

MUNICIPAL AFFAIRS

Office of
the Minister

MINISTERIAL ORDER

IN THE MATTER OF THE PLANNING ACT
Being Chapter P-9, R.S.A., 1980

and

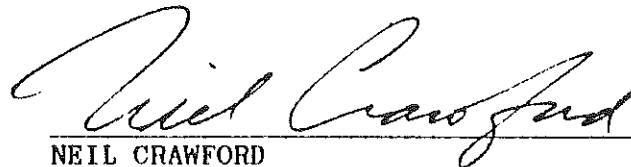
THE IMPROVEMENT DISTRICTS ACT
Being Chapter I-1, R.S.A., 1980

and

IMPROVEMENT DISTRICT OF BIGHORN NO. 8
SCOTT LAKE AREA STRUCTURE PLAN

PURSUANT to Section 64 of the Planning Act, R.S.A., 1980, and Section 16(1) of the Improvement Districts Act, R.S.A., 1980, I, NEIL CRAWFORD, Minister of Municipal Affairs, as Council for the Improvement District of Bighorn No. 8, DO HEREBY ORDER:

1. That the Plan to be known as the SCOTT LAKE AREA STRUCTURE PLAN, 1987, being the document attached to this Order, is hereby adopted.
2. The SCOTT LAKE AREA STRUCTURE PLAN, 1987 shall come into effect on the date this Order is signed.



NEIL CRAWFORD
MINISTER OF MUNICIPAL AFFAIRS

DATED at EDMONTON in the PROVINCE OF ALBERTA

This 19 day of March, A.D., 1987

IMPROVEMENT DISTRICT OF BIGHORN NO. 8

SCOTT LAKE AREA STRUCTURE PLAN

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SCOTT LAKE AREA STRUCTURE PLAN

1.0 INTRODUCTION

1.1 PURPOSE OF PLAN

The Scott Lake Area Structure Plan has been adopted in order to set development guidelines for this unique area within the I.D. of Bighorn No. 8. This is accomplished by establishing development policies which describe the types of uses permitted; set development densities; outline minimum standards of servicing for roads, streets and utilities; and provide for the protection of existing rural and natural values in the area. The overall intent of the plan is to allow economically viable, compatible land use developments which will not adversely affect adjacent lands or unduly alter the landscape of the majority of the planning area.

The I.D. Advisory Council views future potential development in the Scott Lake area as an integral part of the Improvement District and intends that any country residential development will remain within the municipality.

The Scott Lake Area Structure Plan has been written within a relatively general and flexible framework. The I.D. of Bighorn No. 8 recognizes, however, that detailed amendments to the plan may be required for major developments as provided for in Section 4.0.

1.2 PLANNING AREA

The planning area, encompassing approximately 658 acres, is located in portions of Sections 13, 23 and 24, Township 25, Range 6, West of the Fifth meridian. It is bounded by the Stony Indian Reserve on the northwest, the Municipal District of Rocky View on the east, and the TransCanada Highway to the southwest (Fig. 1). This location results in a unique "identity" as a result of its relative isolation from the rest of the I.D. of Bighorn No. 8 (Fig. 2).

1.3 DEVELOPMENT PLANNING HISTORY

The I.D. of Bighorn No. 8 Advisory Council initiated the formulation of an area structure plan after all of the landowners in the planning area (a total of three owners) expressed interest during the summer and fall of 1986 in developing country residential, condominium, and highway tourist commercial developments on their lands.

The Advisory Council conducted an inspection tour of much of the area in June, 1986 and that inspection resulted in a preliminary decision that the planning area was suitable for limited country residential uses (including possible condominium and bare-land condominium development) and tourist commercial or highway commercial development.

2.0 PLAN GOALS

As a result of the planning area's unique location, its planning history and the existing interest in development, the following goals have been established for the planning area:

- 2.1 To identify land suitable for the development of single and multifamily country residential development.
- 2.2 To identify land suitable for the development of highway tourist commercial and/or highway commercial development.
- 2.3 To identify transportation access routes required for future development in the Scott Lake area.
- 2.4 To minimize environmental impact of development within the planning area.
- 2.5 To avoid adverse impact on land uses adjacent to the planning area.

3.0 PLAN POLICIES

3.1 LAND USE PATTERNS: TYPES, PHASING AND DENSITY

Two primary land uses are provided for in the planning area:

1. country residential.
2. tourist/highway commercial.

The distribution of these uses is delineated in Fig. 3. The development of both of these uses shall recognize and preserve or enhance the existing rural, recreational and aesthetic qualities of the planning area.

3.1.1. Residential Uses.

Types: Both single family detached residences (low density country residential) and multifamily dwellings (multifamily country residential) are considered appropriate within the planning area and may be allowed in suitable locations. The development of condominiums, including "bare-land" condominiums, may be considered as compatible with the purposes of this plan.

Figure 1

AREA STRUCTURE PLAN BOUNDARIES

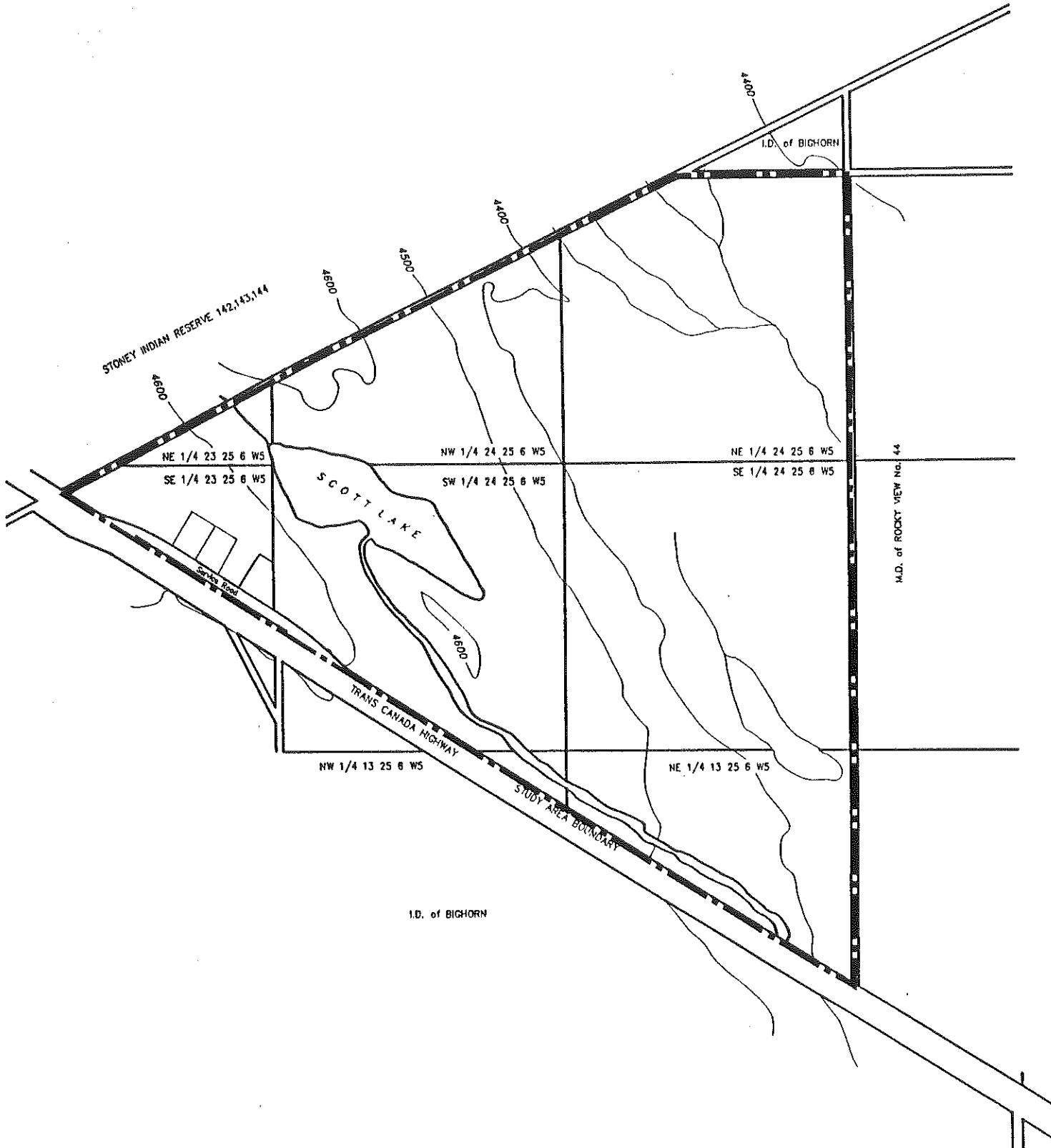
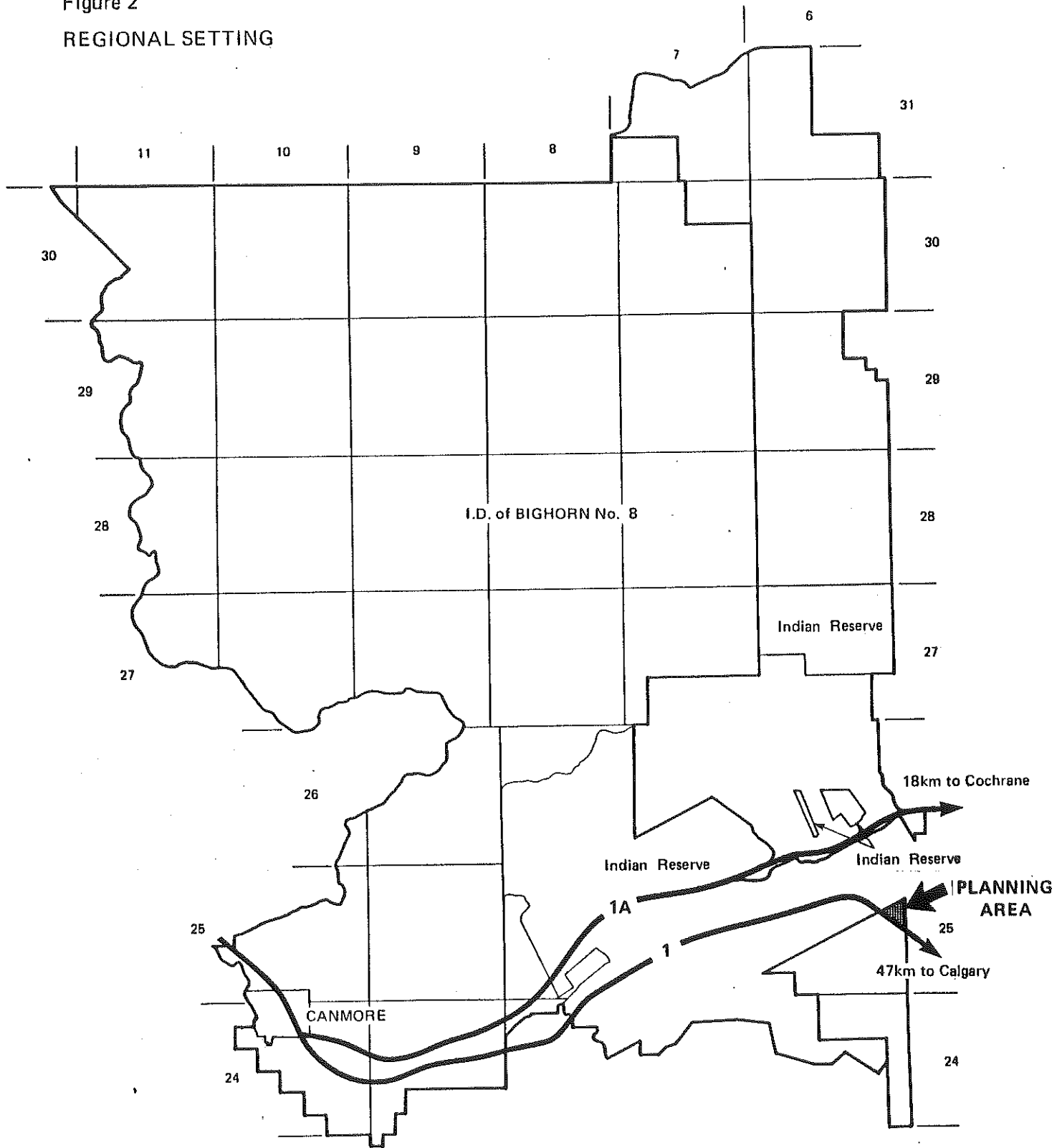


Figure 2
REGIONAL SETTING



Design: Country residential developments, whether single family or multifamily in nature should be designed as "clustered" housing to maximize open space and minimize disturbance of the natural terrain. Proposed subdivision plans and developments will be examined for their efficient use of the land base to ensure the effective utilization of developable lands within the densities permitted. Architectural designs and finishes should be sensitive to the existing natural environment in the area.

Density: Maximum density for detached country residential housing will be .25 units per acre (40 units per 160 acres). Maximum density for attached multifamily country residential will be 2.0/acre. The minimum parcel size will be 1.5 acres for single family detached housing and .5 acres for multifamily residential.

Utilizing these densities, the maximum potential residential population within the entire planning area would be approximately 125 single family residences and 50 multifamily units.

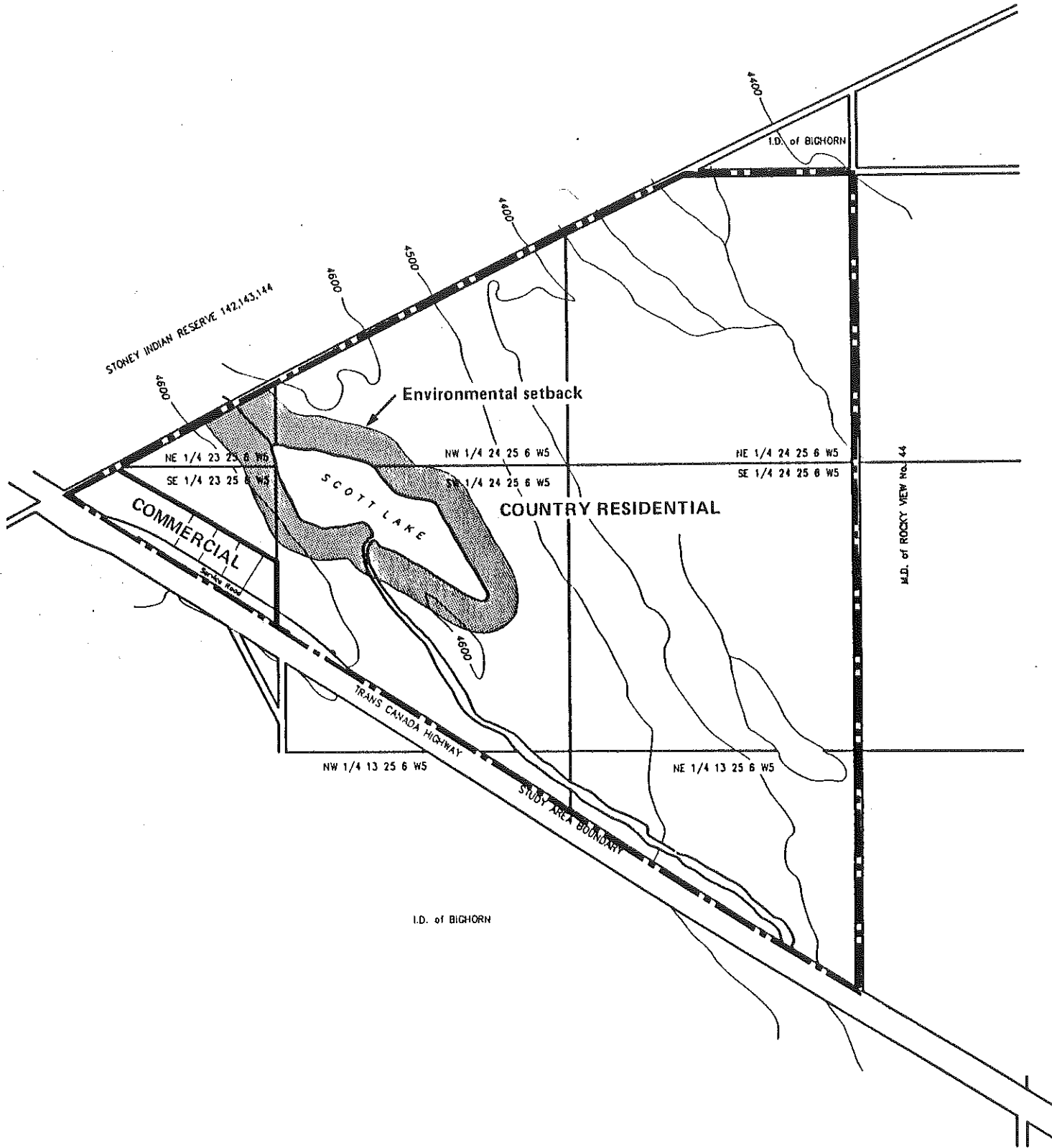
The transfer of densities from one parcel or development to another parcel or development will not be permitted.

Maximum Parcel Size: Parcels larger than 4.0 acres for detached single family dwellings should not be considered as such parcels are generally an inefficient use of country residential lands.

3.1.2 Highway Commercial Uses.

Commercial development will be limited to a strip adjacent to the TransCanada Highway (Fig. 3). Commercial uses such as motels, hotels, and service stations designed to attract and serve the travelling public may be allowed. The minimum parcel size for commercial lots in this area will be 1 acre with a maximum development density set at a floor area ratio of 0.5. More extensive commercial developments may require an amendment to the Plan as provided for in Section 4.0.

Figure 3
CONCEPTUAL LAND USE MAP



3.1.3 Tourist Commercial Uses.

The development of tourist commercial destination - oriented facilities within the commercial area will be considered but would require access to be developed from the Sibbald Flat interchange as described in Section 3.2.1.

3.1.4 Ancillary Uses.

Appropriate recreational uses designed to serve residential development may be allowed. These uses could include limited development adjacent to Scott Lake for non-power boating, local cross country skiing facilities, a golf course, equestrian facilities and similar developments designed for the use of area residents.

Recreational developments other than those designed as accessories to highway tourist commercial development or residential development in the area is not considered appropriate.

3.1.5 Development Phasing.

Development, both within the residential and the highway/tourist commercial area, should expand from existing access and development rather than starting in more remote portions of the planning area.

Such phasing means that development will generally proceed from the southwest toward the northeastern portion of the area and that access development will originate at the Sibbald Flat interchange and proceed westward.

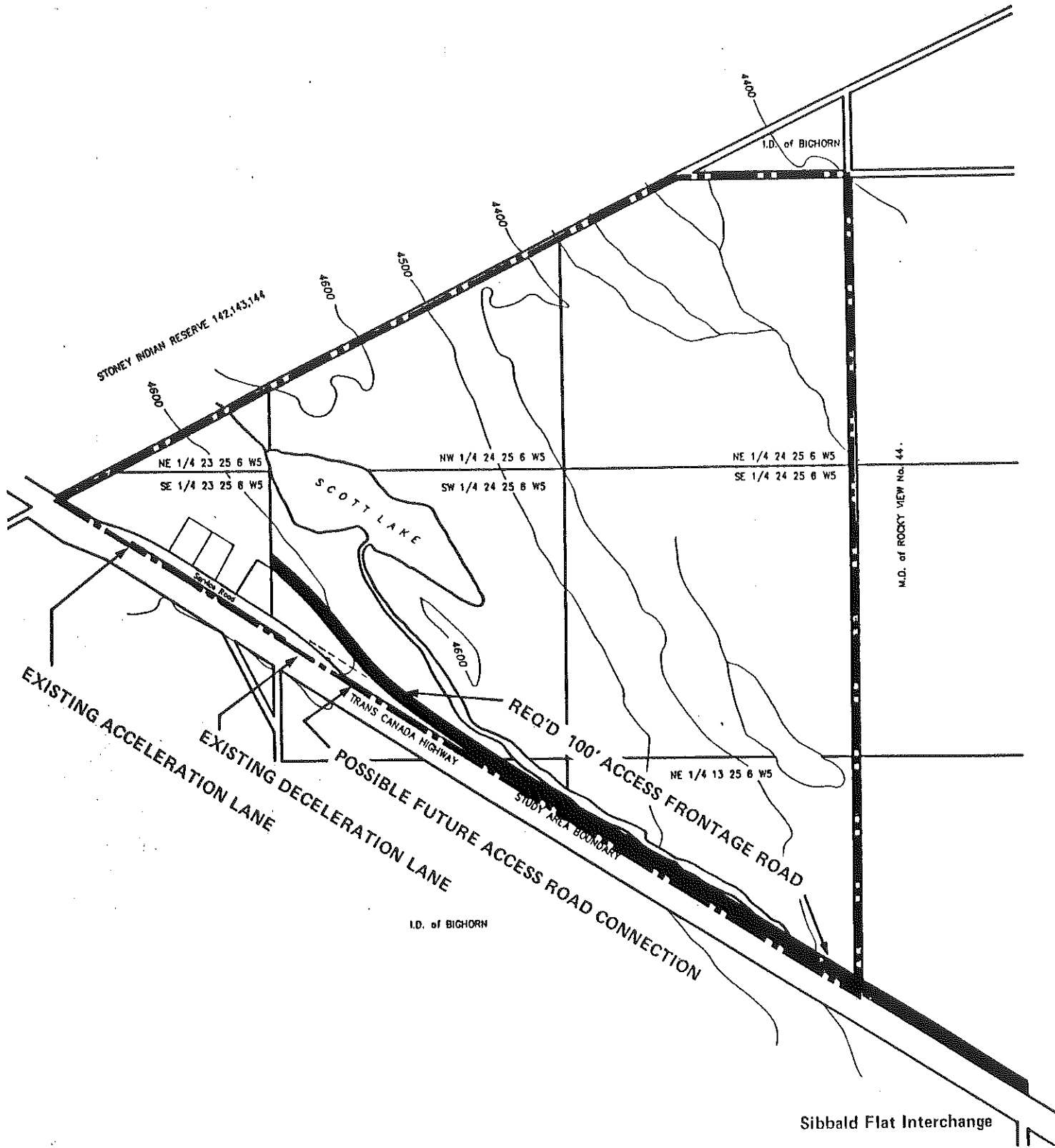
3.2 ACCESS AND TRANSPORTATION

3.2.1 Access from TransCanada Highway.

There are two means of access to the planning area from the TransCanada Highway at present: a deceleration lane and service road to the existing Scott Lake Hill highway commercial area and a gravel access road from the Sibbald Flat overpass to the eastern boundary of the area.

Figure 4

PROPOSED SITE ACCESS FROM TRANSCANADA HIGHWAY



Future access to all tourist commercial and country residential development will be via the Sibbald Flat access/frontage road. This access road shall have a minimum right-of-way width of 100 feet and be constructed to standards acceptable to Alberta Transportation. The location of this road is shown in Figure 4. Details of the design and alignment of this road shall be provided by the developer as part of the subdivision approval process.

The dedication of the 100 foot wide right-of-way indicated in Fig. 4 shall be required by the Improvement District as part of any subdivision or condominium approval process within those portions of the planning area in Sections 13 and 24. In addition, this access road must be constructed to the satisfaction of the Improvement District prior to any tourist commercial or country residential development in Section 23.

The existing access to the highway commercial development may have to be upgraded to serve highway commercial expansion. Where such modifications are required, the developer shall be responsible for the design and construction of the access to a standard acceptable to Alberta Transportation. Major developments affecting the TransCanada Highway may also require an amendment to this area structure plan as provided for in Section 4.0.

3.2.2. Internal Road System.

In addition to the access/frontage road required, prospective developers will be required to design and dedicate to the municipality, at the time of subdivision or condominium - plan approval, a road/street network meeting the following criteria:

- a) minimum 100 foot rights-of-way with proven constructability to municipal standards. Roads may, at the discretion of the I.D. of Bighorn, be built to lesser standards in some circumstances. If reduced construction standards are requested, the developer must provide a comprehensive design study as described in Section 4.3 and 100 foot rights-of-way must still be provided.

- b) roads should be designed to minimize disturbance to terrain, and to allow for efficient circulation of emergency and maintenance vehicles. In keeping with the intent of Section 3.1.1 above, the road system shall also be designed to make efficient use of the developable land base.

3.3 UTILITIES AND SERVICING

Public utilities in the area at this time are limited to electric power. Potential developers will have to provide feasible design and construction proposals for the provision of utilities, including water, sewage, power and natural gas to the site.

- 3.3.1 Water. Sources of potable water adequate to meet Alberta Environment's requirements will have to be demonstrated by the developer for subdivision approval and also prior to approval for country residential or commercial development.

Preliminary investigations done on behalf of one of the landowners indicate that the tapping of ground water via wells may be a viable option for a potable water supply. Due to the shallow bedrock in parts of the area, a communal water system may be most appropriate. Such a system would have to meet municipal and Alberta Environment standards. Alberta Environment has stated that the contemplated maximum residential development in the area would require a water system with a minimum capacity of 5l igpm.

The design and construction of a suitable water system will be the responsibility of the developer.

- 3.3.2 Sewage Treatment. Due to the potential density of contemplated commercial and residential developments, combined with the shallow bedrock over much of the area a community sewage treatment system, rather than individual septic or field systems, will be required for large scale development in the area.

Alberta Environment has indicated that the preferred sewage systems for this location would be either a central tile field, an evaporation lagoon, or an irrigation system as no suitable location exists for sewage discharge. It will be the responsibility of the developer, at the subdivision or condominium - plan approval state, to demonstrate to the satisfaction of Alberta Environment and the municipality that a proposed development can be adequately served by sewage treatment facilities.

Key elements in the design of the sewage system will include: protection of ground and surface water supplies, particularly of Scott Lake; flexibility for future expansion; construction to municipal standards; possibility of servicing adjacent developments; and the placement of collection lines in utility easements and/or road rights-of-way to minimize future disturbance.

The design and construction of approved sewage treatment facilities will be the responsibility of the developer.

- 3.3.3 Solid Waste. No facilities for garbage removal or disposal exist at this time in this portion of the I.D. The nearest location for hauling of garbage would likely be the City of Calgary. A waste transfer system will have to be designed and constructed by potential developers to handle the wastes produced.

3.4 ENVIRONMENTAL AND VISUAL IMPACTS

Although the planning area is somewhat isolated from the remainder of the Improvement District, developments shall minimize impact on the physical environment of the planning area and avoid adverse impacts on adjacent lands, including lands on the Stony Indian Reserve and in the M.D. of Rocky View. The following are recognized as specific areas of importance:

- 3.4.1 Scott Lake. Scott Lake is a crown-owned (public) water body and will be protected for public use. In order to ensure this protection, the following guidelines will be utilized in evaluating subdivision and/or development proposals in the vicinity of the lake:

- a) In order to ensure continued protection of and public access to the shoreline, subdivision of residential or commercial parcels will not be allowed within 300 feet of the high water line of the lake unless the developer can demonstrate to the satisfaction of Alberta Environment and the municipality that the proposed development will not adversely affect the lake shore, water quality or water quantity.

In specific instances, the 300 foot set back may be increased, if required, to ensure the protection of the lake.

- b) Recreational or other uses of the lake will be restricted to those developments/uses which do not detract from the natural qualities of the lake and the rural nature of the surrounding land. Such uses are further addressed in Section 3.1.3.
- c) The physical development of recreational, commercial or residential facilities shall be setback from the high water line of the lake a minimum of 300 feet.
- d) In order to protect the intermittent water course entering the lake from the northwest, the stream and banks may be required as environmental reserve at the time of subdivision.

3.4.2 Noise Attenuation - Visual Buffers. In addition to the setbacks required from highways and roads by Alberta Transportation sound barriers and/or visual buffers may be required between the TransCanada Highway, the frontage/access road, and developments within the planning area in order to avoid or minimize the visual and auditory impact of traffic. The construction of such barriers may be required by the I.D. of Bighorn as part of the development approval process or during the construction of access.

3.4.3 Design Guidelines. The design of residential subdivisions, highway commercial developments, tourist commercial developments and recreational developments within the plan's boundaries shall reflect the rural nature of the site. Specifically, the design of all developments shall:

- a) be responsive to the existing rural nature of the site as well as of adjacent areas.
- b) retain a maximum amount of natural vegetation.
- c) take advantage of topographic features to blend into the landscape.
- d) utilize architectural design and exterior finishes suitable to the foothills environment.

3.4.4 Historical Resources.

At the time of adoption of this plan, no historical or archaeological resources have been identified by Alberta Culture. However, because sites with very high potential for such resources exist within the planning area, particularly in the vicinity of Scott Lake, detailed studies may be required prior to development.

3.5 IMPACT ON ADJACENT LANDS

In order to achieve the plan's goal of avoiding adverse impacts on adjacent lands, the following issues must be addressed by any potential developer:

- 3.5.1 Noise. Potential impact of traffic or other noise generated by commercial or residential developments on adjacent residential or agricultural areas.
- 3.5.2 Trespassing/Vandalism. Residential and commercial developments shall be designed to be self-contained and to minimize interference with neighboring agricultural operations by either residents or their domestic animals.
- 3.5.3 Utilities. Design and location of wastewater treatment facilities and other waste disposal facilities and utilities must be planned to avoid negative impact on adjacent lands.
- 3.5.4 Roads. Roads, trails and other circulation facilities shall be designed to minimize potential impact on adjacent lands from both the facilities themselves and from the people using them.

4.0 INFORMATION REQUIREMENTS

This section describes the kinds of information and levels of detail which the I.D. may require a developer to submit. The developer may be required to provide detailed information in several or all of the areas specified. The I.D. of Bighorn will notify the developer in writing of the information required.

Upon receipt and review of information requested in support of a development proposal, the I.D. of Bighorn may determine that further information is required. Such information may be required at either the rezoning, subdivision or development approval stage at the discretion of the I.D. of Bighorn No. 8.

If the preliminary information provided by a developer indicates a detailed amendment to this area structure plan is needed to accommodate a proposed development, such an amendment may be required by the I.D. of Bighorn.

Alberta Transportation has indicated that an amendment to this plan or a separate area structure plan could be required for any development which, in their assessment, may have a significant impact on the TransCanada Highway.

4.1 When requested, a site analysis will be prepared which would identify all or part of the following:

- a) environmentally significant areas.
- b) natural drainage flows and topographic contours at a scale of 1:2,000 with contour intervals no greater than 1 m will be required for subdivision and development approvals.
- c) slopes in accordance with the following categories: less than 15%, 15-20%, 20-25%, 25-30% and greater than 30%.
- d) lands on which development would be hazardous.
- e) development opportunities and constraints indicating areas suitable for development and the acreages encompassed.
- f) sites containing archaeological or historic resources which should be protected.

4.2 When requested, a site design will be prepared which illustrates:

- a) the proposed development area and acreage.
- b) the proposed allocation of land uses and density of development.
- c) the proposed method of drainage and servicing including sizing and location of facilities.
- d) the proposed park and open space system.
- e) the proposed road circulation system.
- f) the proposed pedestrian system.
- g) the relationship of the development to the surrounding area including buffer zones and road and pedestrian pathway connections to existing facilities and to adjacent development areas.
- h) public and public franchise buildings, services and utilities, if applicable.
- i) when applicable, the amount, location and design of staff housing on site.
- j) the location of a heavy vehicle access point and a maintenance compound, if applicable.

4.3 When requested, a transportation study will be prepared which illustrates:

- a) proposed road hierarchy and internal circulation pattern.
- b) proposed connections to the existing road network.
- c) proposed method of accessing the TransCanada Highway.
- d) proposed road designs including gradients, right-of-way width, drainage etc.

4.4 When requested, a development phasing scheme will be prepared which indicates:

- a) sequence of development.
- b) timing of development.
- c) relationship between the market and proposed land absorption rates.

- 4.5 When requested, a market analysis will be prepared by a qualified expert which will:
- a) appraise the market potential of the type of development proposed and assess the project's anticipated share of the market.
 - b) present ranges of market potential, establishing low and high benchmarks.
- 4.6 When requested, a fiscal impact assessment will be prepared which will:
- a) estimate the impact of the proposed development on the I.D.'s tax assessment.
 - b) estimate the annual municipal servicing costs, both capital and operating, in comparison to the annual municipal revenues.
- 4.7 When requested, any additional information which the I.D. may deem necessary upon review of a specific development proposal.