



NORTH SPRINGBANK AREA STRUCTURE PLAN



Bylaw C-5035-99 Adopted May 4, 1999

**ROCKY VIEW COUNTY
Department of Planning and Development**

**MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44
BYLAW C-5035-99**

A Bylaw of the Municipal District of Rocky View No. 44 to adopt an Area Structure Plan pursuant to Section 633 of the Municipal Government Act.

WHEREAS the Council of the Municipal District of Rocky View No. 44 wishes to adopt the Area Structure Plan affecting the lands described as:

**Sections N ½ 32, N ½ 33, SE ¼ 33, 34
Township 24, Range 3, West 5th Meridian**

**Sections 3, 4, 5, S ½ 8, S ½ 9, S ½ 10,
Township 25, Range 3, West 5th Meridian**

herein referred to as the "Lands" and described in Schedule "A", known also as the North Springbank Area Structure Plan, attached hereto and forming part of this bylaw; and

WHEREAS a notice was published on April 6th, 1999 and April 13th, 1999 in the Rocky View Five Village Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for April 20th, 1999; and

WHEREAS Council held a Public Hearing and have given consideration to the representations made to it in accordance with Section 692 of the Municipal Government Act, being Chapter 24 of the Revised Statutes of Alberta, 1995, and all amendments thereto.

NOW THEREFORE the Council enacts the following:

1. That the Area Structure Plan be adopted to provide a framework for subsequent subdivision and development within:

**Sections N ½ 32, N ½ 33, SE ¼ 33, 34
Township 24, Range 3, West 5th Meridian**

**Sections 3, 4, 5, S ½ 8, S ½ 9, S ½ 10,
Township 25, Range 3, West 5th Meridian**

herein referred to as the "Lands" and described in Schedule "A", known also as the North Springbank Area Structure Plan, attached hereto and forming part of this bylaw.

2. This Bylaw may be cited as the North Springbank Area Structure Plan.

3. That this Bylaw shall come into effect upon the date of third and final reading.

File: 616-5

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, this 23rd day of March 1999, on a motion by Councillor Stinson.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, this 20th day of April 1999, on a motion by Councillor Kent.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, this 4th day of May 1999, on a motion by Councillor Hall.

REEVE OR DEPUTY REEVE

MUNICIPAL SECRETARY

NORTH SPRINGBANK AREA STRUCTURE PLAN

OFFICE CONSOLIDATION SEPTEMBER 2008

NOTE: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Description	Date
1.	C-5531-2002	Figure 3 – delete and replace Figure 4 – delete and replace	April 16, 2002
2.	C-6044-2005	Figure 3 – delete and replace Table 1 – delete and replace text Section 5.8.1 – delete and replace text	April 26, 2005
3.	C-6677-2008	Section 4.0 - delete and replace text Figure 1 –adjust boundary line Figure 2 – adjust boundary line Figure 3 – adjust figure Table 1 – delete and replace table Figure 4 – adjust figure Figure 5 – adjust figure Figure 6 – adjust figure Figure 7 – adjust figure	Sept 9, 2008
4.	C-7185-2012	Section 5.0 – delete and replace text Figure 3 – delete and replace Table 1 – delete and replace text Throughout – replace other references to the Municipality with Rocky View County Section 5.7 – insert text	September 11, 2012

This document is an office consolidation and amendments have been inserted for ease of reference only. The official Bylaw and all amendments thereto are available from the Administration Office of the M. D. of Rocky View No. 44 and should be consulted for all purposes of interpreting and applying this Bylaw.

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Schedule “B” - The Appendices are not adopted as part of the North Springbank Area Structure Plan and are provided as supporting information.

Appendix 1: North Springbank Area Structure Plan Terms of Reference

Appendix 2: North Springbank Planning Survey – Survey Results and Comments

Appendix 3: North Springbank Planning Survey – Supplemental Question Results

Appendix 4: Plan Area Land Use

1.0 INTRODUCTION

1.1 Background

In May of 1995, the Municipality released the *Draft Springbank Business District Area Structure Plan* for public review and comment¹. Following an assessment of community responses to the Draft Plan and the formal request by the Springbank 2000 Group² to restart the planning process under a revised terms of reference, Council adopted the *North Springbank Area Structure Plan Terms of Reference*³. Responsibility for the preparation of a new Area Structure Plan for the Plan Area was delegated by Council to the North Springbank Advisory Committee pursuant to the North Springbank Area Structure Plan Terms of Reference. The Advisory Committee comprised three members of the community. At the request of the Advisory Committee, a consultant was retained to provide technical and professional planning support. The Advisory Committee in consultation with the community, two M.D. of Rocky View Councillors and the consultant, undertook plan preparation. The Committee focused the relevant planning issues which had been identified by the community, met with the various stakeholders within the Plan Area, compiled background information relevant to the planning issues and provided the guidance and decision making necessary to the preparation of a draft plan.

On December 18th, 1996, *Draft North Springbank Area Structure Plan* was presented to the Municipality for its consideration.

On February 4, 1997, Council referred the *Draft North Springbank Area Structure Plan* to the Municipal Development Plan / Land Use Bylaw Steering Committee for its information. Further, Council authorized the release of the Draft Plan at a public meeting to be held in the community. Following consideration of the Draft North Springbank Area Structure Plan by the Municipal Development Plan / Land Use Bylaw Steering Committee, Council determined that further consideration of this plan should not occur until the *Municipal Development Plan* was adopted. On July 6th, 1998 the *Municipal Development Plan*⁴ was adopted by Council and the *North Springbank Area Structure Plan* was considered for adoption.

1 The Draft Plan was the "Springbank Airport Business District Area Structure Plan" and was dated May 16, 1995.

2 The Springbank 2000 group is a community group with a membership of area residents concerned with the future of the Springbank community.

3 Appendix: 1

4 Municipal District of Rocky View, *Municipal Development Plan*, Bylaw C-4840-97.

1.2 Community Participation

In addition to the community's direct representation on the Advisory Committee, the North Springbank Area Structure Plan Terms of Reference facilitated active community participation in the preparation of the Plan. The Terms of Reference's public participation program encouraged ongoing input by the community at various stages of plan preparation.

Community participation in the preparation of this Plan included the following:

- an initial open house was held January 16, 1996 at the Springbank Heritage Centre focused on identifying the major planning issues within the Plan Area. This Open House complemented a questionnaire that was designed and distributed by Springbank 2000 which was intended to gather input from the community about the planning issues within the Plan Area.
- a second open house, hosted by the Advisory Committee was held on February 13, 1996 to provide questionnaire results to the community and to discuss planning issues identified in the questionnaire.
- a third open house, hosted by the Advisory Committee, was held on October 5, 1996 at the Springbank Heritage Centre. The purpose of this meeting was to inform the community of the activities of the Advisory Committee and to gather additional community input on key planning issues. A questionnaire containing three supplemental questions was distributed at this meeting.
- following consideration of the Draft Plan by the Municipality, a fourth open house was hosted by the Advisory Committee on March 18, 1997. At this meeting, the Draft Plan under consideration by the Municipality was presented for public review and comment.
- a formal public hearing respecting the Draft Plan and its adoption by Bylaw was held on April 20, 1999 pursuant to the provisions of the *Municipal Government Act*.

1.3 Terms of Reference

The North Springbank Area Structure Plan Terms of Reference was adopted by Council on September 12, 1995⁵. At its meeting of October 8, 1996, Council adopted a seven point planning procedure which had the effect of amending the Terms of Reference⁶. Plan preparation was guided by the adopted Terms of Reference and the seven point planning procedure.

⁵ Appendix: 1

⁶ Ibid.

1.4 The North Springbank Area Structure Plan - A Statutory Plan

The North Springbank Area Structure Plan is a statutory plan adopted by Rocky View County pursuant to the provisions of the *Municipal Government Act*. In conjunction with the broader municipal planning objectives of the *Municipal Development Plan*, an area structure plan: "Provides a more detailed framework than the *Municipal Development Plan* for subsequent subdivision, development or redevelopment of an area of land". The North Springbank Area Structure Plan establishes consistent planning principles and directions for a specified area of the Municipality. Its planning strategy guides proposals for redesignation, subdivision and development through the Municipality's implementation planning function by providing a consistent means of evaluating and responding to proposals for change within its Plan Area, while respecting the wishes of the stakeholders within the existing community, the needs of the future and the Municipality as a whole.

This Plan is unable to anticipate and examine every future impact, cost or benefit. Where land use planning issues arise which are addressed by this Plan, policies requiring further studies and/or impact monitoring are in place to facilitate evaluation of these issues.

2.0 ENABLING LEGISLATION

Pursuant to Part 17, Division 4, Section 633(1) of the *Municipal Government Act*, Council may (by Bylaw passed in accordance with Division 12 of the *Municipal Government Act*) adopt an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area of land within the Municipality.

An area structure plan:

- a) *must describe:*
 - (i) *the sequence of development proposed for the area;*
 - (ii) *the land uses proposed for the area, either generally or with respect to specific parts of the area;*
 - (iii) *the density of population proposed for the area either generally or with respect to specific parts of the area;*
 - (iv) *the general location of major transportation routes and public utilities.*

- b) *and may contain any other matters the Council considered necessary.*

Section 622 of the *Municipal Government Act* requires consistency with the Land Use Policies established by the Lieutenant Governor in Council pursuant to Section 622 of the *Municipal Government Act* Order in Council 522/98.

Every statutory plan, land use bylaw and action undertaken pursuant to the part by a municipality, municipal planning commission, subdivision authority, development authority or subdivision and development appeal board or the Municipal Government Board must be consistent with the land use policies.

Further, Section 638 of the *Municipal Government Act* requires that:

All statutory plans adopted by a municipality must be consistent with each other.

3.0 PLAN OBJECTIVES

Preamble

The objective of the North Springbank Area Structure Plan is to establish a growth management strategy which will accommodate the various land uses within the plan area. Although the plan area is quite small (4,350 acres) agricultural, residential, institutional and commercial land uses are currently contained in the plan area, along with the Springbank airport. As a result the potential for conflict between adjoining land uses is high. The plan's objective is to establish guidelines against which to measure future development proposals which will (1) maintain the agricultural usage of the plan area until these lands are developed with an alternate use (2) preserve the future development potential of all lands within the area and (3) maintain the country residential character of the greater Springbank area.

Objectives

- 3.1 To achieve an orderly and cost-effective pattern of subdivision and development of land for a range of land uses within the Plan Area in accordance with a Future Land Use Concept and development strategy.
- 3.2 To maintain the agricultural land base pending conversion to other land uses in accordance with the Plan.
- 3.3 To establish a framework of land use, subdivision and development policies that will guide and manage the land uses identified by the Future Land Use Concept.
- 3.4 To establish the community's preferences for development at the Springbank Airport.
- 3.5 To establish a framework of land use, subdivision and development policies to guide and manage development in the vicinity of the Springbank Airport, which ensures restrictions around the Airport are minimized and provides alternative land uses for restricted areas.
- 3.6 To establish performance standards and development guidelines for commercial based business development within specific areas of the plan area.
- 3.7 To establish policies for lands adjacent to Highway #1 which respect and preserve the functional integrity of this transportation corridor.

- 3.8 To identify servicing within the Plan Area and to establish a policy framework for the provision of these services.
- 3.9 To establish a development sequence for future subdivision and development of lands within the Plan Area.

4.0 PLAN AREA

Preamble

The North Springbank Area Structure Plan Area is located within the Southwest portion of the Municipality approximately 2.5 miles (1.56 km) west of the City of Calgary.

Figure 1 provides the context of the North Springbank Area Structure Plan Area within the Municipality.

The Plan Area is accessible from the east and west by Highway #1, Township Road 250 and Township Road 251A. From the north and south, access to the Plan Area is available from Range Road 32 and Range Road 33.

The Plan Area comprises approximately 3,948 acres (1,598 ha) and includes the following lands:

Section N 1/2 32, N 1/2 33, SE 1/4 33, 34, all within Township 24, Range 03, West 5th Meridian Sections 3, 4, S 1/2 and NE 5, SE 8, SE and the south half of SW 9, S 1/2 10, all within Township 25, Range 03, West 5th Meridian.

Policy

4.1 The Plan Area is identified in Figure 2. Policies contained in this Plan apply to lands within the Plan Area.

For the purposes of this Plan, the boundaries of the Plan Area identified in Figure 2, shall be considered as approximate only and minor variations due to road widening or other factors as deemed appropriate by Council, shall not require an amendment to this Plan.

1 Figure 1 – Plan Context

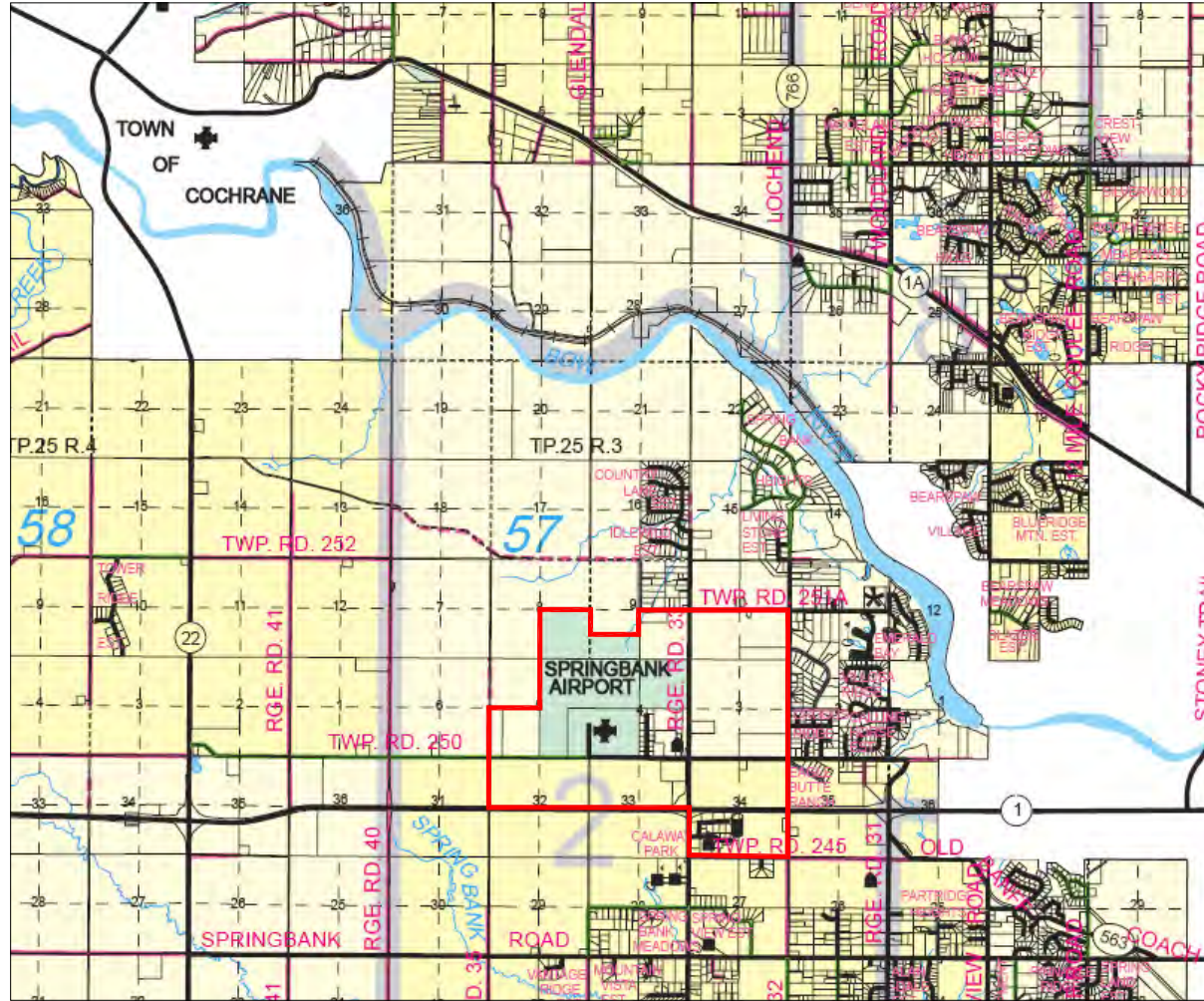


Figure: 1
Plan Context

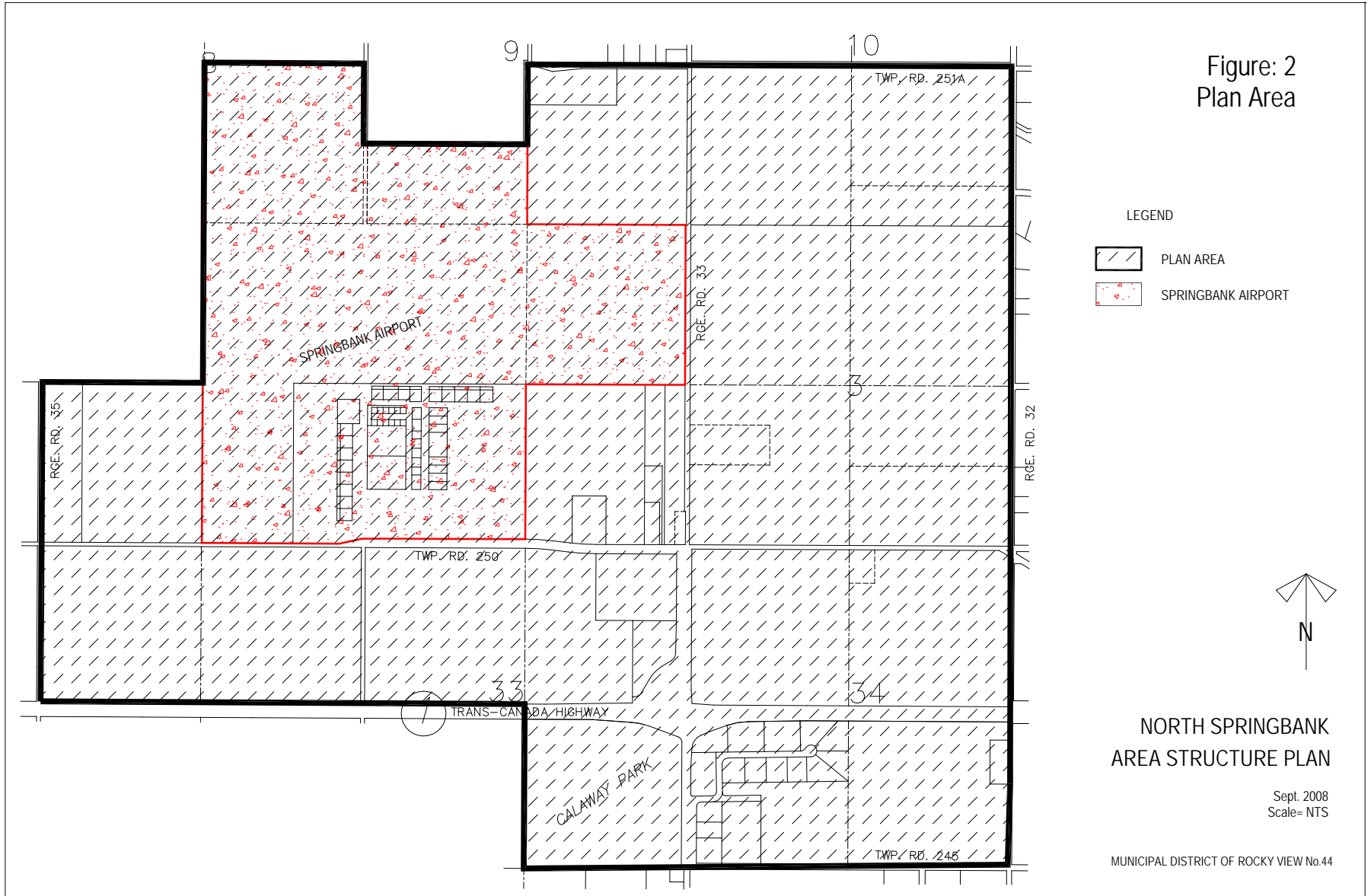
NORTH SPRINGBANK
AREA STRUCTURE PLAN

Sept. 2008
Scale=NTS

MUNICIPAL DISTRICT OF ROCKY VIEW No.44

2 Figure 2 – Plan Area

3



5.0 FUTURE LAND USE CONCEPT

Preamble

The Future Land Use Concept is the foundation of the North Springbank Area Structure Plan. It represents a land use future for the Plan Area that is preferred by the community. The Plan's policies are intended to complement and facilitate the preferred future land use.

The Future Land Use Concept depicted in Figure 3 represents a land use pattern for the Plan Area that reflects the community consensus. Section 3.0 of the *Municipal Development Plan* provides a guide for growth and change for regions of the Municipality where more detailed planning through area structure plans has not occurred. Area structure plans are noted therein as providing additional planning detail, and in accordance with section 3.0 of the *Municipal Development Plan*, this plan is intended to provide further detailed planning having regard to the *Municipal Development Plan* and in accordance with sound land use planning principles.

The basic principles incorporated into the future land use concept are as follows:

- 5.1.1 Existing agriculture land shall remain designated for agricultural use until redesignated for residential use, excepting those areas described in sections 5.1.2 and 5.1.3.
- 5.1.2 The sequencing for residential development shall be generally from east to west, recognizing that the land in areas adjoining the plan area to the east and north is predominantly residential.
- 5.1.3 Establish policies for lands impacted by airport operations. Recognizing that these areas are unsuited to residential development, propose a range of uses beyond agricultural which may be accommodated in these areas.
- 5.1.4 Commercial based business development shall be restricted to these areas shown as Commercial on Figure 5, those lands impacted by airport operations as described in section 5.1.3, and on the airport itself.

5.2 Growth Management Strategy

The North Springbank Area Structure Plan is a strategic tool to manage future land use change within the Plan Area. The Future Land Use Concept does not forecast implementation rates nor does it target a time when the future land uses contemplated by the concept will be achieved. This is in part due to variable rates of growth and change within the Plan Area and the variety of different market forces that influence these rates. Further, the development of the Plan Area lands will vary as the locational factors and the site suitability of the lands to support and sustain a proposed land use are evaluated by different proponents for

development. Similarly, the needs of the development industry will slow or intensify the rate of land use changes proposed within the Plan Area.

It is also important to state that implementation of the Future Land Use Concept is dependent upon the broader land use planning principles and policies of the *Municipal Development Plan* facilitating its implementation.

Notwithstanding the uncertainty of implementation, it is expected that with periodic review and amendment, the Future Land Use Concept will remain current over the period of time required to develop the Plan Area.

5.3 Planning Horizons - Population Growth

At the time of plan preparation, a demographic profile of the Plan Area was unavailable. Subsequently, the following assumptions were made respecting the existing population of the Plan Area population and its future population:

- the base population of the Plan area is approximately 66.5 persons (based on an average household population of 3.5 persons per residence)⁷;
- the estimated future population of the Plan Area at full implementation of the Future Land Use Concept is estimated to be more or less 1,400 persons (based on a ratio of 0.57 person per gross developable acre of land identified for potential residential uses) ; and
- as noted in the Growth Management section of this Plan, no timeline has been established for the transitional growth of the Plan Area's population.

5.4 General Land Use

Preamble

This Plan envisages that over time, much of the Plan Area will become residential with a limited amount of commercial based business development in areas identified in sections 5.1.3 and 5.1.4. Agriculture is the current dominant land use. The community's preferred alternative land use is residential as opposed to commercial or industrial based business development. No industrial based business development within the Plan Area is accommodated under this Plan. In fact, it is strongly opposed by the community. It is expected that the existing and future agricultural land uses will continue to co-exist with residential land uses during the period from adoption of this Plan to full development of the Plan Area.

⁷ At the time of plan preparation there were 19 residences within the Plan Area.

Policy

- 5.4.1 Figure 3 is the Future Land Use Concept for the Plan Area and generally identifies the distribution of future land uses within the Plan Area.
- 5.4.2 Site conditions, municipal polices and standards and/or provincial or federal regulations may affect the development potential of lands within the Plan Area for the use identified by the Future Land Use Concept. In such instance alternate land use shall be considered having regard to the basic principles of the future land use concept listed in sections 5.1.1-5.1.4.
- 5.4.3 When considering proposals for redesignation, the Municipality should confirm that the proposal is in conformity with the Future Land Use Concept and applicable provisions of this Plan.
- 5.4.4 Redesignation, subdivision and/or development of lands within Plan Area shall generally proceed from east to west. However, the sequence of development may be altered without amendment to the Plan, at the discretion of Council, provided the consequences of development out of sequence are examined and Council determines that any on-site or off-site planning issues have been resolved.
- 5.4.5 The Plan does not support industrial based business development in any part of the Plan Area.
- 5.4.6 Where applications for redesignation, subdivision and/or development approval propose a land use not contemplated by this Plan, or, in the opinion of Council, is not in conformity with this Plan, Council may:
- a) require the proposal to be amended to bring it into conformity with this Plan;
 - b) refuse the proposal; or
 - c) undertake an amendment to this Plan that would accommodate the proposal.
- 5.4.7 Where an amendment to this Plan is proposed (as contemplated by Policy 5.4.6 herein) the amendment shall be undertaken in accordance with Section 8.0 (Implementation, Review and Amendment) of this Plan.

Figure 3 – Future Land Use Concept

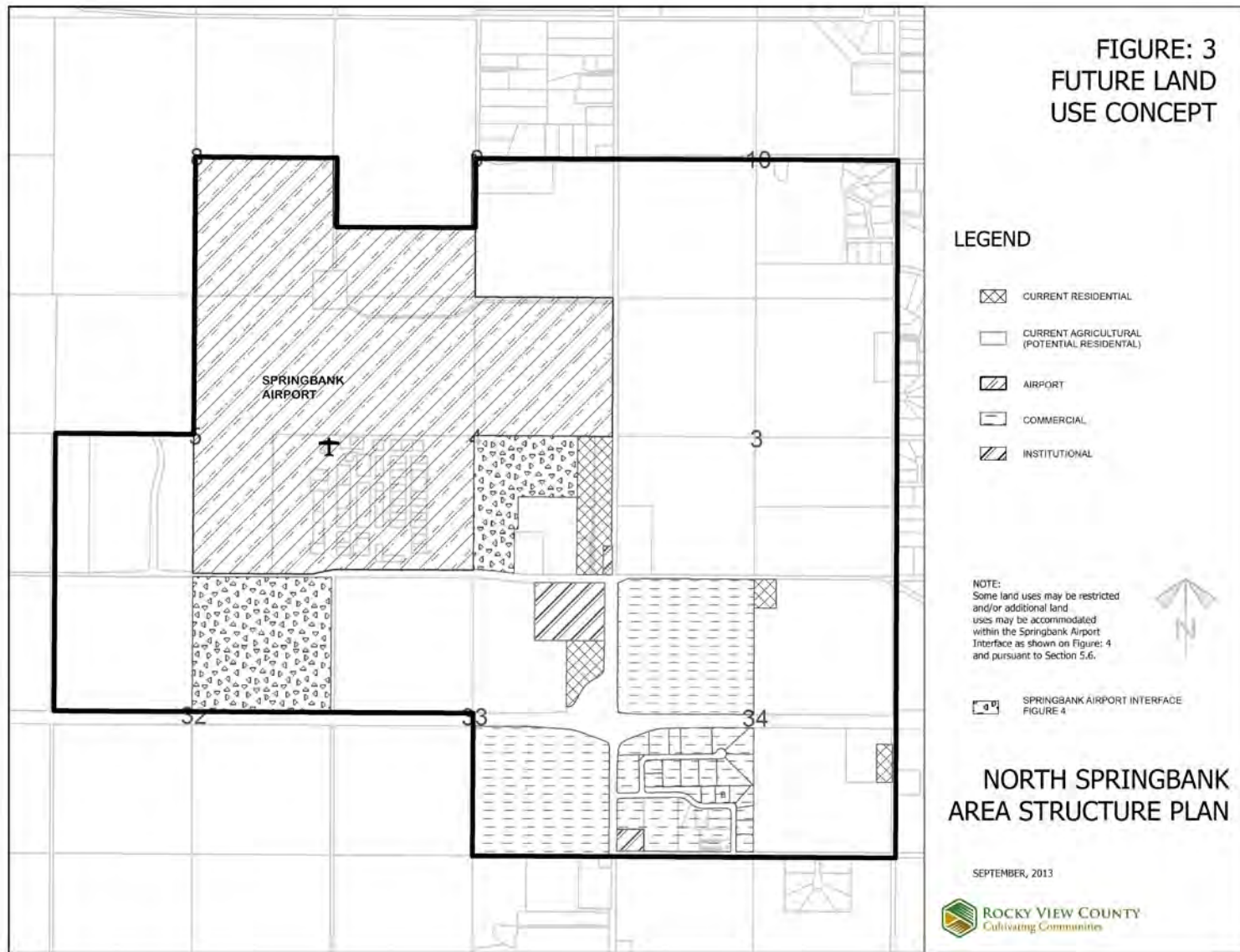


Table 1: Future Land Use Concept - Land Use by Land Use Category

Land Use Category	Area (Acres)	Area (Hectares)	Percent
Current Residential	62.34	1,156.02	1.6
Current Agricultural (Potential Residential)	2060.6	833.91	52.2
Airport	1,041.49	421.49	26.4
Springbank Airport Interface	185.40	75.03	4.7
Commercial	420.79	170.29	10.7
Institutional	39.78	16.09	1.0
Roads/Highway	158.00	63.94	4.0
Total	3,948.31	1597.86	100.00

Table Notes:

1. Reference Figure 3 - Future Land Use Concept
2. Total area in hectares may vary from total area in acres due to conversion factors.
3. Percentage may not total 100% due to rounding of figures.

5.5 Agricultural Land Use

Preamble

Most of the Plan area is currently subject to agricultural land use. This will continue in accordance with applicable planning documents including the *Municipal Development Plan*. The North Springbank Plan Area is immediately adjacent to "Areas under Development Pressure" as identified in Figure 4 of the MDP. Under the Future Land Use Concept, agricultural land uses are expected to decline being replaced by residential land uses. During the transitional period in which a mix of land uses exist, the impact that new development may have on existing agricultural activities should be considered. Similarly, impacts that proposals for intensification of agricultural activities may have on the Plan Area should be considered.

Policy

- 5.5.1 The Future Land Use Concept (Figure 3) identifies land within the Plan Area currently comprising agricultural land uses.

- 5.5.2 Lands within the Plan Area identified for non-agricultural land uses are considered appropriate for agricultural land uses during the period from adoption of this Plan to full transition of the Plan Area to non-agricultural land uses.
- 5.5.3 At the time of Plan adoption, land within the Plan Area containing agricultural uses and/or designated for agricultural uses by the *Land Use Bylaw* but identified by the Future Land Use Concept for non-agricultural land uses, shall be considered as conforming uses under this Plan. The intensification of an existing agricultural land use on these lands may be considered without amendment to this Plan, provided the proposed use is in conformity with the *Land Use Bylaw* and provisions of this Plan.
- 5.5.4 Where residential land use has been identified in the Future Land Use Concept for lands presently containing agricultural land uses, the Council should facilitate an orderly withdrawal of the agricultural activities and the sensitive reshaping of the existing landscape. In this regard, Council may place all or portions of these areas in specialized agricultural districts of the *Land Use Bylaw* in anticipation of future residential development.
- 5.5.5 The Municipality, when considering the appropriateness of applications for redesignation and subdivision proposals for intensive agricultural uses identified by the Future Land Use Concept as potential residential, should consider:
- a) the compatibility of the proposed agricultural land use with the adjacent existing land uses and the future land uses considered appropriate by the Future Land Use Concept;
 - b) the provisions of the *Municipal Development Plan* and the *Land Use Bylaw*;
 - c) compatibility with the safe operation of the Springbank Airport;
 - d) any other matters the Municipality deems appropriate.

5.6 *Airport Land Use*

The Springbank Airport is operated on leased Federal Crown land by the Calgary Airport Authority. The Springbank Airport Land Use Plan⁸ identifies the function of the Springbank Airport as:

*"to relieve Calgary International Airport of recreational and training operations and to serve commercial air services such as charter, flying clubs, and specialty air service activities using propeller driven aircraft up to 5670 kg (12,500 lb.) gross take-off weight."*⁹

In addition to runways and other airport facilities, the Springbank Airport contains aircraft repair and storage facilities and associated office and administration facilities.

5.6.1 *Municipal Planning Policy and Airport Lands*

Preamble

All lands identified as Springbank Airport lands in Figure 4 are Federal Crown lands leased to the CAA. This limits in some respects the extent to which the lands are subject to the provisions of the *Municipal Government Act*, and the authority of Rocky View County pursuant to that Act.

The community has identified the Springbank Airport and its future growth as an important planning issue within the Plan Area. Questionnaire results (forming part of the process of plan preparation) indicated a strong preference of the community that the Springbank Airport remain at or below its current level of activity. Further, the community has expressed concern that intensification of industrial and commercial activities at the airport will have a significant and detrimental affect on the community's quality of life, the community's preferences for airport development can be stated as follows:

- Springbank Airport would be maintained as a small airport to off-load some smaller planes from the Calgary International Airport.
- No additional infrastructure such as lengthening of existing runways or construction of additional parallel north/south runway.
- Some "airport-related" commercial development could be accommodated to ensure the economic viability of the Springbank Airport.

8 Ibid., Page 2.

9 National Airports Policy - Summary, Transport Canada, July, 1994.

During preparation of the Plan, the Advisory Committee spent a great deal of time meeting with the Calgary Airport Authority as a significant stakeholder in the Plan Area. The Calgary Airport Authority may develop a Master Plan for the Springbank Airport; however, this plan is not yet available. Further, community consultation with residents has not occurred, and it is expected and encouraged that full and complete public consultation with area residents and Rocky View County will be undertaken in advance of any plan being produced.

Policy

5.6.1.1. Should the Springbank Airport lands become subject to the provisions of provincial statute, the Municipality shall require (prior to undertaking any amendments to the *Land Use Bylaw* that would have the effect of changing the existing range of permitted and discretionary uses for the Airport lands) that an Airport Development Plan be prepared by the proponents for the *Land Use Bylaw* amendment in consultation with the Municipality, the community and other affected stakeholders. An Airport Development Plan should contain:

- a) a Comprehensive Development Plan for the proposed site that addresses proposed and future land uses;
- b) an assessment of the potential impact of the proposed and future land use(s) may have on surrounding land uses including, but not limited to, traffic, noise, dust, safety and visual impact;
- c) the availability and adequacy of on-site and off-site municipal services, private and/or public utilities necessary to support the proposed and future development;
- d) the Operational Plan for the proposed and future use(s) (i.e. proposed days and hours of operation, number of employees);
- e) a Landscaping and Buffering Plan;
- f) the proposed architectural and site planning controls proposed for the Airport lands;
- g) an Environmental Overview or Impact Assessment and/or Audit;
- h) an Archaeological/Historical Impact Assessment;
- i) any other matter the Municipality deems necessary.

5.6.1.2 This Plan does not support industrial based business uses on Airport lands.

5.6.1.3 The community has indicated that the following land use activities are not appropriate for development on Airport lands:

- a) aerial application and spraying operations;
- b) air courier and freight facilities;
- c) outdoor aircraft storage and salvage facilities;
- d) helicopter operations;
- e) overnight accommodation;
- f) warehouses.

5.6.2 Springbank Airport Interface

Preamble

Airport activities have the potential to negatively impact lands beyond the boundaries of airport boundaries. These impacts may be the result of a range of factors that include; the affects of aircraft noise; the affects of aircraft emissions; safety issues; or aesthetic issues.

Conversely, certain land uses and/or developments if developed in proximity to the airport, may adversely affect the safe and efficient operation of the airport.

Accordingly, the Springbank Airport Interface delineates areas of the Plan Area in which a range of impacts are anticipated to be most significant. Within these areas, the special land use policies of this Plan apply.

Policy

5.6.2.1 Figure 4 identifies the lands within the Plan Area affected by the Springbank Airport Interface. Table 2 identifies the major noise exposure forecast assumptions made for the Springbank Airport.

Table 2 Springbank Airport - Major Noise Exposure Forecast Assumptions

- 180,000 aircraft movements per year ¹⁰
- Existing runway configuration (60% of flights on the North/South runway)
- Aircraft weight limited to 5,670 kg (12,500 lb.)
- 96% of activity at Airport during daytime
- Existing mix of aircraft maintained

5.6.2.2 Where the provisions of this Section appear to be in conflict with other policies or sections of this Plan, the provisions of this Section shall take precedent.

5.6.2.3 Appropriate land uses on lands within the Springbank Airport Interface include:

- a) agriculture land use as provided for in the *Land Use Bylaw*;
- b) horticultural activities that include tree farms, greenhouses and nurseries;
- c) public and private recreational uses that include such uses as golf courses and parks;
- d) cemeteries;
- e) aircraft hangers and private residences ancillary to this use;
- f) commercial based business parks subject to the provisions of this Plan.

5.6.2.4 Where a commercial based business park is proposed within the Springbank Airport Interface, the development guidelines and performance standards pertaining to this use contained herein shall apply. In addition, prior to undertaking any amendments to the *Land Use Bylaw* that would have the effect of permitting a commercial business park within the Springbank Airport Interface, the proponents of the proposed commercial business park shall, in consultation with the Municipality, the community and other affected stakeholders, prepare the following:

- a) a Comprehensive Development Plan for the proposed site that addresses proposed and future land uses;

10 An increase to 241,000 movements per year would not require amendment to the Springbank Airport Interface.

- b) an assessment of the potential impacts that the proposed and future land use(s) may have on surrounding land uses including, but not limited to, traffic, noise, dust, safety and visual impact;
- c) the availability and adequacy of on-site and off-site municipal services, private and/or public utilities necessary to support the proposed and future development;
- d) the Operational Plan for the proposed and future uses (i.e. proposed days and hours of operation, number of employees);
- e) a Landscaping and Buffering Plan;
- f) the proposed architectural and site planning controls;
- g) an Environmental Overview or Impact Assessment and/or Audit;
- h) an Archaeological/Historical Impact Assessment;
- i) any other matter the Municipality deems necessary.

5.6.2.5 When considering redesignation proposals, applications for subdivision and/or development approval on lands contained within the Springbank Airport Interface, the Municipality should verify that the proposal is fully compatible with the safe operation of the Springbank Airport.

5.6.2.6 When evaluating proposals contemplated by Policy 5.6.2.5 herein, the Municipality should consider:

- a) any potential for the discharge of toxic, noxious or other particulate matter into the atmosphere that may occur as a result of approval of the subject proposal;
- b) any potential radiation or other interference by use of electronic or electrical equipment on the Airport;
- c) any potential fire or explosive Hazards that may result from approval of the subject proposal;
- d) any potential for the accumulation of any material or waste edible by or attractive to birds;
- e) any proposed use of extensive lighting;
- f) the proposed building height including clearance lights, mechanical penthouses, antennas, building cranes during construction, receiving or transmitting structures, masts, flagpoles, clearance markers or other element beyond the height of the principal building structure;

- g) any noise exposure forecast areas and the affect the forecasted noise will have on the proposed development;
- h) the provisions of this Plan; and
- i) any other matter deemed appropriate by Council.

Figure 4 – Springbank Airport Interface



5.7 Business Land Use

Preamble

The expansion, type and form of business land uses within the Plan Area are important planning issues for the community. Since the adoption of this plan in 1999, and as per Section 5.2 which anticipates periodic reviews and amendments so the Plan remains current, this Plan has been amended to permit development on land deemed suitable to support and sustain non-residential development. The community response to the background questionnaire respecting business land use indicated a strong preference to restrict business land use to existing areas south of Highway #1 at the Range Road 33 / Highway #1 interchange. In addition to these areas several parcels of land currently impacted by airport operations are also designated for future business usage. These parcels are now designated for agriculture but lie within the 30 Noise Exposure Forecast (NEF) contour of the Springbank Airport (see Figure 4). As these parcels are unsuited for residential development, future commercial land uses are accommodated under this Plan. Further, there was strong community support for the implementation of performance and development standards for future commercial development within the Plan Area. The introduction of industrial based activities within commercial areas and/or commercial activities requiring extensive outside storage of goods and materials is strongly opposed by the community.

5.7.1 General Business Land Use

Preamble

General business land uses include stand-alone commercial developments that may provide goods and services to the local community, the traveling public or a recreational market.

Policy

- 5.7.1.1 The Future Land Use Concept (Figure 3) identifies areas within the Plan Area generally considered appropriate for commercial based land uses.
- 5.7.1.2 Redesignation proposals and/or applications for subdivision approval to accommodate commercial based land uses shall be considered pursuant to the Future Land Use Concept, the Development Guidelines and Performance Standards herein and other relevant Plan policies.
- 5.7.1.3 Highway commercial and recreation business land uses provided for in the *Land Use Bylaw* are considered appropriate land uses within commercial areas identified by the Future Land Use Concept.
- 5.7.1.4 Notwithstanding the provisions of Policy 5.7.1.3, the Municipality may accommodate a wider range of commercial uses within Direct Control Districts of the *Land Use Bylaw*.

- 5.7.1.5 Commercial based land uses requiring extensive outside storage of goods and materials are not considered appropriate uses within commercial areas identified by the Future Land Use Concept.
- 5.7.1.6 A Direct Control District contemplated by Policy 5.7.1.4 herein, should establish rules and regulations including, but not limited to:
- a) permitted and discretionary uses;
 - b) general rules and regulations for the development of permitted and discretionary uses;
 - c) parking and access requirements;
 - d) landscaping and screening requirements; and
 - e) any other matter the Municipality deems necessary.
- 5.7.1.7. When considering the appropriateness of redesignation proposals and/or applications for subdivision to accommodate commercial based land uses within the Plan Area, the Municipality shall require, prior to undertaking an amendment to the *Land Use Bylaw* to accommodate the proposed use, require the proponent of such a use to prepare the following:
- a) a Comprehensive Development Plan for the proposed site;
 - b) an assessment of the potential impact on surrounding land uses including, but not limited to, traffic, noise, dust, safety and visual impact;
 - c) the availability and adequacy of on-site and off-site municipal services, private and/or public utilities necessary to support the commercial development;
 - d) the Operational Plan for the commercial use (i.e. proposed days and hours of operation, number of employees);
 - e) a Landscaping and Buffering Plan;
 - f) an Environmental Overview or Impact Assessment and/or Audit;
 - g) an Archaeological/Historical Impact Assessment;
 - h) any other matter the Municipality deems necessary.
- 5.7.1.8 All Business development proposed within the Plan Area, should comply with the Performance Standards and Development Guidelines of this Plan.

5.7.2 Business Parks

Preamble

A Business Park is a comprehensively planned development that may contain a range of commercial activities in a number of buildings situated within a campus-like setting. Common characteristics of Business Parks include; the application of extensive architectural controls, restrictive on-site sign regulations, comprehensive site planning and extensive landscaping throughout the park with management of the park and its tenant mix vested in a central authority.

Policy

- 5.7.2.1 Business Parks are considered appropriate uses within the Plan Area identified in the Future Development Concept (Figure 3) as commercial land use areas.
- 5.7.2.2 Business Parks may be considered appropriate within the Springbank Airport Interface, however such proposals shall be subject to the provisions of Section 5.6.2 herein.
- 5.7.2.3 All Business Parks proposed within the Plan Area, shall be subject to the Performance Standards and Development Guidelines of this Plan.

5.7.3 Performance Standards and Development Guidelines

Preamble

Performance Standards and Development Guidelines contained herein are intended to provide guidelines for the development of Business land uses and Business Parks within the Plan Area and to establish standards for the management of potential nuisances that may result from activities occurring therein.

Policy

- 5.7.3.1 When considering proposals for redesignation and/or applications for subdivision and/or development approval of Business Land Uses and/or Business Parks within the Plan Area, the Municipality should ensure that these uses meet or exceed the minimum performance standards and development guidelines of this Plan, Council may at its sole discretion, vary the performance standards and development guidelines from time to time to accommodate individual proposals.

Performance Standards

Air Contaminants, Visible and Particulate Emissions

- 5.7.3.2 No use or operation within a Business Land Use and/or Business Park contemplated by this Plan shall cause or create air contaminants, visible emissions or particulate emissions beyond the building which contains them.
- 5.7.3.3. Airborne particulate matter originating from storage areas, yards or roads shall be minimized by landscaping, paving or wetting of these areas or by other means considered appropriate by the Municipality and in accordance with sound environmental practices.

Odorous Matter

- 5.7.3.4 No use or operation within a Business Land Use and/or Business Park shall cause or create the emission of odorous matter or vapor beyond the building which contains the use or operation.

Noise

- 5.7.3.5 No use or operation within a Business Land Use and/or Business Park shall cause or create the emission of excessive noise or vibrations beyond the building which contains the use or operation.

Toxic Matter

- 5.7.3.6 No use or operation within a Business Land Use and/or Business Park shall cause or create the emission of toxic matter beyond the building which contains it. The handling, storage and disposal of any toxic, hazardous materials shall be in accordance with the regulations of any government authority having jurisdiction and in accordance with any Chemical Management Plan that may be required by the Municipality.

Garbage Storage

- 5.7.3.7 Garbage and waste material within a Business Land Use and/or Business Parks shall be stored in weatherproof and animal-proof containers located within buildings or adjacent to the side or rear of buildings which shall be screened from view by all adjacent properties and public thoroughfares. Mechanical waste compactors are encouraged.

Fire and Explosion Hazards

- 5.7.3.8 All uses and operations within a Business Land Use and/or Business Parks which store or utilize materials or products which may be hazardous due to their

flammable or explosive characteristics shall comply with the applicable fire regulations of the Municipality or the regulations of any other government authority having jurisdiction and in accordance with any hazard or emergency management plan that may be required by the Municipality.

Development Guidelines

5.7.3.9 Development Guidelines are intended to be implemented through the development approval process. Notwithstanding, the Municipality may require proponents of proposals for redesignation and/or applications for subdivision approval contemplating Business Land Uses and/or Business Parks, to prepare and submit an Operational Plan in support of these proposals.

5.7.3.10 Minimum Development Guidelines for Business Land Uses and/or Business Parks contemplated by this Plan are as follows:

a) *Access Parking and Loading*

Entrances shall be designed to accommodate the turning movements of trucks and recreational vehicles and shall be positioned to allow for safe and adequate site distances.

Parking and loading facilities shall be provided in accordance with the requirements of the Municipality and/or *Land Use Bylaw*. Loading and vehicle servicing areas should be integrated into the site and building architecture and be located to the side or rear of buildings.

b) *Signage*

The size and placement of all signage shall be considered and integral part of site development and a Signage Plan shall be submitted to the Municipality upon application for a Development Permit and be in accordance with the *Land Use Bylaw* or special district provisions prepared for the site. Temporary signage is prohibited with the exception of temporary signs required during development or building construction.

c) *Lighting*

All on-site lighting shall be located, oriented, and shielded to prevent adverse affects on adjacent properties and to protect the safe and efficient function of Highway #1 and the Springbank Airport.

d) *Landscaping*

Landscaping shall be provided for all Business development and/or Business Parks in accordance with a Landscape Plan to be submitted to the Municipality upon application for a Development Permit. The Landscape Plan shall identify the location and extent of landscaped areas proposed for the site.

The following standards apply to all landscaped areas:

Landscaped areas should be provided within front yard setback areas, side yards between the front and rear of the principal building when they are not proposed to be used for vehicular movement and located within a strip adjacent to the front of the principal building.

Existing soft landscaping retained on a site may be considered in fulfillment of the total landscaping requirement.

Except for road right-of-ways, trees shall be planted and maintained in the overall minimum ratio of one tree per 484.39 square feet (45 square meters) of the landscape areas identified in the Landscape Plan.

The quality and extent of the landscaping established on a site shall be the minimum standard to be maintained for the life of the development. Irrigation and maintenance of landscaping shall be detailed in the Landscape Plan.

All plant materials shall be of a species capable of healthy growth in the Municipality and shall conform to the standards of the Canadian Nursery Trades Association for nursery stock.

The mixture of tree sizes at the time of planting shall contain a minimum of 50 percent larger trees (greater than 2.16 inches (55 mm caliper)).

The minimum size for small deciduous trees shall be 2.0 inches (50 mm) caliper.

The minimum size for small coniferous trees shall be a height of 6.5 feet (2 meters) and for large coniferous trees, a height of 9.8 feet (3 meters).

Coniferous trees shall comprise a minimum proportion of 1/3 of all trees planted and where feasible trees should be planted in groups.

Any areas subject to excavation, stripping or grading during construction phases of development that are not identified as a landscaped area in the Landscape Plan shall be seeded to grass.

e) *Outside Storage*

Outside storage, including the storage of trucks, trailers and other vehicles may be permitted adjacent to the side or rear of a building provided such storage areas are not located within a required side or rear yard setback and the storage is visually screened from adjacent non-commercial land uses and Highway #1.

f) *Outside Display Areas*

Outside display areas are permitted provided they are limited to examples of equipment, products or items related to the commercial use located on the site containing the display area and are not located within any required setback.

g) *Stormwater Management*

A Stormwater Management Plan shall be submitted to the Municipality if required upon application for a Development Permit. Stormwater should be retained on-site where possible.

h) *Construction Management*

A Construction Management Plan shall be submitted to the Municipality if required upon application for a Development Permit. The Construction Management Plan shall detail the management of all construction activity on-site including, but not limited to, the management of construction debris and dust.

i) *Fencing*

The use of fencing on any site should not be permitted, other than for required screening of outside storage, garbage or equipment or for security purpose provided it is adjacent to the side or rear of buildings.

j) *Antennas*

Antennas, satellite dishes or other similar equipment is not permitted on the roof of any building and shall be located in the rear or side yard and shall not exceed any height restrictions imposed by the Municipality.

5.8 Institutional Land Use

Preamble

Institutional land use within the Plan Area is comprised of two churches.

Policy

5.8.1 Non-public institutional uses (ie. churches, social organizations, clubs and private schools) may be considered appropriate within the areas of the Plan Area identified for Institutional land uses, Commercial land uses and/or Commercial Business Parks, subject to the provisions of this plan.

5.8.2 When considering the appropriateness of a non-public institutional use contemplated by 5.8.1 herein, the Municipality may require the proponent of the redesignation, subdivision and/or development proposal to prepare and submit the following:

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

5.8.3. The *Land Use Bylaw* should establish land use districts that will accommodate a range of non-public institutional uses; and should establish rules and regulations for each Land Use District.

5.9 Residential Land Use

Preamble

Through the public consultation process, the residents within the Plan Area indicated that residential development is the preferred future land use for those areas not impacted by airport operations. It is intended that the future residential areas be retained in agricultural production prior to residential development, and that the development potential of those lands be maintained in the interim. To accommodate the orderly and efficient transition over time from agriculture to residential, the conversion will generally progress from the easterly portion of the Plan Area to the west in accordance with Section 7.0.

The Plan's policy framework relies on the Conceptual Scheme to provide the rationale and support for implementing residential land use changes within the Plan Area. A Conceptual Scheme, when prepared in support of a redesignation and/or subdivision proposal can:

- establish the suitability of land for residential uses;
- identify development issues and assess impacts on surrounding land uses including measure for the mitigation of impacts;
- facilitate the phasing of subdivision and development;
- facilitate efficient and comprehensive development by encouraging innovative subdivision design that maximizes lot yields, servicing efficiencies and development opportunities;
- facilitate and accommodate community input.

Policy

- 5.9.1 Residential land uses may be considered appropriate within areas identified as either Current Residential or Potential Residential by the Future Land Use Concept (Figure 3).
- 5.9.2 Notwithstanding Policy 5.9.1, the establishment of residential land uses within the Plan Area is dependant upon the enabling provisions of the *Municipal Development Plan*.
- 5.9.3 When considering the appropriateness of residential land uses, the Municipality may require that proponents of the land use change to prepare a Conceptual Scheme in support of the proposal.
- 5.9.4 Conceptual Schemes contemplated by this Plan shall contain:
- a) a description of all lands contained within the Conceptual Scheme Area;

- b) the proposed use of lands within the Conceptual Scheme Area;
- c) proposed parcel size and density for the Conceptual Scheme Area;
- d) the proposed internal road hierarchy;
- e) a servicing proposal including, but not limited to, public and private utilities for the Conceptual Scheme Area;
- f) any special policies that may be required to give guidance to the preparation of tentative plans of subdivision including, but not limited to, geotechnical, hydrological, Hazard and/or environmental conditions with the Conceptual Scheme Area;
- g) any other matters deemed appropriate by the Municipality.

5.9.5 In addition to the requirements of Policy 5.9.4 , the Municipality may require the proponent of a Conceptual Scheme to provide verification of the suitability of the Conceptual Scheme Area for the uses proposed including the following:

- a) an evaluation of any on-site Hazard(s);
- b) an evaluation of on-site geotechnical features;
- c) an evaluation of on-site environmental conditions;
- d) an environmental audit of lands within the Conceptual Scheme Area;
- e) an evaluation of any on-site hydrological conditions;
- f) an evaluation of proposed servicing;
- g) a Traffic Impact Analysis;
- h) any other matter deemed necessary by the Municipality.

6.0 PLAN AREA INFRASTRUCTURE

6.1 Highway #1 Interface

Preamble

The Trans-Canada highway is a significant transportation corridor traversing the Plan Area from its western boundary to its eastern boundary. It is important that the safety of the traveling public and the functional integrity of the provincial highway be preserved by ensuring that future land uses within the Plan Area do not impair this function. Conversely, it is also important that within the Highway #1 Interface, any potential negative impacts emanating from the corridor and affecting adjacent lands be avoided or mitigated.

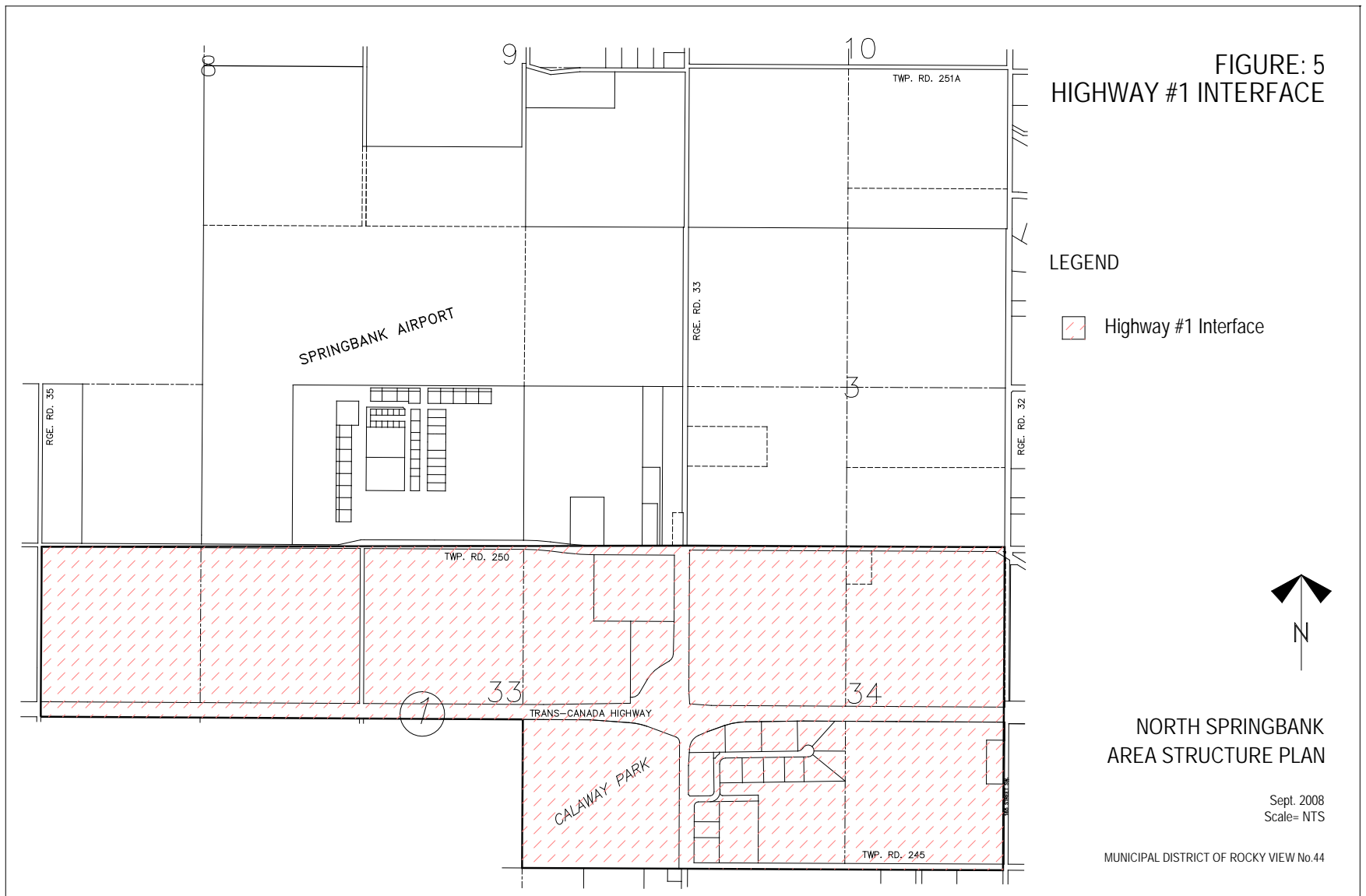
Policy

- 6.1.1 Figure 5 identifies that portion of the Plan Area within the Highway #1 Interface. Lands within this interface shall be subject to the policies of this Section in addition to other relevant provisions of this Plan.
- 6.1.2 All proposals for redesignation, subdivision and/or development within the Highway #1 Interface should be circulated to the City of Calgary for comments respecting the City of Calgary's "Improving Calgary's Entranceway" program.
- 6.1.3 No direct access to Highway #1 shall be permitted from lands within the Highway Interface.
- 6.1.4 All development proposed on lands within the Highway #1 Interface shall obtain Provincial Roadside Development Permits in accordance with the requirements of Alberta Transportation and Utilities.
- 6.1.5 Signage not essential to the function of a Road shall be regulated by the provisions of the *Land Use Bylaw* and the development standards in this Plan.
- 6.1.6 The attenuation of noise should be achieved through innovative subdivision design, landscaping and undulating berms, terrain and/or other natural features of the site. The provision of these measures may be required by the Municipality as a condition of subdivision approval at the tentative plan of subdivision stage or as a condition of development approval and/or development agreement at the development permit stage.
- 6.1.7 Appropriate set-backs to development shall be assessed by the municipality in consultation with Alberta Transportation and Utilities on a case by case basis taking into account the future highway improvement plans. Generally, the minimum set-

back for all development proposed within the Highway #1 Interface is 70 meters (229.66 ft.) from the highway centre-line and no closer than 40 meters (131.23 ft.) from the highway right-of-way boundary except where these distances must be increased to allow for highway widening.

- 6.1.8 The placement of any trees, hedges or shrubs within 30 meters (98.43 ft.) from the highway right-of-way boundary, or 60 meters (196.85 ft.) from the centre line of the highway, whichever distance is greater, is prohibited without the required permits and approvals from Alberta Transportation and Utilities.

Figure 5 – Highway #1 Interface



6.2 *Municipal Roads*

Policy

- 6.2.1 Figure 6 identifies the Municipal Road Hierarchy for the Plan Area.
- 6.2.2 The Municipality favors the long term maintenance of the existing road network and proposed internal roads shall integrate with this network.
- 6.2.3 Major Collector Roads are intended to facilitate the movement of all vehicular types. Table 3 identifies the characteristics of Municipal roads of the Transportation Hierarchy.
- 6.2.4 Notwithstanding Policy 6.2.3 and Table 3, seasonal road bans may restrict vehicular access to specified vehicular types or loads, as may be deemed appropriate by the Municipality.
- 6.2.5 Roads not identified as service roads or major/minor collector roads within the Municipal Road hierarchy (Figure 6) are considered local roads which are intended to provide access and egress to local traffic only. Direct lot access to major and minor collector roads should be avoided.
- 6.2.6 All Municipal roads within the Plan Area shall be designed and constructed to Municipal Standards, as may be amended from time to time.
- 6.2.7 Signage not essential to the function of a Road shall be regulated by the provisions of the *Land Use Bylaw* and the development standards in this Plan.
- 6.2.8 The attenuation of noise should be achieved innovative subdivision design, landscaping and undulating berms, terrain and/or other natural features of the site. The provision of these measures may be required by the Municipality as a condition of subdivision approval at the tentative plan of subdivision stage or as a condition of development approval and/or development agreement at the development permit stage.
- 6.2.9 When considering proposals for redesignation, subdivision and/or development located adjacent to minor and major collector roads, the Municipality may require the developer to submit a Traffic Impact Analysis which includes, but is not limited to:
- a) the potential impact proposed uses may have on the existing transportation network including, but not limited to anticipated traffic volumes, vehicle types, turning movements and hours of usage;

- b) any requirements for future expansion of the existing transportation network that may be required to accommodate traffic generated from the proposed development;
- c) any mitigation measures that may be required to ensure that the function and integrity of any part of the Transportation Network is preserved (i.e. noise attenuation measures, buffering or screening, setbacks);
- d) any other matter deemed appropriate by the Municipality.

Figure 6 – Municipal Road Hierarchy

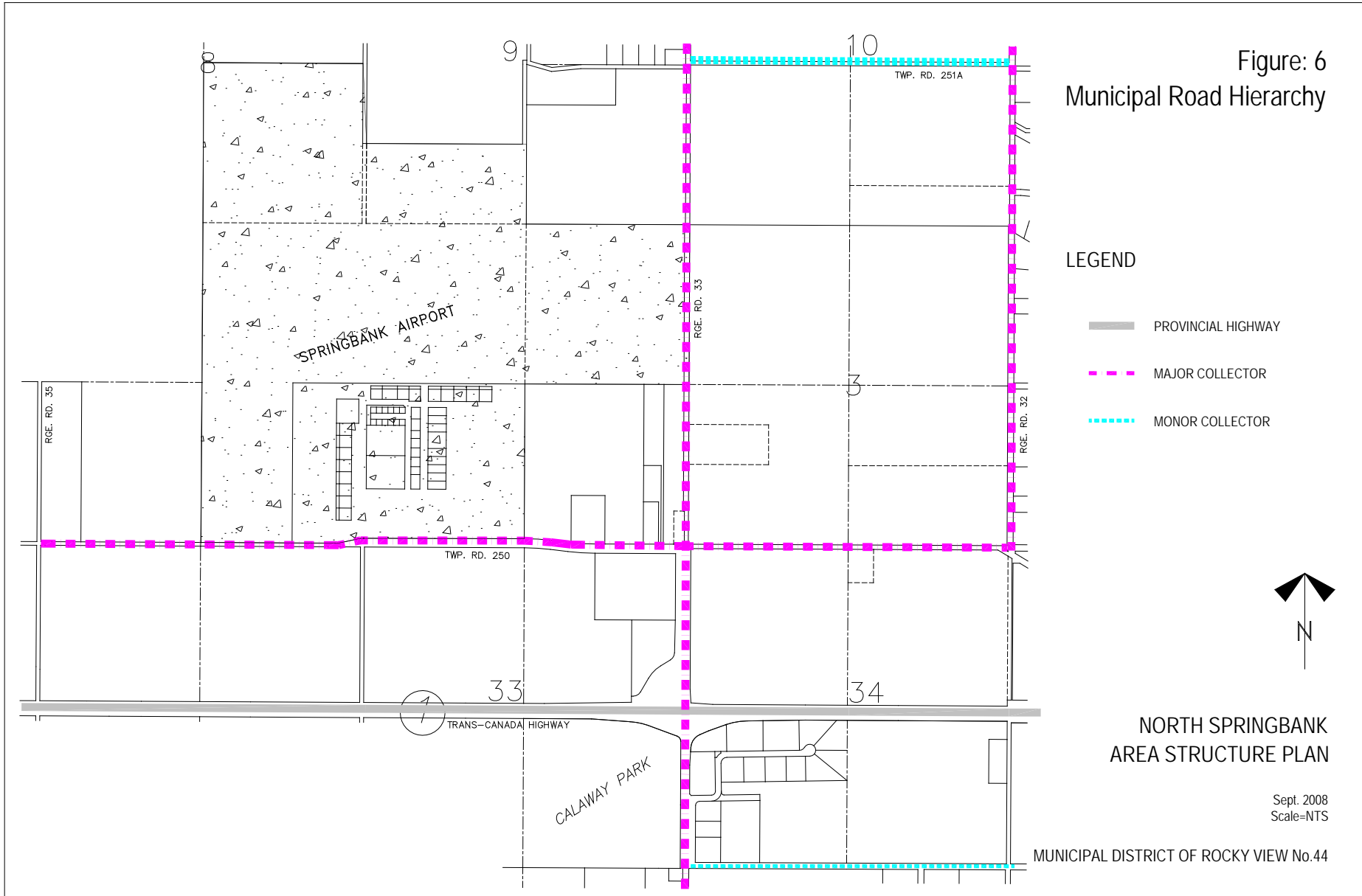


Table 3: Characteristics of Municipal Roads in the Transportation Hierarchy

<i>Characteristics</i>	<i>Roads</i>		
	Service & Local Roads	Minor Collector	Major Collector
Function	Traffic Movements are Secondary to Land Access.	Traffic Movements and Land Access are of Equal Importance.	Traffic Movements and Land Access are of Equal Importance.
Traffic Volumes - Vehicles Per Day (Typical)	Less than 1,000	Less than 2,500	less than 5,000
Flow Characteristics	Interrupted Flow	Interrupted Flow	Interrupted Flow
Design Speed (km/hr)	50 to 80	60 to 80	80 to 100
Vehicle Type	Predominantly Passenger Cars, Light to Medium Trucks and Occasional Heavy Trucks	Predominantly Passenger Cars, Light to Medium Trucks and Occasional Heavy Trucks	All Vehicle Types up to 30% Trucks in the 3 to 5 Ton Range
Frequency of Intersections	150 m (492 ft.) Between Local Roads	150 to 400 m (492 ft. - 1312 ft.) Between Local Roads	400 to 800 m (1312 ft. - 2625 ft.) Between Local Roads
Normal Connections	Collectors	Collectors	Collectors and Provincial Highways

Note: This table is intended as a guideline only and is not a substitute for Municipal Standards.

6.3 Utility Services

Policy

- 6.3.1 Figure 7 identifies the existing utility services within the Plan Area.
- 6.3.2 The provision of water to subdivisions and developments within the Plan Area shall be in accordance with policy established by Council and the guidelines established by Alberta Environmental Protection.
- 6.3.3 Sewage disposal and/or treatment shall be handled on a site-specific basis in accordance with guidelines established by Alberta Labor and Alberta Environmental Protection and in accordance with measures considered appropriate by the Municipality.
- 6.3.4 Shallow utilities (i.e. telephone, natural gas, etc.) shall be provided by the appropriate public or private utility companies providing service within the Plan Area.
- 6.3.5 When considering applications for subdivision approval and/or development proposals, the Municipality shall consider the provision of public and private utilities, and may impose conditions of subdivision and/or development approval to ensure that any required rights-of-way and easements are provided concurrent with the endorsement of a Final Plan of Subdivision or issuance of a Development Permit and that any costs or responsibility for the extension of these services are the sole responsibility of the proponents of the proposal.
- 6.3.6 Proposals for subdivision and development should accommodate design elements that facilitate fire prevention methods and accessibility by emergency response vehicles for the suppression of fire and the enhancement of police protection including, but not limited to adequate site access and property identification.
- 6.3.7 When considering proposals for subdivision and/or development, the Municipality may require the proponent of the proposal to undertake measures to prevent and suppress the threat of fire that may include, but is not limited to, the installation of water reservoirs and appurtenances necessary to provide any proposed development with fire protection.
- 6.3.8 Water co-operatives operating in the Municipality are encouraged to provide accessible water points in their distribution systems to provide water for the suppression of fire.

Figure 7 – Existing Utility Services



7.0 DEVELOPMENT SEQUENCE

Preamble

Future development of the Plan Area should proceed in a manner that facilitates the efficient and economical provision of essential services. As a general rule, future development should be contiguous with existing development.

Policy

- 7.1. The preferred sequence of development within the Plan Area should facilitate a westerly expanding residential development pattern within the Plan Area that is contiguous to existing residential development east of Range Road 32. Other future land uses are identified as islands of development potential.
- 7.2. The redesignation, subdivision and/or development of lands within the Plan Area should proceed in accordance with preferred sequence of development identified herein.
- 7.3. Notwithstanding, development priority of any lands within the Plan Area may be altered without amendment to this Plan, at the sole discretion of Council, provided that any on-site or off-site planning issues have been resolved pursuant to the provisions of this Plan and to the satisfaction of the Municipality.

8.0 PLAN IMPLEMENTATION, REVIEW AND AMENDMENT

Policy

- 8.1 The North Springbank Area Structure Plan, adopted by Bylaw in accordance with Part 17, Division 12 , Section 692 (1) of the *Municipal Government Act*, is a statutory document of the Municipality.
- 8.2 The Municipality in consultation with the community, should undertake regular reviews of the Plan in order to verify that Plan objectives and policies are current, effective and consistent with other statutory plans that may be adopted from time to time.
- 8.3 Pursuant to the provisions of Part 17, Division 12, Section 692 (1) of the *Municipal Government Act*, as amended, the Municipality shall hold a public hearing prior to giving any proposed amendment second reading.

9.0 INTERPRETATION OF TERMS

The interpretation of selected terms herein are provided to clarify their use in the Plan,

- 9.1 ***Agricultural Land Use*** - The use of land, buildings or structures for the raising of non-domestic animals and/or growing of plants for food or other production.
- 9.2 ***Area Structure Plan*** - A statutory plan, adopted by Bylaw, that provides a policy framework for the evaluation of proposals for redesignation, subdivision and development of a specified area of land in the Municipality,
- 9.3 ***Airport*** - Refers to the Springbank Airport.
- 9.4 ***Archeological/Historical Impact Assessment*** - An analysis of the potential impacts of development on archaeological and/or historical resources.
- 9.5 ***Berm*** - A constructed embankment used for separating potentially incompatible areas, sites and districts or for protecting an area, site or district from any intrusions generated by other activities, operations, facilities or traffic.
- 9.6 ***Business Land Uses*** - The use of land, buildings or structures in which the provision of goods and services for sale is the primary function and may include auxiliary pursuits dependent upon parcel size and proximity to other land uses.
- 9.7 ***Business Park*** - A comprehensively planned commercial development within the Plan Area that may contain a range of commercial activities in a number of buildings situated within a campus-like setting.
- 9.8 ***Collector Road*** - A road in Rocky View County which acts as a link between primary and secondary highways and/or other collector roads. A collector road may be either a major or minor roadway depending upon design and traffic volumes.
- 9.9 ***Conceptual Scheme*** - A plan for the subdivision and development of lands, including, but not limited to, generalized land uses at the 1/4 section scale, rationale for the developability of the lands and internal road hierarchy. Conceptual Schemes contemplated by this Plan should be prepared in accordance with Municipal policy.
- 9.10 ***Construction Management Plan*** - A program of activities that details the site management of all construction activity including, but not limited to, the management of construction debris and dust.
- 9.11 ***Council*** - The Council of Rocky View County.

- 9.12 **Development Plan** - A proposal for the development of lands over time that may include, but is not limited to: a detailed site plan, topographic information, geophysical assessment, hydrological assessment, traffic impact analysis, environmental overview, phasing, community impact assessment and an archaeological and historical impact assessment.
- 9.13 **Direct Control District** - A district of the *Land Use Bylaw* that is subject to regulations established by Council for control over the use and development of a defined area and pursuant to the provisions of the *Municipal Government Act*.
- 9.14 **Environmental Audit** - An evaluation of any adverse effects that may qualify the site as contaminated pursuant to the *Environmental Protection and Enhancement Act*, as amended from time to time.
- 9.15 **Environmental Overview** - Refers to an area-specific study that may include, but is not limited to:
- a) the identification and analysis of natural factors for the study area;
 - b) an evaluation of the potential impact that a subdivision or a development proposal may have on the factors identified; and
 - c) a program of avoidance and/or mitigative measures.
- 9.16 **Horticultural Development** - The intensive growing of specialized crops, either enclosed or not, and without restricting the generality of the above may include:
- a) greenhouses;
 - b) nurseries;
 - c) tree farms;
 - d) market gardens;
 - e) mushroom growing; and other similar uses.
- 9.17. **Infrastructure** - Public and private utility systems in the Municipality that may include, but are not limited to, the transportation network, water and sewer systems, and solid waste management facilities.
- 9.18. **Intensive Agriculture** - Any use of land, buildings, shelters, corrals or other structures for the purposes of confining, rearing and/or feeding livestock at concentrated numbers on a continuous basis and/or the intensive growing of specialized horticultural crops; excepting the wintering of a breeding herd.

- 9.19. **Land Use Bylaw** - A Bylaw of the Municipality passed by Council as a *Land Use Bylaw* pursuant to the provisions of the *Municipal Government Act* and intended to control, and/or regulate the use and development of land and buildings within the Municipality.
- 9.20. **Land Use District** - One or more divisions of the *Land Use Bylaw* establishing permitted and discretionary uses of land or buildings with attendant regulations.
- 9.21. **Livestock Confinement Facility** - A facility or intensive mode of operation that may include, but is not limited to, buildings, shelters, fences, corrals or other structures capable of confining, rearing or feeding a type of livestock at concentrated numbers on a continuous basis, excepting the wintering of a breeding herd.
- 9.22. **Minimum Distance Separation** - A setback or buffer established between an intensive livestock operation and adjacent land uses intended to minimize potential land use conflict.
- 9.23. **Municipal Government Act** - Refers to the *Municipal Government Act, Statutes of Alberta 1994, Chapter M-26.1* as amended from time to time.
- 9.24. **Municipal Development Plan** - The Rocky View County *Municipal Development Plan* is the principal statutory land use plan for the entire Municipality, adopted by Council, in accordance with the provisions of the *Municipal Government Act*.
- 9.25. **Municipality** - Rocky View County and when the context requires; means the area contained within the boundaries of the Municipality.
- 9.26. **Natural Features** - Includes landscapes that are found in their natural state and may be remnant, undisturbed, diverse or contain unique environmental characteristics.
- 9.27. **Noise Exposure Forecast (NEF) Area** - An area adjacent to an airport in which the impact of noise resulting from the operations of aircraft adjacent to the airport has been estimated.
- 9.28. **Operational Plan** - An outline of the operating practices proposed for a commercial proposal including, but not limited to, hours and days of operation and the methods proposed for site management.
- 9.29. **Plan** - Refers to the North Springbank Area Structure Plan as adopted by Council and amended from time to time.
- 9.30. **Private Utility** - A utility service offered to the public by a private utility company or co-op including, but not limited to, the provision of gas, electricity, water or telephone services.
- 9.31. **Qualified Professional** - An individual with specialized knowledge recognized by the Municipality and/or licensed to practice in the Province of Alberta. Examples of

qualified professionals include, but are not limited to agrologists, engineers, geologists, hydrologists and surveyors.

- 9.32. **Recreation Business Land Use** - A business land use in which recreational activities or tourist related services and facilities are offered and a fee is charged for use of the services and facilities.
- 9.33. **Recreation Master Plan** - A non-statutory plan prepared by a Regional Recreation Board intended to provide for recreation needs within a portion of the Municipality.
- 9.34. **Redesignation** - Refers to the reclassification by the Municipality of a land use designation in the *Land Use Bylaw* applicable to a specific area of the Municipality.
- 9.35. **Residential Land Use** - A primarily residential land use in which auxiliary pursuits may be allowed dependent on the parcel size and/or proximity to other residences
- 9.36. **Tentative Plan of Subdivision** - A proposal detailing a site-specific subdivision design that may form the basis for an application for subdivision approval.
- 9.37. **Traffic Impact Analysis** - An area-specific study that may include, but is not limited to, an analysis and evaluation of:
 - a) the potential impact of a proposed subdivision and/or development on the existing transportation network; and
a program of future expansion and/or improvement of the transportation network to accommodate the proposed growth and to preserve the function and integrity of the network.