-26-3-W5M**

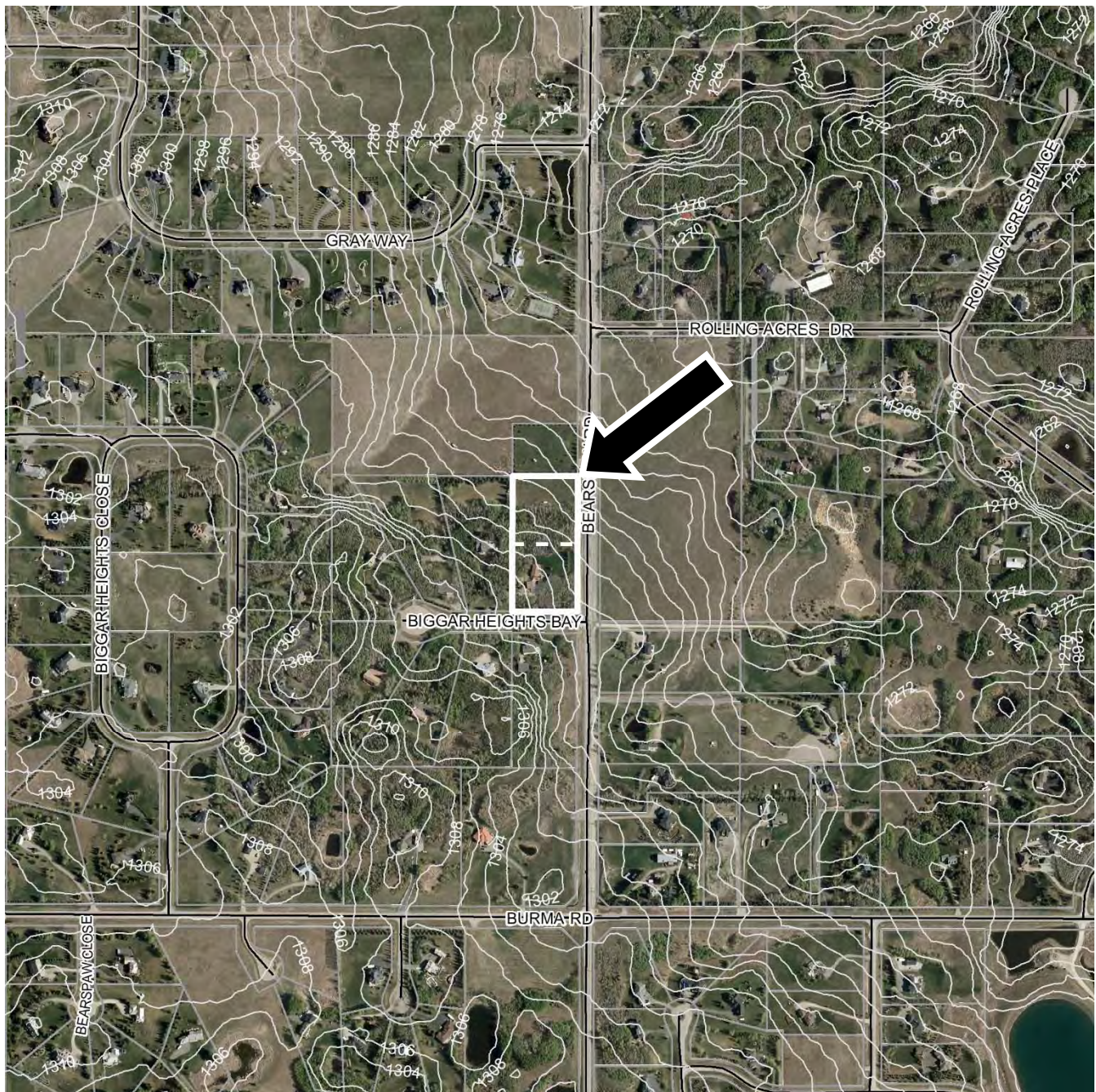
Date: March 4, 2020

Division # 8

File: 06701019/PL20200024

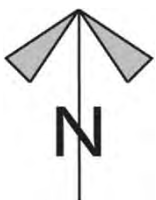






Contours are generated using 10m grid points, and depict general topographic features of the area. Detail accuracy at a local scale cannot be guaranteed. They are included for reference use only.

**TOPOGRAPHY**  
*Contour Interval 2 M*



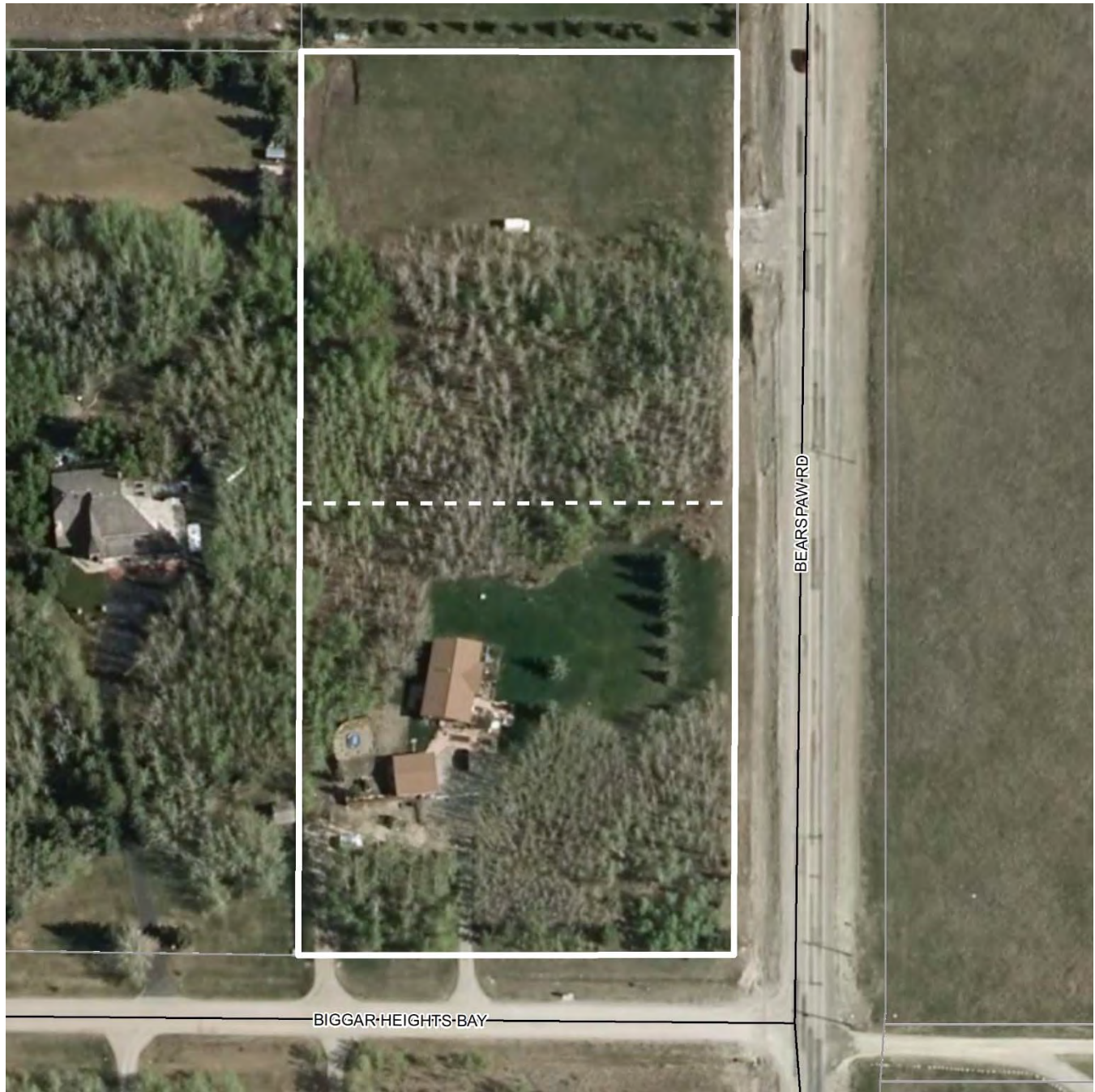
**Lot 8, Plan 8010152**  
**SE-1-26-3-W5M**

Date: March 4, 2020

Division # 8

File: 06701019/PL20200024





Note: Post processing of raw aerial photography may cause varying degrees of visual distortion at the local level.

**AIR PHOTO**

*Spring 2018*

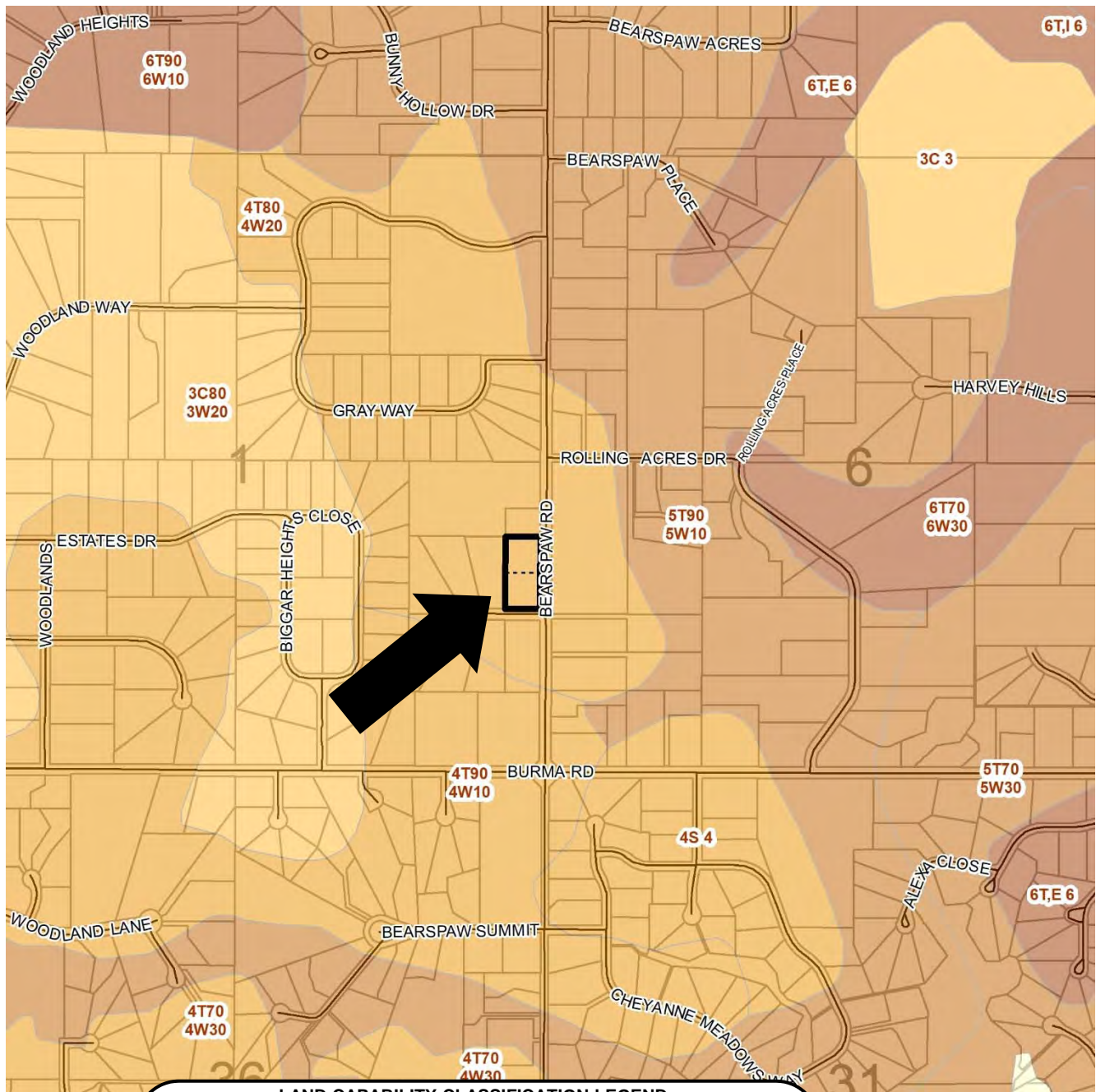


**Lot 8, Plan 8010152**  
**SE-1-26-3-W5M**

Date: March 4, 2020

Division # 8

File: 06701019/PL20200024



**LAND CAPABILITY CLASSIFICATION LEGEND**  
*Limitations refer to cereal, oilseeds and tame hay crops*

**CLI Class**

- 1 - No significant limitation
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- 3 - Moderate limitations
- 4 - Severe limitations
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**Limitations**

- B - brush/tree cover
- C - climate
- D - low permeability
- E - erosion damage
- F - poor fertility
- G - Steep slopes
- H - temperature
- I - flooding
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- S - high sodicity
- T - adverse topography
- U - prior earth moving
- V - high acid content
- W - excessive wetness/poor drainage
- X - deep organic deposit
- Y - slowly permeable
- Z - relatively impermeable

**SOIL MAP**



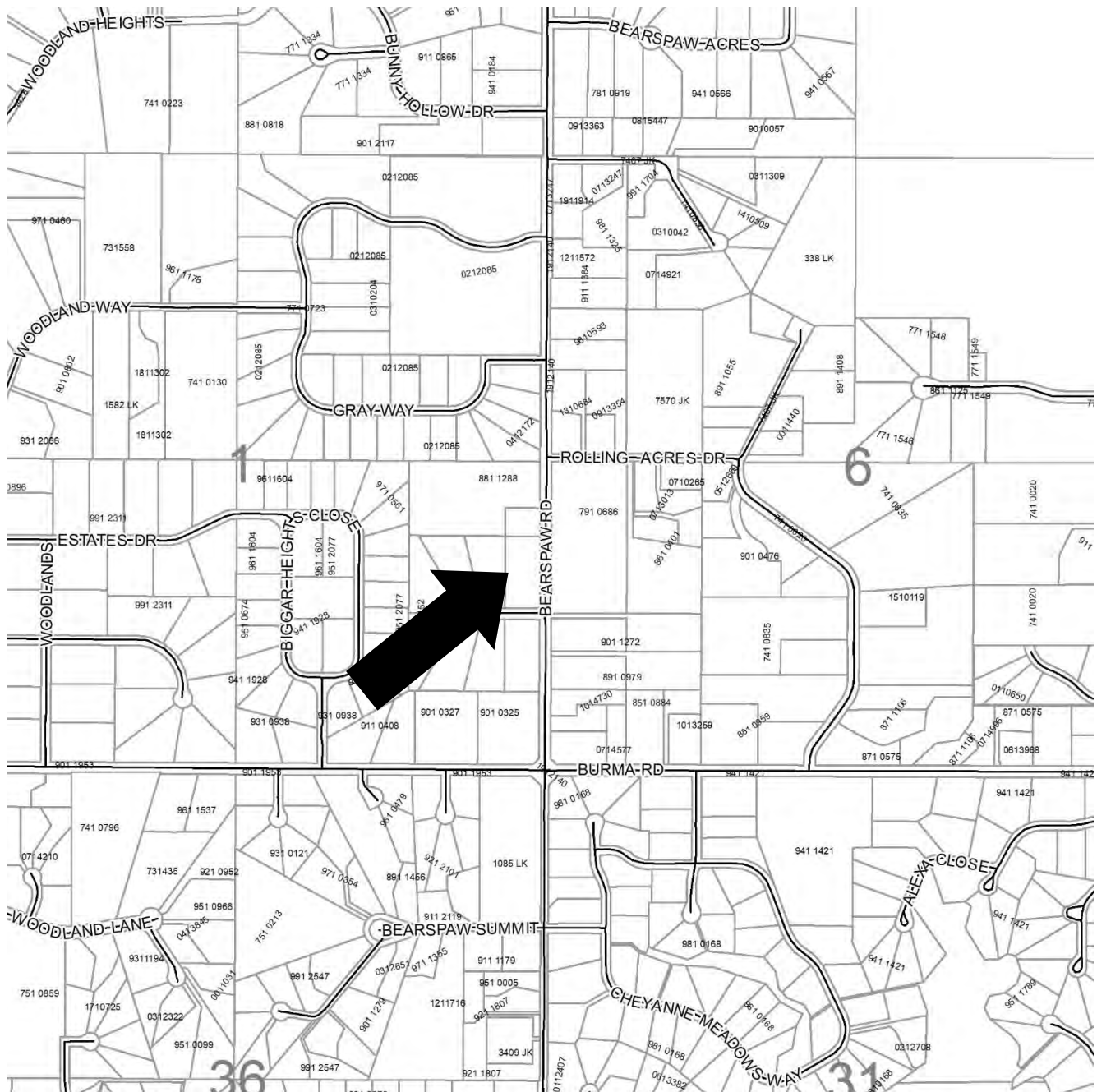
**Lot 8, Plan 8010152**  
**SE-1-26-3-W5M**

Date: March 4, 2020

Division # 8

File: 06701019/PL20200024



**Legend – Plan numbers**

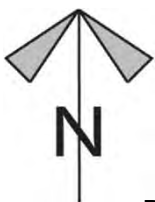
- First two numbers of the Plan Number indicate the year of subdivision registration.
- Plan numbers that include letters were registered before 1973 and do not reference a year

## HISTORIC SUBDIVISION MAP

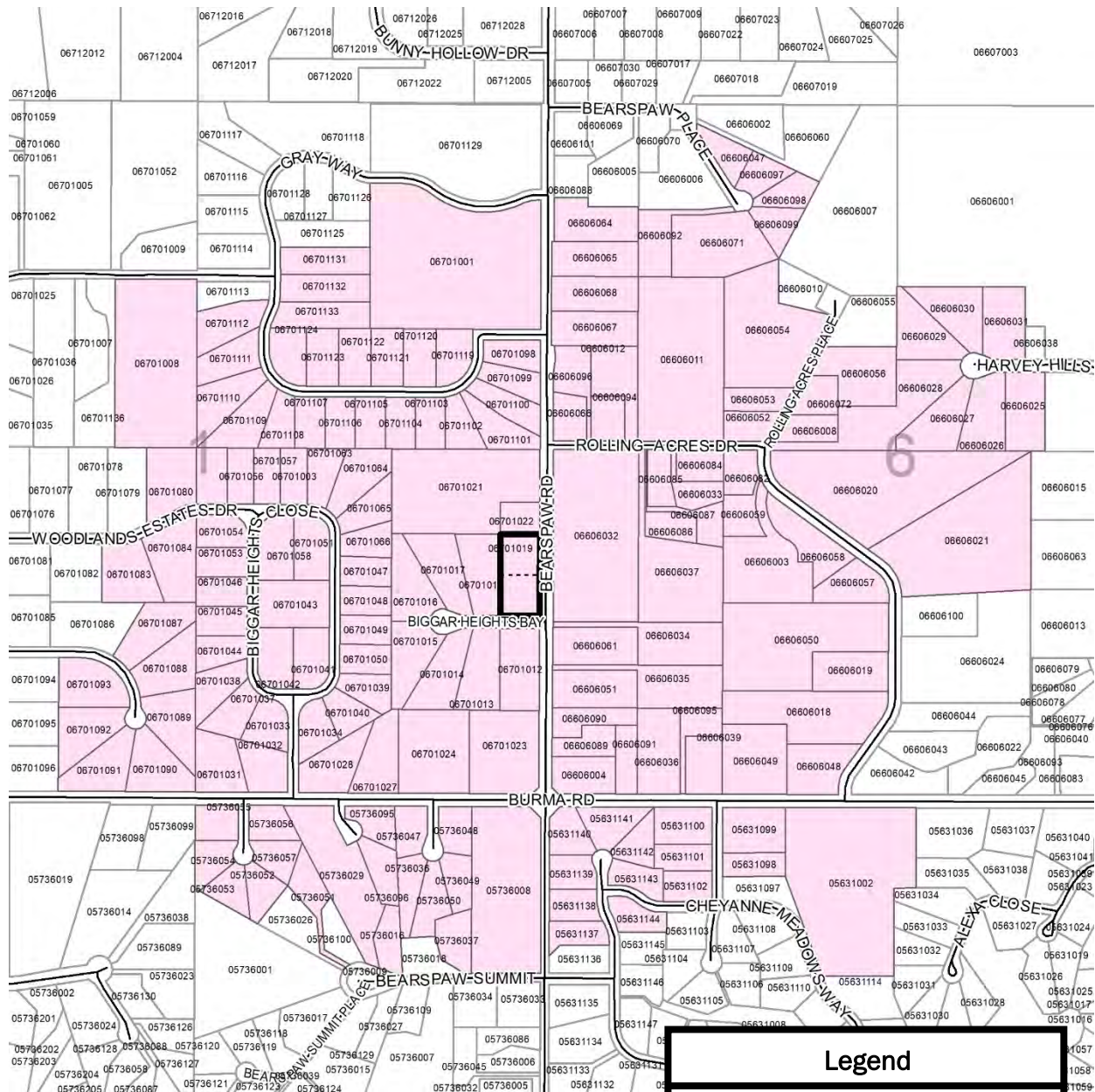
**Lot 8, Plan 8010152**  
**SE-1-26-3-W5M**

Date: March 4, 2020

Division # 8

File: 06701019/PL20200024



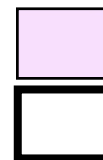


Letters in Opposition



Letters in Support

## Legend



Circulation Area



Subject Lands

## LANDOWNER CIRCULATION AREA

Lot 8, Plan 8010152  
SE-1-26-3-W5M

Date: March 4, 2020

Division # 8

File: 06701019/PL20200024



## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020  
**FILE:** 05724053  
**SUBJECT:** First Reading Bylaw - Residential Redesignation

**DIVISION:** 8  
**APPLICATION:** PL20200010

---

**PURPOSE:** To redesignate the subject lands from Agricultural Holdings District to Residential Two District in order to facilitate the future subdivision of a ± 5.95 acre parcel (Lot 1); ± 4.72 acre parcel (Lot 2); ± 4.34 acre parcel (Lot 3); ± 4.02 acre parcel (Lot 4); and ± 0.618 acre public utility lot (PUL).

**GENERAL LOCATION:** Located 1.6 km (1 mile) west of the city of Calgary; located on the west side of Bearspaw Road, approximately 1.0 km (2/3 mile) south of Highway 1A.

**APPLICANT:** Tronnes Geomatics Inc.

**OWNERS:** David Dyrholm

**POLICY DIRECTION:** The Bearspaw Area Structure Plan, County Plan, and Rocky View/Calgary Intermunicipal Development Plan and any other applicable policies.

### COUNCIL OPTIONS:

- Option #1: THAT Bylaw C-8037-2020 be given first reading.
- Option #2: THAT application PL20200010 be tabled until a Conceptual Scheme is submitted in accordance with the Bearspaw Area Structure Plan to guide the redesignation application.
- Option #3: THAT application PL20200010 be denied.

### APPLICATION REQUIREMENTS:

This application requires submission of a Conceptual Scheme in accordance with Policy 8.1.9 of the Bearspaw Area Structure Plan.

Respectfully submitted,

“Theresa Cochran”

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Executive Director  
Community and Development Services

Concurrence,

“Al Hoggan”

---

Chief Administrative Officer

ON/lt

### APPENDICES:

APPENDIX ‘A’: Bylaw C-8037-2020 & Schedule A  
APPENDIX ‘B’: Map Set

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### Administration Resources

Oksana Newmen, Planning and Development Services



## BYLAW C-8037-2020

## A Bylaw of Rocky View County to amend Land Use Bylaw C-4841-97

The Council of Rocky View County enacts as follows:

## PART 1 - TITLE

This Bylaw may be cited as *Bylaw C-8037-2020*.

## PART 2 - DEFINITIONS

Words in this Bylaw have the same meaning as those set out in the *Municipal Government Act* except for the definitions provided below:

- (1) **“Council”** means the duly elected Council of Rocky View County;
- (2) **“Municipal Government Act”** means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
- (3) **“Rocky View County”** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

### PART 3 - EFFECT OF BYLAW

**THAT** Part 5, Land Use Map No. 56 and 56-North of Bylaw C-4841-97 be amended by redesignating a portion of NE-24-25-03-W5M from Agricultural Holdings District to Residential Two District as shown on the attached Schedule 'A' forming part of this Bylaw.

**THAT** A portion of NE-24-25-03-W5M is hereby redesignated to Residential Two District as shown on the attached Schedule 'A' forming part of this Bylaw.

## PART 4 - TRANSITIONAL

Bylaw C-8037-2020 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

Division: 8

File: 05724053 / PL20200010

READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

*PUBLIC HEARING WAS HELD IN COUNCIL this*                      day of                      , 2020

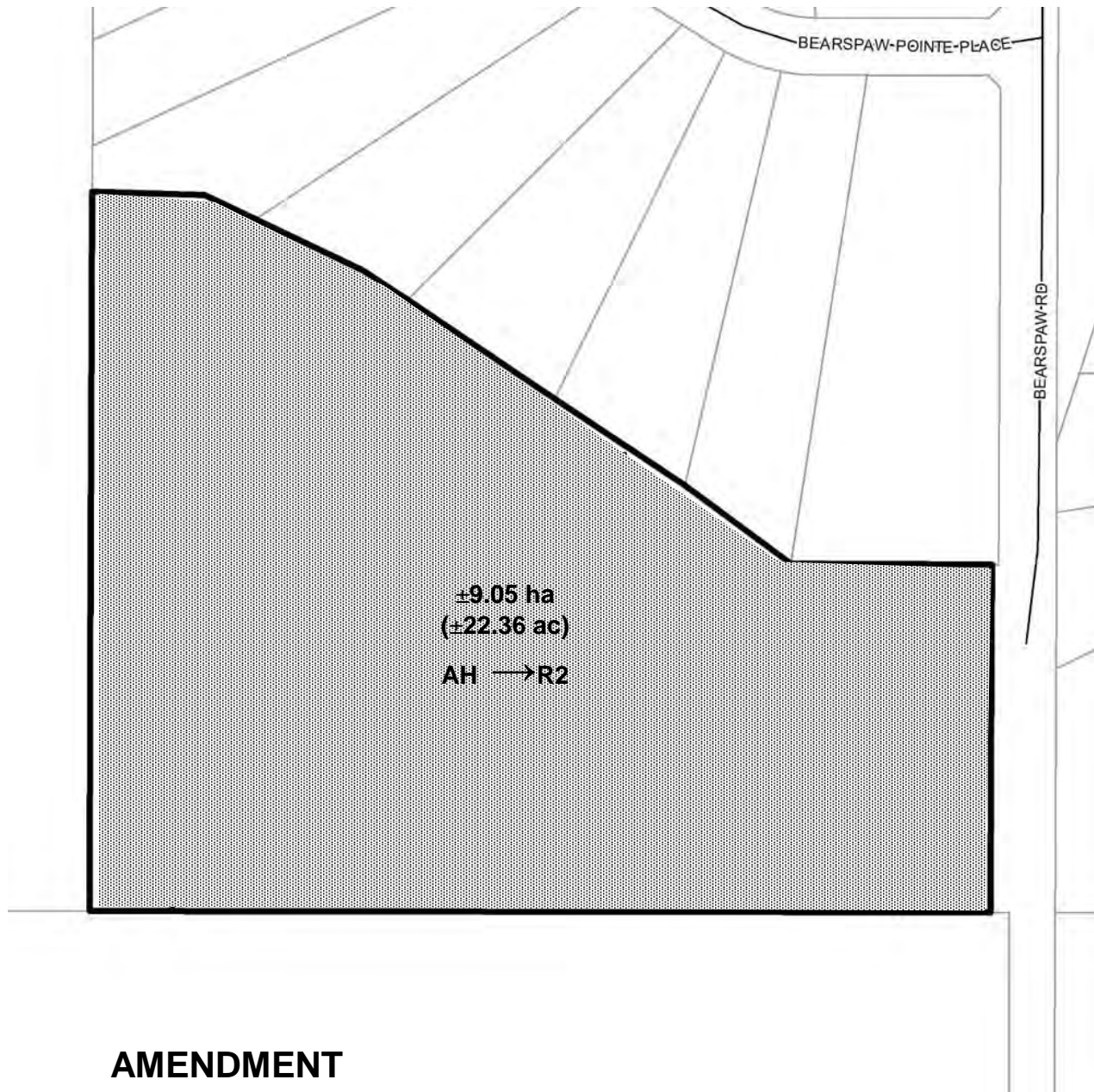
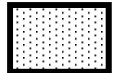
READ A SECOND TIME IN COUNCIL this                      day of                      , 2020

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

Reeve

CAO or Designate

Date Bylaw Signed

**SCHEDULE "A"****BYLAW:** C-8037-2020**AMENDMENT****FROM** Agricultural Holdings District **TO** Residential Two District

Subject Land \_\_\_\_\_

**LEGAL DESCRIPTION:** NE-24-25-03-W5M  
Lot: 24 Block: 7 Plan: 1910932**FILE:** 05724053**DIVISION: 8**

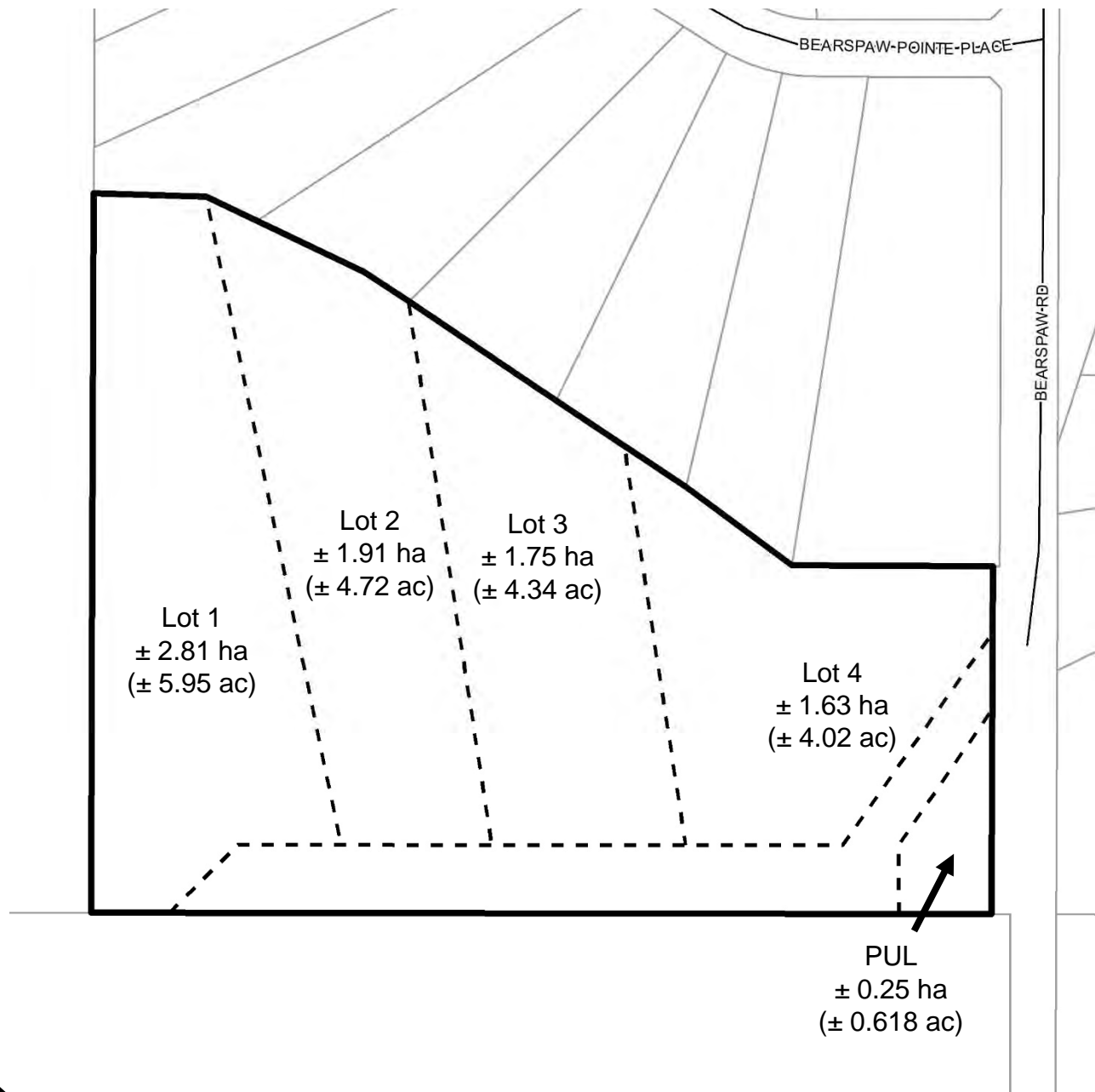




**File: 05724053**



**Redesignation Proposal:** To redesignate the subject lands from Agricultural Holdings District to Residential Two District in order to facilitate the future subdivision of a  $\pm 2.81$  hectare ( $\pm 5.95$  acre) parcel (Lot 1);  $\pm 1.91$  hectare ( $\pm 4.72$  acre) parcel (Lot 2);  $\pm 1.75$  ha ( $\pm 4.34$  acre) parcel (Lot 3);  $\pm 1.63$  ha ( $\pm 4.02$  acre) parcel (Lot 4); and  $\pm 0.25$  ha ( $\pm 0.618$  acre) public utility lot (PUL).



## DEVELOPMENT PROPOSAL

NE-24-25-03-W05M

Lot: 24 Block: 7 Plan: 1910932

Date: Jan 24, 2020

Division # 8

File: 05724053



Ranch and Farm	B-1 Highway Business
RF2 Ranch and Farm Two	B-2 General Business
RF3 Ranch and Farm Three	B-3 Limited Business
AH Agricultural Holding	B-4 Recreation Business
F Farmstead	B-5 Agricultural Business
R-1 Residential One	B-6 Local Business
R-2 Residential Two	NRI Natural Resource Industrial
R-3 Residential Three	HR-1 Hamlet Residential Single Family
DC Direct Control	HR-2 Hamlet Residential (2)
PS Public Service	HC Hamlet Commercial
	AP Airport

## LAND USE MAP



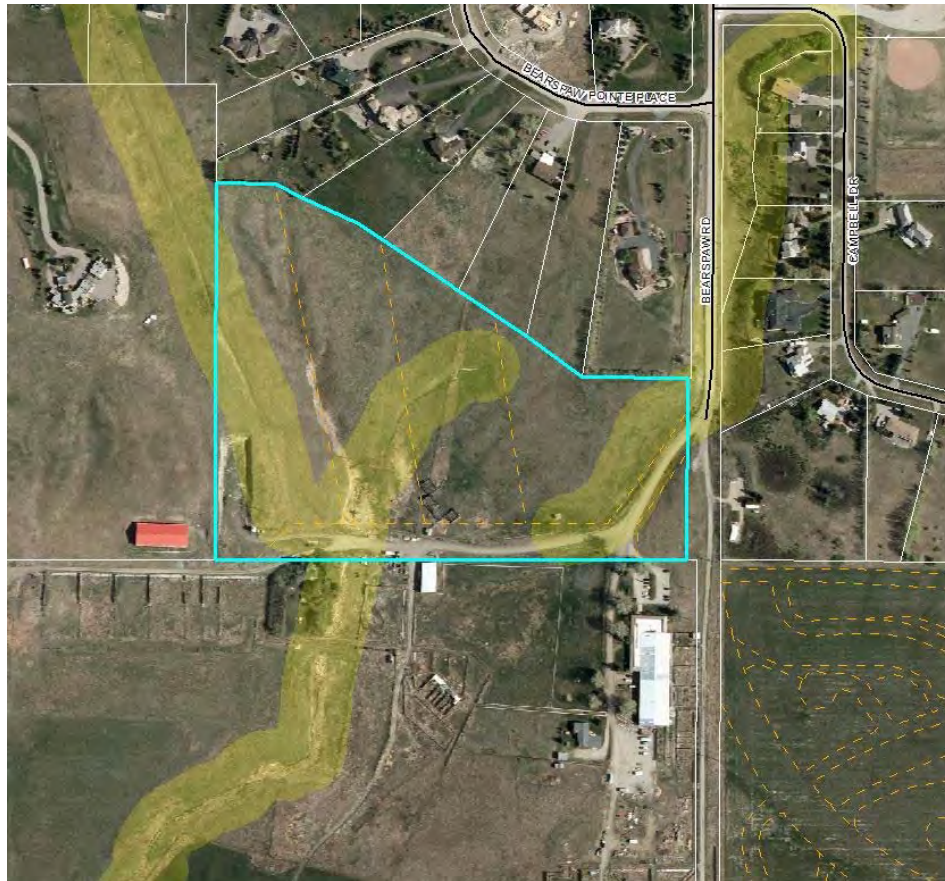
NE-24-25-03-W05M  
Lot: 24 Block: 7 Plan: 1910932

Date: Jan 24, 2020

Division # 8

File: 05724053



**Flood Hazard Map Application**

This application uses Geographical Information System (GIS) technology to display flood hazard mapping prepared for Alberta communities under the [Flood Hazard Identification Program](#).

**Legend**

- Floodway
- Flood Fringe
- Overland Flow (Flood Fringe)
- Under Review
- Cross Section and Design Flood Level
- Water Body
- First Nation Boundary
- Municipal Boundary

**Limitations**

Flood hazards have not been identified in all communities and may exist in areas without flood hazard mapping. New mapping will be added to the application when available.

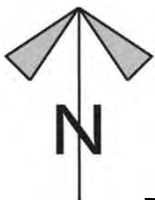
Flood hazard areas and design flood levels are based on a design flood under encroachment conditions. The current design flood standard in Alberta is the 100-year flood, determined when a flood hazard study is undertaken. Encroachment conditions assume a future scenario when the flood fringe is fully developed.

Flood hazard areas displayed in this application are digital representations of those defined in detailed engineering maps. *Engineering maps are not part of flood hazard studies.*

Alberta Environment and Parks



## RIPARIAN SETBACKS and WETLANDS



NE-24-25-03-W05M

Lot: 24 Block: 7 Plan: 1910932

Date: Jan 24, 2020

Division # 8

File: 05724053





Contours are generated using 10m grid points, and depict general topographic features of the area. Detail accuracy at a local scale cannot be guaranteed. They are included for reference use only.

**TOPOGRAPHY**  
*Contour Interval 2 M*



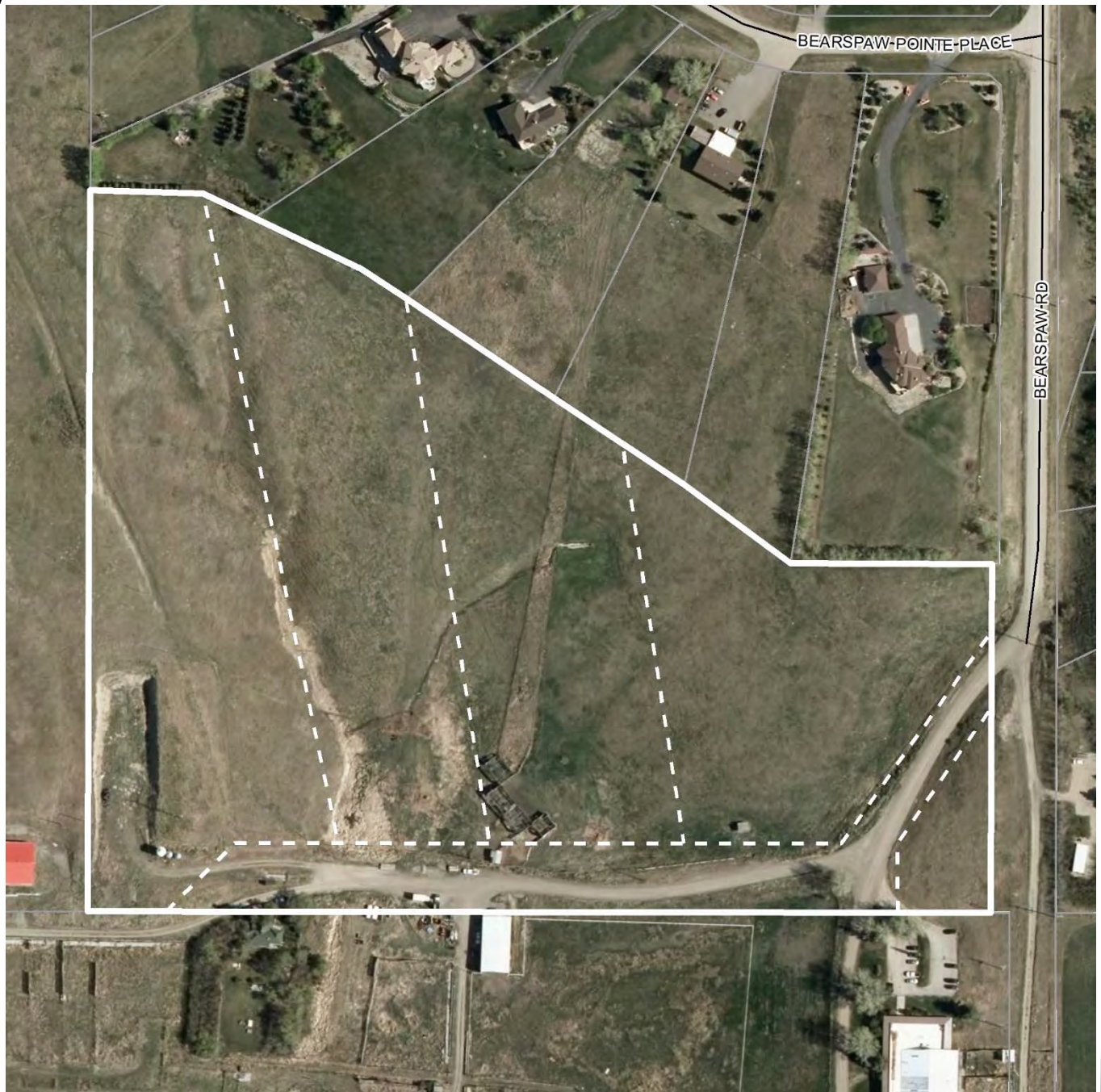
NE-24-25-03-W05M  
Lot: 24 Block: 7 Plan: 1910932

Date: Jan 24, 2020

Division # 8

File: 05724053





Note: Post processing of raw aerial photography may cause varying degrees of visual distortion at the local level.

**AIR PHOTO**

*Spring 2018*



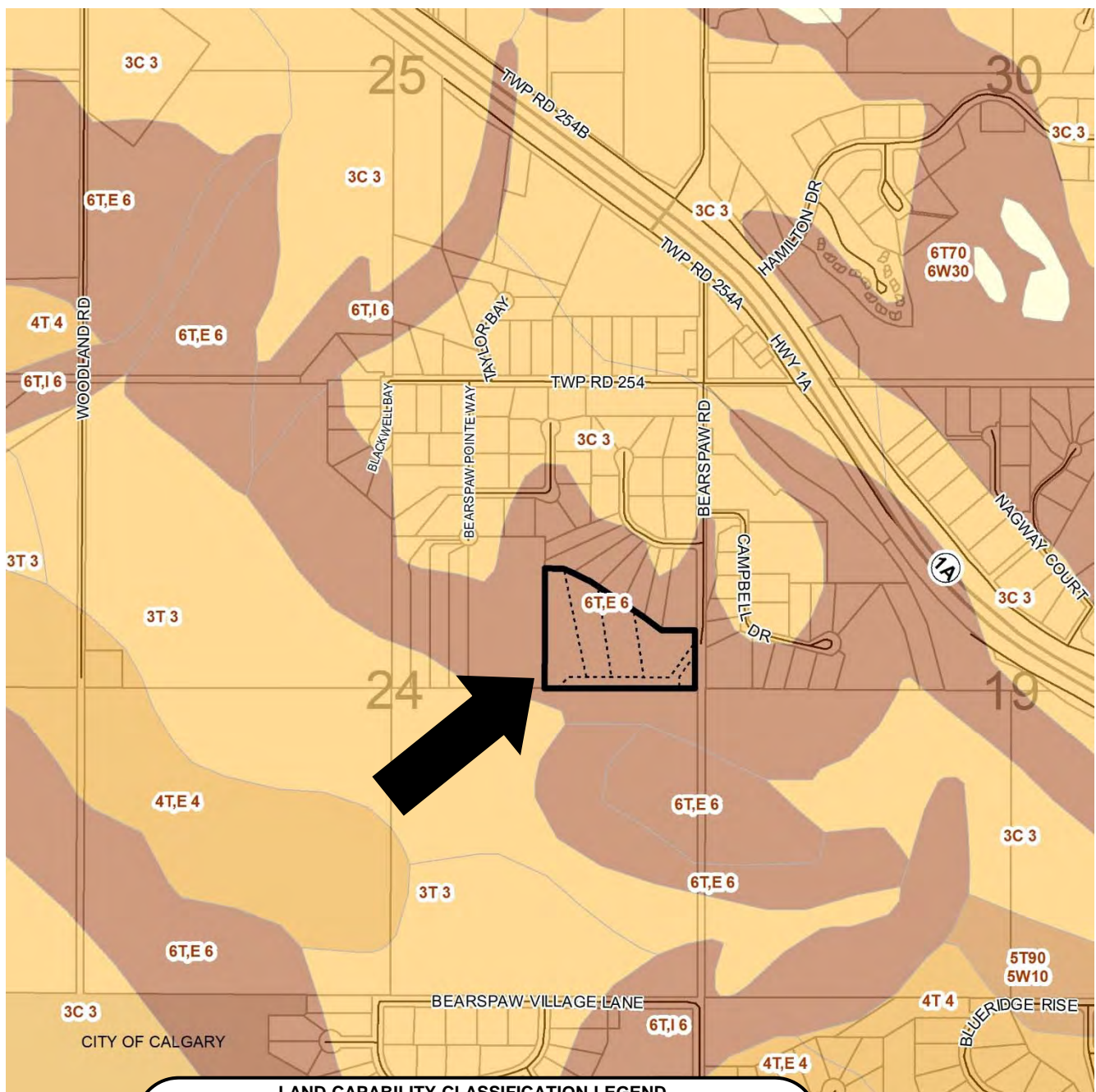
NE-24-25-03-W05M  
Lot: 24 Block: 7 Plan: 1910932

Date: Jan 24, 2020

Division # 8

File: 05724053





**LAND CAPABILITY CLASSIFICATION LEGEND**  
*Limitations refer to cereal, oilseeds and tame hay crops*

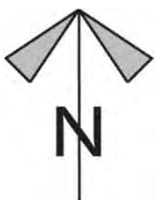
**CLI Class**

- 1 - No significant limitation
- 2 - Slight limitations
- 3 - Moderate limitations
- 4 - Severe limitations
- 5 - Very severe limitations
- 6 - Production is not feasible
- 7 - No capability

**Limitations**

- B - brush/tree cover
- C - climate
- D - low permeability
- E - erosion damage
- F - poor fertility
- G - Steep slopes
- H - temperature
- I - flooding
- J - field size/shape
- K - shallow profile development
- M - low moisture holding, adverse texture
- N - high salinity
- P - excessive surface stoniness
- R - shallowness to bedrock
- S - high sodicity
- T - adverse topography
- U - prior earth moving
- V - high acid content
- W - excessive wetness/poor drainage
- X - deep organic deposit
- Y - slowly permeable
- Z - relatively impermeable

**SOIL MAP**

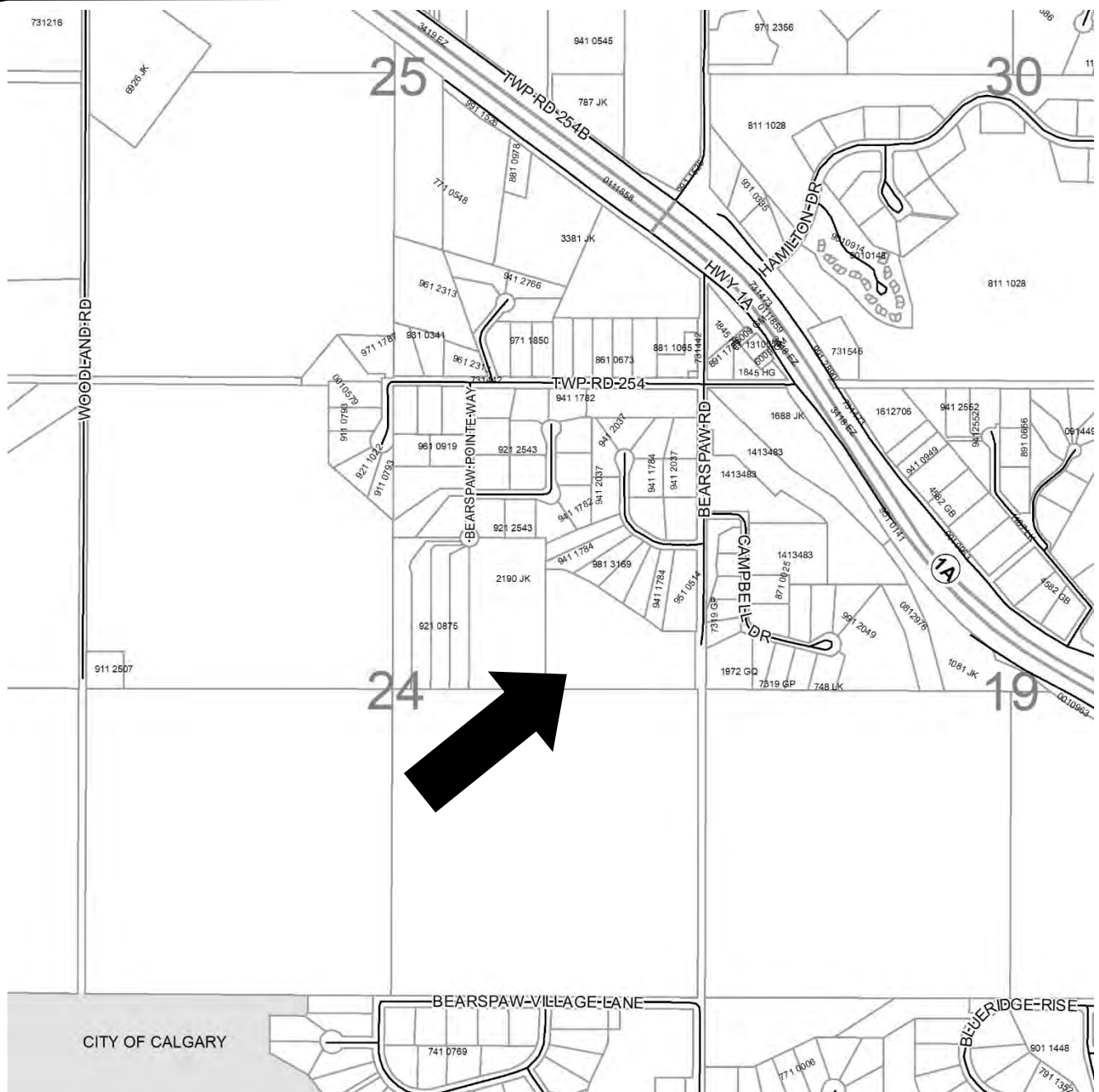


NE-24-25-03-W05M  
 Lot: 24 Block: 7 Plan: 1910932

Date: Jan 24, 2020

Division # 8

File: 05724053

**Legend – Plan numbers**

- First two numbers of the Plan Number indicate the year of subdivision registration.
- Plan numbers that include letters were registered before 1973 and do not reference a year

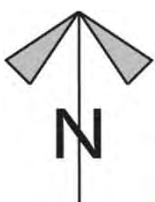
**HISTORIC SUBDIVISION MAP**

NE-24-25-03-W05M

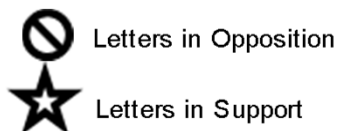
Lot: 24 Block: 7 Plan: 1910932

Date: Jan 24, 2020

Division # 8

File: 05724053





NE-24-25-03-W05M  
Lot: 24 Block: 7 Plan: 1910932

**File: 05724053**



## PLANNING AND DEVELOPMENT SERVICES

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**TO:** Council  
**DATE:** April 28, 2020 **DIVISION:** 4  
**FILE:** 03234014 **APPLICATION:** PL20200022  
**SUBJECT:** First Reading Bylaw - Residential Redesignation

---

**PURPOSE:** The purpose of this application is to redesignate a portion of the subject land from Ranch and Farm District (RF) to Residential Three District (R-3), in order to facilitate the creation of a  $\pm 10$  acres parcel with a  $\pm 123.76$  acres remainder.  
**GENERAL LOCATION:** Located approximately 1.5 miles north of hamlet of Langdon, and 1 mile west of Highway 797.  
**APPLICANT:** Konschuk Consulting (Larry Konschuk)  
**OWNERS:** Christina Santillo  
**POLICY DIRECTION:** Relevant policies for this application include County Plan and any other applicable policies.

### COUNCIL OPTIONS:

Option #1: THAT Bylaw C-8038-2020 be given first reading.  
 Option #2: THAT application PL20200022 be denied.

Respectfully submitted,

Concurrence,

“Theresa Cochran”

“Al Hoggan”

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Executive Director  
Community Development Services

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Chief Administrative Officer

XD/lt

### APPENDICES:

APPENDIX ‘A’: Bylaw C-8038-2020 & Schedule A  
 APPENDIX ‘B’: Map Set

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### Administration Resources

Xin Deng, Planning and Development Services



## BYLAW C-8038-2020

### A Bylaw of Rocky View County to amend Land Use Bylaw C-4841-97

The Council of Rocky View County enacts as follows:

#### PART 1 - TITLE

This Bylaw shall be known as Bylaw C-8038-2020.

#### PART 2 - DEFINITIONS

In this Bylaw, the definitions and terms shall have the meanings given to them in Land Use Bylaw C-4841-97 and the *Municipal Government Act*.

#### PART 3 - EFFECT OF BYLAW

**THAT** Part 5, Land Use Map No.32 of Bylaw C-4841-97 be amended by redesignating a portion of SW-34-23-27-W04M from Ranch and Farm District (RF) to Residential Three District (R-3), as shown on the attached Schedule 'A' forming part of this Bylaw.

**THAT** A portion of SW-34-23-27-W04M, is hereby redesignated to Residential Three District (R-3), as shown on the attached Schedule 'A' forming part of this Bylaw.

#### PART 4 - TRANSITIONAL

Bylaw C-8038-2020 comes into force when it receives third reading, and is signed by the Reeve/Deputy Reeve and the CAO or Designate, as per the *Municipal Government Act*.

**Division: 4**

**File: 03234014 / PL20200022**

READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

*PUBLIC HEARING WAS HELD IN COUNCIL this* \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A SECOND TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2020

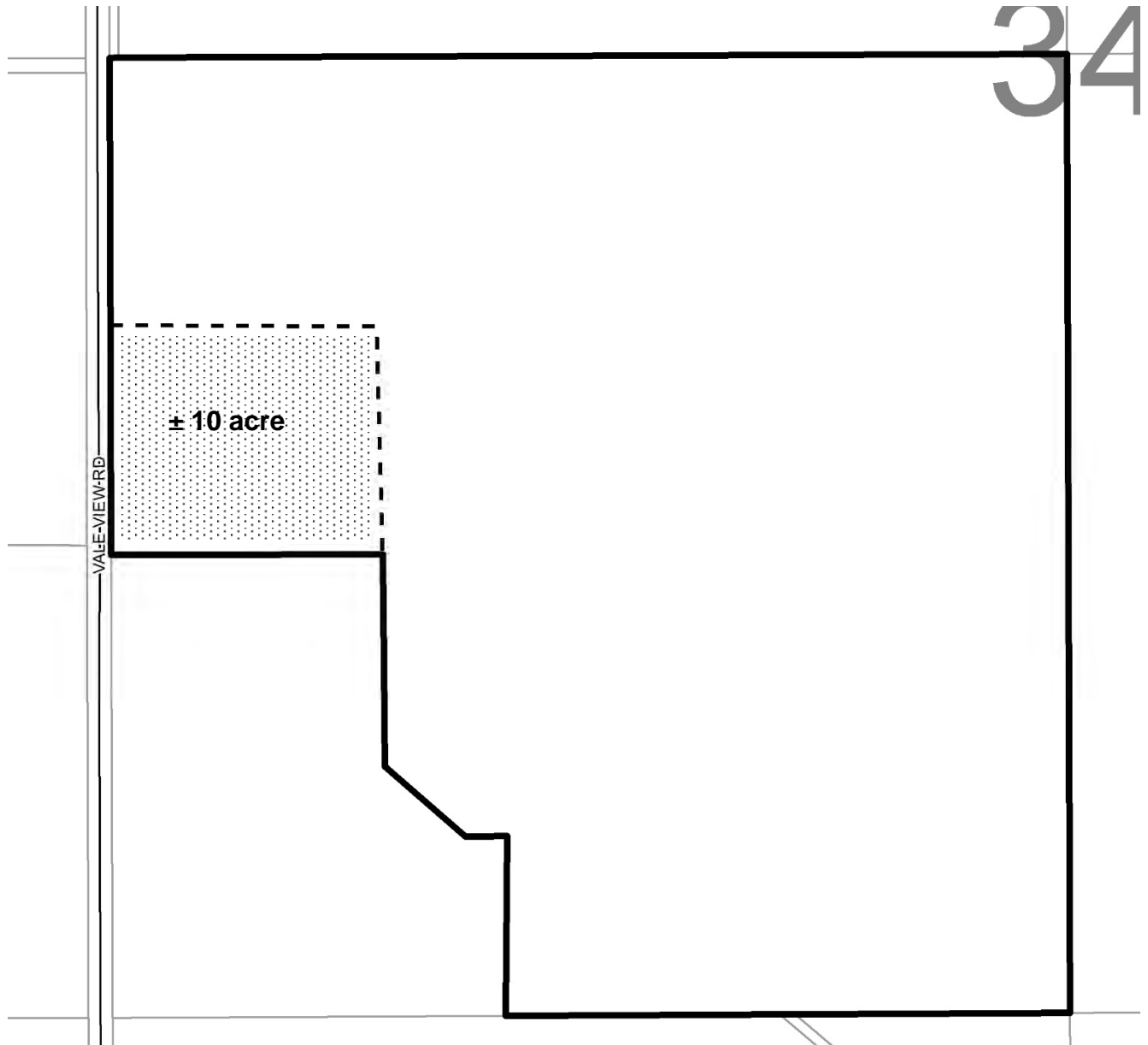
\_\_\_\_\_  
Reeve

\_\_\_\_\_  
CAO or Designate

\_\_\_\_\_  
Date Bylaw Signed



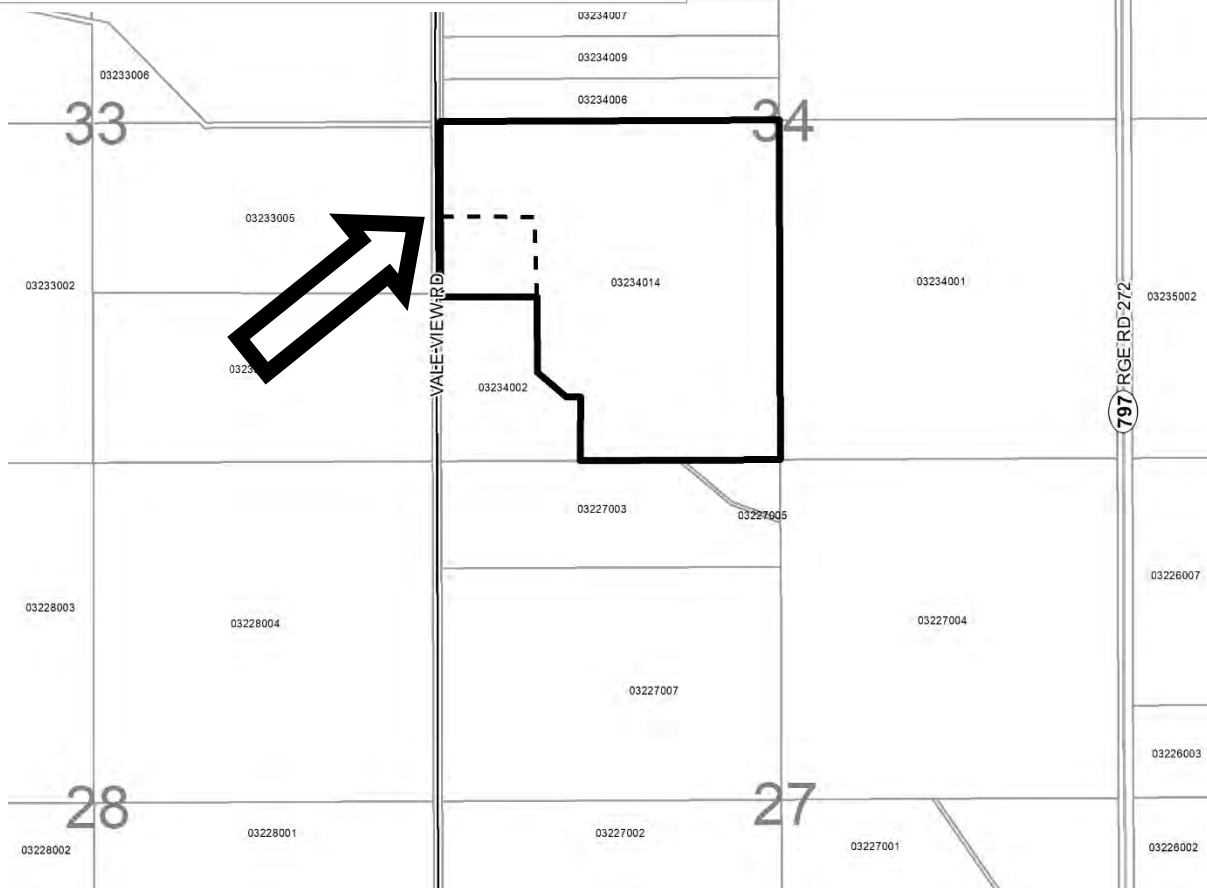
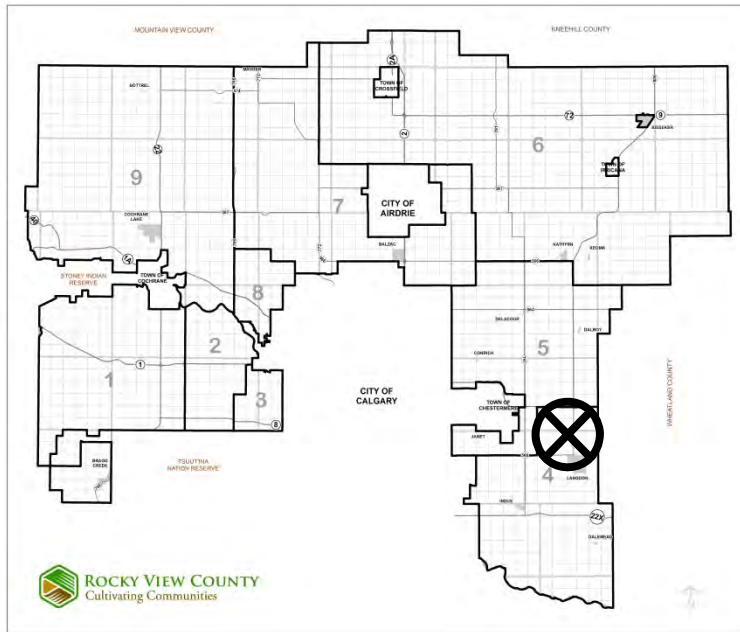
## SCHEDULE "A"

BYLAW: C-8038-2020FROM Ranch and Farm District TO Residential Three District

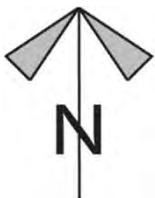
Subject Land \_\_\_\_\_

LEGAL DESCRIPTION: A Portion of SW-34-23-27-W04MROCKY VIEW COUNTY  
Cultivating CommunitiesFILE: PL20200022- 03234014

DIVISION: 4



**LOCATION PLAN**



SW-34-23-27-W04M

Date: March 6, 2020

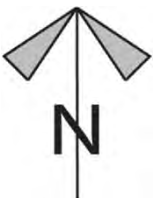
Division # 4

File: 03234014

34

VALE-VIEW-RD

## DEVELOPMENT PROPOSAL



SW-34-23-27-W04M

Date: March 6, 2020

Division # 4

File: 03234014

34

VALE-VIEW RD

**Surveyor's Notes:**

1. Parcels must meet minimum size and setback requirements of Land Use Bylaw C-4841-97.
2. Refer to Notice of Transmittal for approval conditions related to this Tentative Plan.

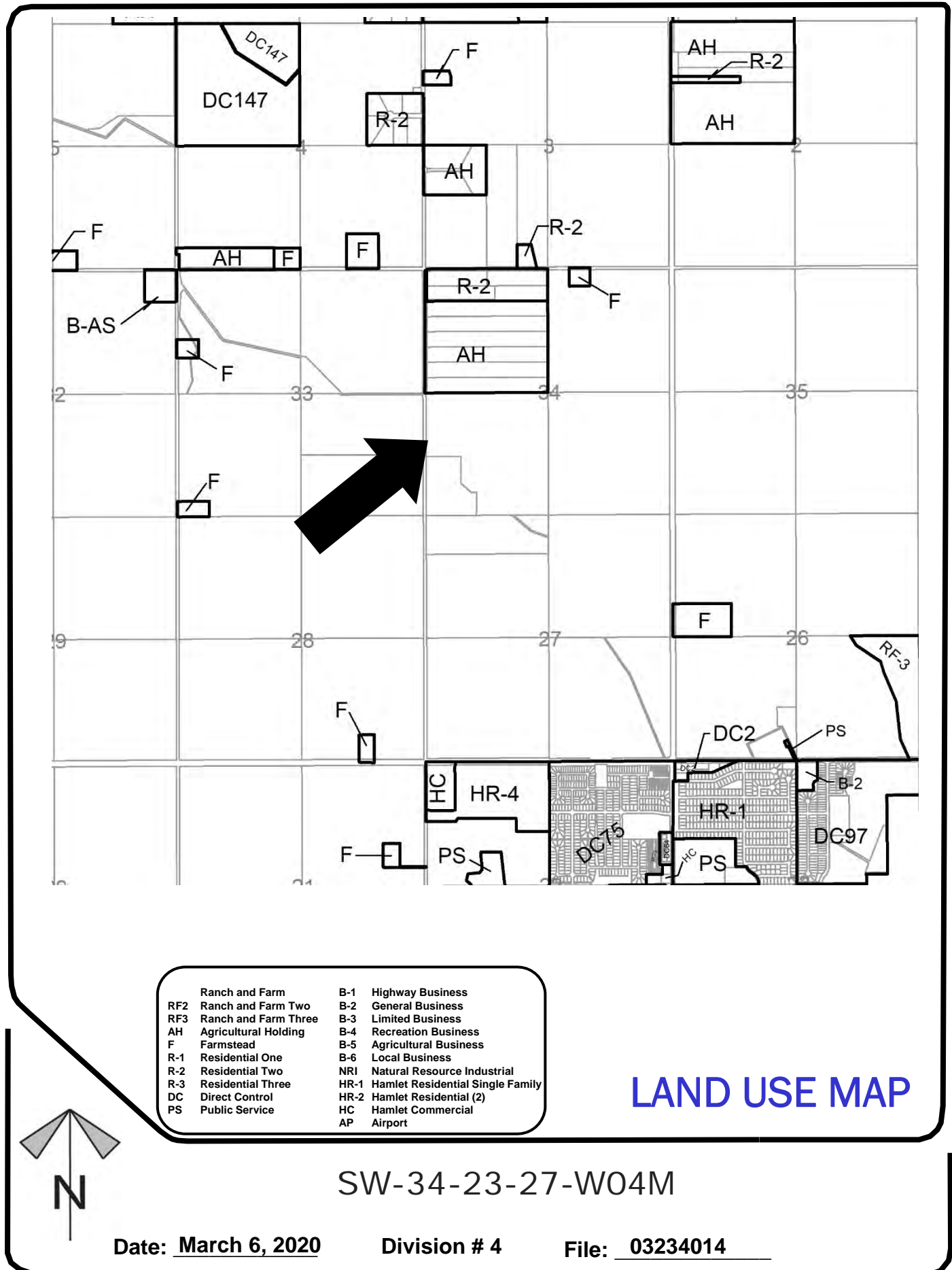
**TENTATIVE PLAN**

SW-34-23-27-W04M

Date: March 6, 2020

Division # 4

File: 03234014



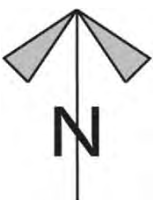




Contours are generated using 10m grid points, and depict general topographic features of the area. Detail accuracy at a local scale cannot be guaranteed. They are included for reference use only.

## TOPOGRAPHY

**Contour Interval 2 M**



SW-34-23-27-W04M

**Date:** March 6, 2020

## Division # 4

**File: 03234014**





Note: Post processing of raw aerial  
photography may cause varying degrees  
of visual distortion at the local level.

**AIR PHOTO**  
*Spring 2018*

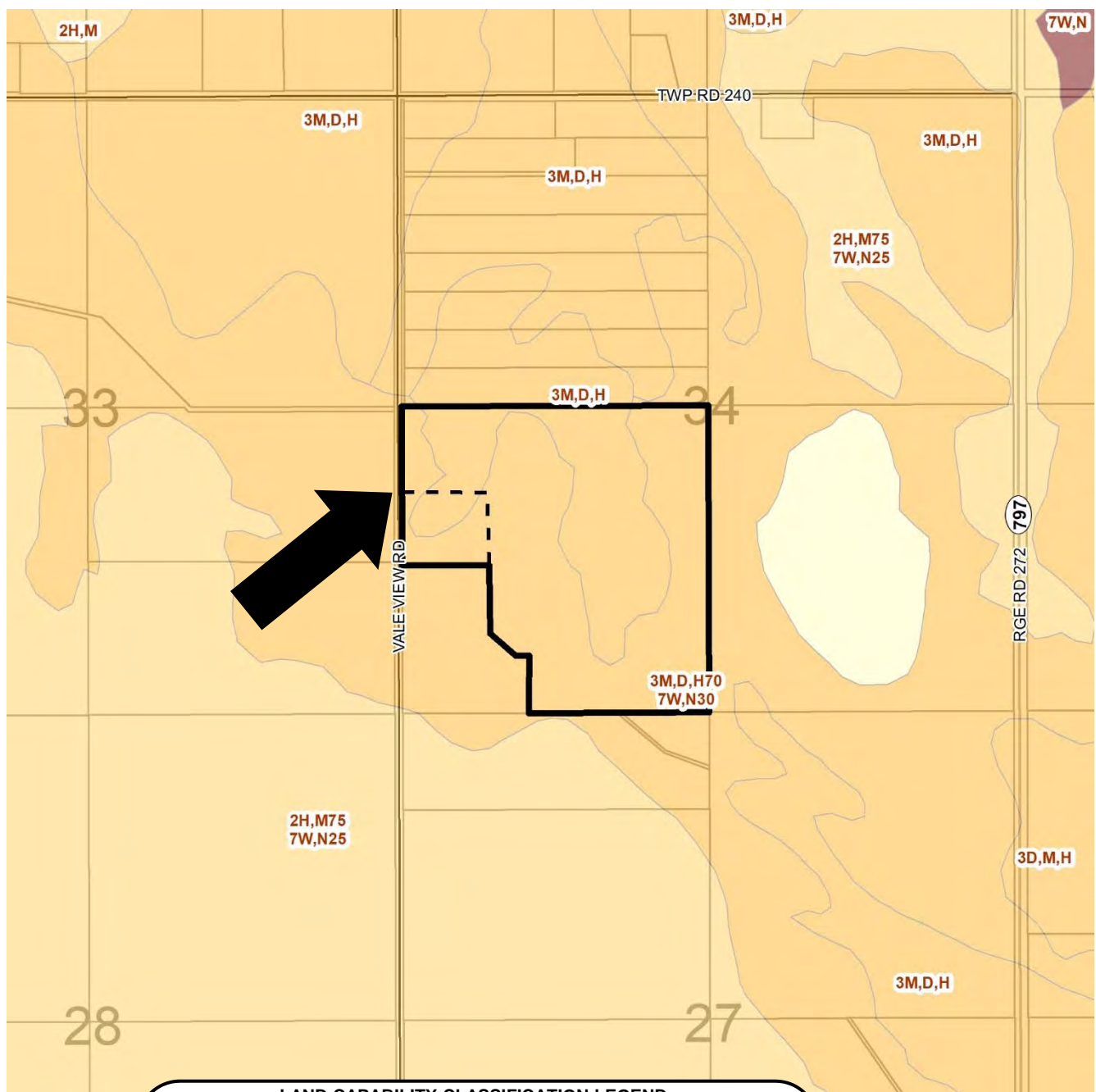


SW-34-23-27-W04M

Date: March 6, 2020

Division # 4

File: 03234014



**LAND CAPABILITY CLASSIFICATION LEGEND**  
*Limitations refer to cereal, oilseeds and tame hay crops*

**CLI Class**

- 1 - No significant limitation
- 2 - Slight limitations
- 3 - Moderate limitations
- 4 - Severe limitations
- 5 - Very severe limitations
- 6 - Production is not feasible
- 7 - No capability

**Limitations**

- B - brush/tree cover
- C - climate
- D - low permeability
- E - erosion damage
- F - poor fertility
- G - Steep slopes
- H - temperature
- I - flooding
- J - field size/shape
- K - shallow profile development
- M - low moisture holding, adverse texture
- N - high salinity
- P - excessive surface stoniness
- R - shallowness to bedrock
- S - high sodicity
- T - adverse topography
- U - prior earth moving
- V - high acid content
- W - excessive wetness/poor drainage
- X - deep organic deposit
- Y - slowly permeable
- Z - relatively impermeable

**SOIL MAP**

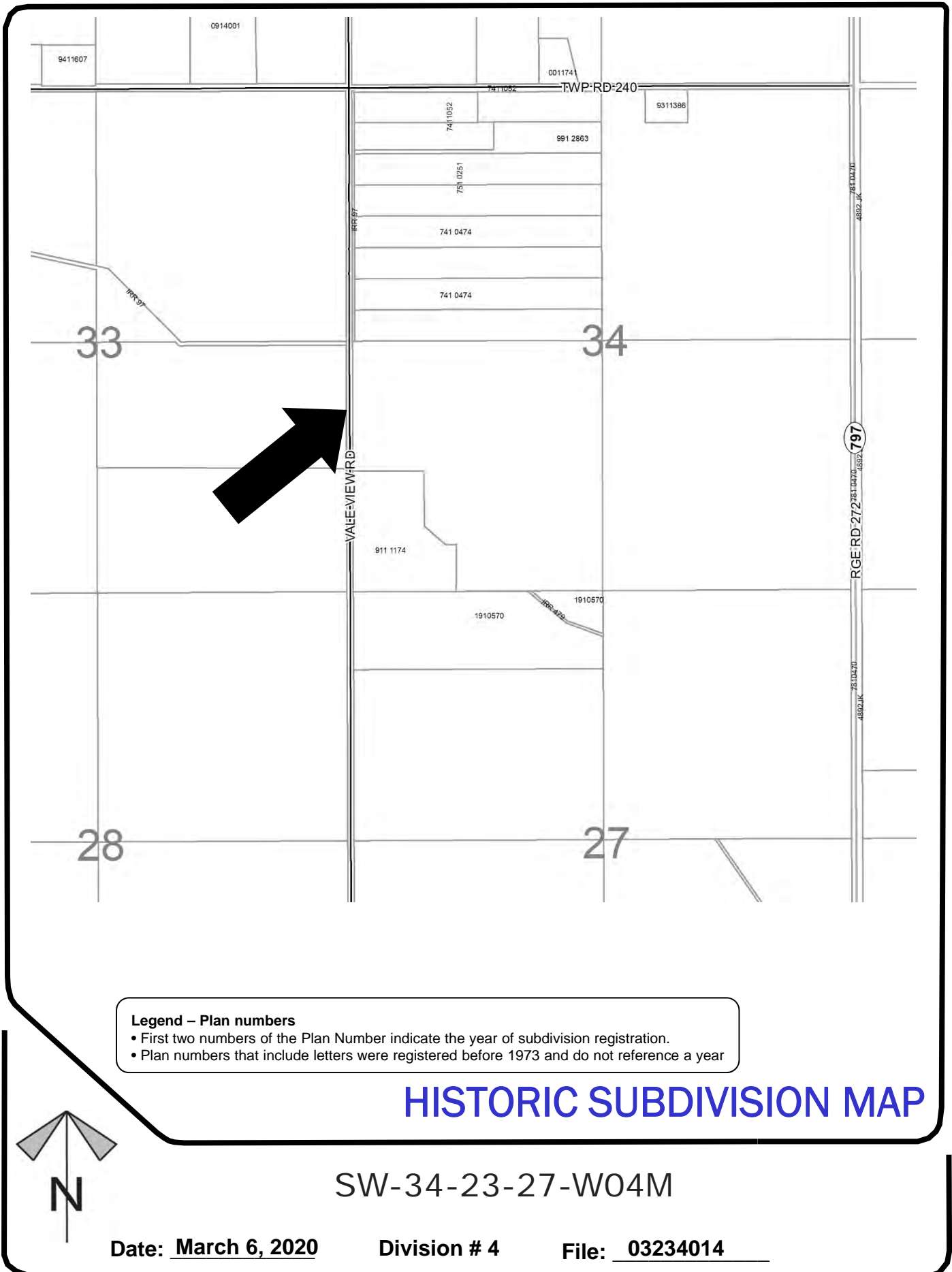


SW-34-23-27-W04M

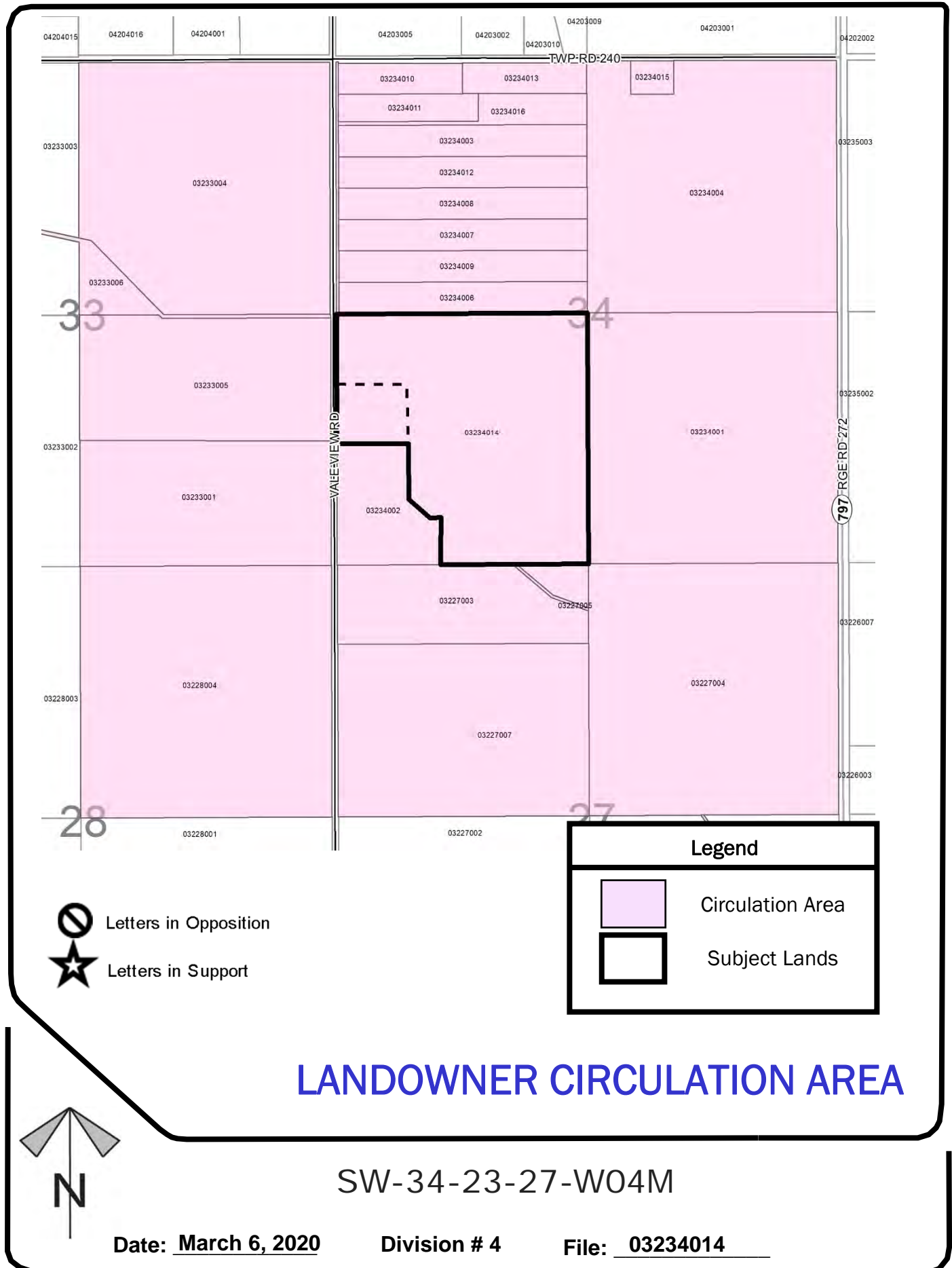
Date: March 6, 2020

Division # 4

File: 03234014









Division	Status	Topic	Description	Date Raised Scheduled	Target Completion Date	Responsible Area
All	Active	Offsite Levy Bylaws	Administration was directed at the December 19, 2019 Council meeting to bring forward proposed off-site levy bylaws for consideration of first reading in accordance with levy scenario 1 as presented in Administration's report.  Council provided first readings of the off-site levy bylaws and directed a public hearing on May 12, 2020 at the March 10, 2020 Council meeting.	10-Dec-19	Late May/Early June	Capital Project Management
All	Active	Moratorium on the Collection of Off-Site Levies	Administration was directed at the January 28, 2020 Council meeting to bring back a report with recommendations and options regarding offsite levy collection and implementation.	28-Jan-20	12-May-20	Corporate Services Division
All	Active	Late Tax Payment Penalty Cancellation Policy C-204	Administration was directed at the January 14, 2020 Council meeting to bring the Late Tax Payment Penalty Cancellation Policy C-204 back to Council for review by the end of March, 2020.	14-Jan-20	12-May-20	Financial Services
All	Active	Unfunded Council Initiatives	Administration was directed at the December 10, 2019 Council meeting to prepare a list of unfunded items to be considered during budget finalization in April 2020.	10-Dec-19	28-Apr-20	Financial Services
All	Active	Specialized Municipality Status	Administration was directed at the March 26, 2019 Council meeting to proceed with an analysis of the benefits of specialized municipality status.  Administration was directed at the December 19, 2019 Council meeting to begin the formal application process to change the status of Rocky View County from Municipal District to Specialized Municipality in accordance with the <i>Municipal Government Act</i> .	10-Dec-19	26-May-20	Intergovernmental Affairs
All	Active	Sale of the Chestermere Regional Recreation Center	Administration was directed at the September 24, 2019 Council meeting to explore the sale of the land and remediation of the facility.  Administration was further directed at the January 28, 2020 Council meeting to review the letter of intent presented by the City of Chestermere and prepare a report for Council's consideration.	28-Jan-20	12-May-20	Legal and Land Administration

Division	Status	Topic	Description	Date Raised Scheduled	Target Completion Date	Responsible Area
All	Active	Electoral Boundaries and Governance Review	<p>Administration was directed at the November 22, 2016 Council meeting to prepare a terms of reference for an electoral boundary review.</p> <p>Administration was further directed at the November 22, 2016 Council meeting to develop an electoral boundary review policy.</p> <p>Administration was further directed at the July 9, 2019 Council meeting to prepare a budget adjustment for an electoral boundary and governance review.</p> <p>Administration was further directed at the September 10, 2019 Council meeting to proceed with an RFP with limited public consultation.</p> <p>Council approved the project terms of reference at the January 28, 2020 Council meeting.</p>	26-Nov-19	31-Jul-20	Municipal Clerk's Office
All	Active	Potential Joint Assessment Review Board	Administration was directed at the February 11, 2020 Council meeting to bring back options for a joint Assessment Review Board once Administration has concluded preliminary discussions with potential partner municipalities.	11-Feb-20	23-Jun-20	Municipal Clerk's Office
	Active	Report/Options on a Potential Third Council Meeting	Administration was directed at the March 10, 2020 Council meeting to prepare a proposal/options for a third Council meeting each month.	10-Mar-20	23-Jun-20	Municipal Clerk's Office
All	Active	Feasibility of Cemetery Services	Administration was directed at the November 4, 2019 Council meeting to look at the feasibility of Cemetery Services and investigate potential options for Council's consideration.	4-Nov-19	Fall 2020	Operational Services
All	Active	Aqueduct Update	Administration was directed at the December 19, 2019 Council meeting to schedule a CAO workshop with Jonathan Huggett by the end of February, 2020.	10-Dec-19	Late May	Operations Division
All	Active	Creation of Authorized Truck Routes/Truck Haul Agreements	Administration was directed at the November 26, 2019 Council meeting to assess the feasibility of authorized truck haul routes or agreements for Burma Road, Weedon Trail, and Horse Creek Road.	26-Nov-19	26-May-20	Operations Division
All	Active	New Municipal Development Plan	<p>Administration was directed at the May 18, 2018 Council meeting to initiate the process of amending the County Plan.</p> <p>Administration was further directed at the March 12, 2019 Council meeting to begin the process of creating a new Municipal Development Plan.</p>	8-May-18	30-Jun-20	Planning and Development Services

Division	Status	Topic	Description	Date Raised Scheduled	Target Completion Date	Responsible Area
5	Active	Janet ASP Amendment for an Expanded Study Area	Council approved the project terms of reference at the April 30, 2019 Council meeting, and provided further direction to expand the project area at the May 28, 2019 Council meeting.	30-Apr-19	12-May-20	Planning and Development Services
All	Active	Joint Highway 1 Corridor Area Structure Plan	Administration was directed at the December 10, 2019 Council meeting to prepare terms of reference for a proposed Area Structure Plan along Highway 1, and to return to Council within three months.  This item was tabled until the May 12, 2020 Council meeting at the March 10, 2020 Council meeting.	10-Dec-19	12-May-20	Planning and Development Services
5	Active	Glenmore Trail Area Structure Plan	Administration was directed at the May 28, 2019 Council meeting to report back to Council on the feasibility of an Area Structure Plan east of Calgary along Glenmore Trail.  Administration was directed at the September 24, 2019 Council meeting to prepare a terms of reference for the proposed Glenmore Trail Area Structure Plan.  Administration was directed at the December 10, 2019 Council meeting to finalize the a draft terms of reference and return to Council within three months, to return to Council with a budget adjustment for the project, and to investigate options for landowner contributions.	28-May-19	28-Apr-20	Planning and Development Services
All	Active	County Plan Amendments to Accommodate Developer-led ASP	Administration was directed at the February 11, 2020 Council meeting to draft amendments to the County Plan to allow a development proponent to prepare a new ASP or amendment to an ASP subject to a Council-adopted Terms of Reference and that amendments to the County Plan allow a development proponent to prepare a new ASP or amendment to as ASP be included in the current drafting of a new MDP.	11-Feb-20	Fall 2020	Planning and Development Services
2	Active	Recreation and Parks Foundation	Administration was directed at the September 24, 2019 Council meeting to explore the establishment of a Recreation and Parks Foundation to support the buildout and long-term maintenance of recreation and parks amenities and programs in Rocky View County.	24-Sep-19	28-Apr-20	Recreation, Parks and Community Support

Division	Status	Topic	Description	Date Raised Scheduled	Target Completion Date	Responsible Area
All	Active	Recreation and Parks Master Plan	Council approved a new Recreation Governance Model at the July 23, 2020 Council meeting, and directed Administration to begin the implementation process.  Council approved the Recreation and Parks Master Plan terms of reference at the January 14, 2020 Council meeting.	23-Jul-20	Fall 2020	Recreation, Parks and Community Support
All	Active	Airdrie & Area Health Benefits Cooperative (AAHBC) County Participation Proposal	Administration was directed at the March 6, 2018 PPC meeting to prepare a County participation proposal for the AAHBC.	6-Mar-18	Summer 2020	Recreation, Parks and Community Support
All	Hold	Improved Protection of Agricultural Lands	Administration was directed at the July 25, 2017 Council meeting to review current soil importation practices and develop a more comprehensive development permit process, and bring recommendations back to Council.	25-Jul-17	Summer 2020	Planning and Development Services
All	Hold	Beekeeping in Rocky View County	Administration was directed at the December 5, 2017 PPC meeting to bring back a report to Council regarding beekeeping in the County and potential amendments to the Land Use Bylaw.	5-Dec-17	Summer 2020	Planning and Development Services
All	Ongoing	High-Speed Internet Servicing	Administration was directed at the March 12, 2019 Council meeting to bring Phase I of the Internet Servicing Strategy and report back to Council with the results.  Administration was further directed at the April 30, 2019 Council meeting to end Phase I of the Internet Servicing Strategy and begin work on the Community Broadband Study Project.	12-Mar-19	Ongoing	Business and Economic Development
All	Ongoing	Springbank Land Purchase	Administration was directed at the July 9, 2019 Council meeting to investigate the purchase of lands as discussed in the closed session.  Administration was directed at the March 10, 2020 Council meeting to prepare a business plan to support the purchase of the land.	9-Jul-19	Ongoing	Legal and Land Administration
9	Ongoing	Sale of the Cochrane and District Agricultural Lands	Administration was directed at the September 24, 2019 Council meeting to negotiate a purchase and sale agreement with the CDAS subject to Council approval.  Administration was directed at the Mayrch 10, 2020 Council meeting to proceed with mandate #2 as directed in the closed session.	24-Sep-19	Ongoing	Legal and Land Administration

Division	Status	Topic	Description	Date Raised Scheduled	Target Completion Date	Responsible Area
All	Ongoing	Garden of Peace Chapel Lease	Administration was directed at the February 25, 2020 Council meeting to negotiate a 5-year lease for the Garden of Peace Chapel and related lands.	25-Feb-20	Ongoing	Legal and Land Administration
All	Ongoing	Sale of the Cochrane Gravel Pit Lands	Administration was directed at the February 25, 2020 Council meeting to negotiate a purchase and sale agreement for the sale of the Cochrane Gravel Pit lands.	25-Feb-20	Ongoing	Legal and Land Administration
All	Ongoing	Sale of the Indus Gravel Pit Lands	Administration was directed at the February 25, 2020 Council meeting to negotiate a purchase and sale agreement for the sale of the Indus Gravel Pit Lands.	25-Feb-20	Ongoing	Legal and Land Administration
2	Ongoing	Sale of the Commercial Court Municipal Reserve Parcel	Administration was directed at the March 12, 2019 Council meeting to evaluate alternatives and conduct consultation on a new community facility in the Springbank area prior to September 30, 2019.	12-Mar-19	Ongoing	Legal and Land Administration
All	Ongoing	Animal Care and Control Bylaw	Administration was directed at the November 6, 2018 PPC meeting to bring the Animal Care and Control Bylaw to a future Policy Review Subcommittee meeting for further consideration. The Animal Care and Control Bylaw was considered at the November 14, 2018 PRS meeting.	6-Nov-18	Fall 2020	Municipal Enforcement
7	Ongoing	Thorlakson Site Cleanup	MOVED by Councillor Henn the the resolution dated June 11, 2019, with respect to PRDP20190505, be amended to state the following be completed by June 28, 2020: a. Screen all compost materials from the existing wind rows; b. Sort and remove all plastics and non-compostable materials from the site; c. Incorporate all 'overs' into manure compost associated with the feedlot; d. Provide written confirmation that any equipment remaining on site is associated with the feedlot and/or manure composting per the NRCB approval; and e. All stockpiles shall be moved onto the existing pad and used for on-going manure composting or spread and incorporated into appropriate agricultural lands.	28-Jan-20	28-Jun-20	Planning and Development Services



Division	Status	Topic	Description	Date Raised Scheduled	Target Completion Date	Responsible Area
1	Ongoing	Subdivision Application PL20190168	Administration be directed to prepare and amendment to the County Servicing standards that will add a minimum road standard to accommodate ranch access where there is deemed to be limited residential or commercial growth potential (eg. Dead end unmaintained road allowances with limited chance of being developed. And further that, the new standard shall allow for only residential in support of the agricultural operation.	28-Jan-20	Ongoing	Planning and Development Services
9	Ongoing	Macdonald Communities Limited/Schickedanz West – Water and Wastewater Servicing at Cochrane Lakes	Administration was directed at the March 12, 2019 Council meeting to open up discussions with the current utility owner on future servicing strategies.  Administration was directed at the June 25, 2019 Council meeting to continue with negotiations as outlined in the confidential report.	12-Mar-19	Ongoing	Utility Services



# NOTICE OF MOTION

**Submitted in accordance with sections 54, 55, 56, 57, and 58 of  
Procedure Bylaw C-7907-2019**

**Presented By:** Councillor Kevin Hanson, Division 3  
**Seconded By:** Councillor Crystal Kissel, Division 9

This notice of motion is read into the Council record on **April 28, 2020**. The motion as read into the record will be debated on **May 12, 2020**.

**TITLE:** **Rock View County Optional Property Tax Deferral Program**

**WHEREAS** Like many other municipalities, Rocky View County finds itself in the midst of unprecedented economic upheaval due to a combination of a prolonged multi-year downturn in Alberta's economy, and a rapidly escalating chain of events this spring relating to the COVID-19 Pandemic at the Federal, Provincial, and Municipal Government levels - all having serious collateral consequences with the effect of setting a new social and economic reality for the County and its residents for the foreseeable future;

**AND WHEREAS** The Province has focused its tax relief efforts to date on deferring education taxes for Rocky View businesses;

**AND WHEREAS** The current financial stress is unprecedented, there is no question that Rocky View ratepayers ultimately need to take ownership for their financial responsibilities and commitments - however, the "bridge financing" that a tax payment deferral would provide could be invaluable and "life-saving" for some;

**AND WHEREAS** For the long term health of the County's tax assessment base, it is desirable to keep as many Rocky View ratepayers in their homes and as many businesses operating as possible;

**AND WHEREAS** At this time, Rocky View County has just over \$30 million dollars in its Tax Stabilization Fund, funds in reserve for a "rainy day", and/or to help smooth year-over-year tax revenue fluctuations, and unforeseen, but necessary, operating cost expenditures;

**AND WHEREAS** Rocky View County has an existing subscription-based Tax Instalment Payment Plan (TIPP) that is beneficial to the County, as it smooths yearly tax revenue cash flow by spreading it equally across the year;

**AND WHEREAS** A mechanism to modify payment amounts and repayment schedules known as a “Blend and Extend” strategy is a common technique employed by financial organizations to help their clients bridge financial hardship;

**AND WHEREAS** Property Tax payments are never ultimately at “at risk” for the County, as seizure and forced sale of the property, to obtain payment, is a potential last option;

**AND WHEREAS** Per the last audit report, the County’s balance sheet is in sound financial shape, and the cash flow implications of a Property Tax Deferral Program is likely within the financial means of the County without relying on additional operating credit;

**THEREFORE BE IT RESOLVED THAT:** Administration be directed to develop and deliver a “Property Tax Deferral Program” to be made available on an case-by-case basis, that would allow County ratepayers to defer their 2020 tax payments until December 31, 2020, on the condition that they:

- A) demonstrate that they are in-need, and meet the qualifications of the program,
- B) make a commitment to enlist in the Rocky View County’s TIPP program,
- C) agree to blend 2020’s tax payments with 2021’s tax payments;

**AND THAT** a detailed list of qualifications, step-by-step sign-up procedure, and roll-out plan be established as part of the program development;

**AND THAT** the fiscal implications to Rocky View County are analyzed and reported back to Council, including an option to charge the ratepayers a cost-recovery financing fee on the basis of the County’s additional costs of covering the deferred cash flow;

**AND THAT** the necessary Bylaw and/or Policy as required to enact the program be delivered to Council such that final approval for the new financial aid program can be achieved no later than the May 12th, 2020 Council meeting date.

## **BACKGROUND**

With an uncertain end to the COVID-19 Pandemic crisis, Rocky View is in for a prolonged bought of tough economic times, impacting a large swath of ratepayers in all corners of the County.

Approximately 27% of Rocky View's assessment base is non-residential. Given the current business "mill-rate" being set at a factor of three compared to the residential rate, it supplies just over 50% of the County's tax revenue. If the Province's projections for a near-term potential 25% unemployment rate come to light, there will be a significant number of related business failures. A reduced commercial tax revenue for 2021 is a very real concern and is an upcoming "new reality" for Rocky View.

Given the unprecedented financial stress expected in the near-term, implementation of a carefully thought out framework for a tax deferral scheme could cushion the Pandemic's financial impacts for many residents and businesses.

This "Made in Rocky View" program could provide the bridge financing that many ratepayers need. Utilities, mortgages, and rents, are being deferred. Avoiding a balloon payment at the end of the deferral is of paramount concern. Therefore, the initial proposal of this Notice of Motion to be debated, is that 2020 taxes be deferred to the end of 2020. This 6-8 months of tax deferrals would then be blended with 2021's normal tax instalment payments, and paid over the next 12 months. Residents would have to apply for this relief, and commit to joining the tax instalment payment plan (TIPP), which does help Rocky View's cash flow in 2021.

Taxes would not be forgone. However it will strain the RVC cash flow situation until mid-2021, and cost the County interest income. Rocky View could look to recover this cost, by implementing a small financing fee that is blended into the deferred tax payments. In this manner all rate payers would be treated equally regardless of whether they choose to take advantage of the deferral program or not. Alternatively, the financing cost could be borne by the entire community as a show of solidarity in the war against the COVID-19 virus.

At the beginning of 2020, there was approximately \$39 million dollars in the Tax Stabilization Reserve at the start of this year. \$9.6 million was earmarked by Council to service West Balzac for potential new development. This leaves approximately \$30 million in the County's "rainy day" fund, monies that could easily be invested in a Property Tax Deferral Program. This would keep Rocky View competitive with its regional neighbors', while propping up its tax assessment base. Many of Rocky View's neighbors' have already announced tax relief measures, and while Alberta recovers from the global recession we find ourselves in, these measures will ultimately help speed the economic recovery of Rocky View County long after the pandemic is squashed, and a new normal is established.