

A R E A S T R U C T U R E P L A N



HEARTLAND

STAGE 1

COCHRANE, ALBERTA
MARCH 2015

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1.0 INTRODUCTION

1.1 PURPOSE OF THE PLAN

Community planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents. The starting point for this process is an area structure plan.

The purpose of an area structure plan is twofold. Firstly, it refines and implements the Town's broader planning objectives as contained in its primary strategic planning document, the Municipal Development Plan, by promoting community development that is logical, compatible and sustainable. Secondly, an area structure plan guides and directs specific land use, subdivision, and development decisions that collectively determine the form a community will take.

To accomplish this purpose, an area structure plan must establish a broad framework for future development of a smaller specified area within the municipality. This framework consists of a land use concept and a series of policy statements and implementation actions that work together to ensure that the plan is achieved. The framework should be concise, yet flexible. At the same time, the framework should promote creativity and innovation and be responsive to the ever-changing demands of the marketplace. In summary, a community plan must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 AUTHORITY OF THE PLAN

Heartland Stage 1 Area Structure Plan (the "Plan" or "ASP") is an area structure plan that Council has adopted through bylaw in accordance with Section 633 of the *Municipal Government Act*.

1.3 INTERPRETATION OF THE PLAN

1.3.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries, such as property lines or roads and utility rights-of-way.

1.3.2 Policy Interpretation

Where a purpose section accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the purpose section and a policy, the policy will take precedence.

Where "shall" is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the intent is that the policy is strongly encouraged and can be deviated from where unique circumstances, such as an impractical or impossible situation, dictate a different course of action. However, the general intent is compliance, wherever possible.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information shall be determined at the Land Use Amendment or Tentative Subdivision Plan stage.

1.4 AMENDMENT TO THE PLAN

Where substantive changes are deemed necessary, they shall be referred to the appropriate authority for consideration and ultimate approval.

To make any change to the text or maps within this Plan, an amendment to the Plan shall proceed in accordance with the *Municipal Government Act*.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the amendment.



2.0 PLANNING AREA

2.1 APPLICATION OF THE PLAN

The Area Structure Plan applies to those lands comprising Heartland Stage 1 as shown on the Location and Planning Area maps, Maps 1 and 2. Heartland is located within the west sector of the Town and contains approximately 59.27 hectares of land. The triangulated area is bound by:

- Horse Creek Road and the Town boundary on the west,
- Heartland Stage 2 on the north,
- The Canadian Pacific Railway (CPR) right-of-way on the south.

2.2 OWNERSHIP WITHIN THE PLAN AREA

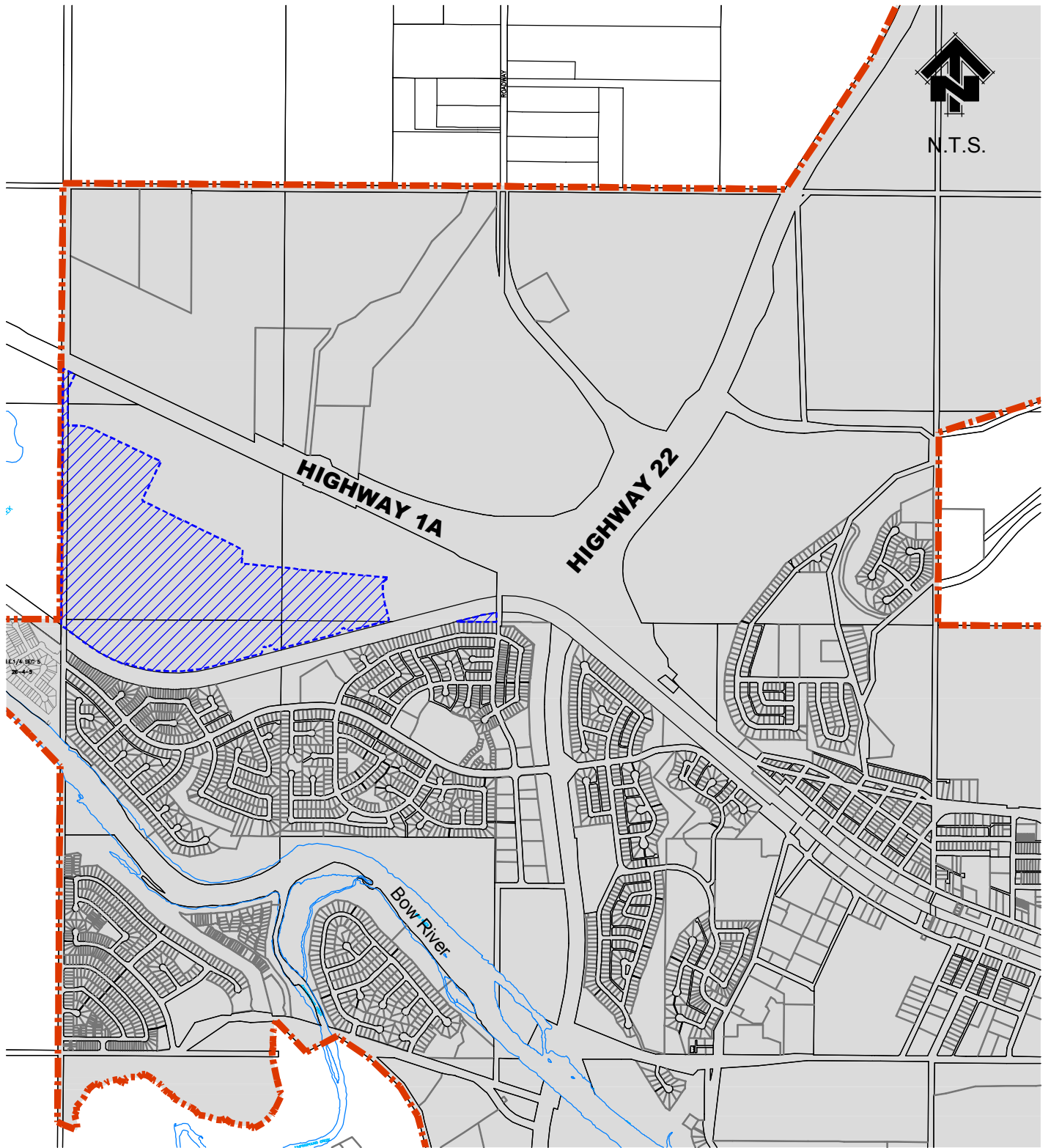
The ownership, as of October 23, 2014, within the plan area is tabulated below and illustrated on Map 3.

Owner	Hectares (+/-)	Acres (+/-)
Apex Heartland L.P.	57.34	141.57
Municipal Road Allowance – Horse Creek Road	1.93	4.89
Total	59.27	146.46



2.3 CONTEXT OF THE PLAN

The Town of Cochrane experienced significant growth pressure throughout the 1990s. Between 1990 and 1998, the population of Cochrane grew from 4,898 to 9,285, which represents a 90% increase over eight years or an annual growth rate of 10% per year.

As a result of this growth, Cochrane's land supply diminished, which led to the Town of Cochrane applying to the Province for annexation. That annexation came into effect on July 1, 2004. Map 1 shows the revised Town boundary. This annexation ensures that the Town of Cochrane has a sufficient supply of land within its jurisdiction to accommodate future growth and development for approximately forty to fifty years.



LEGEND:

-  ASP AREA
-  TOWN BOUNDARY

Heartland Stage 1 ASP



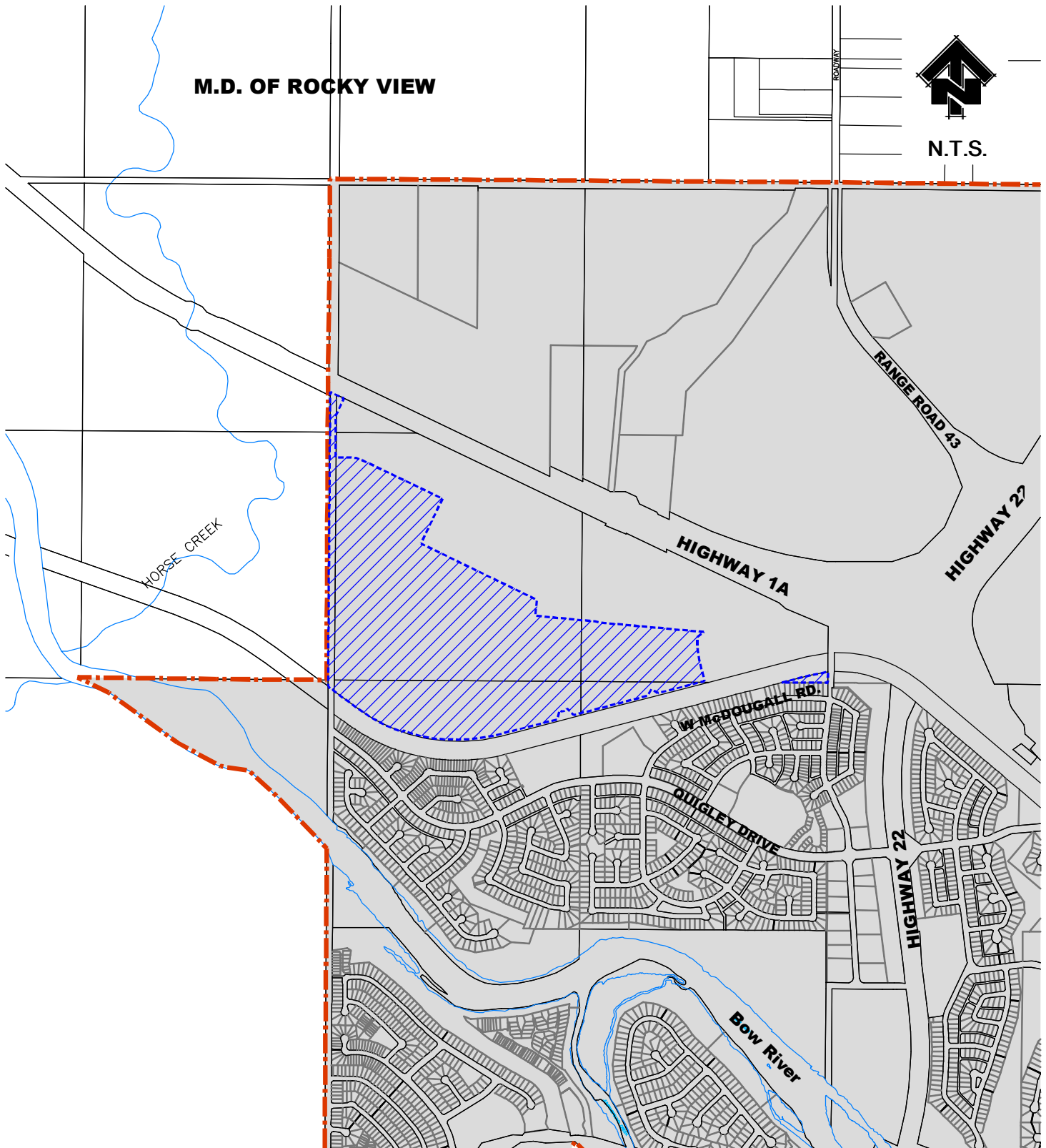
**MAP 1
LOCATION**

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M.D. OF ROCKY VIEW



N.T.S.



LEGEND:



ASP AREA



TOWN BOUNDARY

Heartland Stage 1 ASP



MAP 2
PLANNING AREA

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- ## Heartland Stage 1 ASP



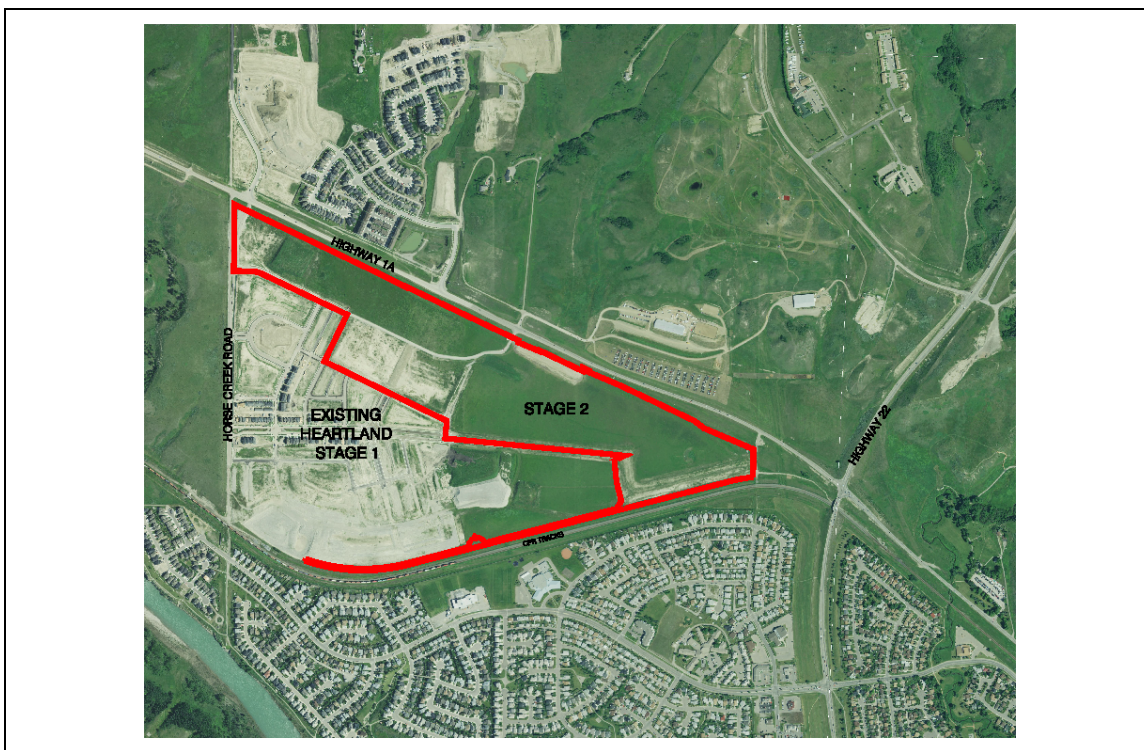
REVISÉD APRIL 2015

2.4 ADJACENT LAND USES

The northern boundary of the ASP comprises undeveloped land that is part of Heartland Stage 2 Area Structure Plan.

Land to the west of the ASP area, which lies within the Rocky View County, supports agricultural uses.

Located to the south of the ASP area is the CPR right-of-way and further south lie the communities of West Valley, West Terrace, and West Pointe, primarily consisting of residential, school sites, and open space uses.



3.0 SITE ANALYSIS AND DEVELOPMENT CONSTRAINTS

3.1 EXISTING LAND USES

The ASP lands have been used predominantly for agricultural crop production for many years. There is evidence that a farmstead may have been situated in the southwest portion of the property. During the early years of the Town's development, brickyards were located throughout the area and one was situated on this land, near the CPR property.

The land is currently designated as R-1 and R-M.

3.2 TERRAIN AND VIEWS

The ASP area consists of a gently sloping upland on the north side of the Bow River valley. Elevations vary from 1145 metres in the southeast corner to 1155 metres above sea level in the northwest. The elevations and contours for the ASP area are illustrated on Map 4. The orientation of these slopes provides views to the west and the Bow River valley to the south.

3.3 SOILS, SLOPE STABILITY, AND THE BOW RIVER VALLEY

The firm of Jacques Whitford undertook a geotechnical investigation that culminated in a report dated December 6, 2006. Fifty-eight boreholes were completed based on a 150-metre grid. The report summarized the following:

- topsoil averaged 350mm, ranging from 230mm and 900mm,
- no groundwater seepage was observed in any of the boreholes,
- no bedrock was found through the geotechnical analysis,
- no slopes greater than 7% were identified.

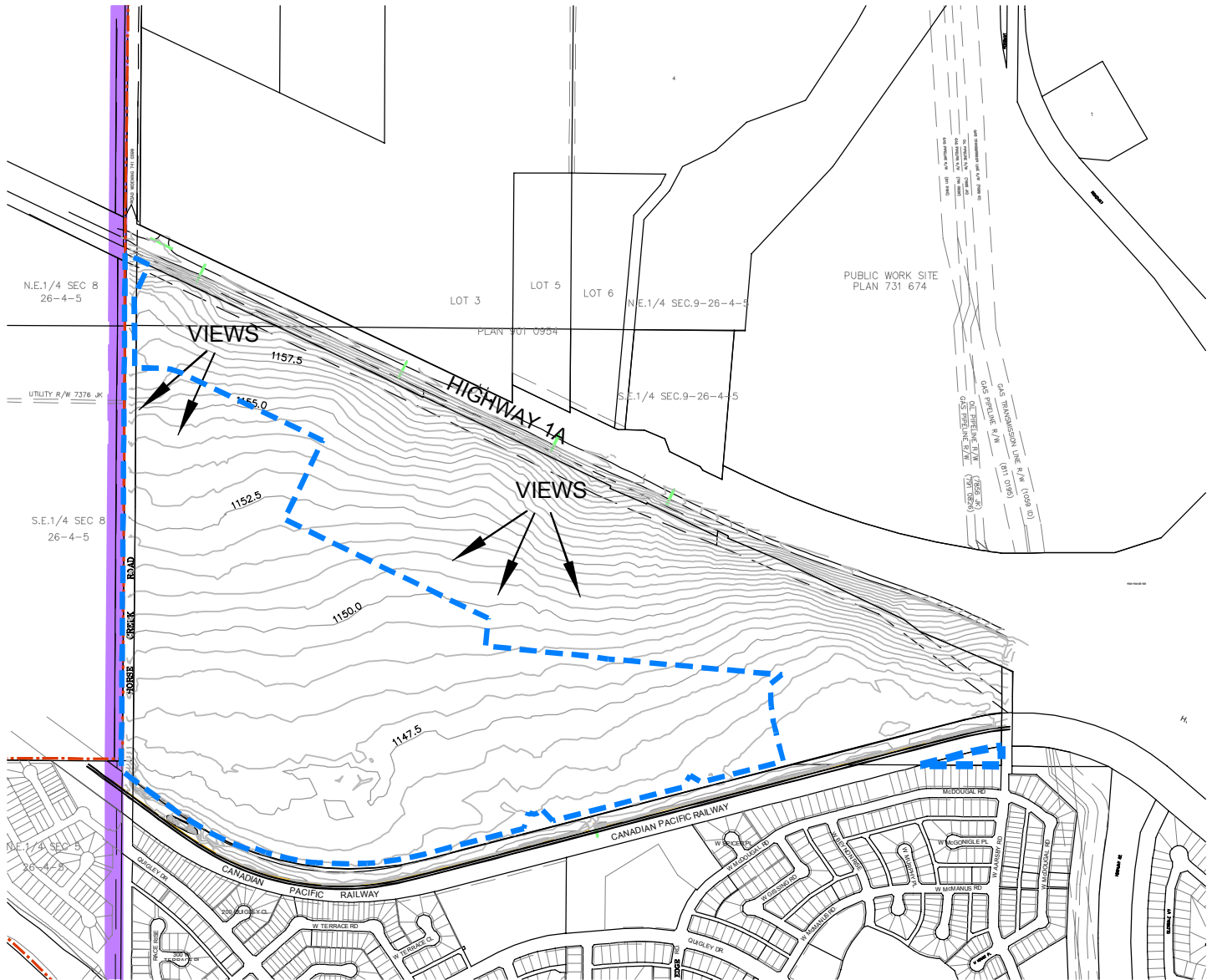
Based on the findings of the report, the site soil and groundwater conditions are considered suitable for the proposed development, provided that recommendations in the report are respected.

3.4 CULTURAL AND ARCHAEOLOGICAL RESOURCES

Aresco Ltd. prepared a Cultural and Archeological Overview Report for the ASP area. The overview indicates that no further investigative measures are required.



N.T.S.



LEGEND:

- ASP BOUNDARY
- TOWN BOUNDARY
- 0.5m CONTOUR INTERVALS
- HIGH PRESSURE GAS PIPELINE

Note: All grades are less than 7%

Heartland Stage 1 ASP



MAP 4
DEVELOPMENT CONSTRAINTS

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3.5 BIOPHYSICAL RESOURCES

Ursus Ecosystems Ltd. prepared a Biophysical Assessment in January 2007. This assessment concludes that no biophysical impediments to urban development exist and, therefore, no mitigative measures are required.

3.6 ENVIRONMENTAL SITE ASSESSMENT

Base Property Consultants Ltd. prepared a Level One Environmental Site Assessment of the soil (Level 1 ESA) within the ASP area in July 2006. Based upon the results of site reconnaissance and a review of historical records, the Level 1 ESA report concluded that no significant environmental impairments exist on the land and that further environmental investigation is not required prior to development.

3.7 CRUDE OIL PIPELINE

Inter Pipeline Fund has a 15-metre wide crude oil pipeline right-of-way running north-south, immediately west of Horse Creek Road, in Rocky View County. The required setback from this type of pipeline does not impede development east of Horse Creek Road, within this ASP area.



4.0 GOALS

The goals of the ASP are to:

- (1) create a safe, attractive, efficient, and environmentally sustainable community that complements and reinforces the natural qualities of the immediate setting,
- (2) provide a variety of housing forms that suit a range of households seeking to live in the Town of Cochrane,
- (3) provide the opportunity for and access to educational and recreational facilities, and parks, that will meet the needs of residents,
- (4) develop a system of linear parks, trails, and public open spaces that contribute to and connect with Cochrane's open space and trail system,
- (5) ensure that transportation and utility infrastructure is designed to serve the area in an economical and efficient manner,
- (6) establish appropriate interfaces between the ASP area and surrounding lands.



5.0 LAND USE CONCEPT

5.1 LAND USE CONCEPT MAP

Map 5, Land Use Concept, shows the future land use pattern for the Plan area through a series of areas and symbols. The approximate areas of these land uses are tabulated below.

	Hectares (+/-)	Acre (+/-)
Gross Developable Area	59.27	146.46

General Land Use	Hectares	Acre	Percentages
Public Service	8.52	21.05	14%
MR	7.14	17.64	12 %
Stormpond	1.38	3.41	2%
Residential	34.31	84.78	58%
Development Roadways	16.44	40.62	28%

Gross Developable Area	59.27	146.46	100.0
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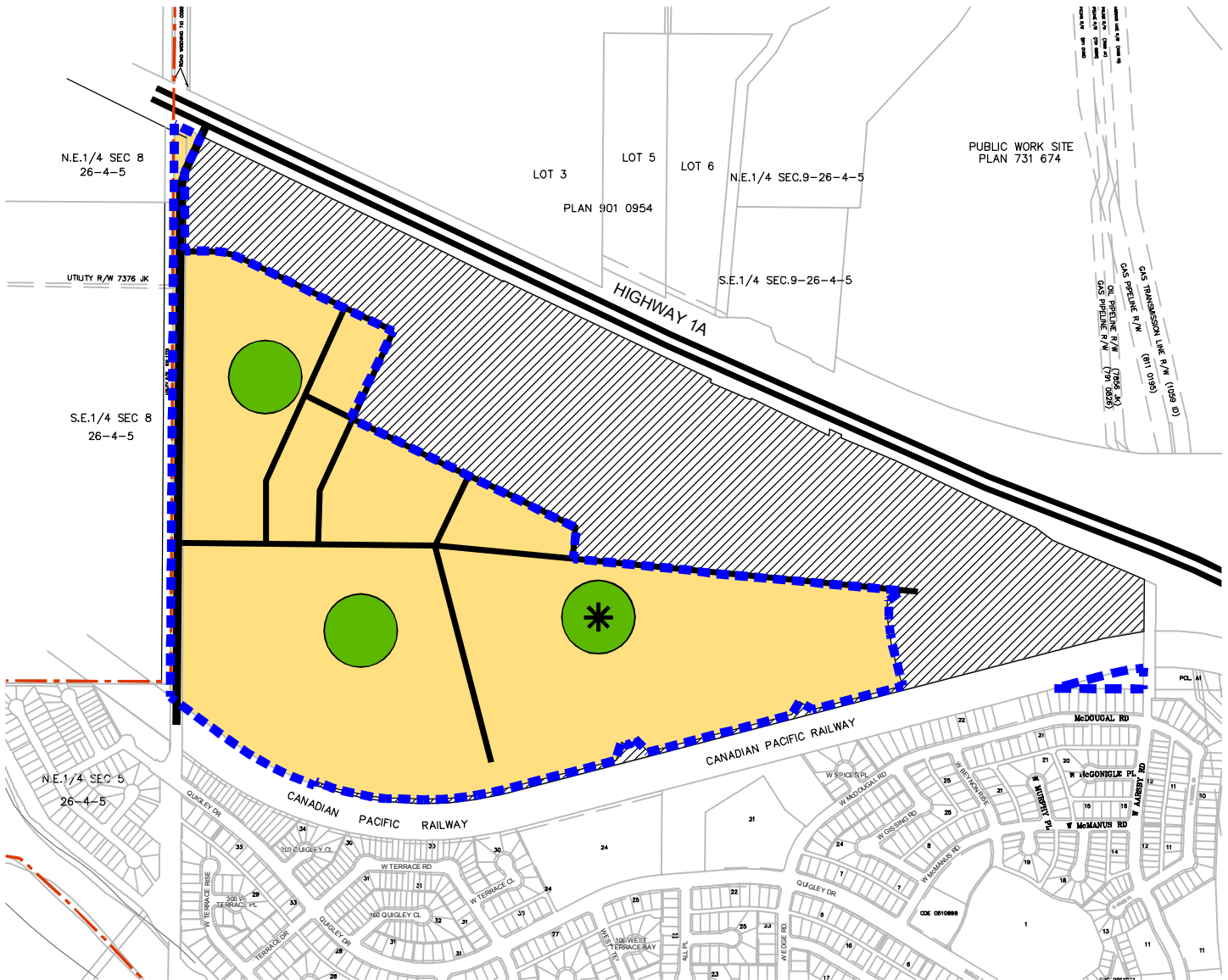
5.2 POLICY DIRECTION

Section 6.0 of the ASP contains policies that apply to specific land use areas and symbols shown on the Land Use Concept map.

The remaining sections of the ASP provide for transportation, servicing, phasing, and implementation policies that will be applied to the Plan area.



N.T.S.



LEGEND:

- ASP BOUNDARY
- TOWN BOUNDARY

- HIGHWAY 1A
- ARTERIAL MAJOR
- COLLECTOR ROAD

- RESIDENTIAL
- FUTURE DEVELOPMENT AREA

- GREENSPACE
- SCHOOL SITE

Heartland Stage 1 ASP

MAP 5
LAND USE CONCEPT



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6.0 LAND USE POLICY AREAS

6.1 RESIDENTIAL AREA

6.1.1 Purpose

The purpose of the residential area is to provide for a range of housing options, from single detached to high density residential, in a comprehensively designed neighbourhood. In addition, compatible and complementary institutional and recreational development cells will be allowed within this ASP. Public parks will be interspersed throughout the residential area to serve the recreational needs of residents. The residential area comprises the majority of lands within the community. The design of the residential area should present opportunities for all residents to have a choice of movement via multi-access roadways, pedestrian connectivity, and bicycle routes within the community. The residential design will be determined through the Land Use Amendment or Subdivision process.

6.1.2 Policies

(1) Composition of Residential Area

- (a) Subject to the policies of this Plan,
 - (i) traditional and narrow lot single detached and two-unit dwelling residential uses (, semi-detached dwellings, townhomes, and accessory and garden suites) shall be the predominant use of land within the residential area;
 - (ii) to ensure a comprehensively planned community, multi-unit dwellings, dwelling groups, and special needs, where determined to be compatible and appropriate, shall be developed within the residential area; and
 - (iii) open space shall be provided throughout the residential area to meet the active and passive recreational needs of residents.
- (b) The general categories of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the residential area.

(2) Design of Residential Area

- (a) The design for the residential area shall:
 - (i) generally be consistent with the Conceptual Subdivision Plan, Map 6, recognizing that this plan is intended to show the general nature of subdivision and is subject to change at the Tentative Plan or Land Use Amendment stage without the need for Council to amend Map 6 to accommodate refinements of this Conceptual Subdivision Plan;
 - (ii) be determined through the Tentative Subdivision Plan or Land Use Amendment process; and
 - (iii) emphasize opportunities for distinct neighbourhoods that comprise unifying elements to create a cohesive community.
- (b) Elements of the *Western Heritage Design Guidelines*, including but not limited to architectural detailing, street signs and landmarks, shall be applied.
- (c) The developer should prepare and implement Design Guidelines and Architectural Controls on all residential developments in order to ensure an aesthetically

coordinated streetscape appearance as well as an attractive appearance from all publicly accessible areas.

- (d) Grading shall recognize the natural topography of the land and shall occur only where overall subdivision design considerations warrant.
- (3) Density and Population of Residential Area
- (a) In order to support the efficient provision of infrastructure, amenities and services and to use the land resource more efficiently, a minimum residential density of 8.4 units per acre (upa) (20.9 units per gross developable hectare) shall be achieved in the ASP area, corresponding to a minimum of 1,237 units with a corresponding population of approximately 3,068 people, based on 2.48 persons per unit. Development of individual parcels and cells can occur at higher and lower density levels.
- (4) Residential Area Adjacent to Highway 1A and CPR Right-of-Way
- (a) Each Phase or Tentative Plan shall demonstrate regard for the *Guidelines for New Development in Proximity to Railway Operations (2013)*. The Developer, in consultation with the Town of Cochrane, shall resolve any visual screening and sound attenuation mitigative measures for residential development adjacent to the CPR right-of-way.
- (5) Residential Area Adjacent to the Rocky View County (RVC)
- (a) To address Section 2.13 of the *Cochrane/Rocky View Intermunicipal Development Plan*, which deals with compatibility of residential development with adjacent uses across municipal boundaries, the following policies shall apply:
 - (i) Subdivision Plans for lands adjacent to the municipal boundary shall address compatibility and minimize interface conflicts with existing surrounding land uses;
 - (ii) Measures addressing development adjacent to the municipal boundary shall be coordinated with the adjacent landowners and the County at the Subdivision Plan stage.

6.2 PUBLIC OPEN SPACE

6.2.1 Purpose

The purpose of these policies is to provide for the dedication of municipal reserves.

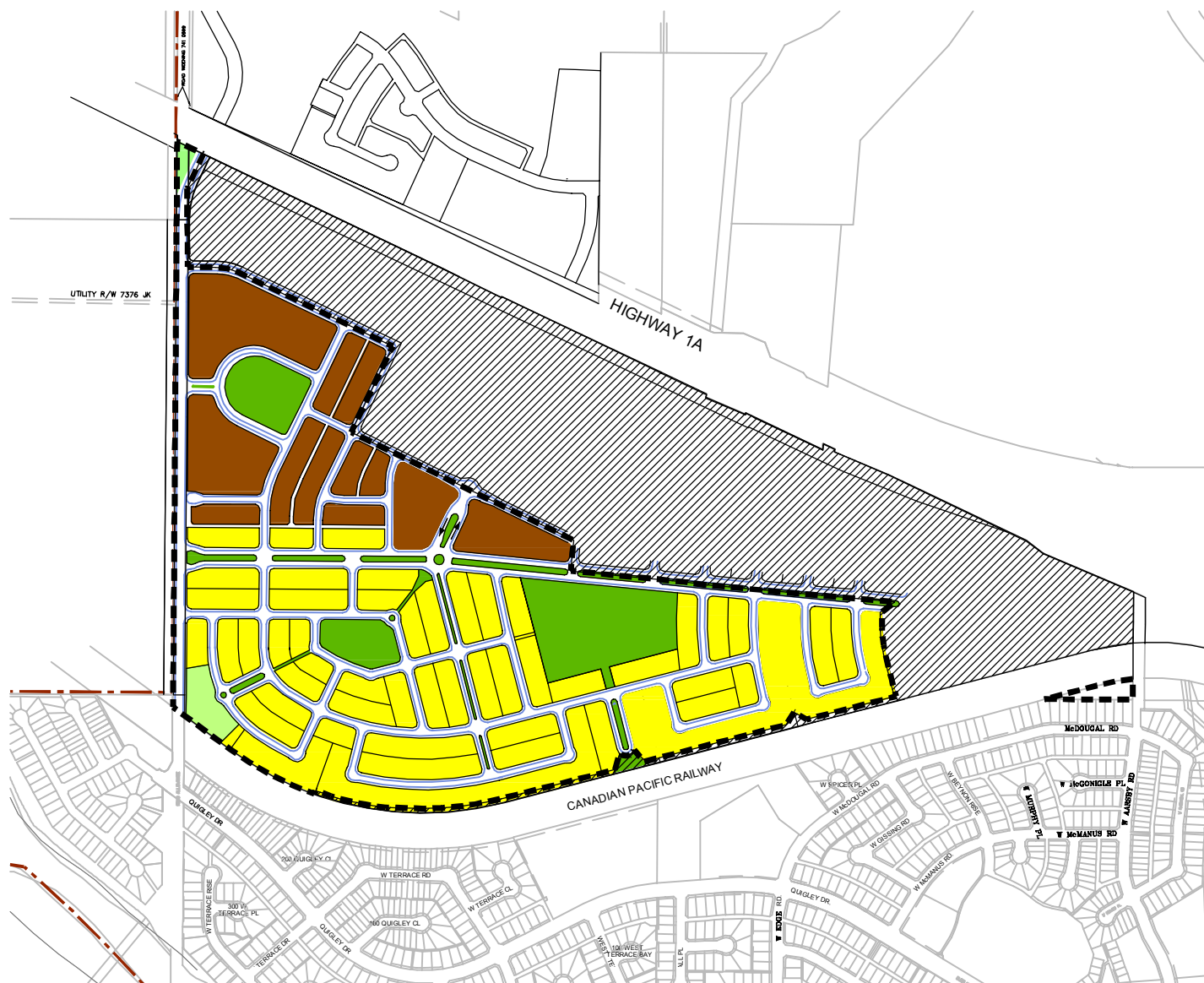
Municipal reserve will be provided to meet the educational and recreational needs of the community. Municipal reserves will be used to create school sites, active recreation playfields, a variety of parks, such as neighborhood parks, sub-neighborhood parks and linear parks, and to accommodate community and recreational facilities. Decisions on reserve dedication will be made at the Land Use Amendment or Tentative Plan stage.

The ASP promotes a pedestrian and bicycle pathway system that will be achieved through a series of pathways within linear parks and sidewalks along public roadways. This pathway system will be integrated with the Town's regional pathway system through intersection crossings





N.T.S.



Note: Conceptual layout only to illustrate nature of subdivision. Subject to change at Tentative Plan and Land Use Designation Stages

LEGEND:

--- ASP BOUNDARY
--- TOWN BOUNDARY

RESIDENTIAL
SINGLE DETACHED
RESIDENTIAL SEMI DETACHED
TOWNHOMES AND APARTMENTS
SCHOOL SITE
GREEN SPACE AND
RECREATIONAL SITES

PUBLIC UTILITY LOT
FUTURE
HEARTLAND STAGE 2

Heartland Stage 1 ASP

MAP 6

CONCEPTUAL SUBDIVISION PLAN

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of Highway 1A in the north, a crossing of the CP Rail line at Horse Creek Road to the south and a pedestrian crossing feature at the Highway 1A and Highway 22 intersection to allow pedestrians to access areas beyond Heartland. .

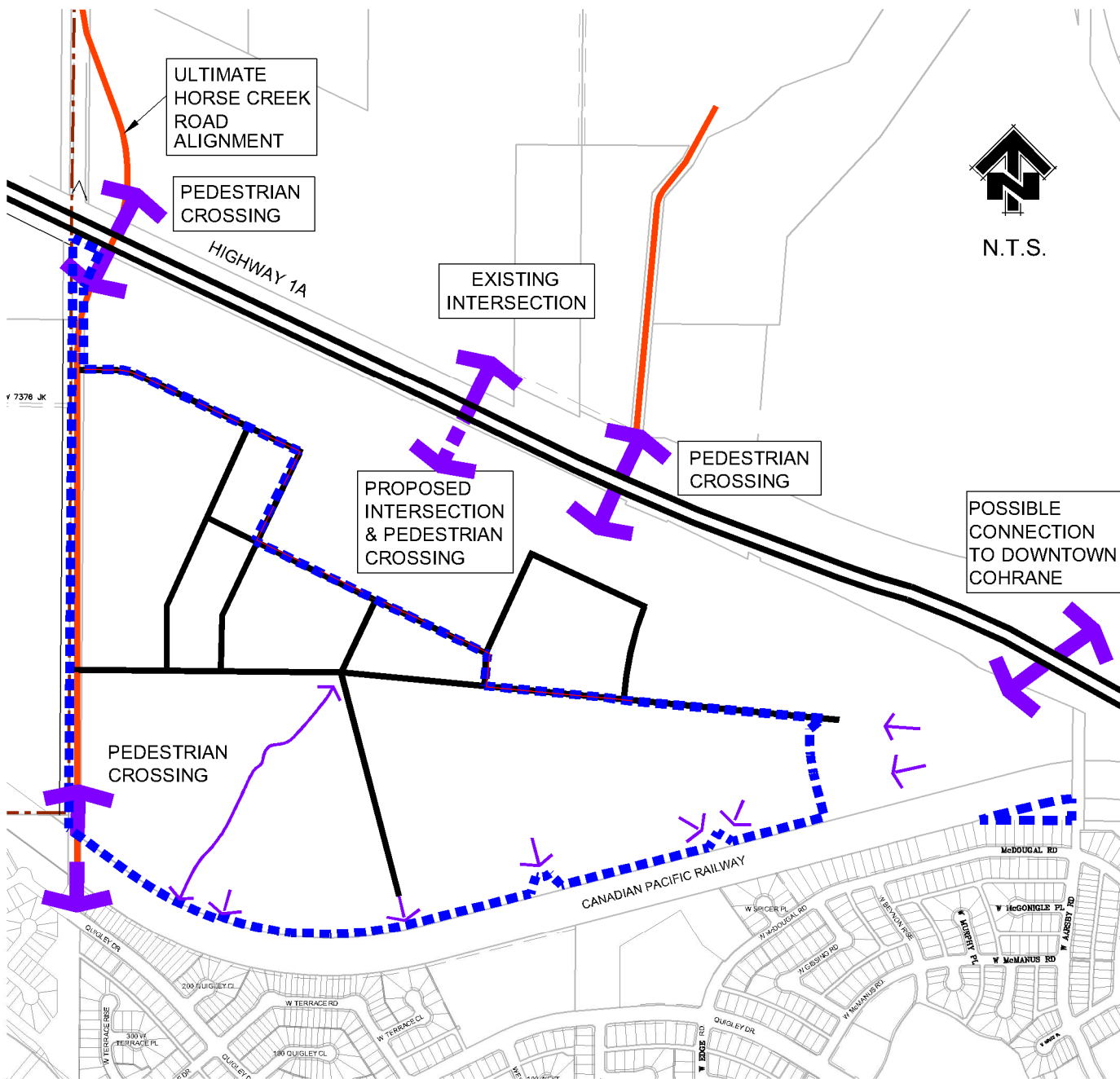
6.2.2 Policies

- (1) Municipal and School Reserve Dedication
 - (a) Municipal reserve shall be dedicated through the subdivision process as reserve land in the full amount owing, as opposed to the payment of money-in-lieu of reserve land.
 - (b) A minimum of one school site shall be dedicated as school and municipal school reserve lands and shall include active playfields for use by both the school and the community.
 - (c) The Town encourages school sites to be shared by the Town and respective school authorities.
 - (d) The Subdivision Authority may register a deferral of municipal reserve in accordance with the *Municipal Government Act*.
- (2) Public Parks and Pathways
 - (a) Local neighborhood parks of sufficient size shall be established throughout the Plan area. Specific park locations will be determined as part of the Land Use Amendment or Tentative Plan and finalized in the detailed subdivision plans.
 - (b) A pedestrian crossing of the CPR right-of-way along Horse Creek Road shall be established between this ASP area and the West Valley/West Terrace community in an approximate location as shown on Map 7.
 - (c) A pedestrian/cyclist pathway system shall link parks, the school site, public facilities, and residential and commercial areas within the community.

6.3 OTHER LAND USES

6.3.1 Policies

- (1) Public or quasi-public uses, religious institutions, day care facilities, and other service type uses which primarily serve the community should be located on major or collector roads within the community.



LEGEND:

- ASP BOUNDARY
- TOWN BOUNDARY
- == PROPOSED HIGHWAY 1A ALIGNMENT
PER HIGHWAY 1A FUNCTIONAL PLAN
- ARTERIAL ROAD
- COLLECTOR ROAD
- PATHWAY CONNECTION

Heartland Stage 1 ASP

MAP 7

TRANSPORTATION PLAN

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REGIONAL PATHWAY CROSS SECTION

7.0 TRANSPORTATION POLICIES

7.1 HIGHWAY 1A

7.1.1 Purpose

The purpose of these policies is to support Highway 1A as a functional, safe and efficient provincial highway located within the boundary of the Town of Cochrane. Existing access to the ASP area from Highway 1A is provided via Horse Creek Road. A Functional Plan for Highway 1A defines the ultimate access to the ASP area from Highway 1A. Highway 1A will carry the majority of the traffic from the ASP area to the rest of the Town and the region beyond.

The potential exists to design the Highway 1A access to the centre of the ASP area to establish a unique feeling of arrival and entrance that will contribute to the character of the Heartland community.

7.1.2 Policies

(1) Design

- (a) Access to the ASP area shall be provided in accordance with the *Highway 1A Functional Planning Study*, as amended from time to time.
- (b) The design of any intersections with Highway 1A providing access to the ASP area shall be approved by both the Province of Alberta and the Town of Cochrane.
- (c) Transportation Impact Assessments to ensure that the roadways are appropriately designed to accommodate the projected traffic volumes and movements associated with the development will be required in conjunction with Land Use Amendment or Subdivision Plan at the developer's cost and to the Town's, and where applicable, Alberta Transportation's satisfaction.

(2) Highway 1A Right-of-Way

- (a) The Highway 1A right-of-way shown on the Land Use Concept map may be subject to refinement, and any surplus highway lands should, where possible, be incorporated into the community design.

(3) Adjacent Residential Development

- (a) Prior to Land Use Amendment or Tentative Subdivision Plan approval and in consultation with the Town of Cochrane and the Province of Alberta, mitigative measures for visual screening and sound attenuation for residential development adjacent to Highway 1A shall be resolved.

(4) Phasing of Development

- (a) Construction of ingress/egress points to Highway 1A will be developed in conjunction with the first phase of development.

7.2 INTERNAL ROAD NETWORK

7.2.1 Purpose

The purpose of these policies is to provide for an internal road network within the community that accommodates vehicular and pedestrian traffic in a safe, efficient and balanced manner. In this regard, the internal road network will need to meet design criteria which address vehicular, transit

and pedestrian circulation within the community. Notwithstanding this provision, unique approaches to traffic calming features such as roundabouts, curb bumpouts, medians, and angled intersections are to be examined throughout the ASP area on a detailed plan basis. The detailed alignment of the road network within the community will be determined through the Land Use Amendment or Tentative Subdivision Plan process.

7.2.2 Policies

(1) Preliminary Road Network

- (a) The internal road network shown on the Land Use Concept map is preliminary only and shall be refined at the Land Use Amendment or Tentative Subdivision Plan stage.

(2) Road Network Design

- (a) The design of the internal road network shall provide the following:
 - (i) multiple roadway access points to/from Horse Creek Road;
 - (ii) a minimum of one centralized east-west, higher category roadway to collect vehicular traffic from the eastern portion of the ASP area;
 - (iii) provision for a future transit route that is effective and efficient; and
 - (iv) interconnected pedestrian systems through pathways in the linear parks and separate sidewalks in the road rights-of-way.
- (b) Lanes for rear lot access are encouraged where residential frontage occurs on large volume roadways.
- (c) The developer shall submit with each subdivision application a detailed traffic assessment on the road design and traffic volumes which shall include consideration of the appropriateness of restricting driveway access on portions of the collector roadway network. The traffic assessment must be to the satisfaction of the Town, and where applicable, Alberta Transportation.

7.3 CPR RIGHT-OF-WAY AND HORSE CREEK ROAD

7.3.1 Purpose

Currently, the CPR right-of-way acts as a physical barrier between the ASP area and the existing, built-up communities to the south. Ultimately, Horse Creek Road is intended to traverse the CPR right-of-way, thereby connecting the two areas. Noise and visual attenuation of the CPR right-of-way shall be a consideration in the design of the adjacent residential and open space areas of the ASP area.

7.3.2 Policies

- (1) A roadway crossing of the CPR right-of-way at a location generally identified on Map 7 shall be established in consultation with the Town of Cochrane and Canadian Pacific Railway.
- (2) Each Phase or Tentative Plan shall demonstrate regard for the *Guidelines for New Development in Proximity to Railway Operations (2013)* as well as the Town's Noise Bylaw. The Developer, in consultation with the Town of Cochrane, shall resolve any visual screening and sound attenuation mitigative measures for residential development adjacent to the CPR right-of-way. Horse Creek Road shall be realigned at the intersection with Highway 1A in accordance with any functional studies completed by the Province of Alberta.
- (3) Horse Creek Road shall be designed to accommodate future traffic volumes based on the general densities and land uses proposed for this ASP, as well as providing a connection across the CPR right-of-way to Quigley Drive.
- (4) Direct driveway access to lots adjacent to Horse Creek Road is prohibited.

8.0 SERVICING POLICIES

8.1 UTILITY INFRASTRUCTURE

8.1.1 Purpose

The purpose of these policies is to ensure that adequate municipal utility infrastructure is provided to serve urban development throughout the community. Any development within the area shall be fully serviced with piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services through the development. Utility alignments will be identified at the Land Use Amendment or Subdivision Plan stage and confirmed prior to or during the Tentative Plan/ engineering drawings approval stage.

8.1.2 Policies

(1) Municipal Utilities

- (a) Urban development within the ASP area shall be serviced with piped municipal water, sanitary sewer and stormwater utilities.
- (b) The alignment and capacity of water distribution and feeder mains, sanitary sewer feeder mains and trunks, and stormwater feeder mains and trunks shall be to the satisfaction of the Town, based upon utility servicing studies and analyses.
- (c) Utility rights-of-way and easements shall be provided to accommodate municipal utilities, as the Town determines.

(2) Shallow Utilities

- (a) Urban development within the ASP area shall be serviced with shallow utilities (e.g., gas, electricity, and telecommunications).
- (b) The location of shallow utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of the Town, the landowner and the utility companies.
- (c) Utility rights-of-way and easements shall be provided to accommodate shallow utilities, as the Town and utility companies determine.

8.2 WATER DISTRIBUTION

8.2.1 Purpose

The purpose of these policies is to provide for a suitable water distribution system designed to serve the urban development needs throughout the ASP area.

8.2.2 Policies

- (1) The water distribution system for the ASP area shall be designed generally as shown on Map 8 and to adequately and efficiently serve the ultimate development of the Plan area.
- (2) Details of the water supply infrastructure shall be determined in conjunction with the engineering plans and the tentative plans of subdivision.
- (3) The Town may request oversizing of the water mains for servicing lands outside the ASP area. Cost recoveries for oversizing shall apply.

8.3 SANITARY SEWER

8.3.1 Purpose

The purpose of these policies is to provide for a suitably designed sanitary sewer to service The Heartland development.

8.3.2 Policies

- (1) The sanitary sewage system for the ASP area shall be designed generally as shown on Map 8 and to adequately and efficiently serve the ultimate development of the area.
- (2) Details of the sanitary servicing system shall be determined in conjunction with the engineering plans and the tentative plans of subdivision.
- (3) The Town may request oversizing of the sanitary sewer mains for servicing lands outside the Plan Area. Cost recoveries for oversizing shall apply.

8.4 STORMWATER MANAGEMENT

8.4.1 Purpose

The purpose of these policies is to provide an overview of the stormwater management system that will serve the ASP area.



N.T.S.

PUBLIC WORK SITE

NE.1/4 SEC.9-26-4-5

PUBLIC WORK SITE

S.E.1/4 SEC.9-26-4-5

HIGHWAY NO. 1A

WATER CONNECTION

SANITARY SEWER CONNECTION

TO BIG HILL CREEK

CANADIAN PACIFIC RAILWAY

HIGHWAY NO. 22

CAN

SANITARY LIFT STATION

WATER CONNECTION

N.W.1/4 SEC.4-26-4-5

BOW RIVER

CDE 0213816

S.E.1/4 SEC.4-26-4-5

LEGEND:

- ASP BOUNDARY
- - - TOWN BOUNDARY

- STORM LINES
- WATER LINES
- SEWER FORCEMAIN
- SEWER GRAVITY
- OVERLAND EMERGENCY ESCAPE ROUTE

- STORMWATER INFILTRATION POND
- STORMWATER POND

Heartland Stage 1 ASP



MAP 8
SERVICING

REVISED APRIL 2015

8.4.2 Policies

- (1) The stormwater management system shall be designed generally as shown on Map 8 and to adequately and efficiently serve the ultimate development in terms of public safety and environmental protection.
- (2) Stormwater from the Plan area shall be treated using Best Management Practices (BMPs), including appropriate Low Impact Development (LID) facilities, stormwater ponds, and other minor and major drainage system components, as the Town and the Province of Alberta advocate.

9.0 PHASING POLICIES

9.1 PHASING

9.1.1 Purpose

The purpose of these policies is to provide for the phasing of development in a logical manner in order to minimize infrastructure costs.

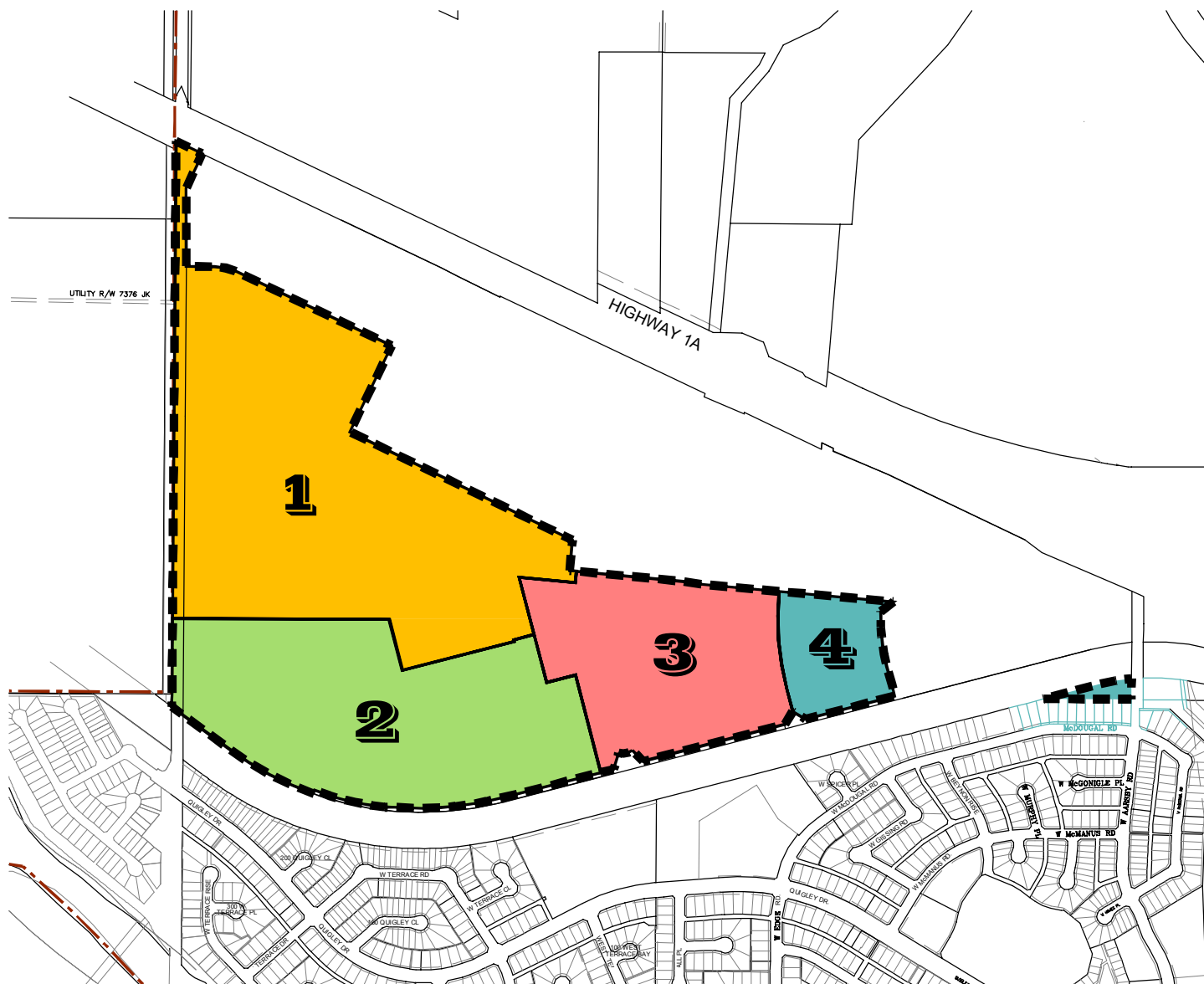
9.1.2 Policies

- (1) The phases of development will proceed generally in accordance with Map 9.





N.T.S.



LEGEND:

--- ASP BOUNDARY

- - - TOWN BOUNDARY

1

PHASE NUMBER



Heartland Stage 1 ASP

MAP 9
PHASING PLAN

REVISED APRIL 2015

10.0 IMPLEMENTATION POLICIES

10.1 APPROVAL PROCESS

10.1.1 Purpose

The purpose of these policies is to provide for the implementation of the policies within the Plan. While the implementation of the Plan will be achieved through various planning initiatives, the principal means of implementation will occur through the Land Use Bylaw Amendment and subdivision process.

10.1.2 Roles and Responsibilities

- (1) Town Council will:
 - (a) Adhere to the objectives and policies of the plan when making decisions on Land Use Bylaw amendments within the Plan Area; and
 - (b) Consider possible amendments to this Plan from time to time to respond appropriately to changing or unforeseen circumstances.
- (2) Town administrative staff will be responsible for implementing planning and policy statements contained within this Plan.
- (3) The Planning Department will take the primary responsibility for the review of all land use, subdivision and development proposals and ensure the participation of relevant government agencies, private groups, businesses, and municipal departments during the review process.

10.1.3 Policies

- (1) Land Use Approval
 - (a) The Concept Plan, Map 5, illustrates the general land uses that shall be developed. The Conceptual Subdivision Plan, Map 6, illustrates the anticipated general nature of subdivision. These plans are conceptual only. The timing and direction of development within the Plan area shall be determined primarily through the Land Use Bylaw Amendment or Tentative Subdivision Plan process, which establishes the design and land use pattern for the subject site and enables subdivision and development to proceed.
 - (b) The land use designations in effect at the time of approval of this Plan shall:
 - (i) continue to apply in accordance with the provisions of the *Municipal Government Act*, and
 - (ii) remain in effect until redesignation of the lands to appropriate districts in accordance with the policies of this Plan occurs.
- (2) Land Use Amendment or Tentative Subdivision Plan
 - (a) The Conceptual Subdivision Plan, Map 6, illustrates the anticipated general nature of subdivision. This plan is conceptual only and subject to refinement at the Land Use Amendment or Tentative Subdivision Plan stage.
 - (b) The following studies, all of which shall be to the satisfaction of the Town of Cochrane, shall accompany a Land Use Amendment or Tentative Subdivision Plan:

- (i) A transportation assessment on the size and classification of the roadways and the intersection spacing by a professional transportation engineer, with reference to the Highway 1A Functional Planning Study;
- (ii) A geotechnical assessment on the slope stability with recommended setbacks for the property lines and buildings by a professional geotechnical engineer, with reference to the Jacques Whitford report dated December 6, 2006;
- (iii) A stormwater assessment on the management of stormwater by a professional stormwater engineer to clarify the stormwater management for the latest stage of development with reference to the Conceptual Rainwater Drainage Plan, prepared by Worley Parsons Komex.

(3) Transitional Development

- (a) Transitional and temporary uses allowed under the land use district in effect that do not compromise the ultimate urban development of the Plan area, such as extensive agriculture, temporary storage or resource extraction, may be allowed where the Town determines the uses to be compatible and appropriate.

11.0 INTERPRETATION

11.1 GENERAL DEFINITIONS

The following general definitions shall apply:

- (1) **Approving Authority** means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The Town of Cochrane, as the case may be.
- (2) **Community** means a comprehensively designed physical and social planning area which is predominantly residential in character defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.
- (3) **Council** means the Council of the Town of Cochrane.
- (4) **Gross Area** means the total area of land contained within the property lines of a site.
- (5) **Gross Developable Area** for the purpose of calculating density means the gross area of the Plan area, excluding requirements for the Highway 1A right-of-way.