

PLANNING AND DEVELOPMENT SERVICES

TO: Municipal Planning Commission
Subdivision Authority

DIVISION: 7

DATE: May 12, 2021

APPLICATION: PL20200181

FILE: 06632003

SUBJECT: Subdivision Item – Creation of One Agricultural Lot with Road Construction

APPLICATION: To create a ± 20.23 hectares (± 50 acres) new lot (Lot 1), a ± 44.52 hectares (± 110 acres) remainder (Lot 2), and construct a new road.

GENERAL LOCATION: Located approximately 0.8 kilometers (0.5 miles) south of Highway 567 (Big Hill Spring Road), and on the west side Range Road 24.

LAND USE DESIGNATION: Agricultural, General District (A-GEN)

ADMINISTRATION RECOMMENDATION: Administration recommends tabling as per Option #2.

OPTIONS:

Option #1: THAT Subdivision Application PL20200181 be approved with the conditions noted in Appendix 'A'.

Option #2: THAT Subdivision Application PL20200181 be tabled to allow the Applicant to apply a Road Allowance Closure application to close a portion of road allowance for future land consolidation.

Option #3: THAT Subdivision Application PL20200181 be refused as per the reasons noted

AIR PHOTO & DEVELOPMENT CONTEXT:



Administration Resources

Xin Deng, Planning and Development Services



APPLICATION EVALUATION:

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

<p>APPLICABLE POLICY AND REGULATIONS:</p> <ul style="list-style-type: none"> • <i>Municipal Government Act</i>; • Subdivision and Development Regulations; • County Plan; • Land Use Bylaw; and • County Servicing Standards. 	<p>TECHNICAL REPORTS SUBMITTED:</p> <ul style="list-style-type: none"> • N/A
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Transportation:

The subject land contains two dwellings and associated accessory buildings, which are accessed by the existing three approaches off Range Road 24. The Applicant proposes to subdivide ± 50 acres of land on the western portion of the property as the first parcel out. The Applicant has indicated the intent of the parcel is for a house and continued hay production.

To access the new lot, a low volume gravel roadway is needed within the existing road allowance, connecting to Hill Spring Meadows. This existing road allowance was dedicated when Hill Spring Meadows community was created in 1978. However, since the proposed road would provide access to one agricultural lot, the Applicant has requested to construct to a private driveway rather than the county road. To maintain consistency with the current standard of practice, the Applicant is required to construct a Regional Low Volume Gravel road from Hill Spring Meadows to Lot 1 (approximately 95 m long, 7m in width).

Alternatively, Option #2 is to table the application to allow the Applicant to apply a Road Allowance Closure Application. Once it is approved, the closed road allowance portion can be consolidated with the subject land and a private driveway can be built. Administration recommends this option, as it would be more cost effective for the Applicant and would also be more beneficial from a road maintenance perspective. Hill Spring Meadows is paved (chip seal) roadway; should this new gravel roadway be built, gravel road maintenance equipment would be required to access this area to continually maintain this small section of road.

Water, Wastewater and Stormwater:

The existing two dwellings, located at the eastern portion of the land, are serviced by the water well and private sewage treatment systems. They would remain within the remaining land after the new lot is created. As the proposed new lot is greater than 30 acres, the Owner is not required to demonstrate servicing in accordance with Policy C-411. There are no further requirements at this time.

Municipal Reserves:

The proposed new lot and the remainder is greater than 40 acres, therefore, Municipal Reserve is not required in accordance with Section 663 of *Municipal Government Act (MGA)*.

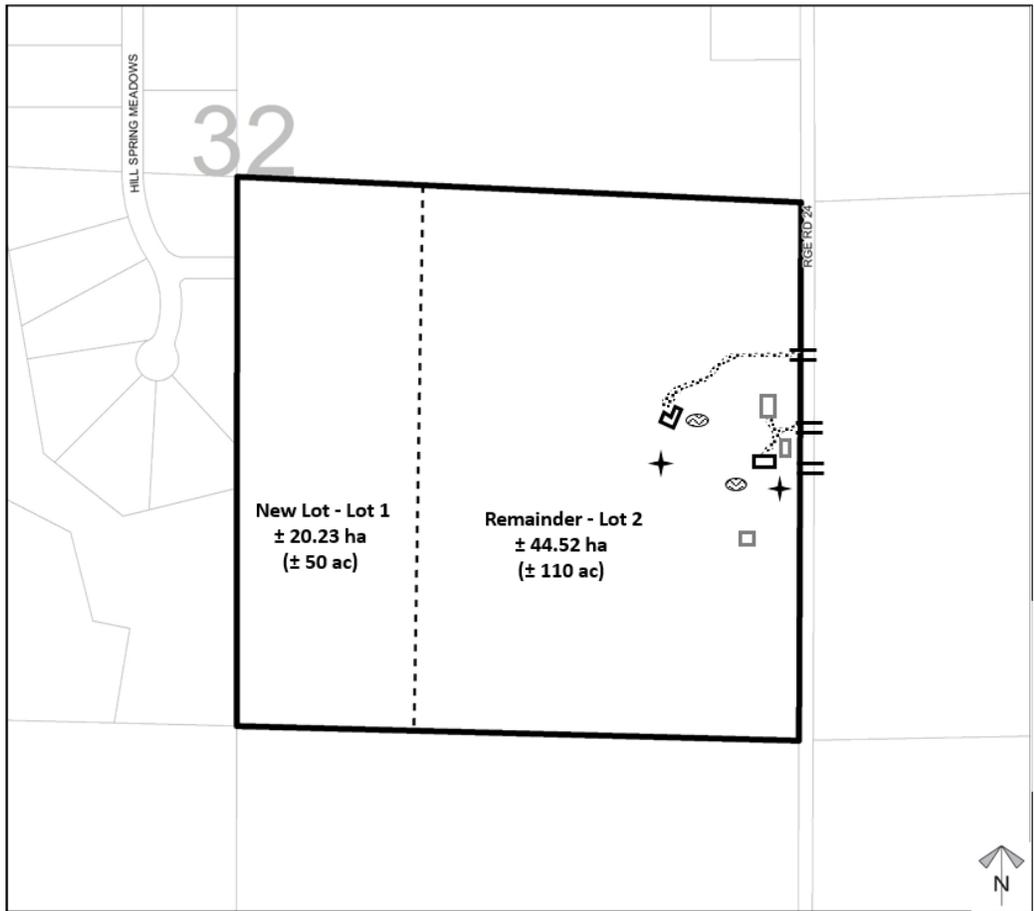
Payments and Levies:

The proposed new lot is the first parcel out, and thus, Transportation Off-Site Levy is not required at this time.

Land Use Bylaw:

The proposal meets the parcel size requirement of Agricultural, General District (A-GEN) within the Land Use Bylaw.

Tentative Plan



Tentative Plan

Subdivision Proposal

To create a ± 20.23 hectares (± 50 acres) new lot (Lot 1), a ± 44.52 hectares (± 110 acres) remainder (Lot 2), and construct a new gravel road in order to provide access to Lot 1.

Legend

Dwelling	
Building	
Water Well	
Wastewater	
Existing Approach	
New Approach	
Driveway	
Road Widening	
Road Acquisition	

Surveyor's Notes:

1. Parcels must meet minimum size and setback requirements of Land Use Bylaw C-8000-2020.
2. Refer to Notice of Transmittal for approval conditions related to this Tentative Plan.

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Printed: March 26, 2021



CONCLUSION:

For the reason explained above, Administration recommends tabling as per Option #2.

Respectfully submitted,

Concurrence,

“Brock Beach”

“Kent Robinson”

Acting Executive Director
Community Development Services

Acting Chief Administrative Officer

XD/llt

ATTACHMENTS:

- ATTACHMENT 'A': Approval Conditions
- ATTACHMENT 'B': Maps and Other Information
- ATTACHMENT 'C': Public Submissions

**ATTACHMENT 'A': APPROVAL CONDITIONS**

- A. The application to create a ± 20.23 hectares (± 50 acres) new lot (Lot 1), a ± 44.52 hectares (± 110 acres) remainder (Lot 2), and construct a regional low volume gravel road within SE-32-26-02-W05M, having been evaluated in terms of Section 654 of the *Municipal Government Act* and Section 7 of the Subdivision and Development Regulations, and having considered adjacent landowner submissions, is approved as per the Tentative Plan for the reasons listed below:
1. The application is consistent with the Statutory Policy;
 2. The subject lands hold the appropriate land use designation;
 3. The technical aspects of the subdivision proposal have been considered and are further addressed through the conditional approval requirements.
- B. The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting all documentation required to demonstrate that each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.
- C. Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

Plan of Subdivision

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

Development Agreement

- 2) The Owner shall enter into and comply with a Development Agreement pursuant to Section 655 of the *Municipal Government Act* in accordance with the approved tentative plan and shall include the following:
 - a) Construction of a gravel road from Hill Spring Meadows to Lot 1 to County Regional Low Volume Gravel Road standard (400.8) (approximately 95 m) complete with cul-de-sac bulb, all necessary signage and gravel approach to lot 1, as shown on the Tentative Plan, in accordance with the County Servicing Standards;
 - b) Appropriate tie-in of the new gravel road to Hill Spring Meadows;



ROCKY VIEW COUNTY

- c) Implementation of the Geotechnical Investigation in accordance with County's servicing standards;

Transportation

- 3) The Owner shall obtain approval for a road name by way of application to the County.
- 4) The Owner shall enter into an Access Easement Agreement with the County, to provide the public access through the cul-de-sac bulb that is encroaches onto private property, as per the approved Tentative Plan, which shall include registration of the applicable access right of way plan.

Developability

- 5) The Owner shall provide a Geotechnical Investigation in accordance with the Rocky View County 2013 Servicing Standards to provide recommendations for the road structure design

Payments and Levies

- 6) The Owner shall pay the County Subdivision Endorsement fee, in accordance with the Master Rates Bylaw, for the creation of one (1) new lot.

Taxes

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

D. SUBDIVISION AUTHORITY DIRECTION:

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



ROCKY VIEW COUNTY

ATTACHMENT 'B': MAPS AND OTHER INFORMATION

APPLICANT: Lane & Margaret Roberts	OWNER: Lane & Margaret Roberts
DATE APPLICATION RECEIVED: December 17, 2020	DATE DEEMED COMPLETE: April 14, 2021 (Applicant confirmed to proceed)
GROSS AREA: ± 64 hectares (± 160 acres)	LEGAL DESCRIPTION: SE-32-26-02-W05M
APPEAL BOARD: Development and Subdivision Appeal Board	
HISTORY: The land is un-subdivided quarter section, and thus, there is no planning history.	
PUBLIC & AGENCY SUBMISSIONS: The application was circulated to 29 adjacent landowners. 3 letters with concerns and 6 letters in opposition were received. The application was also circulated to a number of internal and external agencies and, where appropriate, conditions of approval have been proposed based on these comments.	

**Development
 Proposal**

Subdivision Proposal

To create a ± 20.23 hectares (± 50 acres) new lot (Lot 1), a ± 44.52 hectares (± 110 acres) remainder (Lot 2), and construct a new gravel road in order to provide access to Lot 1.



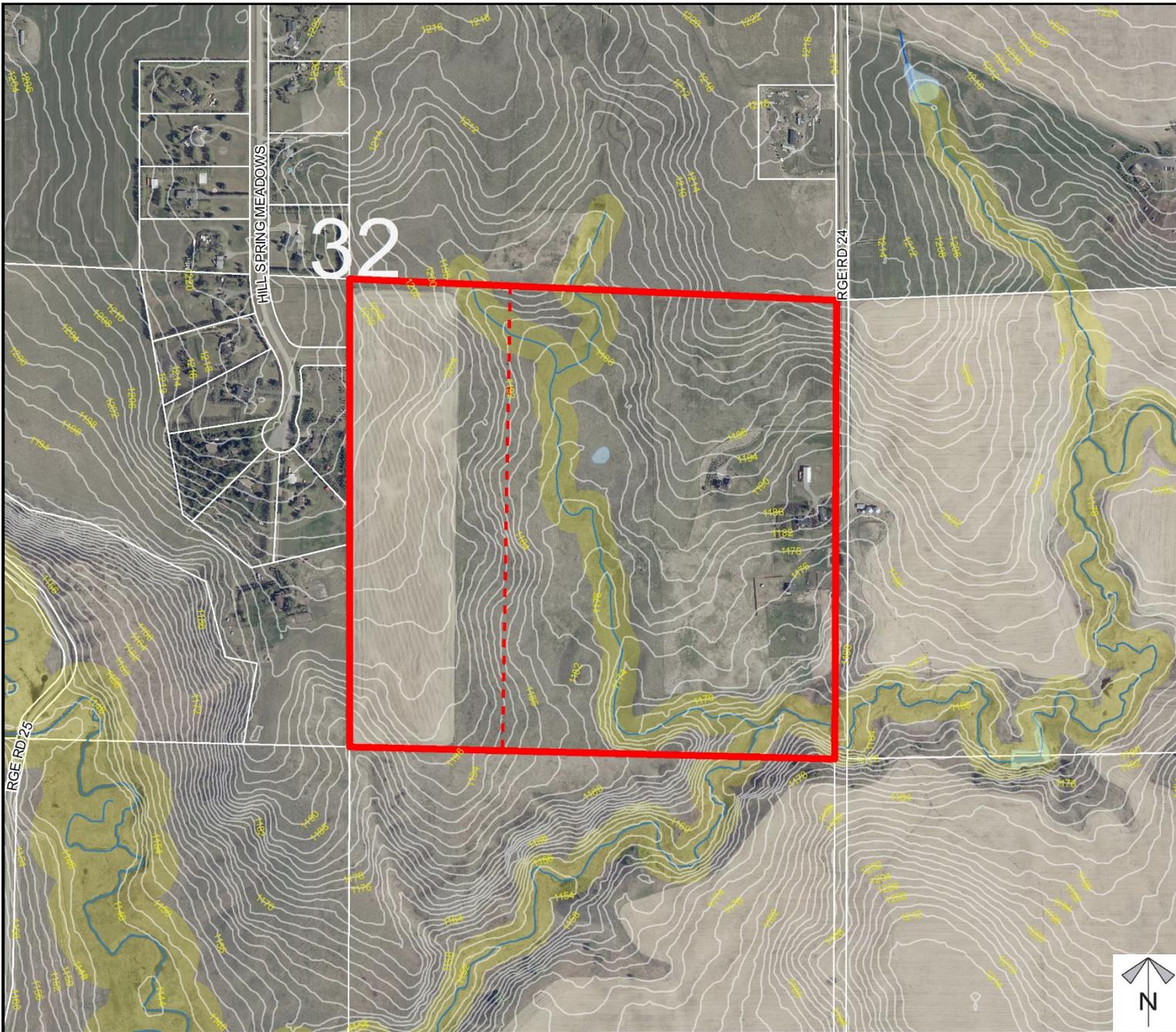
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Printed: March 26, 2021

Environmental

Subdivision Proposal

To create a ± 20.23 hectares (± 50 acres) new lot (Lot 1), a ± 44.52 hectares (± 110 acres) remainder (Lot 2), and construct a new gravel road in order to provide access to Lot 1.



-  Subject Lands
-  Contour - 2 meters
-  Riparian Setbacks
-  Alberta Wetland Inventory
-  Surface Water



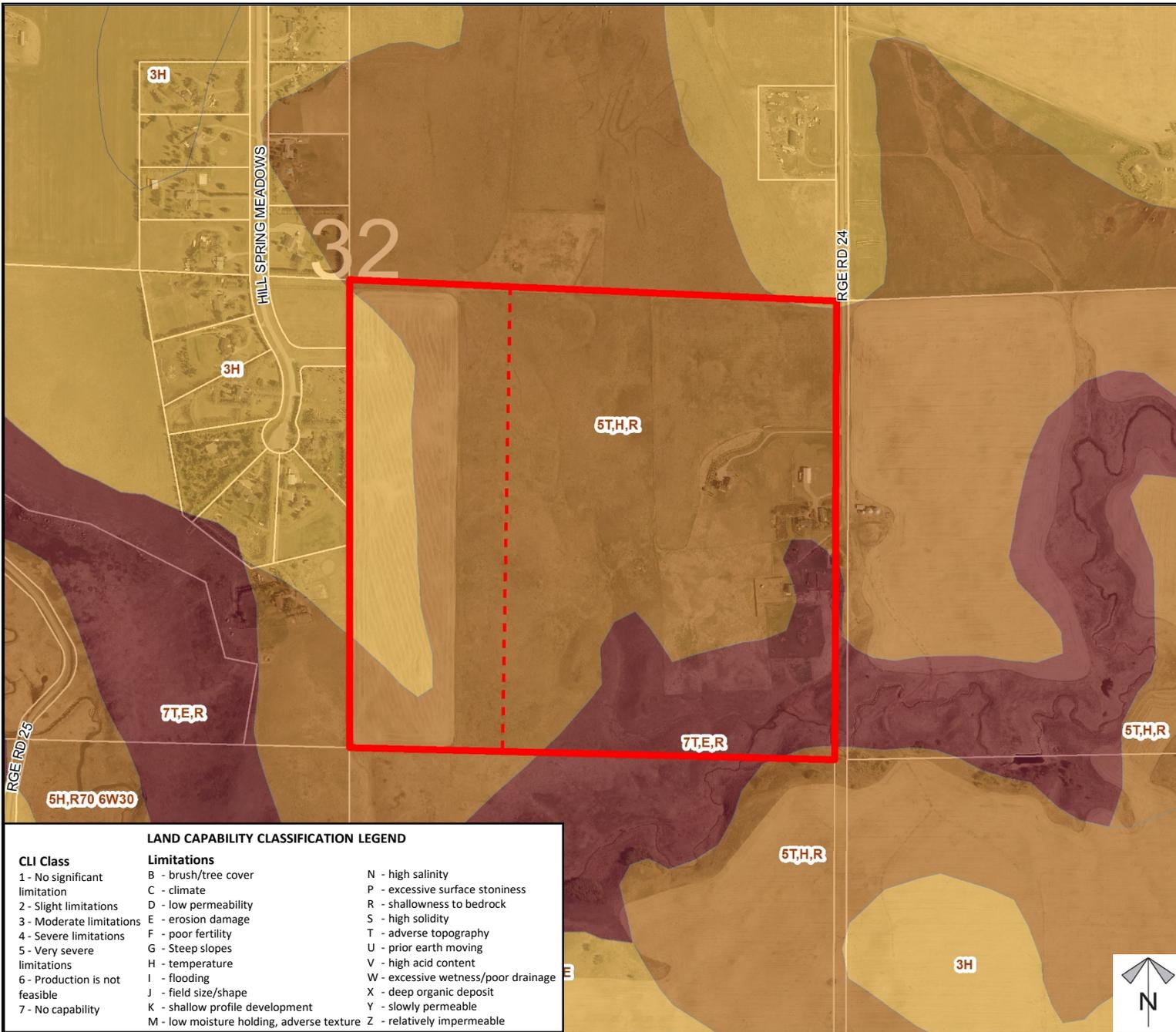
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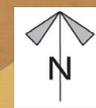
Soil Classifications

Subdivision Proposal

To create a ± 20.23 hectares (± 50 acres) new lot (Lot 1), a ± 44.52 hectares (± 110 acres) remainder (Lot 2), and construct a new gravel road in order to provide access to Lot 1.



LAND CAPABILITY CLASSIFICATION LEGEND	
CLI Class	Limitations
1 - No significant limitation	B - brush/tree cover
2 - Slight limitations	C - climate
3 - Moderate limitations	D - low permeability
4 - Severe limitations	E - erosion damage
5 - Very severe limitations	F - poor fertility
6 - Production is not feasible	G - Steep slopes
7 - No capability	H - temperature
	I - flooding
	J - field size/shape
	K - shallow profile development
	M - low moisture holding, adverse texture
	N - high salinity
	P - excessive surface stoniness
	R - shallowness to bedrock
	S - high solidity
	T - adverse topography
	U - prior earth moving
	V - high acid content
	W - excessive wetness/poor drainage
	X - deep organic deposit
	Y - slowly permeable
	Z - relatively impermeable

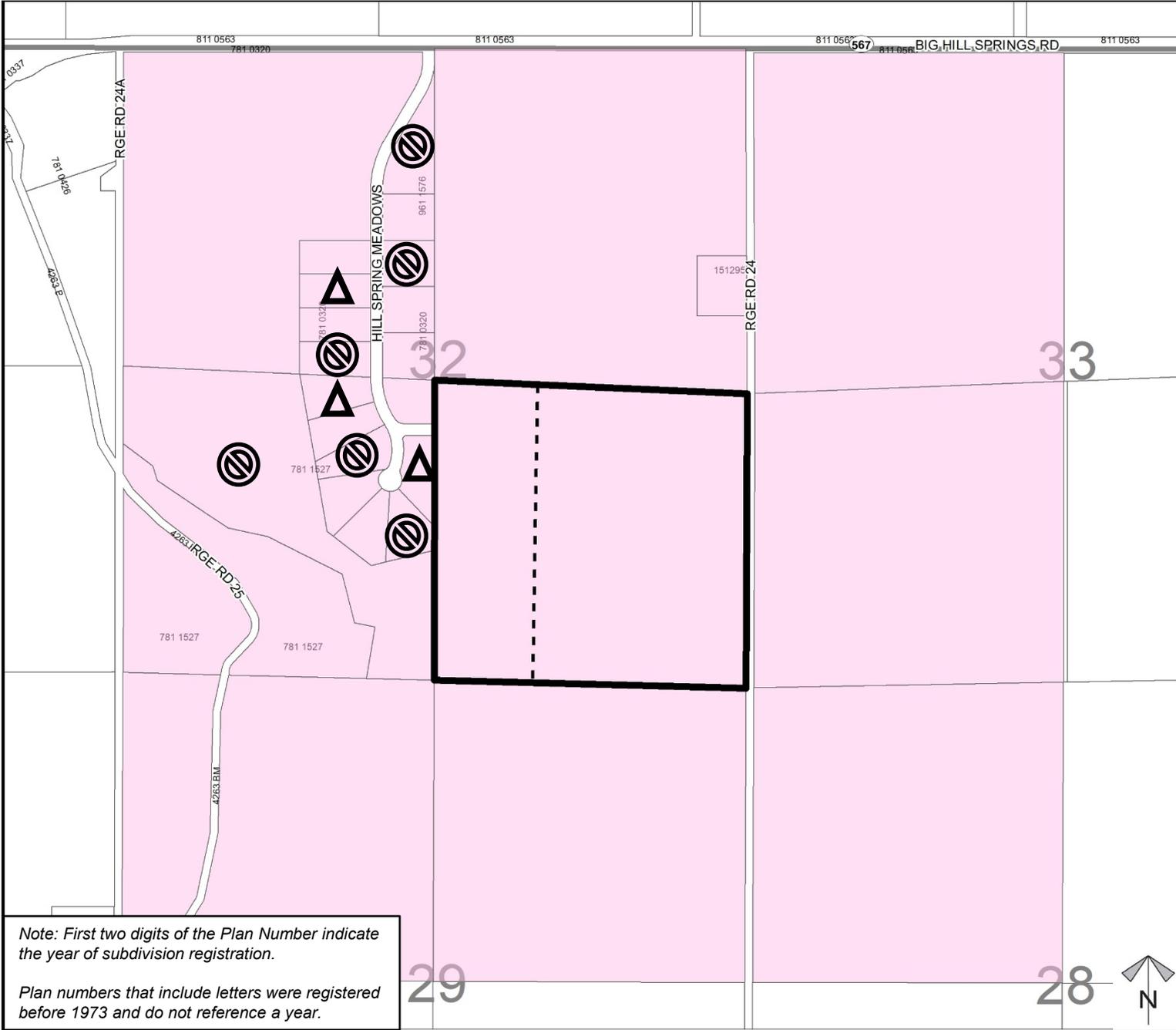


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**Landowner
Circulation Area**

Subdivision Proposal

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Legend

- Support 
- Opposition (6) 
- Concerns (3) 

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Note: First two digits of the Plan Number indicate the year of subdivision registration.

Plan numbers that include letters were registered before 1973 and do not reference a year.

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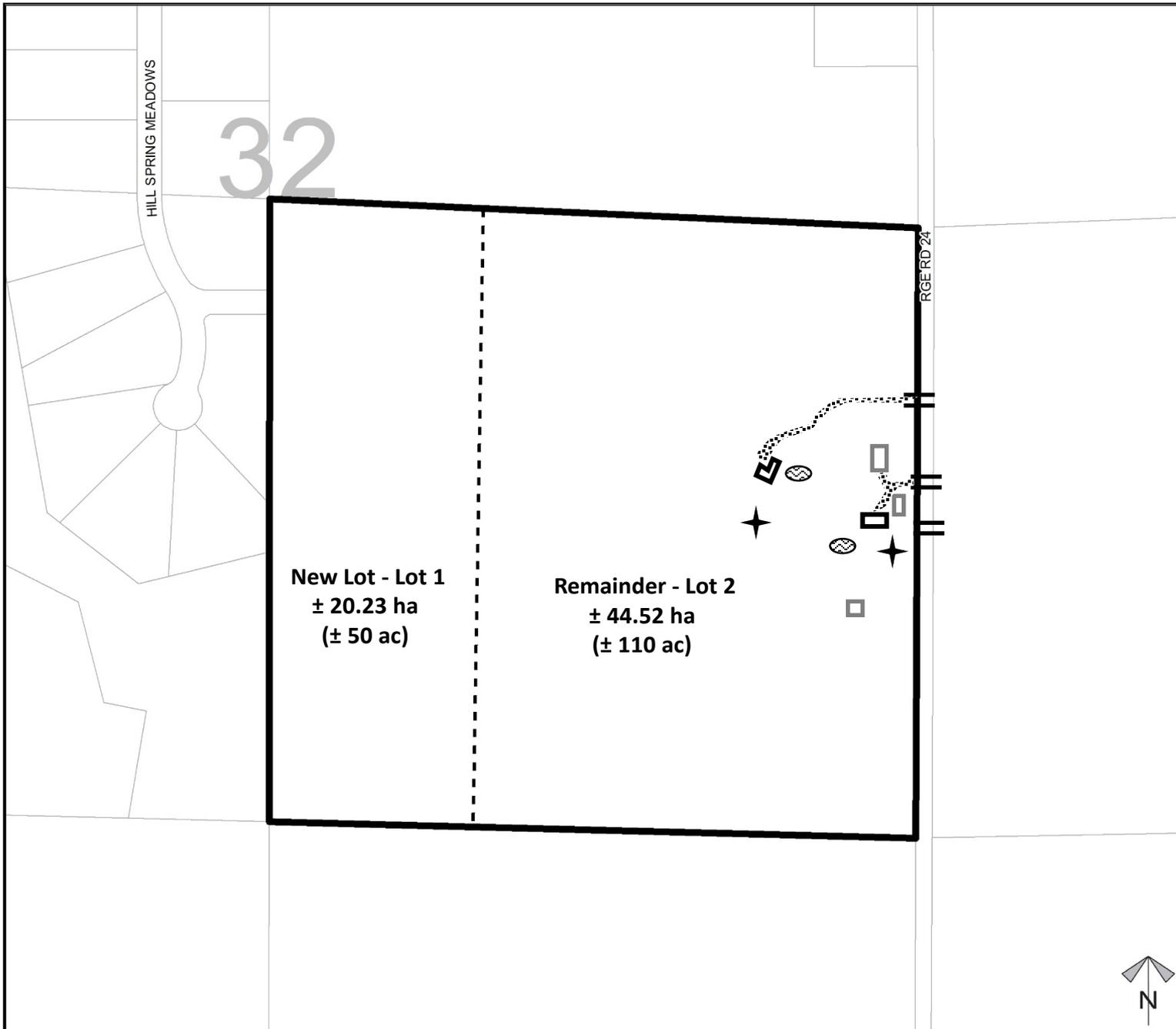
Dwelling	
Building	
Water Well	
Wastewater	
Existing Approach	
New Approach	
Driveway	
Road Widening	
Road Acquisition	

Surveyor's Notes:

1. Parcels must meet minimum size and setback requirements of Land Use Bylaw C-8000-2020.
2. Refer to Notice of Transmittal for approval conditions related to this Tentative Plan.

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New Lot - Lot 1
± 20.23 ha
(± 50 ac)

Remainder - Lot 2
± 44.52 ha
(± 110 ac)

Planning and Development Services Department
Rocky View County
262075 Rocky View Point, Rocky View County, AB T4A 0X2

File Number: 06632003

Application Number: PL20200181

County Contact: Xin Deng

April 5, 2021

Dear Sir;

To the best of our (my wife and I) abilities, this letter is a listing of comments for your consideration in response to the above Subdivision application PL20200181 notification recently delivered to our residence at 182 Hill Spring Meadows (HSM) (LSD W1/2 sec 32-26-2 W4M). My family and I have been residents at this address for close to 28 years.

We are an "affected landowner" living directly adjacent (bordering) to the proposed \pm 50- acre subdivision application plot of land and gravel road upgrade to the existing right of way (ROW) on our HSM community/county municipal reserve.

Note: With respect to the new gravel road access that subdivision application PL20200181 is referencing, we assume that it will be constructed on the existing, grass, 100 ft. wide ROW that lies along the length of both the south boundary of the municipal reserve and the north boundary of our property (the notification letter does not specifically define this). As you are aware, it is this ROW that has been used by seasonal agricultural related traffic as long as we have lived here in order to access the SE1/4 of sec 32-26-2 W5M. Comments below are based on this assumption.

A. Impacts to our property and person related to requested new gravel road access to a new \pm 50-acre subdivision parcel.

1. Impacts due to gravel road related dust (quality of life).
 - a. Prevailing N/NW winds will create ongoing plumes of dust across the length of our property whenever the proposed gravel road is travelled. We, including visiting family members, our grandchildren and friends and pets spend much of our time outdoors on our property. We appreciate the clean, fresh air of living here. Having a dust free, sealed-surface main access road into the HSM subdivision is a major benefit of living here. There will be a detrimental change to our breathing air quality (possibly health) with a new gravel road on the north boundary of our property because of suspended and blowing road dust.
 - b. Over time, there will be a cumulative coat of dust settling on all that grows on our property as well as on our home and outdoor living spaces.

Note: the impact of dust will be ongoing during all seasons of the year if the intended usage of the ROW changes to year-round usage versus seasonal. Dust impact will also be greater during construction.

2. Aesthetic Impact.

- a. Although the current ROW on the Community/Municipal Reserve has been in place since our HSM community development has existed, it has largely been invisible because of its benign nature and current, limited, seasonal usage. However, a 100 foot wide ROW with a gravel road with borders along the entire width of the municipal reserve and our property, complete with (potentially) increased traffic, noise and dust will be noticeably detrimental not only to us but the entire community. Currently, the ROW appears to be part of the reserve pasture.

B. Impacts to our property from proposed subdivision application PL02200181 to create a new ± 50-acre parcel of land along the western edge off of existing SE 1/4 sec 32-26-2 W5M.

1. Impact on our property by a new road constructed on the proposed ± 50-acre parcel in order to access any potential dwellings and/or associated minor agricultural pursuits.

*Note: The subdivision applicant would likely not have requested the expense and development headaches of constructing a new gravel road across the ROW along the Municipal Reserve unless plans (current or potential) have been made to extend this same gravel road as a means of access somewhere else within the new 50-acre parcel. We do not know where the new owners of the new ±50-acre parcel are planning to construct this road. If it is to be used for other purposes than to move farm equipment, it too will likely be gravel (four seasons). **We do not want any (planned or potential future) new gravel road to be constructed along the east boundary of our property fence line.** Below are the impacts we feel will occur if a new, all season gravel road is built along the length of our eastern acreage property line.*

- a. Security. We are tired of being robbed. Ongoing vigilance of the front portion of our property for unfamiliar vehicle traffic 24/7 has become a sad reality of how things have changed in Rocky View (and most of rural Alberta) since we began living here 28 years ago. We do not want to have this burden of continuous vigilance increased by having outside vehicle access to three sides of our acreage; particularly access from a partially concealed road along our back fence.
 - b. Privacy. We purchased this country property, located on a quiet cul de sac, for privacy. We have neighbors on our south, we have a public municipal road on the west (front side) of us and if this subdivision and gravel road is approved, traffic on the north side and east side of our property.
 - c. Dust issues (see above A.1a. & 1b.)
 - d. Aesthetics (see above A. 2a.)
2. Impacts to our property by the realized or potential of what structures, business ventures, etc. may be developed on the ± 50-acre parcel, specifically “discretionary uses” as listed under Rocky View County’s document: *“Land Use Districts – A-GEN Agricultural, General District (Land Zoning criteria), section 302 - Discretionary Uses”*

Note: At who's "discretion" are these discretionary land uses/pursuits decided? The listing of agricultural related "discretionary uses" on an A-GEN zoned ±50-acre parcel of land in Rocky View is extensive. Most of these pursuits will have adverse impacts on not only our property but our entire community. Impacts could include intensified vehicle traffic, noise, odors, etc. Some discretionary uses will obviously be much more impactful than others but it is the unknown that has us concerned. We have not listed potential impacts each of the listed discretionary agricultural pursuits may have on our property because it is not evident within application PL20200181 if any of these are being considered by the new title holders of the subdivided property. But we believe that the potential is worth noting.

3. Impact of a new dwelling/residence, complete with accessory buildings, wind breaks, landscaping trees etc. constructed/developed directly behind our property fence line.
 - a. If a new dwelling is built and minimal set-backs to our property are realized, the new structures / trees, etc. would greatly impact our view to the eastern horizon.
 - b. Noise (for both parties)
 - c. Privacy (for both parties)

4. Adverse impact to the value / saleable appeal of our property
 - a. We believe that if Subdivision Application PL20200181 is approved, our property value will decrease due to the added, adverse impacts this application will impose.
 - b. We believe that potential future buyers, looking for a quiet, private and secure acreage free from intensive agricultural related impacts (potential) life in the County of Rocky View to raise their family would have reservations purchasing this property surrounded by three roads.

In closing...

The ongoing impact of the "unknown"?

Is Subdivision Application PL20200181 the precursor to a "Redesignation" application for the same ± 50-acre parcel? We understand that notification of a public hearing would need to occur for those affected if this is the case. Many of our neighbors believe that future multi-residential development(s) may happen around us.

We understand that most landowners would like to see the monetary value of their property holdings reach their potential. We are no different.

In most cases, the farmland that surrounds our HSM community has been purchased primarily as an investment, not for the landowner to participate in a farming endeavor. Agricultural activities are done by a renter. Sooner or later, those investors will want to capitalize on their investment. As we all know, it is their expectation. Unfortunately, plans for land development do not always mix with land uses that are currently in place.

The HSM Community is a close-knit community. We have a very well run, volunteer-based community water co-op. We get along with our rural neighbors.

As there is no Area Structure Plan for this area of Rocky View, perhaps a representative from our community could be included with other participants / stakeholders in a future "focus group" (if there isn't one already) that could provide input in developing a long-term vision for this particular area of Rocky View County.

Thank you.

Respectfully;

Brian McAusland

Shawn & Catherine Hull - 97 Hill Spring Meadows, Rocky View County, AB T4B 4Y9
[REDACTED]

April 19, 2020

Planning and Development Services Department, Rocky View County,

We are writing today to inquire about a notice for an application we received in the mail regarding a parcel of land that is to be subdivided close to our property. The application number is PL20200181.

We have some concern with a detail in the application regarding the upgrading of a road which currently serves as access to a farm field only a couple times a year to move farming equipment. To our knowledge that easement was never intended for anything more than that.

Once the lot is subdivided and the access is upgraded to a road our concern is that the door is opened to a substantial list of discretionary uses for the land that could result in a significant increase in traffic to our residential road of Hill Spring Meadows that it was never intended to handle. These discretionary uses could be applied without changing the land designation as well. The increase in traffic would significantly impact our rural experience.

In addition, the residential road of Hill Spring Meadows is only chip sealed which would not stand up even to increased traffic associated with the construction of a new residence notwithstanding any increased traffic associated with any discretionary uses for the new lot.

RR24 is currently the main access to the property and is underused as only 3 residences exist there. While it may not be the most convenient or cost effective access for the property owners it would still be a better option for our community.

We are unaware what the property owners intentions are after the subdivision as that information is not included in the application but the potential impact on our property could be severely negative.

While our desire is to be a good neighbour within the county, there is very little upside for us with the upgrade of this easement but the downside is very significant especially if ownership were to change in the future. Without any legal assurances at our disposal, we would have to oppose the upgrade of that road to access the new lot for any reason other than farm equipment.

Thank you for your consideration. We can be reached at this email address or by phone at 403-945-3077.

Shawn & Catherine Hull
97 Hill Spring Meadows

From: [REDACTED]
To: [Xin Deng](#)
Subject: [EXTERNAL] - re file number 06632003
Date: April 19, 2021 11:07:23 AM

Do not open links or attachments unless sender and content are known.

File number 06632003
Application number PL20200181
Division 7

To whom it may concern,

As a land owners in the Hills Spring meadows community, I am very concerned about granting road way access to the proposed subdivision for the following reasons:

One landowner (Roberts) is asking Rocky View to make a decision about road access that will affect 17 other landowners in an existing established community. There are no positive effects for allowing access through our community to the Roberts' 50 acre parcel - only a great many negatives.

1. Bringing heavy road building equipment into Hill Spring Meadows will destroy the existing chip road which is already breaking down.
2. It makes no sense to go through an existing community to allow a private development on an adjacent property. The increased traffic, which could be significant, depending on what use will be made of the property, will break down the road, which will then need to be rebuilt at tax payer expense. Taxpayers should NOT be responsible for the costs of private land development.
3. It is not just a matter of building a road through our community to access the parcel for one homeowner. Because of the all the discretionary uses for the property, there could be any number of vehicles using the road every day, impacting the community day or night. Once the road access is granted, we will not be able to control the traffic on Hill Spring Meadows.
4. Increased traffic turning into Hill Spring Meadows from #567 would create a danger to all traffic on #567 because the turn has to be done on a hill, with reduced visibility from either direction, crossing all traffic lanes. With the 100 kph speed limit and all the large gravel trucks and semi trailer trucks on #567, this is a recipe for disaster.
5. More traffic in the cul-de-sac decreases security in the community with any number of strange vehicles driving through at all hours of the day. No way of knowing if the unmarked white vans are trades people, somebody's guests or potential thieves casing the neighbourhood.
6. More traffic increases the danger in the cul-de-sac, especially for the school bus, children and walkers.
7. More traffic means more noise for everyone all along Hill Spring Meadows.
8. A gravel road in the middle of the community, on the reserve lot and along the east side of our community, is dirty and creates dust every time a vehicle drives on it. This decrease in air quality will affect the entire neighbourhood.
9. All the above points affect the quality of life in the cul-de-sac and will decrease property values.

Would you buy here again if there was a huge increase in traffic in Hill Spring Meadows?

10. Building a road through the reserve lot degrades a community green space.

Roberts is allowed to access his land through the reserve lot in spring and fall, but only for the purpose of bringing in equipment for farming. Access is over the grassed area (no dust), limited to only 2 times a year, for a few days at a time. That does not give him the right to build a permanent gravel road from Hill Spring Meadows to reach his property.

Roberts' 1/4 section has always had access from RR 24 and there is no reason for that to change if he subdivides his land. He has 160 acres on which to build a road that does not affect 17 other landowners, and that keeps the traffic, created by whatever he decides on do with the new parcel, on his property alone.

There are only 3 parcels of land using RR 24 as access. There is certainly opportunity to increase the traffic on that road, rather than adding to the traffic on Hill Spring Meadows, which is already used by 17 homes, the school bus, postal service, and the water co-op.

Allen Landry & Doreen Gilligan

143 Hill Spring Meadows

Rocky View, AB

T4B 4Y9

April 12, 2021

To the Attention of:

Planning and Development Services Department - Rocky View County
262075 Rocky View Point
Rocky View County
Alberta T4A 0X2

Community contact: Xin DENG

Email: xdeng@rockyview.ca

Phone - 403-520-3911

File # 06632003

Application # PL20200181

Regarding Robert's Application to create new 50 acre parcel (Lot 1) and a 110 acre remainder (Lot 2), and construct a new gravel road to provide access to Lot 1.

When one landowner in Rocky View County decides to change how they wish to use their property, the first, and most important consideration, should always be how those changes impact the existing landowners in the vicinity of the property, and the existing community as whole. As well, no development or road building, by a single landowner, should ever be approved if it would cause damage to an existing Rocky View County road, and the cost for the repairs of these damages therefore become a taxpayer expense.

One landowner (Roberts), wishes to subdivide his quarter section to create a 50 acre parcel and build a gravel access road through an existing community (Hill Spring Meadows) and a municipal reserve lot, to connect with the Hill Spring Meadows road. This proposal is solely for the benefit of one landowner, Roberts. It has not one positive effect for adjacent land owners, but has only serious negative consequences on the other 17 landowners who are part of the existing Hill Spring Meadows community by:

- **negatively impacting adjacent neighbours**
- **negatively impacting the whole existing 17 acreage community of Hill Spring Meadows**

- damaging an existing Rocky View County road which will have to be repaired at taxpayer expense

We do not want all the traffic from the Roberts' current application to subdivide, any potential further development by Roberts, or a future owner's plans for that property, to ever go through our acreage community of Hill Spring Meadows.

Reasons why the access road to the Roberts' new parcel should NOT be built through the community reserve lot with access from the Hill Spring Meadows road::

- 1. It makes absolutely no sense to go through an existing community to allow private development on an adjacent property. All traffic going to the Roberts' new parcel would have to drive through the entire length of the Hill Springs Meadows cul-de-sac to reach the access road to his property.**
- 2. The increased traffic, which could be significant, depending on what use will be made of the new parcel, will break down the existing road - Hill Spring Meadows.** This chip road will then need to be re-built at taxpayer expense. Taxpayers should NOT be responsible for the costs of private land development.
- 3. Bringing heavy road building equipment into Hill Spring Meadows to build a private road through the community green space will destroy an already fragile chip road.**
- 4. It is not just a matter of building a road through a community to access a parcel for one landowner, There are a great many discretionary uses that can be applied for by the landowner whenever he wishes to do so - every one of which would add significant traffic on the road.** Some of the discretionary uses could add hundreds of people per day on the road. As a result there could be any number of vehicles using Hill Spring Meadows both day and night. **If the access road from Hill Spring Meadows is granted, the Hill Springs Meadows landowners will have no control over the traffic through the community.**
- 5. Roberts, or a future owner of the property, can make application to change the land use designation, and allow for many other possible uses for the Roberts' land. This again has the possibility of increasing traffic dramatically. Access to Robert's land should never be possible through Hill Spring Meadows.**

6. **Increased traffic into Hill Spring Meadows would create a danger to all traffic on highway #567.** Turning into Hill Spring Meadows from either direction has to be done on a hill, with reduced visibility from both directions. You do not see the intersection until you are fairly close, and all traffic on the #567 has to stop on a hill. With the 100 kph speed limit and the increasing number of large gravel trucks and semi trailer trucks on #567, turning is already dangerous, but adding more traffic, is a recipe for disaster.
7. **More traffic in the Hill Spring Meadows cul-de-sac decreases security in the community,** with the potential of any number of strange vehicles driving through the community at all hours of the day. There is no way of knowing if the unmarked vehicles driving down the road are trades people, or potential thieves casing the neighbourhood. The RCMP stated that rural crime was increasing in Rocky View, and as a community, we look out for each other, but that is not possible if we do not know who is driving through the cul-de-sac.
8. **More traffic in Hill Spring Meadows increases the danger to the school bus, children and walkers.** The road is narrow, there is no lighting at night, and people passing through the community on the way to somewhere else are likely to drive faster and be less cautious than local residents.
9. **More traffic means more noise for everyone living in Hill Spring Meadows.** Why does Roberts want the traffic going through Hill Spring Meadows instead of across his own land? Does he know that what he proposes for the property will greatly increase traffic and he doesn't want the vehicles, noise, and dust going by his house?
10. **We already have an existing road - Hill Spring Meadows road - going by the front of our houses. Building another un-policed private road behind some the houses would greatly decrease security and privacy of our properties.**
11. **This proposed gravel road in the middle of the Hill Spring Meadows community, crosses our community's only green space and continues along the east side of the community behind a number of the acreages. Gravel roads are dirty and dust is created every time someone drives on them. This air pollution, close to existing homes, caused by one landowner's development plans, decreases the air quality in the whole community, resulting in potential environmental and health issues.**
12. Building a road through the reserve lot destroys a community green space. **Rocky View County should never prioritize roads for private development over community green spaces.**

13. All of the above **affect the quality of life in the cul-de-sac of Hill Spring Meadows, and will decrease property values in the neighbourhood.** The wishes of one landowner should never have priority over a community of 17 existing tax-paying landowners.

NOTE: Roberts is not allowed to access his land through the community reserve lot except in the spring and fall, and ONLY for the purpose of bringing in equipment for farming. Access is through the grassed area (no dust), limited to 2x a year, and only for a few days at a time. **That does not give him the right to destroy our community park and build a permanent gravel road from Hill Spring Meadows to his new parcel of land.**

NOTE: **Roberts' quarter section has always ONLY had access from RR 24 and there is no reason to change that if he subdivides his property.** He has 160 acres on which to build a road that does not negatively effect 17 other homeowners. This would keep the traffic, created by whatever he choses to do with the land, on his property alone. If he wishes road access to the new parcel, Rocky View County's decision should not be based on what it would cost the landowner to build the road on his own property, since development costs should be Roberts' responsibility entirely.

NOTE: **There are only three parcels of land using RR 24 for access.** There is certainly opportunity to increase traffic on RR 24, instead of adding traffic to Hill Spring Meadows which is already used by 17 homes, the school bus, postal service and the water co-op traffic.

NOTE: Rocky View County approved the Big Hill Springs Conceptual Scheme in 2007, for development of land to the south of the Roberts' property. That plan show RR 24 as the north exit of this new development. Since RR 24 would have to be upgraded for the additional traffic use, probably even at the developer - Jayman's expense, Roberts would benefit from the new upgraded RR 24. **RR 24 would be a much better route from his property to highway #567.**

NOTE: **It is also significant that if the subdivision was going to be for only one house, it is unlikely that Roberts would be creating a 50 acre parcel. At some point in time, further application will be made to Rocky View County by this landowner, or a future buyer, asking for more development on that property.**

We are asking that Rocky View County NOT allow access to the Roberts' proposed new 50 acre parcel through Hill Spring Meadows. If Roberts wishes to build a road to the new parcel, it should be built entirely on his own property with access ONLY from from RR 24.

We do not want all the traffic from the Roberts' current application to subdivide, any potential further development by Roberts, or a future owner's plans for that property, to ever go through our acreage community of Hill Spring Meadows.

By denying an access road to connect with Hill Spring Meadows, Rocky View County prevents damage to the existing Hill Spring Meadows county road. It also prevents all the above mentioned negative impacts to 17 other existing Rocky View County taxpayers, which would result if an access road were to be built through the community of Hill Spring Meadows.

Thank you for your careful consideration of this matter which is very important to the community of Hill Spring Meadows.

Sincerely yours,

Torry and Renita McFayden
188 Hill Spring Meadows
Rocky View County

From: [REDACTED]
To: [Xin Deng](#)
Subject: [EXTERNAL] - Hill Spring Meadows - Lane and Margaret Roberts - SE - 32 - 26 - 02 - W05M
Date: April 13, 2021 1:45:27 PM

Do not open links or attachments unless sender and content are known.

Dear Mr. Deng,

We are writing in opposition of the reserve lot, in Hill Spring Meadows, being used as a roadway onto the Robert's property, which they have requested. They should be using RR 24 to access their property.

The following are the reasons for this:

- heavy road building equipment destroying our Hill Spring Meadows chip road. This road was not build for this type of equipment.

- increased vehicle traffic destroying our Hill Spring Meadows chip road. This road was not build for a high volume of traffic.

- Roberts, or a future landowner, applying for changes in land use that again increases traffic on our road and we don't have any say in the matter because the road would already have been built

- decreased security and privacy in the culdesac because of increased traffic

- a gravel road down the east side of cul-de-dac - some homeowners would have a road on 2 or 3 sides of the their property

- increased danger on the road for the school bus, children and walkers because of increased traffic on our road.

- a dusty gravel road in the middle of the community causing air pollution and decreasing air quality for the whole community

- losing our community green space because an adjoining landowner want to build a road for private land development

- increased danger turning in and out of Hill Spring Meadows from #567 due to increased traffic.

- only 3 landowners use RR24 so the road is not busy, while 17 landowners, the school bus and water co-op already use Hill Spring Meadows road

- decreased property values in Hill Spring Meadows from through traffic volumes to future development on Roberts' land

We will all be affected in many negative ways if this road is built.

The County of Rocky View should require Roberts to build the road access to the Robert's parcel of land across from their own property, where there is the least impact on the existing Hill Spring Meadows community.

Thank you very much.

Beverley and Larry Titley

40 Hill Spring Meadows

Sent from my iPhone

161 Hill Spring Meadows

Rocky View County

T4B 4Y9

RE File No. 06632003, Application Number PL20200181, Division 7

Dear Xin Deng

We have been informed that Mr. Roberts is asking Rocky View to make a decision about road access that will affect our existing established community and the residents that live here.

We strongly object to the application

We feel that there are many negative outcomes if this is allowed to proceed.

1. Bringing heavy road building equipment into Hill Spring Meadows will destroy the existing chip road which is already breaking down. This road is many years old and was originally gravel, it does not have a good base and will not be able to handle the extra load.
2. Mr. Roberts' 1/4 section has always had access from RR 24 and there is no reason for that to change if he subdivides his land. He has 160 acres on which to build a road that does not affect 17 other landowners, and that keeps the traffic, created by whatever he decides on do with the new parcel, on his property alone.
3. It is not just a matter of building a road through our community to access the parcel for one homeowner. This will be a 50 acre parcel of land, and as there are an abundant discretionary uses for the property, there could be any number of vehicles using the road every day. This would adversely impact the established community day and night.
4. The #567 exit/entrance to Hill Spring Meadows has poor viability in both directions as it is on a hill. We believe that as a result of this and the 100 km/hr speed limit, any increase in traffic turning into or out of the community would create a danger to all traffic on #567 .
5. More traffic in the cul-de-sac decreases safety and security in the community. The road is used by walkers of all ages and a school bus. An increase in the volume of traffic would be hazardous to these vulnerable groups. As a small established community, we are familiar with the traffic that use it. If access is allowed to an unknown amount of new traffic, it will make it harder to spot suspicious vehicles that may be casing out the neighborhood to commit crime.
6. People move to our community to enjoy the peace and quiet of country living and for cleaner air. More traffic means more noise pollution for everyone that resides here.
7. The proposed site for the road is through a community green space. This green space is valued by the community and others who come to enjoy the peace and tranquility it offers. A gravel road in the middle of the reserve lot and along the east side of our community, is dirty and creates dust every time a vehicle drives on it. This will undoubtedly reduce the air quality and will affect the entire neighborhood.

8. What is the environmental impact of this proposed application? Have any studies been completed to ensure this will not negatively impact the environment and wildlife that inhabit this area and the green space?

These are just a few of the issues that would be created if road access is granted through Hill Spring Meadows. **There are no clear benefits to the community.** It is apparent to us as a community that it would make much more sense for the access to the subdivision to be granted through the RR24. In fact it makes no sense to us why Mr. Roberts would request access through our community rather than on range road 24 to develop his own land.

I believe we are aligned with all the residents in Hill Spring Meadows in strongly objecting to this proposed application.

Please advise if you need any further information from us, and what the next steps in the process are.

Thanks for your consideration.



Stephen & Sharon Rue



161 Hill Spring Meadows



SHARE DOWNLOAD

Opposition 4 - Anita Parker 1.jpg



Lea & Anita Parker
133 Hill Spring Meadows
Rocky View County
Alberta
T4B 4T9
April 15th 2021

Re File number: 06632003. Application number: PL20200181

Dear Ms Deng,

We are writing to oppose the above planned development for a new lot and development of a gravel road to access the lot from Hill Spring Meadows (HSM) community, for the following reasons.

A new building will not be in keeping with the rural aspect of our neighborhood. It would encroach on the natural environment and spoil the landscape by further developing buildings around an agricultural area. Rocky View County (RVC) should strive to keep its land free from further development. Light pollution, noise and uptake of already scarce wildlife habitat would be a concern. Views would also be spoilt for current residents of HSM's.

The proposed development of a gravel road from HSM is a major concern to us and we are both 100% opposed to such a development. The road access to the proposed development, (if the property development goes ahead) should be made on RFA's. We believe this is the access that the developer has to his own current property, therefore use his access road not ours. Why encroach and disrupt and upset an already established community (HSM). Using RFA's would cause much less inconvenience, stress and overall disruption to HSM community and to RVC through not having to repair or upgrade HSM road.



SHARE DOWNLOAD

Opposition 4 - Anita Parker 2.jpg



We are 100% against the development of the proposed road via HSM because:-

Our current road is not built to withstand more traffic than we already have. With more younger families having moved in recently there is already a large increase in traffic, there are already holes in the road. Heavy equipment needed to build the proposed building and/or road would cause noise, safety issues and disruption to HSM residents. The road would need constant repair by RVC as it would not stand up to the heavy machinery traffic. Our quiet neighborhood would become noisy and not pleasant to live in, we did not move here to live in a high traffic area.

HSM is a no through traffic community. The proposed road would provide opportunities for more traffic to drive around and pose a security issue, crime may increase and we would be subjected to increased break ins if the road joins up to RRM24 now or in the future. More traffic causes more issues with people driving by and potential crime. We live here because of less traffic and noise.

The proposed road will change the use of the reserve area. That reserve land is our only public green space within walking distance. The reserve land is used by many of us as a recreational area to walk dogs, socialize and for children to play. All communities should have access to green space. Allowing the proposed road would take away a valuable piece of our community. The small amount of space that would be left for us to use would not be safe for children to play on and for dog walking, being adjacent to a road. Wild life in the area use this space not only as a bedding area but a throughfare to adjacent land. As residents we enjoy that area for viewing wildlife and the natural landscape.

I hope that you are able to consider these comments and use RRM24 as access, should the property be built. Please let us know the outcome of the proposal.

Yours Sincerely,

Anita Parker

Lea Parker

Wednesday, April 14, 2021

Attention: Planning and Development Service Department Rocky View County
Rocky View County Contact: Xin Deng
File number: 06632003
Application number: PL20200181

Shane and Charlotte Manchester received the subdivision application regarding Lane & Margaret Roberts 50 acre parcel directly adjacent to our property at SE 32-26-02-W5M. We are objecting to this subdivision based on the proposed access for the new subdivision Lot 1 from the Hill Spring Meadows road.

This subdivision would adversely impact us and our community by:

1. Only 3 landowners use RR24 so the road is not busy, while 17 landowners, the school bus and water co-op already use Hill Spring Meadows road
2. Heavy road building equipment will destroying Hill Spring Meadows chip road
3. Increased vehicle traffic destroying our Hill Spring Meadows chip road
4. Roberts, or a future landowner, applying for changes in land use that again increases traffic on our road and we don't have any say in the matter because the road would already have been built
5. Decreased security and privacy in the cul-de-sac because of increased traffic
6. A gravel road down the west side of Lot 1, would make some homeowners have a road on 2 or 3 sides of the their property
7. Increased danger on the road for the school bus, children and walkers because of increased traffic on our road

If the Roberts want this subdivision it should be them that has to deal with the extra traffic and noise by giving the Lot 1 subdivision access off of Range Road 24. This subdivision access road should not be decided by one person (Roberts) making a decision based on what works best for him to develop his land and negatively impacting 17 other adjacent landowners.

Sincerely concerned adjacent landowners,

Shane and Charlotte Manchester
190 Hill Spring Meadows
Rocky View County
AB T4B 4Y9

Att; Ms. Xen Deng

RE; Roberts application

Diane and I live at 86 Hill Spring Meadows and are against the proposal for an access road through the communities green space to access Roberts proposed 50 acre parcel

This community's chip seal road is fragile at best, and if there would be an increase of traffic and load, it could damage the road. Even just the traffic of heavy equipment to develop his 50 acres and to build a proper road through the reserve / green space could damage it or at the very least stress the chip seal.

Once this chip seal road is broken and beaten down to a gravel road, it could take the County years to replace it, if the replace it at all.

If the road into our little community and to all our properties is anything less than good chip seal, it would devalue all of our properties, and also make it much less desirable for all of us to use.

I don't want to ever go back to a gravel road, and to us this is a possibility, depending on traffic now and possibly in the future with further development of the Roberts 1/4.

This communities chip sealed road was the main factor why we chose our acreage here 22+ years ago.

Thanks

Delaine & Diane Stager

86 Hill Spring Meadows

