ROCKY VIEW COUNTY

SPECIAL COUNCIL MEETING AGENDA

Date: Tuesday, July 15, 2025
Time: 9:00 AM
Location: Council Chambers
262075 Rocky View Point
Rocky View County, AB T4A 0X2

Pages

A. CALL MEETING TO ORDER

B. UPDATES/APPROVAL OF AGENDA

C. APPROVAL OF MINUTES

D. PUBLIC HEARINGS / APPOINTMENTS

The following public hearings were advertised on June 17, 2025 and June 24, 2025 on the Rocky View County website in accordance with the *Municipal Government Act* and *Public Notification Bylaw C-7860-2019.*

MORNING PUBLIC HEARINGS / APPOINTMENTS 9:00 AM

1. All Divisions - Bylaw C-8633-2025 & Bylaw C-8634-2025 - Aggregate Resource Plan: Municipal Development Plan and Land Use Bylaw Amendments 3

   File: 1011-175

2. All Divisions - Bylaw C-8635-2025 - Aggregate Site Monitoring Bylaw 64

   File: 1011-175

3. Division 6 - Bylaw C-8569-2024 - Conrich Area Structure Plan - Future Policy Area Amendments 73

   File: 1012-370

E. CLOSED SESSION

1. RVC2025-33 - Aggregate Resource Plan: Appointment of Consultant

   THAT Council move into closed session to consider the confidential item "Aggregate Resource Plan: Appointment of Consultant" pursuant to the following sections of the *Access to Information Act*:

   - Section 19 – Disclosure harmful to business interests of a third party
   - Section 29 – Advice from officials

   Note: supporting materials for this item were confidentially distributed to Council prior to the closed session under separate cover

F. GENERAL BUSINESS

1. All Divisions - Aggregate Development Performance Standards Policy C-711 680

File: 1011-175

G. BYLAWS

1. All Divisions - Bylaw C-8659-2025 - Aggregate Resource Plan: Amendments to the Master Rates Bylaw 692

File: 1011-175

H. ADJOURN THE MEETING

ROCKY VIEW COUNTY

COUNCIL REPORT

Aggregate Resource Plan: Municipal Development Plan and Land Use Bylaw Amendments

Electoral Division: All | Project: 1011-175

Date:	July 15, 2025
Presenter:	Colt Maddock, Policy Planner
Department:	Planning

REPORT SUMMARY

The purpose of this report is to present Council's proposed amendments to the draft Municipal Development Plan ("MDP") policies and Land Use Bylaw ("LUB") regulations as part of the Aggregate Resource Plan ("ARP") project.

The bylaws to implement the proposed amendments were presented at a public hearing on June 18, 2025. Following the hearing, Council referred the bylaws to Administration to compile proposed amendments from councillors and Administration.

Attachment A outlines the proposed amendments, along with Administration's description and commentary for each. These amendments fall into three general categories:

a. Amendments to MDP policies and LUB requirements.
b. Minor text amendments.
c. Housekeeping items.

ADMINISTRATION'S RECOMMENDATION

Prior to considering readings of Bylaws C-8633-2025 and Bylaw C-8634-2025, Administration recommends that Council consider the amendments compiled in Attachment A of this report.

Municipal Development Plan (County Plan) Amendments

THAT Bylaw C-8633-2025 be given first reading as amended

THAT Bylaw C-8633-2025 be given second reading, as amended.

THAT Bylaw C-8633-2025 be considered for third reading, as amended.

THAT Bylaw C-8633-2025 be given third reading, as amended.

Land Use Bylaw Amendments

THAT Bylaw C-8634-2025 be given first reading, as amended.

THAT Bylaw C-8634-2025 be given second reading, as amended.

THAT Bylaw C-8634-2025 be considered for third reading, as amended.

THAT Bylaw C-8634-2025 be given third reading, as amended.

Aggregate Resource Plan: Municipal Development Plan and Land Use Bylaw Amendments

BACKGROUND

In August 2023, the County established the ARP Stakeholder Advisory Committee to provide recommendations on aggregate management. The ARP Stakeholder Advisory Committee included representatives from industry and residents to ensure a balanced perspective.

The Committee submitted their final report in spring 2024, which consisted of two parts: six consensus-based recommendations for Council consideration and a summary of key issues where consensus could not be reached. The County hosted public engagement events to gather feedback on the report's recommendations. The six recommendations were:

Recommendation One: That the County develop Performance Standards specific to aggregate development in the County.

Recommendation Two: That the County actively regulate aggregate operations through proactive site monitoring, timely expert review of submitted operating reports, and take appropriate enforcement action when necessary.

Recommendation Three: That the County develop updated Application Requirements specific to aggregate development applications in the County.

Recommendation Four: That the County develop a publicly accessible online platform dedicated to aggregate development within the County.

Recommendation Five: That the County define a mandatory stakeholder engagement process for all new aggregate applications and renewals.

Recommendation Six: That the County write an Aggregate Resource Plan with clear, accessible language.

On July 23, 2024, following a review of the ARP Stakeholder Advisory Committee's recommendations and public feedback, Council directed Administration to analyze the feasibility of implementing the consensus-based recommendations. The analysis was presented on October 8, 2024, alongside a revised Terms of Reference ("TOR") identifying next steps to move the project forward. The revised TOR was approved by Council and outlined that the project would consider five of the six recommendations, along with two items identified in the areas of non-consensus. The TOR also states that Administration would explore limited-scope locational criteria and third-party technical reviews—two items identified as non-consensus matters.

On June 18, 2025, Administration presented the proposed draft amendments for Council's consideration at a public hearing. Following the hearing, Council referred the proposed bylaws to Administration to compile requested councillor amendments and return on July 15, 2025.

ANALYSIS

Proposed Amendments Analysis

Analysis of each proposed amendment and their accompanying motions are included within Attachment A: List of Proposed Amendments.

COMMUNICATIONS / ENGAGEMENT

The proposed amendments to the Municipal Development Plan and Land Use Bylaw were presented during the engagement stage of the project and where the Engagement Summary report was considered by Council on April 22, 2025.

Aggregate Resource Plan: Municipal Development Plan and Land Use Bylaw Amendments

IMPLICATIONS

Financial

No financial implications have been identified at this time.

STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Effective Service Delivery	SD1: Services levels are clearly defined, communicated and transparent to citizens	SD1.1: Services with defined service levels	The proposed amendments would allow the County to proactively regulate proposed aggregate sites through clear application requirements.
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.3: Services achieving defined service level targets	The proposed amendments would help achieve the intent of the ARP project.
Effective Service Delivery	SD3: Citizens are satisfied with Public Engagement opportunities and availability of information	SD3.2: Citizens satisfied with the public engagement opportunities provided by the County	The County hosted a series of public engagement events to present the proposed amendments to the MDP and LUB.
Thoughtful Growth	TG1: Clearly defining land use policies and objectives for the County –including types, growth rates, locations, and servicing strategies	TG1.3: Update Land Use By-law to implement land use strategies created in MDP and ASPs	Amendments are being proposed for both the Municipal Development Plan and Land Use Bylaw as part of the ARP project.

ALTERNATE DIRECTION

Option 1

THAT Council refers Bylaws C-8633-2025 and C-8634-2025 to Administration to allow Council to submit further proposed amendments to the draft bylaws.

Option 2

THAT Council refuse Bylaw C-8633-2025 and Bylaw C-8634-2025.

ATTACHMENTS

Attachment A: List of Proposed Councillor and Administration Amendments
Attachment B: Bylaw C-8633-2025 (MDP Amendments)
Attachment C: Bylaw C-8634-2025 (LUB Amendments)
Attachment D: Public Submissions

Aggregate Resource Plan: Municipal Development Plan and Land Use Bylaw Amendments

APPROVALS

Manager:	Dominic Kazmierczak, Executive Director, Community Services
Executive Director/Director:	Dominic Kazmierczak, Executive Director, Community Services
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer

MDP Amendments

A. Policy Amendments

Motion # and Description	Proposed By	Proposed Motion
Motion A(1) **Enforcement of Haul Routes**	Councillor Wright	THAT Policy 15.1 be removed and replaced with the following: In determining land use redesignation applications for new aggregate extraction and/or processing development, consideration shall be given to the site's proximity to the provincial highway network. a. Where a proposed aggregate extraction and/or processing development is not adjacent to the provincial highway network, the applicant shall be required to identify proposed haul routes and demonstrate how haul routes will be managed to limit travel distances to the nearest highway(s), while also minimizing impacts on nearby residential and agricultural properties.
Analysis: Concerns were raised in relation to the County's capacity to enforce hauling activities on County roads and how Administration could identify "major haul routes" referred to in Policy 15.1. To address this, it is proposed to provide an alternative policy that specifies a preference for locating new aggregate extraction and/or processing sites adjacent to the provincial highway network. In cases where a site cannot be situated adjacent to a provincial highway, applicants will be required to designate a haul route that limits travel distance to the nearest provincial highway. This approach aims to minimize the impact on County roads and on nearby residents. Administration has no concerns with this amendment and considers that it could provide the opportunity for the clustering of sites near to highway access points.		

Motion A(2) **Enforcement of Haul Routes**	Administration	THAT a new Policy 15.2 be added which reads as follows: Where appropriate, the Development Authority shall impose conditions on development permits to manage direction of travel for aggregate haulers leaving or entering an aggregate extraction and/or processing site.
Analysis: This policy serves to complement the proposed amendment to Policy 15.1 above. Policy 15.2 specifies that the Development Authority shall impose specific direction of travel in and out of an aggregate site for aggregate haulers as a condition of a development permit. The legal mechanism to implement this requirement will be reviewed in implementing the policy. The primary goal is to minimize the impact of aggregate hauling on County roads and nearby residents.		

Motion A(3) **Addition of MSDP Text**	Reeve Kissel Councillor Wright	THAT Policy 15.6 be amended to read as follows: No land use amendment shall be approved for a new or expanding aggregate extraction and/or processing development within 1.6 kilometres of lands identified as residential within an adopted area structure plan, except where the area structure plan or a master site development plan makes specific provision for the development of aggregate development in such areas.

Analysis: The purpose of this amendment is to ensure that, where an approved master site development plan is in place for sites located within the 1.6-kilometre buffer zone, the aggregate site operator may pursue any required land use redesignation in alignment with the master site development plan. This would allow operators to complete extraction for previously approved plans.

Administration has no concerns with this amendment.

Motion A(4) **Reduction in Buffer Area**	Councillor Schule	THAT Policy 15.6 be amended to read as follows: No land use amendment shall be approved for a new or expanding aggregate extraction and/or processing development within 500 metres ~~1.6 kilometres~~ of lands identified as residential within an adopted area structure plan, except where the area structure plan makes specific provision for the development of aggregate development in such areas.

Analysis: The purpose of this amendment is to reduce the buffer zone around residential lands identified within an approved Area Structure Plan (ASP) from 1600 metres to 500 metres. This amendment would reduce the original buffer area down 69% of the original distance.

Administration's opinion is that although the proposed performance standards would limit impacts from aggregate sites to a great extent, residual effects from aggregate operations could compromise the intent of some ASPs to promote successful residential communities and create conflicts between land uses. During the previous Aggregate Resource Plan (ARP) project, Administration had proposed a lower setback of 500 metres. However, this proposal was met with strong opposition from residents.

In response, Administration proposed a 1.6-kilometre buffer in the current iteration of the project. Some residents providing feedback have requested a greater setback than 1.6-kilometres during engagement on the latest ARP documents; however, Administration considers that the 1.6-kilometre setback balances community concerns with the need to preserve viable lands for aggregate development.

Administration recommends that Council retains the proposed 1.6-kilometre setback.

Motion A(5) **Removal Caveat Policy**	Councillor Samra Councillor Wright	THAT Policy 15.7 be removed.
Analysis: The purpose of this amendment is to remove the policy that required a caveat be registered on title for new residential and institutional developments located within 500 metres of lands designated for potential aggregate development. This policy was originally introduced in response to concerns around creating conflicts between existing approved aggregate sites and new residential development. It would also create awareness for new property owners of the presence of an aggregate site, especially where an aggregate site had been approved, but had not yet commenced development. However, Administration acknowledges that the policy may further penalize landowners living next to an aggregate site by having to accommodate the aggregate site when subdividing or developing their lands further. Administration does not have any concern with the amendment to remove this policy.		

B. Minor Text Amendments

Motion B(1) **Clerical**	Administration	THAT the current Policy 15.2 is amended to read as follows: Where aggregate extraction and/or processing developments are located in proximity to an adjacent municipality, the County shall co-operate with that jurisdiction to ensure co-ordination of ~~major~~ haul routes and mitigation of impacts on adjacent land uses.
Analysis: The purpose of this amendment is to align the wording of the current Policy 15.2 with that of the proposed Policy 15.1. As Motion A(1) does not include the word "major," it is proposed to remove this term from Policy 15.2 to maintain consistency across policies.		

Motion B(2) **Clerical**	Administration	THAT Policy 15.12(a) be amended to read as follows: The application is for a new aggregate extraction and/or processing development or the renewal of an existing operation that is limited in scale and the surrounding area has been long-established for natural resource extraction development within the County's East Agricultural Area ~~District~~;
Analysis: This amendment is to correct a minor clerical error.		

Motion B(3) **Clerical**	Administration	THAT Policy 15.12(c) be amended to read as follows: The proposed site is classified as a Class II pit as defined by the Alberta Code of Practice for Pits under the Environmental Protection and Enhancement Act; or
Analysis: The purpose of this amendment is to provide greater clarity by specifying that Class II pits are defined under the Alberta Code of Practice for Pits, which is established under the Environmental Protection and Enhancement Act.		

Motion B(4) **Clerical**	Administration	THAT Policy 15.14 be amended to read as follows: In accordance with the Aggregate Development Performance Standards, the County may request third party review of technical documents submitted in support of an aggregate extraction and/or processing development to ensure adequate County assessment of the development's impacts.
Analysis: The purpose of this amendment would be to better reflect the naming convention being used for aggregate development within the County Plan ("MDP") and the Land Use Bylaw.		

Motion B(5) **Clerical**	Administration	THAT Part 4 of Appendix C be further amended to add a new 5(i) which reads as follows: projected haul routes.
Analysis: The purpose of this amendment is to ensure there is a specific item that applicants for aggregate development and/or processing uses provide a project haul route as part of their application.		

Motion B(6) **Clerical**	Administration	THAT item 14 of Part 4 of Appendix C be removed and replaced with the following: Requirements as outlined in the County's Aggregate Development Performance Standards, including: a. An Engagement Summary of pre-application consultation with surrounding landowners; b. An Engagement Plan; c. Confirmation of proposed hours of operation;

		d. A Noise Impact Assessment, Noise Mitigation Plan and Noise Monitoring program; e. A Blast Mitigation Plan (as applicable); f. An Air Quality Impact Assessment, Emissions Mitigation Plan and Air Quality Monitoring Program; g. A Traffic Impact Assessment and Traffic Management Plan; h. A Visual and Landscape Impact Assessment; i. A Landscaping Plan; j. An Agricultural Impact Assessment (where necessary); k. A Historical Impact Assessment; n. An assessment of light spread (as applicable); o. A conceptual-level Stormwater Management Report; p. A Geotechnical Evaluation Report; q. A Groundwater Impact Assessment Report and Groundwater Monitoring Plan; r. A Surface Water and Groundwater Mitigation Plan; s. An Erosion and Sediment Control Strategy; t. A Site Security Plan and Emergency Management Plan; and u. A Reclamation Plan.
Analysis: The purpose of this amendment is to alter some of the naming conventions for the required technical reports. No new requirements have been added to the application requirements within this subsection.		

C. Housekeeping

Motion C(1) **Clerical**	Administration	THAT the entirety of the Municipal Development Plan amendments be renumbered and reformatted as required.
Analysis: The purpose of this motion is to ensure that the text and overall formatting of the Municipal Development Plan (MDP) are updated to reflect any amendments approved by Council through the motions referenced above.		

LUB Amendments

A. Policy Amendments

Motion # and Description	Proposed By	Proposed Motion
Motion A(1) **Change to Site Monitoring Bylaw**	Councillor Schule	THAT Policy 95.3 be added that reads the following: Council may waive the requirements of meeting the Aggregate Site Monitoring Bylaw (C-8635-2025) by resolution.
Analysis: This amendment aims to grant Council the authority to waive an applicant's obligation to comply with the Aggregate Site Monitoring Bylaw. Under the current Land Use Bylaw, applicants must commit to operating under the Aggregate Site Monitoring Bylaw, which allows the County to conduct up to four site inspections within a 12-month period. However, the Bylaw does not mandate that all four inspections occur; rather, inspections are conducted at the County's discretion. In practice, Administration would likely determine that conducting all four inspections is unnecessary for many sites. Taking into account the discretion that the proposed Aggregate Site Monitoring Bylaw allows to lessen the number of site inspections, Administration does not support this amendment.		

B. Minor Text Amendments

Motion B(1) **Clerical**	Councillor Wright	THAT Section 95.1 be further amended to add a new i(ix) which reads as follows: projected haul routes.
Analysis: The purpose of this amendment is to ensure there is a specific item that applicants for aggregate development and/or processing uses provide a project haul route as part of their application. Administration has no concerns with the amendment.		

Motion B(2) **Clerical**	Administration	THAT Section 95.1(q) be further amended to remove the word "wate" and replace with the following: Water
Analysis: This amendment is to correct a minor clerical error.		

Motion B(3) **Clerical**	Administration	THAT item 'r' of Section 95.1 be removed and replaced with the following: r. Requirements as outlined in the County's Aggregate Development Performance Standards, including: i. an Engagement Plan (if amended from redesignation stage), ii. confirmation of proposed hours of operation, iii. a Noise Impact Assessment, Noise Mitigation Plan and Noise Monitoring program, iv. a Blast Mitigation Plan (as applicable), v. an Air Quality Impact Assessment, Emissions Mitigation Plan and Air Quality Monitoring Program, vi. a Traffic Impact Assessment and Traffic Management Plan, vii. acknowledgment that the County may require the applicant enter into a Road Use or Development Agreement, or any other necessary agreement as a condition of the development permit, viii. a Visual and Landscape Impact Assessment (if application is not considered a renewal), ix. a Landscaping Plan, x. an assessment of potential impacts on agricultural land and an agricultural impact assessment (if applicable), xi. an environmental assessment and where applicable, identified mitigation measures (if application is not considered a renewal), xii. a Historical Resource Impact Assessment of any historical resources affected by the development (if application is not considered a renewal), xiii. a comprehensive Stormwater Management Report, xiv. a Geotechnical Evaluation Report (if application is not considered a renewal), xv. a Groundwater Impact Assessment and Groundwater Monitoring Plan (if application is not considered a renewal), xvi. a Surface Water and Groundwater Mitigation Plan, xvii. an Erosion and Sediment Control Report, xviii. a Lighting Plan (if applicable), xix. a Weed Control Plan, xx. a Site Security Plan and Emergency Management Plan, and

		xxi. a Reclamation Plan.
Analysis: The purpose of this amendment is to alter some of the naming conventions for the required reports. No new requirements have been added to the application requirements within this subsection.		

TOR Amendments

A. Policy Amendments

Proposed By	Proposed Motion
Administration	THAT Section 24 be amended to read as the following: The creation of a public information platform sharing information on existing and proposed aggregate sites, findings of monitoring visits and reports, and buffer areas identified in the Municipal Development Plan, will be explored in Phase 2 of the project, but the full scope of this deliverable may have to be determined in Phase 4, once legal and technological complexities are known and addressed.
Analysis: After the June 28, 2025 public hearing, Council indicated that it would provide greater clarity to applicants if the buffer distances in proposed section 15.6 of the MDP were set out in a map. Administration recommends that these buffers be included in the online platform that is being prepared as a separate deliverable of the Aggregate Resource Plan project. Administration does not recommend a map be included in the MDP itself – since the buffer distance depends on residential policy areas within ASPs, any amendment to an ASP to adjust a residential area would also require an amendment to the MDP to update the map. Administration suggests that since the online platform will be a primary source of information for the public regarding aggregate extraction operations, providing the buffers on that map would provide the necessary clarity without the need for additional MDP amendments. Administration is proposing an amendment to the Terms of Reference to provide a map that will demonstrate the buffer zones as part of the Municipal Development Plan Amendments. Amending the Terms of Reference will ensure the map is included as part of the project plan.	

ROCKY VIEW COUNTY

BYLAW C-8633-2025

A bylaw of Rocky View County, in the Province of Alberta, to amend *County Plan Bylaw* C-7280-2013.

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

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

Title

1 This bylaw may be cited as *Bylaw C-8633-2025.*

Definitions

2 Words in this bylaw have the same meaning as set out in the *Municipal Government Act* except for the definitions provided in Schedule 'A' of this bylaw.

Effect

3 Bylaw C-7280-2013 is amended to remove the existing Section 15.0 and replace with the following, which as:

NATURAL RESOURCES

Natural resource extraction is an important land use in the County that satisfies local, regional, and provincial resource needs. However, these activities may have significant impact on adjacent land uses and the environment. Aggregate (sand and gravel) and oil and gas extraction often cause concern due to operations having the potential to adversely affect communities through, for example, excessive noise, a decline in air quality, visual and landscape impacts, and increased truck traffic.

In Alberta, the task of regulating energy and natural resource development and related activities belongs to the Province. The County's role in approving oil and gas development is limited, and it generally only has control over the design and appearance of permanent facilities such as gas processing plants. However, aggregate development is managed differently, with the County and Province both playing significant roles in the separate approval processes.

Aggregate Development

Several significant aggregate deposits exist within County and there are over 30 existing and proposed sites, located mainly in the County's north-west and north-east quadrants.

The County is responsible for approving land use amendments and issuing development permits to allow for aggregate extraction and/or processing development. Additionally, aggregate pits of all sizes are subject to provincial legislation, with pits greater than five hectares on private land being further regulated through a pit license issued by the Province in accordance with the Code of Practice for Pits. The Code of Practice addresses several items including pit operations, reclamation, groundwater impacts, and environmental monitoring.

ROCKY VIEW COUNTY

Residents and stakeholders have voiced their desire for the County to take a proactive approach to the approval and subsequent monitoring and enforcement of aggregate development. Several mechanisms now exist for the County to manage aggregate development appropriately including aggregate development performance standards, clear application requirements, and the Aggregate Site Monitoring Bylaw.

GOALS

- Support the extraction of natural resources in a manner that balances the needs of residents, industry, and society.
- Provide clear and appropriate regulations to provide accountability and consistency for operators.
- Support the environmentally responsible management and extraction of natural resources.
- Encourage collaboration between the County, the aggregate extraction industry, and affected residents to develop mutually agreeable solutions to mitigate impacts of extraction activities.
- Minimize the adverse impact of aggregate resource extraction on existing residents, adjacent land uses, and the environment.

POLICY

Aggregate Development

15.1 Direct all aggregate extraction and/or processing related traffic to identified major haul routes that are monitored and appropriately maintained.

15.2 Where aggregate extraction and/or processing developments are located in proximity to an adjacent municipality, the County shall co-operate with that jurisdiction to ensure co-ordination of major haul routes and mitigation of impacts on adjacent land uses.

15.3 A master site development shall be prepared for aggregate and adopted to provide framework for the operation of an aggregate extraction and/or processing development.

a. A proposed master site development plan for aggregate extraction and/or processing shall adhere to the application requirements as outlined in Part 4 of Appendix C.

15.4 A master site development plan shall be prepared and adopted prior to an application for a development permit being submitted that relates to aggregate extraction and/or processing.

Locational Criteria

15.5 No land use amendment shall be approved for a new or expanding aggregate extraction and/or processing development within two kilometres of the boundary of a designated provincial park.

a. Notwithstanding Policy 15.5, a land use amendment for new or expanding aggregate extraction and/or processing development may be considered no closer than 800 metres of a designated provincial park boundary, if an area structure plan supporting aggregate extraction and/or processing is prepared in accordance with Section 28 of this Plan and has been adopted by Council.

ROCKY VIEW COUNTY

15.6 No land use amendment shall be approved for a new or expanding aggregate extraction and/or processing development within 1.6 kilometres of lands identified as residential within an adopted area structure plan, except where the area structure plan makes specific provision for the development of aggregate development in such areas.

15.7 Subdivision and Development Permit applications providing for new residential lots, dwellings or institutional buildings that are within 500 metres of a site holding an appropriate land use designation for aggregate extraction and/or processing development shall be required as a condition of approval to acknowledge the presence of that site through registration of a caveat on all relevant titles, on terms and conditions to the satisfaction of the County. At the discretion of the County, these proposals may also be required to include mitigation measures, such as landscaping or berms, to lessen the effects of the aggregate site on future residents as a condition of approval.

Aggregate Development Application Requirements

15.8 All aggregate extraction and/or processing proposals shall be required to comply with applicable performance standards, policies, and application requirements.

15.9 Prior to the approval of any development permit for new or expanding operations of a principal aggregate development on a site, a master site development plan approved by Council shall be appended, by bylaw, to this Plan and added to Table 6 (Appendix E), to guide the land use and development permit applications. The master site development plan shall address the requirements of Appendix C (Part 4) of this Plan.

15.10 Where the County is considering the renewal of a development permit for an existing aggregate extraction and/or processing development that is not guided by a Council approved master site development plan, it shall be at the discretion of the Development Authority to deem if a master site development plan that addresses the requirements of Part 4 of Appendix C of this Plan is required.

15.11 The master site development plan application submission items listed under Part 4 of Appendix C, including adherence to the County's *Aggregate Development Performance Standards* shall be a minimum requirement for aggregate extraction and/or processing development. Applicants are encouraged to provide operating standards that go beyond these minimum requirements, by limiting adverse impacts as far as is feasible and implementing industry best practices.

15.12 Notwithstanding Policy 15.11, Council may approve a terms of reference submitted by an applicant to relax the stated application requirements listed under Part 4 of Appendix C of this Plan or *Aggregate Development Performance Standards* requirements only where one or more of the following circumstances apply:

a. The application is for a new aggregate extraction and/or processing development or the renewal of an existing operation that is limited in scale and the surrounding area has been long-established for natural resource extraction development within the County's East Agricultural District;

b. The master site development plan and *Aggregate Development Performance Standards* would support approval of an aggregate development permit for operations that would be completed (including reclamation) in less than five years;

ROCKY VIEW COUNTY

c. The proposed site is classified as a Class II pit as defined by the Environmental Protection and Enhancement Act; or

d. Where pre-application engagement demonstrates that there is minimal concern with the items proposed for relaxation.

15.13 Requests from applicants to Council relating to Policy 15.12 shall be submitted prior to any master site development plan application being made and shall clearly state the items for which a relaxation is being sought, the rationale for the relaxation, and shall demonstrate compliance with Policy 15.10. Such requests will be assessed against the following criteria:

a. The proximity of the development to any residential dwellings, institutional building, environmentally significant areas, or other sensitive land uses;

b. The findings of any pre-application engagement undertaken in accordance with the *Aggregate Development Performance Standards*;

c. The scale and intensity of the development, and overall timelines for extraction; and

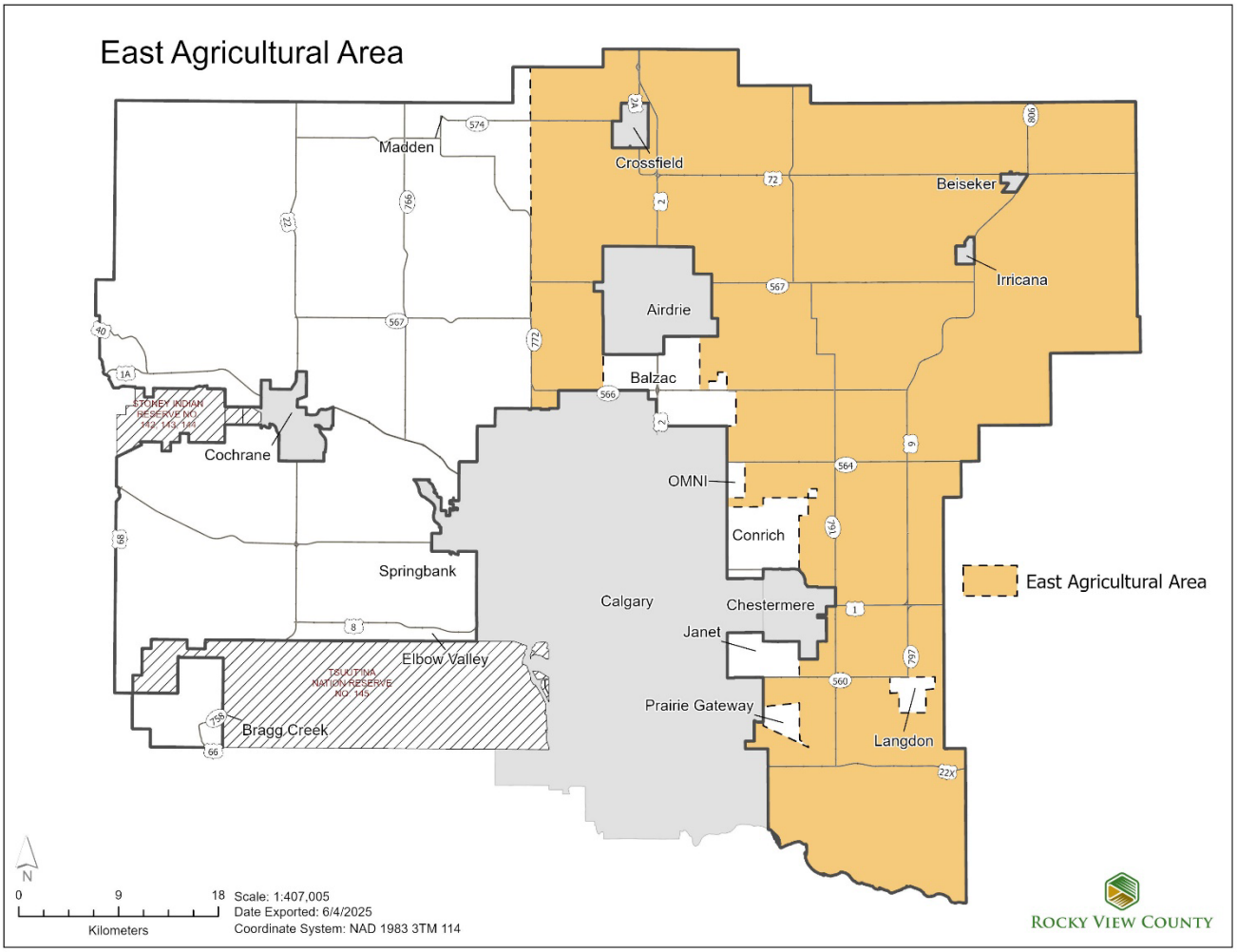
d. The number of relaxations being sought and the potential impacts on monitoring and enforcement.

Aggregate Development Application Reviews

15.14 In accordance with the *Aggregate Development Performance Standards*, the County may request third party review of technical documents submitted in support of an aggregate development to ensure adequate County assessment of the development's impacts.

ROCKY VIEW COUNTY

MAP 6 – EAST AGRICULTURAL AREA



Oil and Gas

15.15 The County shall ensure that all permanent energy facilities proposed address all applicable design guidelines and Land Use Bylaw requirements.

15.16 When considering applications for development, provincial setback regulations and guidelines shall be applied respecting petroleum wells, sour gas facilities, pipelines, and other oil and gas facilities.

15.17 Encourage the Province to minimize the impacts of oil and gas extraction on agriculture lands and to provide fair market value remuneration for the industrial use undertaken on those lands.

15.18 Encourage the Province and industry to efficiently and effectively remediate petroleum well sites and abandoned pipelines.

ROCKY VIEW COUNTY

4 Appendix B of C-7280-2013 is amended to include the new definition, which reads as follows:

Aggregate Extraction and/or Processing: development for the removal, extraction, or primary processing of any sand, silt, gravel, shale, clay, marl, limestone or gypsum that is excavated from the surface of a site, whether in a processed or unprocessed form, but does not include such material that is expected to be unsuitable for sale. Typical facilities or uses would include gravel pits (and associated crushing operations), asphalt processing, sand pits, clay or marl pits.

5 The existing Part 4 of Appendix C, Aggregate Master Site Development Plan Submissions, of C-7280-2013 is removed and replaced with the following:

Prior to the approval of any development permit application for the new or expanding operation of an aggregate extraction and/or processing, a master site development plan shall be approved by Council in support of the land use and development permit applications. The master site development plan shall include the following items:

1. An introduction to the proposed development, including the site area affected, current land use, and assessment of the character and key features of the surrounding area.
2. A Location Plan, to an appropriate scale, showing:
    a. all dwellings within 1.61 kilometres of the boundary of the site;
    b. all existing hydrological, landscape and environmental features, both within the site and within one mile of the boundary of the site; and
    c. the roads and highways surrounding the site.
3. A topographical survey plan of the site.
4. Cross sectional drawings of the site pre-extraction and throughout phases, showing the proposed depth of extraction.
5. Site Operations and Phasing Plans showing:
    a. the location and extent of extraction areas;
    b. buildings, plant, and machinery;
    c. stockpiling areas;
    d. internal haul roads, approaches and vehicle parking;
    e. wheel wash facilities;
    f. berms and other overburden/soil storage areas;
    g. applicable setbacks; and
    h. existing and proposed landscaping.
6. Where a terms of reference has been approved by Council under Policy 15.9, it shall be referenced within the policies of the MSDP.

The submitted plans shall show the anticipated transition of site operations through the proposed phases of extraction and reclamation, including the movement of plant or buildings, haul roads and removal/construction of berms.

7. A description of all buildings, plant, and machinery proposed on-site, including the approximate dimensions, and the periods that any plant and machinery shall be on-site (seasonal or campaign-based operations should be noted).
8. A summary of all relevant provincial and federal approvals required and a commitment to obtaining the required approvals.

ROCKY VIEW COUNTY

9. A statement of commitment to operating under the County's Aggregate Site Monitoring Bylaw together with details of how any complaints received against the site will be handled and reported to the County and/or Province.
10. Information (including plans where appropriate) on any pipelines, wells, utilities or other infrastructure within or adjacent to the site.
11. A Biophysical Impact Assessment, and/or other environmental impact assessment agreed by the County, together with any required mitigation strategy.
12. Information on water usage and storage within the site.
13. A Site Production Assessment that provides the following information:
    a. A forecast of the total volume (cubic metres) and weight (tonnes) of aggregate proposed to be extracted from the site;
    b. The timeline for extraction of the overall identified resource within the lands;
    c. A forecast of the annual production rates over the period of operations at the site, detailing minimum, maximum, and average rates throughout the life of the proposed operations;
    d. The type of aggregate proposed to be extracted; and
    e. The geographic markets that the aggregate resource is proposed to serve.
14. Requirements as outlined in the County's *Aggregate Development Performance Standards,* including:
    a. An Engagement Summary of pre-application consultation with surrounding landowners;
    b. An Engagement Plan;
    c. Confirmation of proposed hours of operation;
    d. A Noise Impact Assessment, Noise Mitigation Plan and Noise Monitoring program;
    e. A Blast Mitigation Plan (as applicable);
    f. An Air Quality Impact Assessment, Emissions Mitigation Plan and Air Quality Monitoring Program;
    g. A Traffic Impact Assessment and Management Plan;
    h. A Visual and Landscape Impact Assessment;
    i. A Landscaping Plan;
    j. An assessment of potential impacts on agricultural land;
    k. An environmental assessment and where applicable mitigation measures;
    l. An assessment of any historical resources affected by the development;
    m. An assessment of agricultural impacts;
    n. An assessment of light spread (as applicable);
    o. A conceptual-level Stormwater Management Report;
    p. A Geotechnical Investigation Report;
    q. A Groundwater Investigation Report and Groundwater Monitoring Plan;
    r. A Surface Water and Groundwater Mitigation Plan;
    s. An Erosion and Sediment Control Strategy;
    t. A Site Security Plan and Emergency Management Plan; and
    u. A Reclamation Plan.
15. Any other information deemed necessary by the Approving Authority.

6 C-7280-2013 is amended to include a new Appendix E: Approved Aggregate Master Site Development Plans.

ROCKY VIEW COUNTY

7 C-7280-2013 is amended to include a new Table 6: Approved Aggregate Master Site Development Plans.

8 C-7280-2013 is reformatted and renumbered as required.

Effective Date

9 Bylaw C-8633-2025 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

READ A FIRST TIME this _____ day of _____, 2025

READ A SECOND TIME this _____ day of _____, 2025

UNANIMOUS PERMISSION FOR THIRD READING this _____ day of _____, 2025

READ A THIRD AND FINAL TIME this _____ day of _____, 2025

_____
Reeve

_____
Chief Administrative Officer

_____
Date Bylaw Signed

ROCKY VIEW COUNTY

Bylaw C-8633-2025

Schedule 'A' – Definitions

(1) **"Council"** *means* the duly elected Council of Rocky View County;

(2) **"*Municipal Government Act*"** means the *Municipal Government Act,* RSA 2000, c M-26, as amended or replaced from time to time; and

(3) **"Rocky View County"** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

ROCKY VIEW COUNTY

BYLAW C-8634-2025

A bylaw of Rocky View County, in the Province of Alberta, to amend *Land Use Bylaw* C-8000-2020.

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

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

Title

1 This bylaw may be cited as *Bylaw C-8634-2025.*

Definitions

2 Words in this bylaw have the same meaning as set out in the *Municipal Government Act* except for the definitions provided in Schedule 'A' of this bylaw.

Effect

3 The *Land Use Bylaw* is amended to insert new section header following Section 85 which reads as follows:

AGGREGATE EXTRACTION AND/OR PROCESSING DEVELOPMENT RE-APPLICATION INTERVAL

4 The *Land Use Bylaw* is amended to insert a new section 85.1, which reads as follows:

If a redesignation application intending to facilitate an aggregate extraction and/or processing development is refused by Council, the submission of another application for redesignation for the same or similar use on the same subject land shall not be made for a period of 18 months from the date of issue of the refusal, except where Council has, by resolution, waived the 18 month waiting period.

5 The *Land Use Bylaw* is amended to insert a new section 85.2, which reads as follows:

If two successive similar redesignation applications intending to facilitate an aggregate extraction and/or processing development are refused by Council on the same subject land, the submission of another application for redesignation for the same or similar use on the same subject land shall not be made for a period of three years from the date of issue of the latest relevant refusal on the land, except where Council has, by resolution, waived the three year waiting period. Upon the three year waiting period expiring, a similar redesignation application to facilitate aggregate extraction and/or processing application may be submitted.

6 The *Land Use Bylaw* is amended to insert a new section 85.3, which reads as follows:

The determination of what constitutes same or similar use shall be made by Council.

7 The *Land Use Bylaw* is amended to inset a new section 95.1, which reads as follows:

ROCKY VIEW COUNTY

Notwithstanding Section 95, applicants applying for a Development Permit for new or expanding, and/or existing aggregate extraction and/or processing use in accordance with the Bylaw shall use the Application Form provided by the County, and include the following:

a. A completed application form,
b. An application fee as established within the 'Master Rates Bylaw C-8386-2023,' as amended or replaced from time to time,
c. A current copy of the Certificate of Title (within 30 days of submission) for the affected lands,
d. Current copies of any restrictive covenants or easements (within 30 days of submission),
e. Where the applicant is not the register owner on Title, a letter from the registered owner consenting to the application,
f. An introduction to the proposed development, including the site area affected, current land use, and assessment of the character and key features of the surrounding area,
g. A Site Production Assessment that provides the following information:
    i. the total volume (cubic metres) and weight (tonnes) of the aggregate resource that has been extracted from the aggregate development since commencement of operations,
    ii. a forecast of the volume (cubic metres) and weight (tonnes) of the remaining identified aggregate resource that is to be extracted from the site over the course of the intended operations, and
    iii. a forecast of production rates for a period of five years subsequent to the date of the renewal submission,
h. A Location Plan, to an appropriate scale, showing:
    i. all dwellings within 1.6 kilometres of the boundary of the site,
    ii. all existing hydrological, landscape and environmental features, both within the site and within 1.6 kilometres of the boundary of the site, and
    iii. the roads and highways surrounding the site,
i. Site Operations and Phasing Plans showing:
    i. the location and extent of extraction areas,
    ii. buildings, plant, and machinery,
    iii. stockpiling areas,
    iv. internal haul roads, approaches and vehicle parking,
    v. wheel wash facilities,
    vi. berms and other overburden/soil storage areas,
    vii. applicable setbacks, and
    viii. existing and proposed landscaping,
j. When a building or structure is proposed:
    i. building floor plans, elevation drawings and a description of exterior finishing materials,
    ii. a table indicating: the total area of the parcel, parcel coverage, number of units, number of parking and loading spaces, building height, number of storey's and landscaping calculations, and
    iii. building floor plans, elevation and exterior finishing materials,
k. A topographical survey plan of the site,
l. Cross sectional drawings of the site pre-extraction and throughout phases, showing the proposed depth of extraction,
m. A summary of all relevant provincial and federal approvals required and a commitment to obtaining the required approvals,

ROCKY VIEW COUNTY

n. A statement of commitment to operating under the County's Aggregate Site Monitoring Bylaw together with details of how any complaints received against the site will be handled and reported to the County and/or Province,
o. Information (including plans where appropriate) on any pipelines, wells, utilities or other infrastructure within or adjacent to the site,
p. A Biophysical Impact Assessment, and/or other environmental impact assessment agreed by the County, together with any required mitigation strategy,
q. Information on wate usage and storage within the site;
r. Requirements as outlined in the County's Aggregate Development Performance Standards, including:
    i. an Engagement Plan (if amended from redesignation stage),
    ii. confirmation of proposed hours of operation,
    iii. a Noise Impact Assessment, Noise Mitigation Plan and Noise Monitoring program,
    iv. a Blast Mitigation Plan (as applicable),
    v. an Air Quality Impact Assessment, Emissions Mitigation Plan and Air Quality Monitoring Program,
    vi. a Traffic Impact Assessment and Management Plan,
    vii. acknowledgment that the County may require the applicant enter into a Road Use or Development Agreement as a condition of the development permit,
    viii. a Visual and Landscape Impact Assessment (if application is not considered a renewal),
    ix. a Landscaping Plan,
    x. an assessment of potential impacts on agricultural land and an agricultural impact assessment (if applicable),
    xi. an environmental assessment and where applicable, identified mitigation measures (if application is not considered a renewal),
    xii. an assessment of any historical resources affected by the development (if application is not considered a renewal),
    xiii. a comprehensive Stormwater Management Report,
    xiv. a Geotechnical Investigation Report (if application is not considered a renewal),
    xv. a Groundwater Investigation Report and Groundwater Monitoring Plan (if application is not considered a renewal),
    xvi. a Surface Water and Groundwater Mitigation Plan,
    xvii. an Erosion and Sediment Control Report,
    xviii. a Lighting Plan (if applicable),
    xix. a Weed Control Plan,
    xx. a Site Security Plan and Emergency Management Plan, and
    xxi. a Reclamation Plan,
s. Any other information deemed necessary by the Development Authority.

8 The *Land Use Bylaw* is amended to insert a new section 95.2, which reads as follows:

Notwithstanding section 95.1, where a terms of reference to relax the requirements of a master site development plan and redesignation application have been adopted by Council, any relaxation provided shall be applied to any subsequent development permit application. An amendment to the terms of reference shall be required where an applicant is seeking further relaxation as part of the development permit application. Council shall assess these requests against the criteria identified in Section 95.4.

9 The *Land Use Bylaw* is amended to insert a new section 95.3, which reads as follows:

ROCKY VIEW COUNTY

Notwithstanding Section 95.1, Council may approve a terms of reference submitted by an applicant to relax the stated application requirements listed in Section 95.1 only where one or more of the following circumstances apply:

a. The application is for a new or expanding aggregate extraction and/or processing use or renewal of an existing development permit where an operation is limited in scale and the surrounding area has been long-established for aggregate extraction within the County's East Agricultural District as identified within the Municipal Development Plan,

b. The proposed site is classified as a Class II pit as defined by the Environmental Protection and Enhancement Act and the Alberta Code of Practice for Pits, or

c. Where pre-application engagement demonstrates that there is minimal concern with the items proposed for relaxation.

10 The *Land Use Bylaw* is amended to insert a new section 95.4, which reads as follows:

Requests from applicants to Council relating to Section 95.3 shall be submitted prior to any development permit application being made and shall clearly state the items for which a relaxation is being sought, the rationale for the relaxation, and shall demonstrate compliance with Section 95.1. Such requests shall be assessed against the following criteria:

a. The proximity of the aggregate extraction and/or processing development to any residential dwelling, institutional building, environmentally sensitive area, or other sensitive land uses,

b. The findings of any pre-application engagement undertaken in accordance with the Aggregate Development Performance Standards,

c. The scale and intensity of the aggregate extraction and/or processing development, and overall timelines of the operation, and

d. The number of relaxations being sought and the potential impacts on monitoring and enforcing development permit conditions.

11 The *Land Use Bylaw* is amended to insert a new section header following Section 124, which reads as follows:

AGGREGATE EXTRACTION AND/OR PROCESSING

12 The *Land Use Bylaw* is amended to insert a new section 124.1, which reads as follows:

Development permit applications for aggregate extraction and/or processing development shall be determined based on the extent to which they demonstrate an ability to meet and/or exceed the application submission requirements, Aggregate Development Performance Standards, and any overarching master site development plan or policy document.

13 The *Land Use Bylaw* is amended to insert a new section 124.2, which reads as follows:

In accordance with Section 15 of the Municipal Development Plan, no development permit shall be approved for a new or expanding aggregate extraction and/or processing use until a master site development plan has been approved by Council.

ROCKY VIEW COUNTY

The *Land Use Bylaw* is amended to insert a new section 124.3, which reads as follows:

In accordance with Section 15 of the Municipal Development Plan, where the Development Authority is considering the renewal of a development permit for an existing aggregate extraction and/or processing use that is not guided by a Council approved master site development plan, it shall be of the discretion of the Development Authority to deem if a master site development plan that addresses the requirements listed in Part 4 of Appendix C of the Municipal Development Plan is required.

14 The *Land Use Bylaw* is amended to insert a new section 124.4, which reads as follows:

Any master site development plan that is approved by Council shall provide the framework for the development permit application and conditions imposed upon any development permit approval. However:

a. Development permit applications shall also include additional and/or updated information to what may have been provided previously in connection with any previous application to meet current County information requirements for aggregate extraction and/or processing development applications, and

b. Where an aggregate development master site development plan has been approved by Council prior to adoption of the Aggregate Development Performance Standards, the development permit application shall be required to also meet the Aggregate Development Performance Standards. An amendment may be required to the master site development plan if the development no longer substantially complies with the master site development plan in meeting the new requirements and standards.

   i. Notwithstanding 124.4(b), development permit applications for NE-1-27-27-W04M shall be assessed in alignment with the Rocky Ridge Master Site Development Plan if an application is submitted prior June 1, 2026.

15 The *Land Use Bylaw* is amended to insert a new section header following section 124.4, which reads as follows:

AGGREGATE SITES NEARING COMPLETION OF OPERATIONS

16 The *Land Use Bylaw* is amended to insert a new section 124.5, which reads as follows:

Development permit renewal applications for existing aggregate extraction and/or processing development that is to be completed in a period of three years or less shall be exempt from meeting the County's and standards stated in the Aggregate Development Performance Standards and shall continue operating in accordance with the approved master site development plan and/or development permit conditions of approval. In addition to the application requirements set out within Section 95 of this Bylaw, the development permit renewal application shall include a final reclamation plan detailing:

a. proposed gradients across the site, final surface elevations, landscaping, wetlands, and drainage,

b. proposed measures to help reclaimed land establish, including maintenance of the reclaimed lands,

ROCKY VIEW COUNTY

c. any potential impacts of reclamation upon groundwater resources (including quality and groundwater rebound), and

d. the phased removal or alteration of buildings, structure, and internal roads, together with access provisions for the reclaimed site, and proposals for the decommissioning of any water wells on-site.

17 The *Land Use Bylaw* is amended to insert a new section 124.6, which reads as follows:

Aggregate extraction and/or processing uses that receive a development permit renewal approval under the terms of Section 124.5 shall not be considered for further development permit renewal approvals, unless the submitted application complies with Section 95.1 of this Bylaw.

18 The Land Use Bylaw is amended to insert a new section header following section 124.6, which reads as follows:

SMALL-SCALE AGGREGATE SITES

19 The *Land Use Bylaw* is amended to insert a new section 124.7, which reads as follows:

At the Development Authority's discretion, applications for aggregate extraction and/or processing for the use of aggregate extracted and processed within the same site, or on an adjoining site, and with a cumulative area of less than 5 hectares (±12.35 acres) may be exempt, in part, from meeting the County's requirements and standards under Section 95.1 and in the Aggregate Development Performance Standards.

20 Section 236 of the *Land Use Bylaw* is amended to insert a new row in Table 5, which reads as follows:

Aggregate Extraction and/or Processing	N/A

21 Section 465 of the *Land Use Bylaw* is amended to read as follows:

PURPOSE: to provide for the development of industrial uses related to non-renewable natural resource extraction and processing. ~~This District shall not be applied to new parcels upon Bylaw C-8000-2020 coming in to full force and effect.~~

22 Section 466 of the *Land Use Bylaw* is amended to add the following item to the Discretionary Uses column:

Aggregate Extraction and/or Processing

23 The *Land Use Bylaw* is amended to insert a new section 467.1, which reads as follows:

ADDITIONAL REQUIREMENTS

a) A development permit for an aggregate extraction and/or processing use may only be approved on lands that are supported by a Council-approved master site development plan for the same use.

ROCKY VIEW COUNTY

24 Part 8: Definitions of the *Land Use Bylaw* is amended to include the following new definitions:

"Aggregate Extraction and/or Processing" means development for the removal, extraction, or primary processing of any sand, silt, gravel, shale, clay, marl, limestone or gypsum that is excavated from the surface of a site, whether in a processed or unprocessed form, but does not include such material that is expected to be unsuitable for sale. Typical facilities or uses would include gravel pits (and associated crushing operations), asphalt processing, sand pits, clay or marl pits.

"Aggregate Development Performance Standards" means the County's technical requirements that govern aggregate extraction and/or processing developments.

25 Part 8: Definitions of the *Land Use Bylaw*, the following definition is amended to read as follows:

"Natural Resource Extraction/Processing" means a use where raw materials are removed, extracted or processed. Typical resources and raw materials would include oil and gas, peat, ~~sand, silt and gravel, shale, clay, marl, limestone, gypsum or other minerals~~, and timber and coal. Typical facilities or uses would include ~~gravel pits (and associated crushing operations), asphalt processing, sand pits, clay or marl pits,~~ peat extraction, stripping of topsoil, timber removal, sawmills and related timber/wood processing and oil and gas processing plants or refineries.

26 The *Land Use Bylaw* is reformatted and renumberd as required.

Effective Date

27 Bylaw C-8634-2025 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

ROCKY VIEW COUNTY

READ A FIRST TIME this _____ day of _____, 2025

READ A SECOND TIME this _____ day of _____, 2025

UNANIMOUS PERMISSION FOR THIRD READING this _____ day of _____, 2025

READ A THIRD AND FINAL TIME this _____ day of _____, 2025

_____
Reeve

_____
Chief Administrative Officer

_____
Date Bylaw Signed

ROCKY VIEW COUNTY

Bylaw C-8634-2025

Schedule 'A' – Definitions

(1) **"Council"** *means* the duly elected Council of Rocky View County;

(2) **"*Municipal Government Act*"** means the *Municipal Government Act,* RSA 2000, c M-26, as amended or replaced from time to time; and

(3) **"Rocky View County"** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

July 2, 2025

Legislative and Intergovernmental Services
Rocky View County Hall
262075 Rocky View Point
Rocky View County, AB

RE: Opposition to Bylaws C-8633-2025 and C-8624-2005 – Amendments to the Municipal Development Plan and Land Use Bylaw for Aggregate Resource Policies

Dear Reeve Kissel and Members of Council,

On behalf of its members, BILD Calgary Region (BILDCR) submits this letter of opposition to the proposed Bylaws C-8633-2025 and C-8624-2005, which seek to amend the Municipal Development Plan (Bylaw C-7280-2013) and Land Use Bylaw (Bylaw C-8000-2020) to incorporate new policies governing aggregate extraction and processing.

BILDCR acknowledges the value of establishing clear guidelines for application processes and reporting requirements related to aggregate operations in Rocky View County. However, we are concerned that these bylaw amendments are being brought forward prior to the finalization of the County's Aggregate Resource Plan and associated Performance Standards. Proceeding without these critical documents in place introduces significant risk of misalignment, redundancy, and future policy amendments once the Plan and standards are completed and adopted.

Additionally, the MDP update is scheduled for Public Hearing on July 10th, we aren't clear on the necessity of these amendments proceeding at this time and are concerned that these amendments enact performance standards that have not yet been made public or been reviewed by Council.

Concern with Statutory Misalignment and Locational Criteria

Aggregate is recognized under the South Saskatchewan Regional Plan as a **non-renewable resource** essential to both municipal infrastructure and private sector development. Embedding rigid locational criteria within the MDP risks constraining flexibility in aggregate resource management. While we support thoughtful siting that considers proximity to residential areas, this must be balanced with the need for accessible, cost-effective aggregate to support construction across the region.

BILDCR believes that responsible operators can effectively manage potential impacts through proven practices, without overly restrictive planning policies that limit extraction opportunities. Planning documents should provide for adaptability and case specific review, rather than blanket locational exclusions that may undermine long-term resource availability.

Affordability and Economic Impact

Gravel and aggregate form the foundation of every construction and infrastructure project. As pressures on housing affordability, infrastructure investment, and supply chain costs intensify, constraints on local aggregate supply will result in increased material costs, longer transportation distances, and higher emissions. Furthermore, excessive regulatory burden and uncertainty could drive operators to exit or avoid working in the County, jeopardizing local supply and associated economic activity.

Request to Postpone

In light of these concerns, BILDCR urges Council to postpone the proposed amendments to the MDP and LUB until the MDP update is completed and subsequently the Aggregate Resource Plan and Performance Standards have been finalized, publicly reviewed, and adopted by Council.

We appreciate the opportunity to provide input and would welcome the chance to participate in ongoing consultation efforts to ensure the final framework supports environmental stewardship, economic development, and long-term infrastructure needs.

Sincerely,

Kimber Higa,
Director, Regional Initiatives and Government Relations
BILD Calgary Region

Cc BILDCR Rocky View Committee
BILDCR Board of Directors

From: Planning Policy
To: Colt Maddock
Subject: FW: Aggregate Resource Plan Update: Public Hearing Written Submission Deadline - TODAY at 4:30 p.m.
Date: Thursday, July 3, 2025 8:36:01 AM

Betty Simic
Administrative Assistant | Planning

From: Block, Randall W. [redacted]
Sent: Wednesday, July 2, 2025 4:27 PM
To: Planning Policy <planning_policy@rockyview.ca>
Subject: Aggregate Resource Plan Update: Public Hearing Written Submission Deadline - TODAY at 4:30 p.m.

To whom it may concern:

Our family are longtime Rockyview residents, and reside in Bearspaw.

I am writing to express my opposition to the proposed motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan. The setback distance from residential lands in an Area Structure Plan should not be reduced from 1.6km to 500m, and the exclusion of new aggregate development in proximity to residential areas within an ASP should not be exempted based on provisions within a master site development plan.

There is no need to soften the requirements given the vast size of the County, the widespread aggregate deposits in the County, and the limited land area covered under ASPs. Council should adopt the policy as drafted by administration.

Furthermore, these flawed amendments may very well undermine the certainty, clarity and balance provided in the policy as drafted. The possibility of an “exemption” in a master site development plan will only lead to uncertainty and acrimonious hearings. It is a significant step backwards.

Policy 15.6 should remain as previously drafted: "No land use amendment shall be approved for a new or expanding aggregate extraction and/or processing development within 1.6 kilometres of lands identified as residential within an adopted area structure plan, except where the area structure plan makes specific provision for the development of aggregate development in such areas."

As a final point, two hours notice of such a consequential amendment to a policy that has been under development for a significant period of time with extensive consultation is wholly

insufficient.

Sincerely

Randall Block
35 Alexa Close
Bearspaw

From: Planning Policy
To: Colt Maddock
Subject: FW: Opposition to motion related to Policy 15.6
Date: Wednesday, July 2, 2025 3:32:29 PM

Betty Simic
Administrative Assistant | Planning

From: James Elliott [redacted]
Sent: Wednesday, July 2, 2025 3:18 PM
To: Planning Policy <planning_policy@rockyview.ca>
Subject: Opposition to motion related to Policy 15.6

Hello to whom it may concern,

As a longtime Rockyview resident, I am writing to express my opposition to the proposed motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan. The setback distance from residential lands in an Area Structure Plan should not be reduced from 1.6km to 500m, and the exclusion of new aggregate development in proximity to residential areas within an ASP should not be exempted based on provisions within a master site development plan.

There is no need to soften the requirements given the vast size of the County, the widespread aggregate deposits in the County, and the limited land area covered under ASPs. Council should adopt the policy as drafted by administration.

Policy 15.6 should remain as previously drafted: "No land use amendment shall be approved for a new or expanding aggregate extraction and/or processing development within 1.6 kilometres of lands identified as residential within an adopted area structure plan, except where the area structure plan makes specific provision for the development of aggregate development in such areas."

Thank you for your consideration.

James Elliott
31 Cody Range Way
Rockyview County.

Betty Simic

From: Planning Policy
Sent: Wednesday, July 2, 2025 3:33 PM
To: Colt Maddock
Subject: FW: Rockyview aggregate resource plan

BETTY SIMIC
Administrative Assistant | Planning

-----Original Message-----
From: [redacted] (Leah Petrucci) [redacted]
Sent: Wednesday, July 2, 2025 3:20 PM
To: Planning Policy <planning_policy@rockyview.ca>
Subject: Rockyview aggregate resource plan

Hello,

As a longtime Rockyview resident, I am writing to express my opposition to the proposed motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan. The setback distance from residential lands in an Area Structure Plan should not be reduced from 1.6km to 500m, and the exclusion of new aggregate development in proximity to residential areas within an ASP should not be exempted based on provisions within a master site development plan.

There is no need to soften the requirements given the vast size of the County, the widespread aggregate deposits in the County, and the limited land area covered under ASPs. Council should adopt the policy as drafted by administration.

Policy 15.6 should remain as previously drafted: "No land use amendment shall be approved for a new or expanding aggregate extraction and/or processing development within 1.6 kilometres of lands identified as residential within an adopted area structure plan, except where the area structure plan makes specific provision for the development of aggregate development in such areas."

Leah
[redacted]

Jo-El Buerlen

From:	Rocky View Gravel Watch <rockyviewgravelwatch@gmail.com>
Sent:	Wednesday, July 2, 2025 4:28 PM
To:	Legislative Services
Subject:	Comments on Aggregate Resource Plan Proposed Amendments for July 15th public hearing
Attachments:	rvgw-arp-july15publichearing-amendments-submission.docx

Greetings:

Please find attached Rocky View Gravel Watch's preliminary comments on the proposed amendments to be considered at the July 15th public hearing.

If you have any questions, please let us know.

thanks,
Martyn Griggs for
Rocky View Gravel Watch
15 Alexa Close, Rocky View County

ROCKY VIEW GRAVEL WATCH
COMMENTS ON PROPOSED AMENDMENTS
TO AGGREGATE RESOURCE PLAN POLICIES
TO BE CONSIDERED AT THE JULY 15, 2025 PUBLIC HEARING

We have two major comments on the proposed amendments.

First, there is a total and complete lack of procedural fairness in expecting people to respond to substantive amendments in a two-hour window the day after a national public holiday.

Second, it is not clear what the basis is for substantive amendments at this point. Amendments in response to a public hearing are supposed to be based on what was heard at the public hearing. There was virtually no opposition to what was presented at the June 18th public hearing. So, what is the basis for changing what no one objected to at that point?

The proposed amendments to be considered at the July 15th public hearing do not identify which councillor(s) has proposed the amendments. This contrasts with other recent follow-up public hearings where the proposed amendments were linked to who was bringing them forward. This is extremely relevant information to assess the proposed amendments, especially given the ridiculously short timeframe for responses.

In terms of the specific proposed amendments, we have the following preliminary comments:

Amendments to the County Plan
Amendment A(3) – the addition of MSDPs to Policy 15.6 – this needs to be clarified to limit it only to MSDPs that were approved prior to the approval of these changes.

Amendment A(4) – this is totally unacceptable. There is no rationale for reducing the buffer between new aggregate operations and residential land within ASPs from 1.6 km to 500m.

Amendment A(5) – removal of the caveat on new residential / institutional development within 500m of land already designated for aggregate operations – this makes sense on a general “buyer beware” logic. Purchasers of land are not given notice of other land uses, it is their responsibility to identify anything they might not like.

Land Use Bylaw Amendments
Amendment A(1) – unacceptable – there is no logic in giving council the authority to waive the requirements of the Site Monitoring Bylaw. The Bylaw specifies maximum numbers of inspections. Changing from a complaint-based to a proactive inspection based approach to regulating aggregate operations in the County is a key component of the overall policy. Giving Council the authority to waive this essential aspect of the policy makes no sense.

Overall conclusion

There may well be other comments that we would make if only we had been given anything like a reasonable amount of time to consider the proposed amendments.

From: Planning Policy
To: Colt Maddock
Subject: FW: Aggregate Plan Amendment
Date: Thursday, July 3, 2025 8:39:48 AM

BETTY SIMIC
Administrative Assistant | Planning

-----Original Message-----
From: gabrielle korell [redacted]
Sent: Wednesday, July 2, 2025 4:31 PM
To: Planning Policy <planning_policy@rockyview.ca>
Subject: Aggregate Plan Amendment

Dear Sir/Madam,
As an adjacent landowner, I vehemently object to reducing the distance from 1.6 km to 500 meters from the area structure plan - it has always been my understanding that the proposal was for 1.6 km, and at the last meeting this has suddenly been changed to 500m. A3 and A4 are confusing.
Gabrielle Korell
Sent from my iPhone

From:	Planning Policy
To:	Colt Maddock
Subject:	FW: ARP
Date:	Thursday, July 3, 2025 8:36:19 AM

Betty Simic
Administrative Assistant | Planning

From: Ailsa Le May [redacted]
Sent: Wednesday, July 2, 2025 4:26 PM
To: Planning Policy <planning_policy@rockyview.ca>
Subject: ARP

To whom it may concern,

I strongly oppose the proposed motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan. The setback distance from residential lands in an Area Structure Plan should not be reduced from 1.6km to 500m, and the exclusion of new aggregate development in proximity to residential areas within an ASP should not be exempted based on provisions within a master site development plan.

There is no need to soften the requirements given the vast size of the County, the widespread aggregate deposits in the County, and the limited land area covered under ASPs. Council should adopt the policy as drafted by administration. This is significantly safer for residents to protect them from dust and noise, and limit degradation of property values.

Policy 15.6 should remain as previously drafted: "No land use amendment shall be approved for a new or expanding aggregate extraction and/or processing development within 1.6 kilometres of lands identified as residential within an adopted area structure plan, except where the area structure plan makes specific provision for the development of aggregate development in such areas."

Sincerely,
Ailsa Le May
24160 Aspen Drive
Bearspaw

From: Planning Policy
To: Colt Maddock
Subject: FW: Area Structure Plan
Date: Thursday, July 3, 2025 8:38:53 AM

BETTY SIMIC
Administrative Assistant | Planning

-----Original Message-----
From: Nazanin Montakhab [redacted]
Sent: Wednesday, July 2, 2025 4:29 PM
To: Planning Policy <planning_policy@rockyview.ca>
Subject: Area Structure Plan

As a longtime Rockyview resident, I am writing to express my opposition to the proposed motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan. The setback distance from residential lands in an Area Structure Plan should not be reduced from 1.6km to 500m, and the exclusion of new aggregate development in proximity to residential areas within an ASP should not be exempted based on provisions within a master site development plan.

There is no need to soften the requirements given the vast size of the County, the widespread aggregate deposits in the County, and the limited land area covered under ASPs. Council should adopt the policy as drafted by administration.

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With thanks,
Nazie Meghani
Sent from my iPhone

From: Planning Policy
To: Colt Maddock
Subject: FW: Opposition to gravel pit
Date: Thursday, July 3, 2025 8:42:23 AM

Betty Simic
Administrative Assistant | Planning

From: Emma Pendlebury [redacted]
Sent: Wednesday, July 2, 2025 4:44 PM
To: Planning Policy <planning_policy@rockyview.ca>
Subject: Opposition to gravel pit

As a longtime Rockyview resident, I am writing to express my opposition to the proposed motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan. The setback distance from residential lands in an Area Structure Plan should not be reduced from 1.6km to 500m, and the exclusion of new aggregate development in proximity to residential areas within an ASP should not be exempted based on provisions within a master site development plan.

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88 timber ridge way
Emma Pendlebury

From:	Planning Policy
To:	Colt Maddock
Subject:	FW: Gravel pit!
Date:	Thursday, July 3, 2025 8:42:02 AM

Betty Simic
Administrative Assistant | Planning

From: Jonathan Pendlebury [redacted]
Sent: Wednesday, July 2, 2025 4:31 PM
To: Planning Policy <planning_policy@rockyview.ca>
Subject: Fwd: Gravel pit!

Pls see below. Totally against this pit.

Sent from my iPhone

Begin forwarded message:

> **Subject: Gravel pit!**
>
> As a longtime Rockyview resident, I am writing to express my opposition to the proposed motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan. The setback distance from residential lands in an Area Structure Plan should not be reduced from 1.6km to 500m, and the exclusion of new aggregate development in proximity to residential areas within an ASP should not be exempted based on provisions within a master site development plan.
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Jonathan Pendlebury
88 Timber ridge way
Sent from my iPhone

From: Planning Policy
To: Colt Maddock
Subject: FW: Aggregate resource plan
Date: Wednesday, July 2, 2025 3:33:12 PM

Betty Simic
Administrative Assistant | Planning

From: Petrucci, Anthony [redacted]
Sent: Wednesday, July 2, 2025 3:22 PM
To: Planning Policy <planning_policy@rockyview.ca>
Subject: Aggregate resource plan

As a longtime Rockyview resident, I am writing to express my opposition to the proposed motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan. The setback distance from residential lands in an Area Structure Plan should not be reduced from 1.6km to 500m, and the exclusion of new aggregate development in proximity to residential areas within an ASP should not be exempted based on provisions within a master site development plan.

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Anthony Petrucci

This email, including any attachments, is confidential and may be privileged or otherwise protected from disclosure. If you are not the intended recipient, any distribution, use or copying of this email or the information it contains is unauthorized. If you received this email in error, please advise the sender (by return email or otherwise) immediately and please delete this message and any attachments from your system. (Disclaimer)

From:	Planning Policy
To:	Colt Maddock
Subject:	FW: Motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan
Date:	Wednesday, July 2, 2025 3:41:14 PM

Betty Simic
Administrative Assistant | Planning

From: Paul Ringrose [redacted]
Sent: Wednesday, July 2, 2025 3:38 PM
To: Planning Policy <planning_policy@rockyview.ca>
Cc: Alyssa Ringrose [redacted]
Subject: Motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan

As a longtime Rockyview resident, I am writing to express my opposition to the proposed motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan. The setback distance from residential lands in an Area Structure Plan should not be reduced from 1.6km to 500m, and the exclusion of new aggregate development in proximity to residential areas within an ASP should not be exempted based on provisions within a master site development plan.

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Regards,

Paul & Alyssa Ringrose

From:	Planning Policy
To:	Colt Maddock
Subject:	FW: Aggregate Resource Plan - Proposed Amendments
Date:	Wednesday, July 2, 2025 3:32:20 PM

Betty Simic
Administrative Assistant | Planning

From: John Weatherill [redacted]
Sent: Wednesday, July 2, 2025 3:11 PM
To: Planning Policy <planning_policy@rockyview.ca>
Subject: Aggregate Resource Plan - Proposed Amendments

To whom it may concern,

As a longtime Rockyview resident, I am writing to express my opposition to the proposed motions A(3) and A(4) related to Policy 15.6 in the amended Municipal Development Plan. The setback distance from residential lands in an Area Structure Plan should not be reduced from 1.6km to 500m, and the exclusion of new aggregate development in proximity to residential areas within an ASP should not be exempted based on provisions within a master site development plan.

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Sincerely,
John Weatherill
51 Timber Ridge Way
Bearspaw

Get Outlook for iOS

From: Planning Policy
To: Colt Maddock
Subject: FW: Unrealistic!!! We just received Aggregate Resource Plan Update: Public Hearing Written Submission Deadline - TODAY at 4:30 p.m.
Date: Thursday, July 3, 2025 8:37:37 AM
Attachments: image001.png

Betty Simic
Administrative Assistant | Planning

From: Kathleen [redacted]
Sent: Wednesday, July 2, 2025 4:28 PM
To: Planning Policy <planning_policy@rockyview.ca>
Cc: Division 3, Crystal Kissel <CKissel@rockyview.ca>; Darryl Cornish [redacted] Susan David Hall [redacted] Rick Cathy King [redacted] Carla Arthur [redacted] Will McNabb P.E. [redacted] Kari-Ann McNabb [redacted] Maureen Bell [redacted] Janet Ballentine <rockyviewgravelwatch@gmail.com>; Gerry Bietz [redacted] Tom Foss [redacted]
Subject: Re: Unrealistic!!! We just received Aggregate Resource Plan Update: Public Hearing Written Submission Deadline - TODAY at 4:30 p.m.

We own a property just west of Burnco's West Cochrane gravel pit, for which significant expansions have been planned. Burnco's consultants acknowledge that our well, which is in the shallow gravel, has the potential to be impacted by Burnco's planned expansion. Water security is obviously critical.

We believe that Rocky View County, in its efforts to establish an Aggregate Resource Plan for the County, is working with all parties to ensure that aggregate extraction activities, within the *impenetrable* berms surrounding gravel pits, provide for good land and environmental management. We thank them. The changes will add no extra cost to the community. Until implementation of the new Aggregate Resource Plan and by-laws, neither landowners nor Rocky View County has had access to the information necessary to determine its impact on our air, water and long term land uses. Residents across the County supported the County's efforts. There is more to do but this is an important step forward.

Thank you again to Rocky View County Administration and Council for taking this important step.

Reginald Storms and Kathleen Cornish

262144 Range Rd 53

NW1/4 S14 TWP 26 R5 W5M

[redacted]

On Wed, Jul 2, 2025 at 5:18 PM Ann McNabb [redacted] wrote:

> The deadline is unrealistic and not responsible governance!
>
> We support the ARP policy changes.
>
> Our water and property has not been protected .
>
> As stated at the ARP Public Hearing, our water is contaminated and unresolved.

The timing of Burnco dredging and mining in the water of the Bow River basin is the only change that occurred.

With limited time, we are expressing the same concerns reported to the ARP June public Hearing comments but not limited to the following:

Rocky View Councilors, we appreciate the efforts to improve the County policies for Aggregate resources. Please approve the changes.

Like all other policies, the current planning is a good improvement and it needs to continue to be proactively updated as changes or gravel operations expand.

We believe in a win-win for aggregate resources and the adjacent neighbours. One activity or business should not destroy the livelihood and lifestyle of others.

Bylaw C-8633-2025 – amendments to the County Plan are good

- Strengthen the existing policies
- Provide substantially more detailed requirements for aggregate Master Site Development Plans
- Provide a 2-kilometre setback from designated provincial parks and a 1.61-kilometre setback from residential areas within ASPs.

Concerns::

- Zoning limit to 10 years. Greater is not a temporary land use.
- Any area zoned for more than 10 years, should require land use planning for the neighbours within two miles of the pit. Land use for adjacent areas needs to allow highest and best potential land use for the community and neighbours impacted.
- No permanent berm structures or impact of water, noise, dust and other land use should impact neighbouring properties unless agreed compensation by all parties impacted.
- Limiting approval to 10 years, allows for new regulatory guidelines and best practices be incorporated.
- Greater than 10 years planning will lose the ability to apply good planning principals, sterilizes the area, impacts the highest and best use of the area for all parties.
- Land use will be monitored and removed based on actual performance. Volumes produced and marketed versus projections.
- Ongoing active pits and reclamation in a timely manner within the 10 years. Auditor General report shows there is a lack of compliance and pits are not be reclaimed. It is important that this issue be addressed to avoid tax payers being responsible.

Bylaw C-8634-2025 – amendments to the Land Use Bylaw

- Expand and clarify requirements for development permits for aggregate operations
- Emphasize that DP applications must demonstrate the ability to meet and/or exceed the new aggregate performance standards.

Concerns:

- Land use approval and development permit scope changes need to be minimized or eliminated. Aggregate companies need to specify in the application all planned activities for the next 10 years.
- Currently Aggregate companies specify the least plans, then add mining in the water table, dewatering, gravel washing, asphalt, cement, specialty products, etc.

- Land use approval should be granted first by the County before Alberta Environment approves water disturbances.
- Alberta Environment or other independent consultants should review the impact of the aggregate on water, mining in the water or dewatering before final land use is granted by the County. Currently Alberta Environment is not mitigating and have up to date policies that prevent issues.

Bylaw C-8635-2025 – the new Aggregate Site Monitoring Bylaw – This is good

- Provides for 4 inspections per year for active pits, in addition to any complaint-driven inspections – the costs for these will be paid by the pit operators. This is good!

Concerns:

- Environmental and water impact: Bow River is the drinking water for few million people. Alberta Environment and Aggregate code of practice should be revised to require testing to ensure any potential impact is mitigated.
- Currently the County and Alberta Environment are not monitoring or providing independent technical audits to ensure adjacent landowner water (water wells, wetlands, springs, creeks) is being protected.
- Our recent experience of contamination is Alberta Environment did not investigate and thoroughly provide independent technical review to examine and resolve the issues. There is no water security or resolution without costly impact to the landowners effected. It is costly and difficult to prove and get timely water supply.

Council Policy C-711 – Aggregate Development Performance Standards Policy

- Establish the performance standards as the minimums for aggregate operations in the County.
- Make it clear that all new or expanding aggregate operations must comply with the performance standards and that existing operations must comply when development permits are renewed.

Concerns:

- Prior to any aggregate resource activity: Benchmark testing and yearly ongoing volume and quality (chemistry, hydrocarbons and other contaminants) monitoring of water wells, springs and creeks within one mile of the gravel pit. Cost to be the Aggregate company
- Establish policy and procedures to compensate for losses of water quality and quantity.
- Provide water supply if there are changes for agriculture and resident uses.
- Provide independent technical review or allow adjacent parties impacted to employ technical advisors to be paid by the aggregate company. Alberta Environment is not providing independent technical review and addressing issues.
- Rocky View needs to establish a clear and auditable complaint and resolution process.

Have a great day
Ann McKendrick McNabb
[redacted]

On Jul 2, 2025, at 1:57 PM, Planning Policy <planning_policy@rockyview.ca> wrote:

ROCKY VIEW COUNTY

Public Hearing Written Submission Deadline: TODAY at 4:30 p.m., Wednesday, July 2, 2025

Proposed Amendments Available for Review!
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We apologize for the quick turn around for written submissions, but if you wish to provide comments or feedback on the proposed revisions to the Municipal Development Plan and Land Use Bylaw amendments, or the proposed revision to the Aggregate Site Monitoring Bylaw, please note the following deadlines for submission:

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Background:
On June 18, 2025, a Special Council Meeting was held to consider items for the Aggregate Resource Plan project. Administration presented the proposed amendments to the Municipal Development Plan and Land Use Bylaw, as well as introducing the Aggregate Site Monitoring Bylaw. These items were presented as public hearing items where the public had an opportunity to speak about the proposed items. Administration was also scheduled to present the Aggregate Development Performance Standards Policy to Council, however, this item was deferred to July 15, 2025.

We thank everyone who attended the public hearing, as well as those who have participated in the project and provided their input on the proposed documents. If you have any questions or concerns with the Aggregate Resource Plan Project or next steps, please reach out to the undersigned.

Aggregate Resource Plan Project Team
Planning | Rocky View County
403-230-1401 | planning_policy@rockyview.ca

From: Planning Policy
To: Colt Maddock
Subject: FW: Aggregate Resource Plan
Date: Thursday, July 3, 2025 8:42:47 AM

Betty Simic
Administrative Assistant | Planning

From: Patti Lott [redacted]
Sent: Wednesday, July 2, 2025 5:16 PM
To: Planning Policy <planning_policy@rockyview.ca>
Cc: Division 3, Crystal Kissel <CKissel@rockyview.ca>
Subject: Aggregate Resource Plan

We are writing to express our support for the new ARP, and our thanks that Rocky View Council is listening to concerned parties.
The same concerns raised in the public hearing remain, and we urge Council to continue to attend to those concerns. Water safety is a critical issue, for residents of the County and for towns and cities downstream of the Bow River.
I trust you will accept these brief comments, at 5:15 on July 2/25. The deadline of 4:30 today, after a long weekend and without notice, must be relaxed.
Thank you,
Patti and Nash Lott
RVC residents and landowners near the Burnco West lands

From: Planning Policy
To: Colt Maddock
Subject: FW: Unrealistic!!! We just received Aggregate Resource Plan Update: Public Hearing Written Submission Deadline - TODAY at 4:30 p.m.
Date: Wednesday, July 2, 2025 3:32:43 PM
Attachments: image001.png

Betty Simic
Administrative Assistant | Planning

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[redacted]

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Aggregate Resource Plan Project Team
Planning | Rocky View County
403-230-1401 | planning_policy@rockyview.ca

QuantumPlace® CONSULTING

1026 16 Ave NW, Suite 203
Calgary, AB T2M 0K6
587-350-5172

July 2, 2025
Legislative and Intergovernmental Services
Rocky View County Hall
262075 Rocky View Point
Rocky View County, AB

Re: Special Council Meeting, July 15, 2025

Reeve Kissel and esteemed Councilors of Rocky View County,

I am writing on behalf of Hillstone Aggregates Ltd. to express our support of revision A(3) to policy 15.6 of the proposed Municipal Development Plan amendments (Bylaws C-8633-2025 & C-8634-2025).

Aggregate is invaluable to the construction industry and protected under the South Saskatchewan Regional Plan by the province as a non-renewable resource. Hillstone is a longstanding aggregates operator within Rocky View County and is located in west Rocky View, north of the Town of Cochrane. Hillstone operates responsibly and continues to work with Rocky View County to ensure that the conditions of their development permits are met.

Hillstone Aggregates Ltd. supports the development of guidelines for aggregate extraction in the County. At the Special Committee Hearing on June 18, 2025, we advocated for the use of 500 m as an acceptable distance for residential development from proposed and existing aggregate operations given that policy 15.7 would allow dwellings within 500 m of existing aggregate operations with an acknowledgement of the existing site on title by means of registered caveat. We support the adoption of policy 15.6 as per revision A(3).

While the recognition of Master Site Development Plans is a step in the right direction, not all aggregate lands are included in these documents and it does not acknowledge future situations in which operators desire to expand. We would like to restate Hillstone's preference for the use of approved residential land use districts as the measure of evaluation for locational criteria as opposed to residential lands identified within an Area Structure Plan. The use of identified "residential policy" lands within an ASP does not recognize that both development and extraction are phased and occur over time. Lands identified as residential within a statutory plan may not be built out for decades and it is imperative that extraction of non-renewable resources occur prior to residential development. Aggregate extraction is not a permanent use. With proper management, aggregate can be extracted and the lands reclaimed ensuring both access to this finite resource and enabling the future development of lands in ASP areas.

Regarding the Aggregate Site Monitoring (Bylaw C-8625-2025), our strong preference is for Administration to return with a recommendation to repurpose funds from the Community Aggregate Levy to cover the costs of additional bylaw enforcement visits mandated by the proposed regulation. Every increase in cost to Operators results in an increase in costs to development of infrastructure and housing, whose impacts would also affect Rocky View County and its residents. Based on comments heard at the June 18, 2025 public hearing on this matter, use of the Community Aggregate Levy for this purpose would also be supported by stakeholders.

Canada is currently facing an affordability crisis and gravel is an invaluable material in the construction industry. Every 1km highway requires 30,000 tonnes of aggregate products. The removal of local aggregate resources from production increases the distance required to bring in materials and has a commensurate increase on construction costs.

We respectfully ask Council further to consider the effects of the proposed bylaws and direct Administration to make revisions accordingly.

Sincerely,

Crystal Hofer – Mplan, CMCIP
Community Planner

ROCKY VIEW COUNTY

COUNCIL REPORT

Aggregate Resource Plan: Aggregate Site Monitoring Bylaw

Electoral Division: All Project: 1011-175

Date:	July 15, 2025
Presenter:	Colt Maddock, Policy Planner
Department:	Planning

REPORT SUMMARY

The purpose of this report is to present the Aggregate Site Monitoring Bylaw ("the Bylaw") to Council. The Bylaw was previously considered at a public hearing on June 18, 2025, and was subsequently referred to Administration to compile amendments to this Bylaw, requested by Council and return on July 15, 2025 to present the proposed amendments, along with the associated Land Use Bylaw and Municipal Development Plan amendment bylaws.

One of the amendments requested by Council was to ensure that the Bylaw allows the flexibility to conduct fewer than the maximum four site inspections within a 12-month period. This amendment would address concerns that bearing the cost of four annual inspections may be an undue burden to aggregate site operators, especially smaller operations.

As written, the Bylaw sets a maximum of four annual inspections, with the option for fewer annual inspections as determined by the County. Therefore, Administration does not recommend that an amendment to the Bylaw is necessary; however, to provide greater clarity to applicants, Administration recommends that a clause be included in the Land Use Bylaw ("LUB") allowing Council to waive the requirements of the Site Monitoring Bylaw. This waiver would be applied at the development permit stage.

ADMINISTRATION'S RECOMMENDATION

THAT Bylaw C-8635-2025 be given first reading.

THAT Bylaw C-8635-2025 be given second reading.

THAT Bylaw C-8635-2025 be considered for third reading.

THAT Bylaw C-8635-2025 be given third and final reading.

BACKGROUND

In August 2023, the County established the Aggregate Resource Plan ("ARP") Stakeholder Advisory Committee to provide recommendations on aggregate management. The ARP Stakeholder Advisory Committee included representatives from industry and residents to ensure a balanced perspective.

The Committee submitted their final report in spring 2024, which consisted of two parts: six consensus-based recommendations for Council consideration and a summary of key issues where consensus could not be reached. The County hosted public engagement events to gather feedback on the report's recommendations. The six recommendations were:

Recommendation One: That the County develop Performance Standards specific to aggregate development in the County.

Aggregate Resource Plan: Aggregate Site Monitoring Bylaw

Recommendation Two: That the County actively regulate aggregate operations through proactive site monitoring, timely expert review of submitted operating reports, and take appropriate enforcement action when necessary.

Recommendation Three: That the County develop updated Application Requirements specific to aggregate development applications in the County.

Recommendation Four: That the County develop a publicly accessible online platform dedicated to aggregate development within the County.

Recommendation Five: That the County define a mandatory stakeholder engagement process for all new aggregate applications and renewals.

Recommendation Six: That the County write an Aggregate Resource Plan with clear, accessible language.

On July 23, 2024, following a review of the ARP Stakeholder Advisory Committee's recommendations and public feedback, Council directed Administration to analyze the feasibility of implementing the consensus-based recommendations. The analysis was presented on October 8, 2024, alongside a revised Terms of Reference identifying next steps to move the project forward. The revised TOR was approved by Council and outlined that the project would consider five of the six recommendations.

On June 18, 2025 Administration presented the Bylaw for Council's consideration at a public hearing. Following the hearing Council referred the Bylaw to Administration to compile any requested amendments and return on July 15, 2025.

ANALYSIS

In accordance with Recommendation Two of the ARP Stakeholder Advisory Committee Report, the objective of the Bylaw is to establish a proactive approach for the monitoring of commercial aggregate sites to ensure that development permit conditions are being adhered to, and to enhance transparency in the ongoing operation of aggregate development.

The proposed Bylaw would permit the County to conduct up to four inspections of active aggregate sites within a 12-month period, beginning on the date of the first inspection. While the Bylaw allows for up to four inspections within that timeframe, Administration does not anticipate carrying out all four inspections for every active site operating within the County.

After the public hearing, Council requested an amendment to address the concern that requiring four inspections for all sites may place an undue burden on aggregate operators, and that some sites should be exempt from the Bylaw requirements. The Aggregate Site Monitoring Bylaw allows the flexibility for the County to conduct the number of inspections it deems necessary, up to a maximum of four per year. Therefore, Administration recommends the concern would be best addressed through an amendment to the Land Use Bylaw, to allow Council to waive the requirement for an applicant to adhere to the Aggregate Site Monitoring Bylaw.

The currently proposed LUB amendments require that all aggregate sites commit to adherence to Aggregate Site Monitoring Bylaw, which would be enforced through development permit conditions for new aggregate development or at time of development permit renewal.The proposed amendment to the Land Use Bylaw would allow Council to waive the requirements of the Bylaw for aggregate development and/or processing applicants on a case-by-case basis. Council's suggested amendment does not impact the current content and regulations on the proposed Bylaw document and as a result, no amendments to the Site Monitoring Bylaw itself are proposed.

Aggregate Resource Plan: Aggregate Site Monitoring Bylaw

COMMUNICATIONS / ENGAGEMENT

The Aggregate Site Monitoring Bylaw was presented during the engagement stage of the project and where the Engagement Summary report was considered by Council on April 22, 2025.

The Aggregate Site Monitoring Bylaw was circulated prior to Council consideration at a public hearing held on June 18, 2025.

IMPLICATIONS

Financial

An amendment to the Master Rates Bylaw would be required to accommodate the third party's estimated cost to complete any site inspection if Council choses to approve the Bylaw as introduced. Council may choose to subsidize a portion of these costs to lower the flat rate charged to aggregate operators for each visit.

STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Effective Service Delivery	SD1: Services levels are clearly defined, communicated and transparent to citizens	SD1.1: Services with defined service levels	Bylaw C-8635-2025 states the maximum number of inspections that may be conducted on a 12-month timeline beginning on the date the first inspection is completed.
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.2: Citizens satisfied with the County's defined service levels	Bylaw C-8635-2025 would be a new, proactive service to ensure that aggregate sites are complying with the conditions of an approved development permit.
Effective Service Delivery	SD3: Citizens are satisfied with Public Engagement opportunities and availability of information	SD3.2: Citizens satisfied with the public engagement opportunities provided by the County	The County hosted a series of public engagement events to present the proposed Bylaw C-8635-2025
Effective Service Delivery	SD4: Services are continually assessed for improvements in cost efficiency, effectiveness, and customer experience	SD4.1: Services that are assessed annually for innovation opportunities and have demonstrable efficiency improvements	The Master Rates Bylaw would be reviewed annually to ensure that the fees for Bylaw C-8635-2025 are proportionate to the service provided.

ALTERNATE DIRECTION

THAT Council refers Bylaw C-8635-2025 to Administration to allow Council to submit proposed amendments to the draft bylaw.

AND THAT Administration be directed to return Bylaw C-8635-2025 and Council's proposed amendments, before the end of Q3, 2025.

Aggregate Resource Plan: Aggregate Site Monitoring Bylaw

ATTACHMENTS

Attachment A: Bylaw C-8635-2025

APPROVALS

Manager:	Dominic Kazmierczak, Executive Director, Community Services
Executive Director/Director:	Dominic Kazmierczak, Executive Director, Community Services
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer

ROCKY VIEW COUNTY

BYLAW C-8635-2025

A bylaw of Rocky View County, in the Province of Alberta, to authorize the County to conduct site visits at commercial aggregate sites located within the County.

WHEREAS section 7(a) of the *Municipal Government Act* allows Council to pass bylaws respecting the safety, health, and welfare of people and the protection of people and property;

AND WHEREAS section 542(1) of the *Municipal Government Act* authorizes a designated officer to, enter on to land, after giving reasonable notice to the owner or occupier of land to carry out any inspection, enforcement, or action;

AND WHEREAS section 645(2) of the *Municipal Government Act* allows the municipality to issue and enforce a Stop Order, where it is found that person is in contravention to the conditions of a development permit;

AND WHEREAS section 630.1 of the *Municipal Government Act* allows Council to establish and charge fees for matters relating to Part 17 of the *Municipal Government Act*;

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

Title

1 This bylaw may be cited as the *Aggregate Site Monitoring Bylaw.*

Definitions

2 Words in this bylaw have the same meaning as set out in the *Municipal Government Act* except for the definitions provided in Schedule 'A' of this bylaw.

Applicability

3 This bylaw applies to all commercial aggregate sites that have obtained or renewed a development permit from Rocky View County related to aggregate extraction and/or processing following this bylaw coming into full force and effect.

4 Compliance with this bylaw will be required through the conditions imposed upon any development permit approval relating to commercial aggregate sites in Rocky View County.

Aggregate Site Inspector

5 The position of Aggregate Site Inspector is hereby established as a designated officer position in accordance with section 210 of the *Municipal Government Act*.

(1) Pursuant to section 203 of the *Municipal Government Act*, Council delegates the appointment of individuals to the position of Aggregate Site Inspector to the Chief Administrative Officer.

ROCKY VIEW COUNTY

6 The Aggregate Site Inspector has all the powers, duties, and functions of a designated officer under this bylaw and section 542 of the *Municipal Government Act*.

7 The Aggregate Site Inspector may conduct site visits at commercial aggregate sites in accordance with the *Municipal Government Act* and this bylaw for the purpose of assessing and monitoring compliance with any development permits related to aggregate extraction and/or processing uses.

Commercial Aggregate Site Visits

8 When conducting site visits for commercial aggregate sites pursuant to this bylaw, the Aggregate Site Inspector will:

(1) ensure compliance with section 542(1) of the *Municipal Government Act* by providing reasonable notice of the site visit to the commercial aggregate site operator(s) should the Aggregate Site Inspector intend to enter the commercial aggregate site; and

(2) take reasonable steps to comply with all health and safety requirements in effect at the commercial aggregate site during the site visit.

9 After conducting a site visit pursuant to this bylaw, the Aggregate Site Inspector or Rocky View County will provide the commercial aggregate site operator(s) with a compliance report confirming whether the commercial aggregate site is compliant with any development permits related to aggregate extraction and/or processing uses on the subject lands.

10 Rocky View County will:

(1) retain each compliance report prepared in accordance with section 9 of this bylaw for no less than 10 years following the date of the site visit; and

(2) make compliance reports available to the public upon request and make available on the County's website, subject to the provisions of the *Freedom of Information and Protection of Privacy Act*.

Frequency of Commercial Aggregate Site Visits

11 Rocky View County will determine the frequency of site visits to commercial aggregate sites to be conducted pursuant to this bylaw in consultation with commercial aggregate site operators.

12 Despite section 11 of this bylaw, the maximum number of site visits that may be conducted on a commercial aggregate site within a 12-month period is:

(1) four, for active commercial aggregate sites; and

(2) one, for inactive commercial aggregate sites;

beginning on the date of the first site visit to the commercial aggregate site.

13 Despite section 12 of this bylaw, there are no limits on the number of site visits that the Aggregate Site Inspector may conduct on commercial aggregate sites as a result of complaints received from the public if the alleged contraventions are substantiated by Rocky View County.

ROCKY VIEW COUNTY

14 In the event that Rocky View County receives continued complaints from the public on a commercial aggregate site and the alleged contraventions cannot be substantiated by the County, the County may deem and dismiss subsequent complaints as frivolous and vexatious without taking further action.

Fees for Commercial Aggregate Site Visits

15 Commercial aggregate site operators are responsible for paying the applicable fees under the *Master Rates Bylaw* for each of the following site visits conducted pursuant to this bylaw, regardless of whether the Aggregate Site Inspector was a Rocky View County employee or independent contractor:

(1) regularly scheduled site visits conducted pursuant to this bylaw, regardless of whether the commercial aggregate site is found to be compliant or non-compliant as a result of the site visit; or

(2) site visits conducted as a result of complaints received from the public outside of the regularly scheduled site visits conducted pursuant to this bylaw, but only if the alleged contraventions are substantiated by the County.

16 Rocky View County will charge commercial aggregate site operators the applicable fee under the *Master Rates Bylaw* after completing a site visit pursuant to this bylaw, which must be paid by the commercial aggregate site operator(s) within 30 days of the receipt.

17 If there is more than one commercial aggregate site operator operating a commercial aggregate site, the applicable fees under the *Master Rates Bylaw* may be shared equally between the commercial aggregate site operators.

Enforcement

18 If Rocky View County finds that a commercial aggregate site or commercial aggregate site operator(s) is in contravention of any development permits related to aggregate extraction and/or processing uses on the subject land, the County will:

(1) notify the commercial aggregate site operator(s) of the contravention as soon as possible; and

(2) provide the commercial aggregate site operator(s) with a reasonable amount of time within which to rectify the contravention, to be determined by the County in consultation with the commercial aggregate site operator(s).

19 If a commercial aggregate site operator fails to rectify the contravention within the amount of time provided in accordance with section 17 of this bylaw, the continued contravention may be referred to Rocky View County's Enforcement Services Department for further action.

20 Despite section 18(2) of this bylaw:

(1) if Rocky View County and the commercial aggregate site operator cannot come to an agreement on a reasonable amount of time within which to rectify the contravention, the contravention may be referred to the County's Enforcement Services Department for further action; and

ROCKY VIEW COUNTY

(2) the County is not required to provide a commercial aggregate site operator with a reasonable amount of time within which to rectify the contravention if there is an imminent danger to public safety or threat to serious harm to property, as determined by the County.

Effective Date

21 Bylaw C-8635-2025 is passed when it receives third reading and is signed in accordance with the *Municipal Government Act*.

22 Bylaw C-8635-2025 comes into full force and effect 90 days from when it receives third reading and is signed in accordance with the *Municipal Government Act*.

READ A FIRST TIME this _____ day of _____, 2025

READ A SECOND TIME this _____ day of _____, 2025

UNANIMOUS PERMISSION FOR THIRD READING this _____ day of _____, 2025

READ A THIRD AND FINAL TIME this _____ day of _____, 2025

_____
Reeve

_____
Chief Administrative Officer

_____
Date Bylaw Signed

ROCKY VIEW COUNTY

Bylaw C-8635-2025

Schedule 'A' – Definitions

1 **"Aggregate"** means any sand, gravel, clay, or marl that is excavated from a pit, whether in a processed or unprocessed form, but does not include aggregate expected to be unsuitable for use as a product.

2 **"Aggregate Site Inspector"** means any person appointed by Rocky View County to the position of Aggregate Site Inspector, or their authorized delegate, pursuant to this bylaw.

3 **"Commercial aggregate site"** means aggregate sites which extract or process saleable aggregate for export. For the purposes of this bylaw, commercial aggregate sites may be either active or inactive as follows:

(1) **"active commercial aggregate site"** means a commercial aggregate site, or any part of a commercial aggregate site, that holds the appropriate designation under the *Land Use Bylaw* for aggregate extraction and/or processing and that has been issued a development permit for aggregate-related operations being carried out on the subject lands; or

(2) **"inactive commercial aggregate site"** means a commercial aggregate site, or any part of a commercial aggregate site, which is not active or has not been active for at least one year, after taking into account regular seasonal fluctuations in operations, as determined by Rocky View County.

4 **"Commercial aggregate site operators"** means the person(s) or company(s) carrying out the operations of a commercial aggregate site.

5 **"Council"** means the duly elected Council of Rocky View County.

6 **"County"** means Rocky View County.

7 **"Development permit"** means a document or permit, which may include attachments, issued pursuant to the *Land Use Bylaw* authorizing a development, including any and all conditions.

8 **"*Freedom of Information and Protection of Privacy Act*"** means the Freedom of Information and Protection of Privacy Act, RSA 2000, C F-25 as amended or replaced from time to time.

9 **"*Land Use Bylaw*"** means Rocky View County Bylaw C-8000-2020, being the Land Use Bylaw, amended or replaced from time to time.

10 **"*Master Rates Bylaw*"** means the Rocky View County Master Rates Bylaw, as amended or replaced from time to time.

11 **"*Municipal Government Act*"** means the Municipal Government Act, RSA 2000, c M-26, as amended or replaced from time to time.

12 **"Rocky View County"** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

ROCKY VIEW COUNTY

COUNCIL REPORT

Conrich Area Structure Plan – Future Policy Area Amendments

Electoral Division: 6 File: 1012-370

Date:	July 15, 2025
Presenter:	Althea Panaguiton, Senior Planner
Department:	Planning

REPORT SUMMARY

The purpose of this report is to present for Council's consideration proposed amendments to draft Bylaw C-8569-2024 (the Bylaw), which would provide a framework for development of the Future Policy Area (FPA) in the Conrich Area Structure Plan (ASP) into a complete community as the Hamlet of Conrich.

The Bylaw has been amended to incorporate the amendments directed by Council at the July 9, 2025 public hearing. These amendments cover the following areas:

1. Extending the proposed hamlet boundary to ensure all of the Cambridge development is considered part of the hamlet.
2. Removing the ability to apply for work/live uses in the Highway Business Transition (Township Road 244A) and Industrial Transition (McKervey Place).
3. Consideration to allow limited scope proposals to proceed in the Neighbourhood Areas, prior to the adoption of the Neighbourhood Area Plans, subject to criteria.
4. Ensuring residential units within mixed use developments are considered in the calculation of overall densities in the Neighbourhood Areas.
5. Amendment to the definition of master site development plans to clarify that these documents are statutory upon being appended to the ASP.
6. Clerical amendments and corrections.

A full analysis of the proposed new Hamlet policies is provided within the July 9, 2025 Council report found in Attachment D, with commentary on the proposed amendments set out within Attachment E.

The Area Structure Plan has been prepared in consideration of public input, review of technical studies, and the objectives for the Hamlet as set out in the Conrich ASP. Public hearings were held on October 16, 2024, and July 9, 2025, with revisions made after each at Council's direction. Administration recommends that Council approve the revised amendment Bylaw C-8569-2024 to provide a policy framework for development of the Hamlet of Conrich.

ADMINISTRATION'S RECOMMENDATION

THAT Council approve the amendments to Bylaw C-8569-2024 as listed in Attachment E.

THAT Bylaw C-8569-2024 be given first reading as amended.

THAT Bylaw C-8569-2024 be given second reading as amended.

THAT Bylaw C-8569-2024 be considered for third reading.

THAT Bylaw C-8569-2024 be given third and final reading as amended.

Conrich Area Structure Plan – Future Policy Area Amendments

BACKGROUND

Location

The Conrich FPA, covering approximately 1,114 hectares (2,753 acres), includes the Hamlet of Conrich and considers an expanded hamlet boundary, neighbourhood areas, and a Long-Term Development Area.

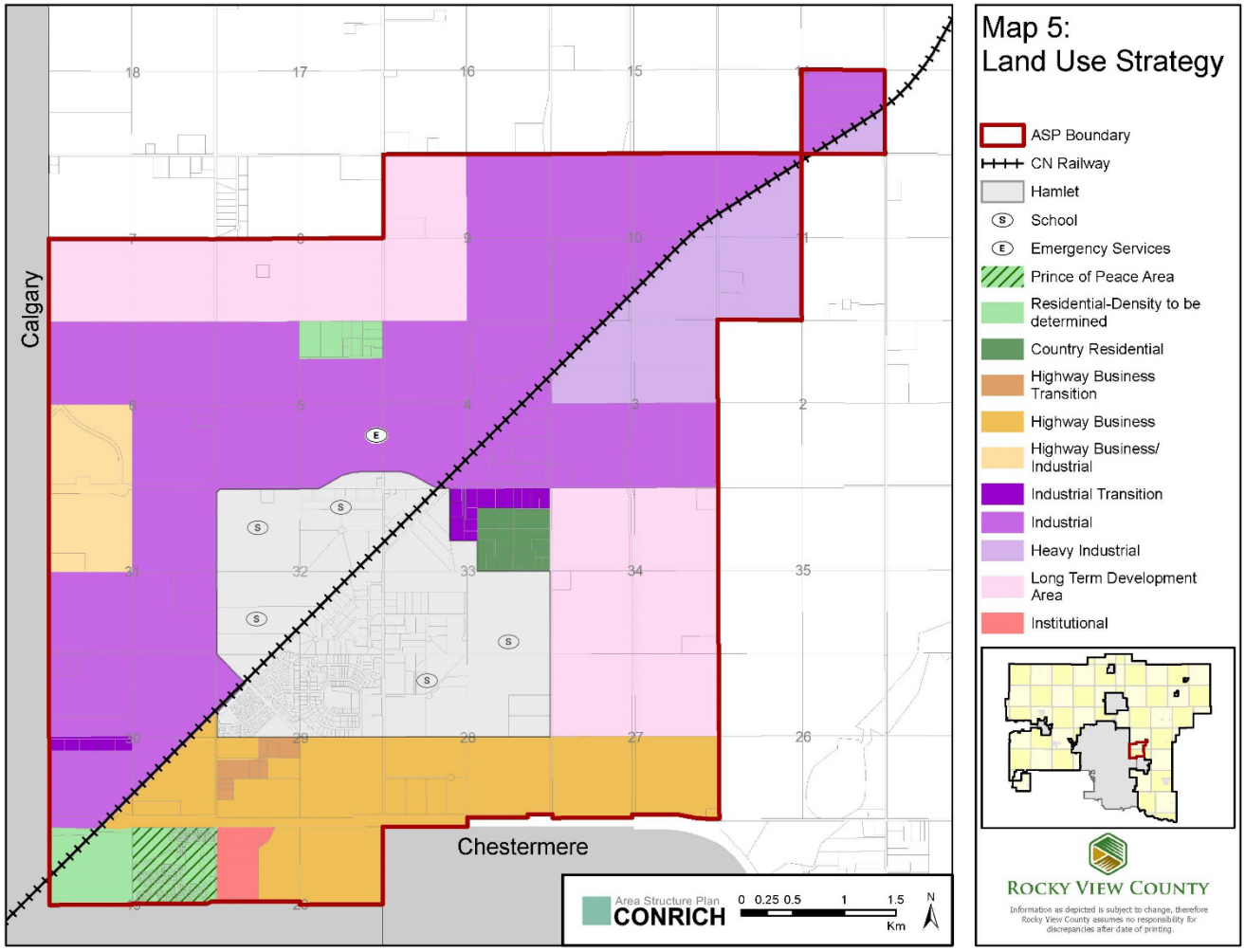

Figure 1: *ASP Land Use Strategy showing expanded Hamlet and Long-Term Development Area on the east*

A full description of the project was outlined in the July 9, 2025 public hearing report, which is attached to this report as Attachment D.

After closing the public hearing on July 9, 2025, Council made the following motion:

MOVED by Councillor Samra that Council refers Bylaw C-8569-2024 to Administration to consider the following amendments to the draft bylaw:

1. Extend the Hamlet Boundary to include Cambridge Developments Cell 'D';
2. Remove policies allowing Work/Live in the Highway Transition and Industrial Transition areas;
3. Include policy to allow limited scope subdivision and development to proceed within the neighbourhood areas;
4. Consider mixed use development densities in overall densities for the neighbourhood areas;
5. Amend the definition of Master Site Development Plans to clarify that these documents are statutory in nature; and

6. Administrative and clerical amendments including correction of the average density requirements.

AND THAT Administration be directed to return with Bylaw C-8569-2024, and Council's proposed amendments, for consideration at a public hearing on July 15, 2025.

ANALYSIS

A full policy analysis of Bylaw C-8569-2024 was presented at the July 8, 2025 public hearing (Attachment D).

With respect to the amendments proposed in Council's July 9, 2025 motion, Administration analysis of these amendments is set out in Attachment E.

COMMUNICATIONS / ENGAGEMENT

This public hearing was advertised in accordance with the County's Public Notification Policy and the requirements of the *Municipal Government Act*. In addition to the statutory notification Administration sent an email update to the email subscribers list for the project after the public hearing on July 9, 2025, outlining the topics listed in Council's motion.

IMPLICATIONS

Financial

No financial implications have been identified at this time.

STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Thoughtful Growth	TG1: Clearly defining land use policies and objectives for the County –including types, growth rates, locations, and servicing strategies	TG1.2: Complete Area Structure Plans (ASPs) in alignment with the Regional Growth Plan and Council priorities	The proposed Conrich ASP has been prepared in alignment the County's Municipal Development Plan and the approved Terms of Reference as directed by Council.
Thoughtful Growth	TG2: Defined land use policies and objectives are being met and communicated	TG2.1: Land use approvals that are supported/aligned with the Regional Growth Plan & MDP	The proposed Conrich ASP FPA has been prepared in alignment with the Municipal Development Plan and regional growth policies.

ALTERNATE DIRECTION

THAT Council decide on each amendment listed in Attachment E separately before considering Bylaw C-8569-2024 for first reading.

Conrich Area Structure Plan – Future Policy Area Amendments

ATTACHMENTS

Attachment A: Bylaw C-8569-2024
Attachment B: Conrich Area Structure Plan (Red Line)
Attachment C: Conrich Area Structure Plan (Clean Copy)
Attachment D: July 8, 2025 Public Hearing Report Package, Including Late Submissions
Attachment E: List of Amendments from July 8, 2025 Public Hearing, with Administration Analysis

APPROVALS

Manager:	Dominic Kazmierczak, Executive Director, Community Services
Executive Director/Director:	Dominic Kazmierczak, Executive Director, Community Services
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer

ROCKY VIEW COUNTY

BYLAW C-8569-2024

A Bylaw of Rocky View County to amend Bylaw C-7468-2015, known as the Conrich Area Structure Plan, pursuant to Section 191 of the *Municipal Government Act*.

The Council of Rocky View County enacts as follows:

Title

1 This bylaw may be cited as *Bylaw C-8569-2024*.

Definitions

2 Words in this Bylaw have the same meaning as those set out in the *Land Use Bylaw* and *Municipal Government Act* except for the definitions provided below:

(1) **"Council"** *means* the duly elected Council of Rocky View County;

(2) **"*Land Use Bylaw"*** means Rocky View County Bylaw C-8000-2020, being the *Land Use Bylaw*, as amended or replaced from time to time*;*

(3) **"*Municipal Government Act*"** means the *Municipal Government Act,* RSA 2000, c M-26, as amended or replaced from time to time; and

(4) **"Rocky View County"** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

Effect

3 THAT Bylaw C-7468-2015 be amended as detailed in the attached Schedule 'A' forming part of this Bylaw.

Effective Date

4 Bylaw C-8569-2024 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

5 All applications received on or after the effective date of the Bylaw shall be processed and considered upon the provisions outlined herein.

6 Despite Section 5, all subdivision applications deemed complete prior to the effective date of this Bylaw shall be processed based on the policies within 'Bylaw C-7468-2015' prior to the approval of this Bylaw, unless the Applicant requests in writing that the application be processed based on the regulations of this Bylaw.

READ A FIRST TIME this _____ day of _____, 202_

READ A SECOND TIME this _____ day of _____, 202_

READ A THIRD AND FINAL TIME this _____ day of _____, 202_

_____
Reeve

_____
Chief Administrative Officer

_____
Date Bylaw Signed

SCHEDULE 'A'

FORMING PART OF BYLAW C-7468-2015

NOTICE TO READER:

- **Red text**: Proposed amendments from October 16, 2024 Public Hearing
- **Blue text**: Amendments made to the draft after October 16, 2024
- **Green text:** Amendments made to the draft after July 9, 2025.

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Area Structure Plan
CONRICH

APPROVED DECEMBER 8, 2015
BYLAW C-7468-2015

AMENDED MAY 10, 2017 BY MGB ORDER 020/17

AMENDED MAY 31, 2022 PURSUANT TO SECTION 633 OF THE MGA

AMENDED (DATE)
BYLAW C-8569-2024

ROCKY VIEW COUNTY
Cultivating Communities

013-0809 © ROCKY VIEW COUNTY

OFFICE CONSOLIDATION

This document has been consolidated for convenience only. A copy of the original Bylaw and all amending Bylaws can be obtained from Rocky View County. This office consolidation comprises the following Bylaws:

Bylaw	Amendment Type	Date of Approval
C-7468-2015	Original Bylaw	December 8, 2015
C-8194-2021	Amendment to change a portion of the subject lands from Highway-Business to Residential	May 31, 2022
C-8441-2023	Amendment to Policy 8.12	December 5, 2023
C-8569-2024	Amendment to include the Hamlet Policy Area	_____, 2025

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Table of Contents

Table of Contents 3

Introduction 5
1.0 PLAN PURPOSE 6
2.0 PLAN ORGANIZATION 8
3.0 PLAN AREA 9
4.0 CONRICH TODAY 14
5.0 PLANNING FOR TOMORROW 21
6.0 CONRICH VISION AND GOALS 25

Plan Policies 27
A. LAND USE 28
7.0 CONRICH DEVELOPMENT STRATEGY 28
8.0 HAMLET DEVELOPMENT 41
9.0 COUNTRY RESIDENTIAL 57
10.0 COMMERCIAL 60
11.0 INDUSTRIAL 64
12.0 AGRICULTURE 66
13.0 AGRICULTURE INTERFACE 67
14.0 NON-RESIDENTIAL/RESIDENTIAL INTERFACE 68
15.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA 73
B. SERVICES 74
16.0 SCHOOLS 74
17.0 RECREATION, CULTURAL, AND COMMUNITY USES 76
18.0 OPEN SPACE AND PARKS 78
19.0 NATURAL ENVIRONMENT 82
20.0 RESERVES 84
21.0 EMERGENCY SERVICES 87
C. INFRASTRUCTURE 89
22.0 TRANSPORTATION 89
23.0 UTILITY SERVICES 98
24.0 STORMWATER 106
25.0 SOLID WASTE 113
26.0 OIL AND GAS 115

Implementation 118
27.0 IMPLEMENTATION 119
28.0 INTERMUNICIPAL COORDINATION AND COOPERATION 132

Appendices 135
APPENDIX A: DEFINITIONS 136
APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES 138
APPENDIX C: KEY ALBERTA ENERGY REGULATOR INFORMATION 140
APPENDIX D: KEY INTERMUNICIPAL ENGAGEMENT EVENTS 141
APPENDIX E: Neighbourhood Plan Requirements: 143
APPENDIX F: Local Plan Requirements: 144
APPENDIX G: Local Plans in Conrich 146

DRAFT

FIGURES

Figure 1 Survey of the Conrich area circa 1910 14
Figure 2 Non-Residential And Business Interface 33
Figure 3 Railway interface concept 43
Figure 4 Illustration of the Non-residential/Residential Interface area 69
Figure 5 Conrich ASP Hierarchy of Plans 121

MAPS

MAP 1 Plan Area Location 11
MAP 2 Aerial Photo 13
MAP 3 Existing Land Use 18
MAP 4 Existing Conditions and Utility Corridors 20
MAP 5 Land Use Strategy 35
MAP 6 Hamlet of Conrich 38
Map 6A Northwest Neighbourhood 47
Map 6B Southeast Neighbourhood 51
MAP 7 Non-Residential/Residential Interface 70
MAP 8 Open Space, Pathways, and Trails 79
MAP 9 Transportation Network 93
MAP 9 A East Stoney Trail Transportation Infrastructure 95
MAP 10 Water Servicing 100
MAP 11A Wasterwater Servicing Option 1 102
MAP 11B Wastewater Servicing Option 2 103
MAP 12 Stormwater 110
MAP 13 Local Plan 122
MAP 14 Phasing 126

TABLES

Table 1 Conrich Area Population And Density At Full Build-Out 30
Table 2 Approximate gross areas of the land use types 33

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1 Introduction

DRAFT

1.0 PLAN PURPOSE

What Is an Area Structure Plan?

An area structure plan is a statutory document approved by Council and adopted by bylaw. An area structure plan outlines the vision for the future physical development of an area with regard to such things as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An area structure plan provides Council with a road map for considering land use changes, subdivision, and development. When making decisions regarding development within an area structure plan, Council must consider the plan and a wide range of other factors such as the economic goals of the County, County-wide growth, and the ability to provide servicing.

An area structure plan does not predict the rate of development within the plan area; ultimately growth is determined by market demand which reflects the overall economic climate of the region.

Through the process of preparing an area structure plan, citizens are provided with opportunities, at various stages in the process, to have input into the development of policy. It is important that the vision, goals, and policies contained in the plan address the interests of residents and stakeholders in the plan area, as well as the interests of those in other parts of the County.

The Alberta *Municipal Government Act* states an area structure plan must describe:

- proposed land uses;
- density of population and sequence of development;
- general location of major transportation routes and public utilities; and
- any other matters Council considers necessary.

The policies in an area structure plan form a bridge between the general planning policies contained in the ~~*County Plan*~~ *Municipal Development Plan* and the more detailed planning and design direction contained in a *conceptual scheme* or a *master site development plan*. Area structure plan policies must align with the ~~*County Plan*~~ *Municipal Development Plan* and applicable County policies. The area structure plan must be based on sound planning principles and respond to the particular natural and built form of the plan area.

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Local Plans

For brevity, this document uses the term *local plan* to refer to a *conceptual scheme* or *master site development plan*. The County anticipates the majority of *local plan*s within the area structure plan boundary will be submitted as *conceptual scheme*s.

*Local plan*s are developed within the framework provided by an area structure plan. Based on this framework, the *local plan* must demonstrate how development in the local area will retain the integrity of the overall area structure plan planning concept and how development will be connected and integrated with adjacent areas. Policy sections in the area structure plan identify the unique requirements that must be addressed in the *local plan* due to the location and specific development conditions of the area. The standard technical requirements of a *conceptual scheme* or *master site development plan* are identified in the Rocky View ~~*County Plan*~~ *Municipal Development Plan* (Section 29 and Appendix C).

Local plan is a term that refers to a *conceptual scheme* or *master site development plan*. A local plan will have unique planning requirements, based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a *conceptual scheme* or *master site development plan* identified in the ~~*County Plan*~~ *Municipal Development Plan* (Section 29 and Appendix C). A local plan becomes statutory when appended to an area structure plan. In Conrich, all local plans are appended to this area structure plan in Appendix G.

~~A **conceptual scheme** is a non-statutory plan, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A conceptual scheme is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. Conceptual schemes provide detailed land use direction, subdivision design, and development guidance to Council, administration, and the public.~~

~~If a conceptual scheme area is of sufficient size that further detail is required for specific areas and phases, the conceptual scheme may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as development cells.~~

~~A **master site development plan** is a non-statutory plan that is adopted by Council resolution. A master site development plan accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A master site development plan addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.~~

Plan Interpretation

The following describes the meaning of some of the key words that are contained in a policy:

Shall: a directive term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion, by Administration, the developer, the development authority, and subdivision authority.

Should: a directive term that indicates a strongly preferred course of action by Council, Administration, and/or the developer but one that is not mandatory. Typically, applications will be required to comply with a "should" policy unless the proponent provides a valid rationale for why the policy cannot be complied with.

May: a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and/or application.

2.0 PLAN ORGANIZATION

The Conrich Area Structure Plan (The Plan) is organized in three parts followed by three appendices.

Part I: Introduction: This part outlines The Plan's purpose, boundaries, policy terminology, relationship to other plans, the public engagement process, and key issues, opportunities, and design ideas that informed the plan preparation process. It also contains a description of the development of the Conrich area from its early beginnings to today. Finally, it presents a vision of what Conrich could be like 30 plus years into the future and provides 10 broad goals that will guide the development of the area over this period.

Part II: Plan Policies: This part is the core of The Plan, containing the policy direction to guide development in the Conrich area. This part contains ~~19~~ 20 sections, each section dealing with specific land uses, services, or infrastructure in the subject area. Each of these sections contains an overall purpose statement, a list of objectives, introductory paragraphs, and a series of policies addressing the subject area. Where a purpose statement or introductory paragraph introduces a series of policies, it is provided for information to enhance the understanding of the policies.

Part III: Implementation and Monitoring: This part presents The Plan implementation process; provides information on *local plan* areas, costs and levies, phasing, specific requirements to ensure the Conrich Area Structure Plan policies and strategies are adhered to; and provides direction regarding the process for the review and amendment of the plan. This part also addresses the need and method for intermunicipal coordination and cooperation.

~~Appendix A contains definitions of technical terms used in the Plan. Appendix B provides a list of design guidelines for commercial and industrial development. Appendix C provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure.~~

Part IV: Appendices: Appendix A contains definitions of technical terms used in The Plan. Appendix B provides a list of design guidelines for commercial and industrial development. Appendix C provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure. Appendix D provides an overview of the intermunicipal engagement undertaken in amending the Future Policy Area. Appendix E provides application submission requirements for a *Neighbourhood Plan* ~~while Appendix F outlines development cell requirements~~.

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3.0 PLAN AREA

The Conrich Area Structure Plan applies to the area within the defined boundary as shown on Map 1: Plan Area Location and Map 2: Plan Area Aerial Photo.

The Plan area is centred on the hamlet of Conrich and encompasses ~~68~~ 67quarter sections (including road allowances) for a total of approximately 4,404 hectares (10,884 acres) (Table 2). The study area includes the following elements:

- the existing hamlet of Conrich located at the intersection of Conrich Road and Township Road 250 (Map 1);
- developed or developing areas with approved *conceptual schemes* or *master site development plans* as shown on Map 13. ~~These include Cambridge Park (South Conrich), CN Logistics Park, Buffalo Hills, and the Prince of Peace community;~~
- lands bordering the city of Calgary to the west and south, with the need to address transition, co-ordination, and compatibility;
- lands bordering the city of Chestermere to the south and southeast, with the need to address transition, co-ordination, and compatibility; and
- lands adjacent to expected regional transportation infrastructure (Highway 1, Stoney Trail, and the CN Rail line).

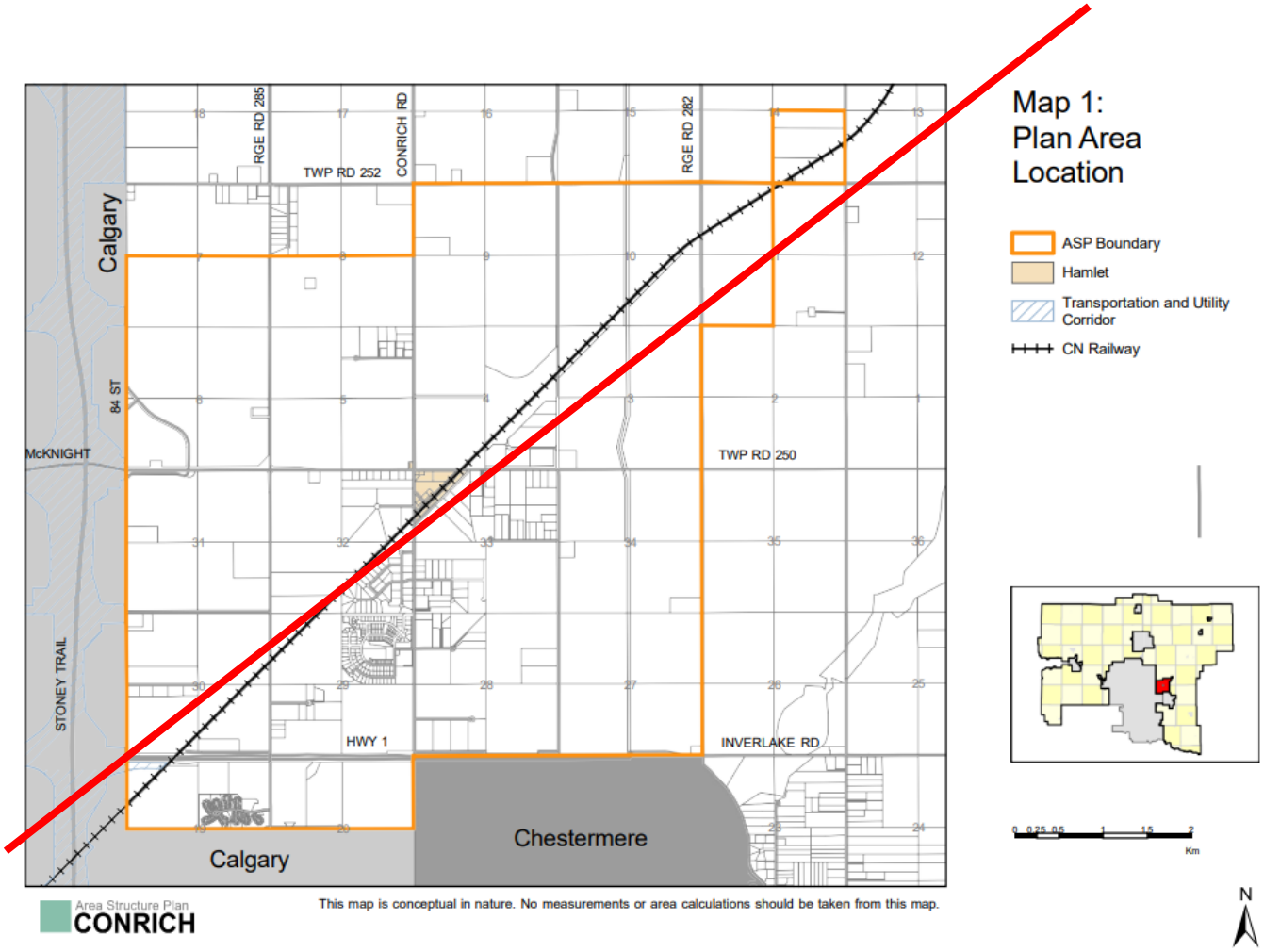
A **hamlet** is an unincorporated community, governed by the rules and regulations of the County with boundaries approved by Council.

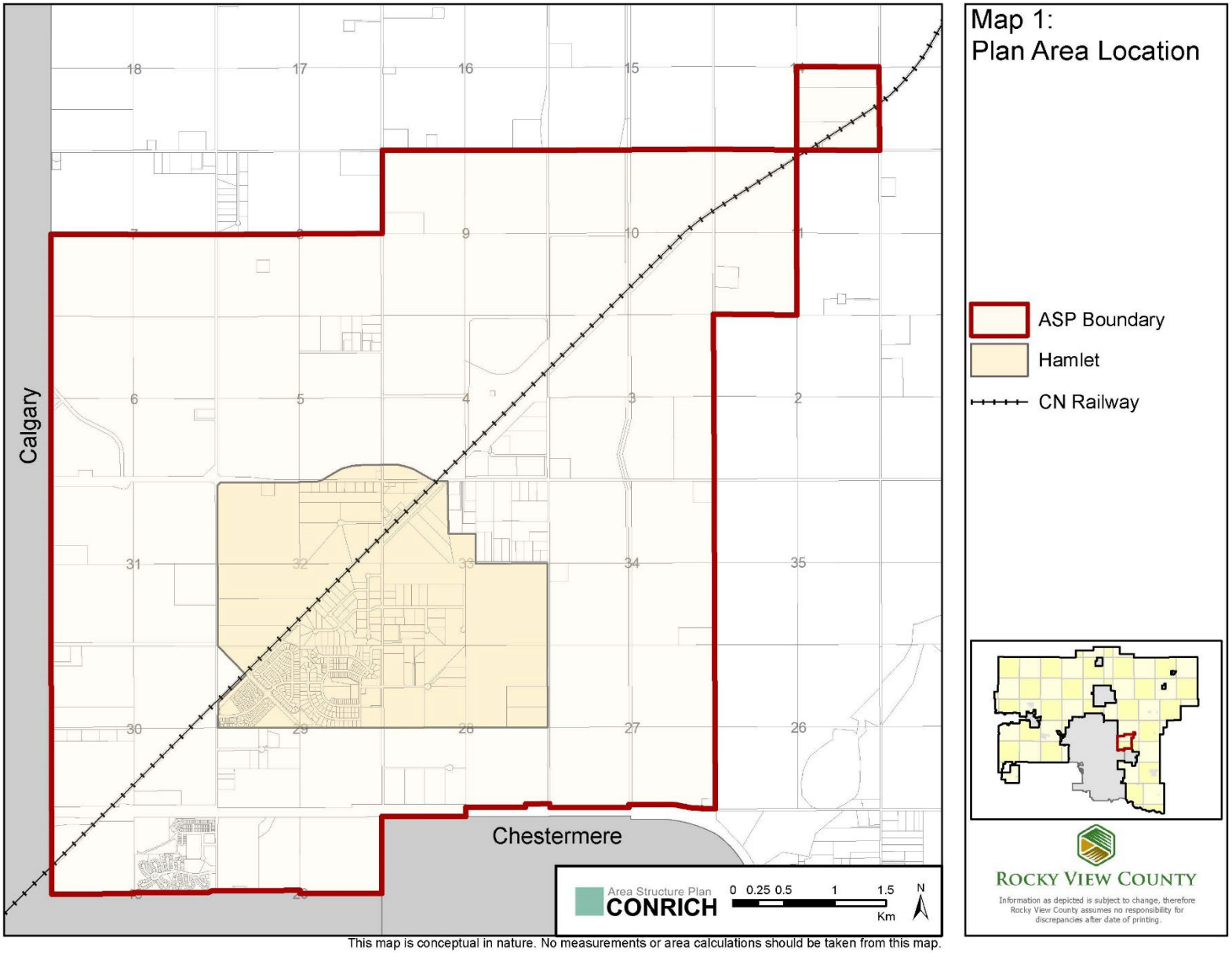
The form of a hamlet may vary from a small cluster of houses to a mixed use community with houses, a commercial main street, a central gathering area or park, and possibly a school or a place of worship. The ~~*County Plan*~~ *Municipal Development Plan* identifies the hamlet of Conrich as a full service rural community with a range of land uses, housing types, rural services, and associated businesses. A full service hamlet may have a population that ranges from 5,000 to 10,000 residents.

Plan Area Maps

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

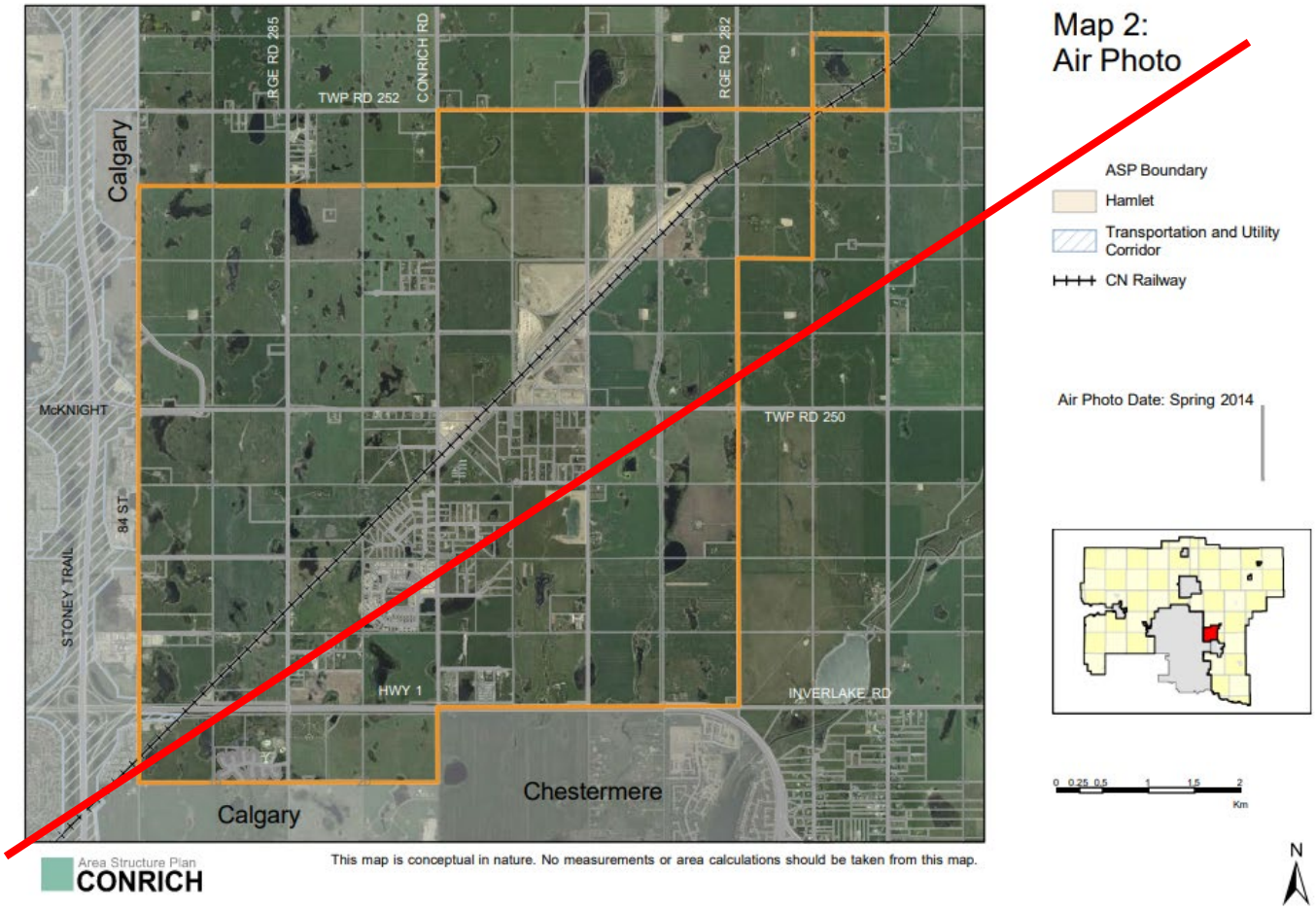
MAP 1 Plan Area Location

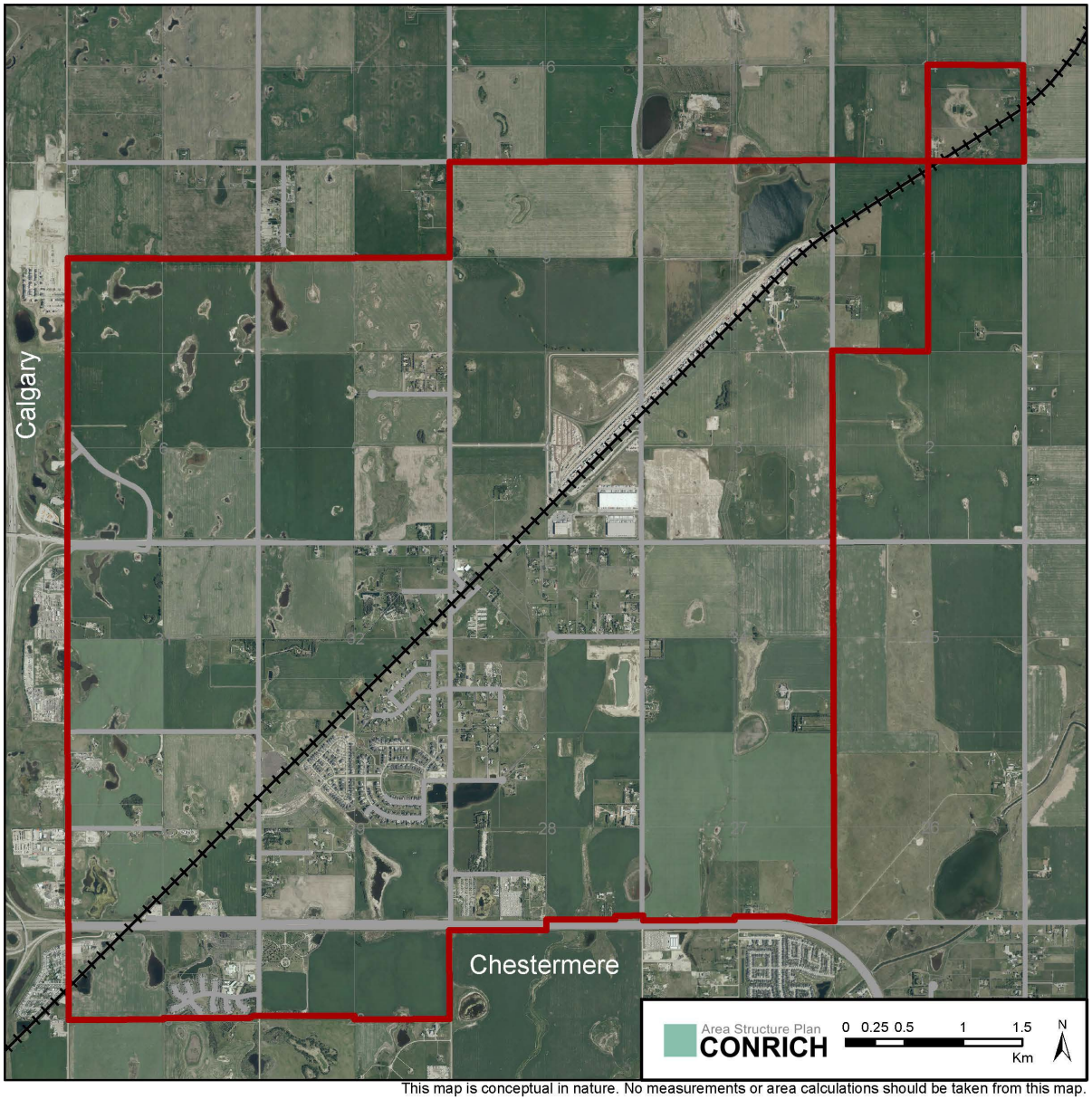




This map is conceptual in nature. No measurements or area calculations should be taken from this map.

MAP 2 Aerial Photo



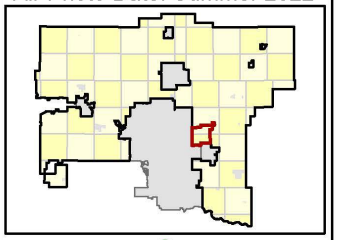


This map is conceptual in nature. No measurements or area calculations should be taken from this map.

Map 2:
Aerial Photo

ASP Boundary

Air Photo Date: Summer 2022



ROCKY VIEW COUNTY

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

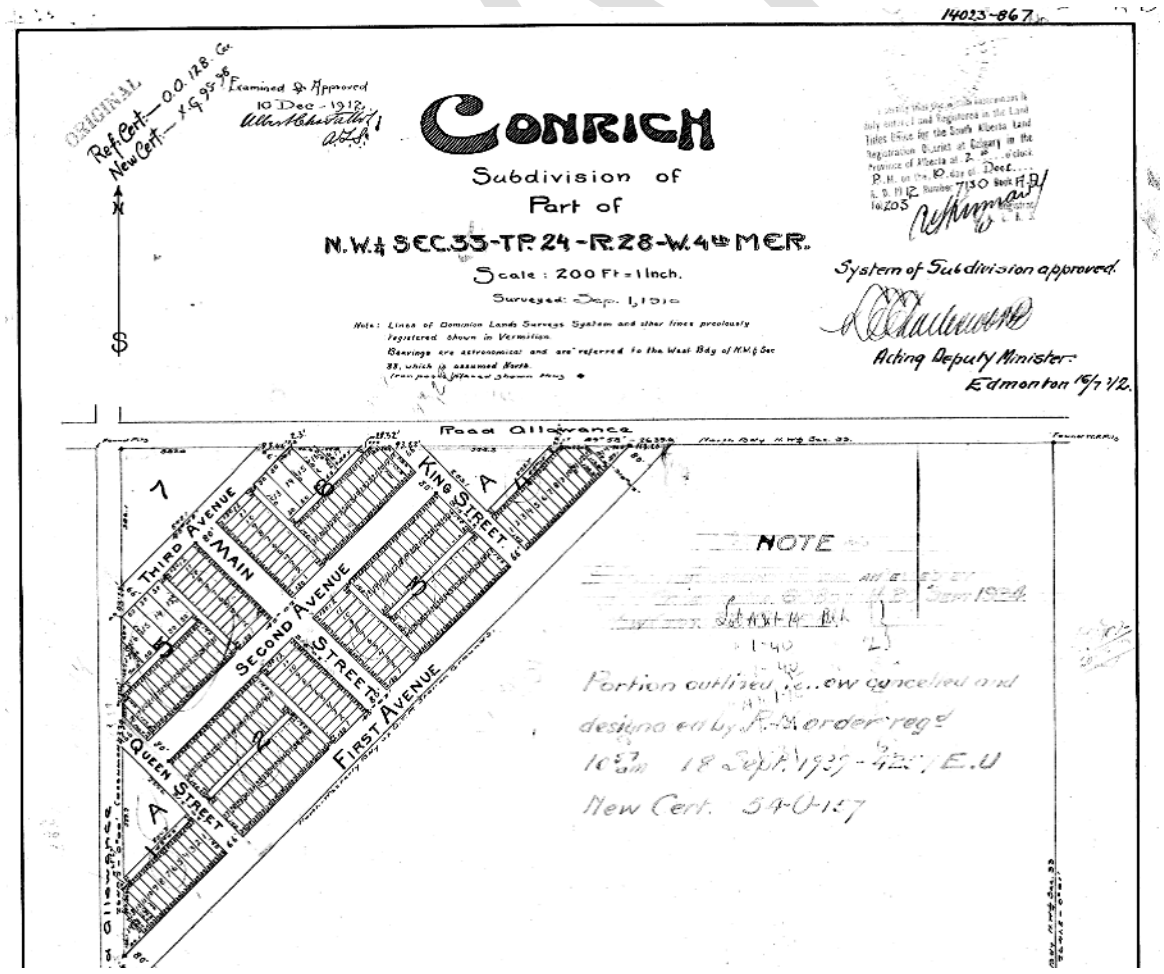
4.0 CONRICH TODAY

Early Beginnings

The Conrich area is located in the central east region of Rocky View County. It lies immediately to the east of Calgary and north of Chestermere. This settlement area was identified as a hamlet in 1913 with the building of a grain loading platform for the Grand Trunk Pacific Railway. It was named after two real estate developers active in the area; Connacher and Richardson.

The initial plan of survey was registered with the Province in 1910. The original plan has the hamlet adjacent to Conrich Road and Township Road 250 with a grid street network, a main street, and an industrial area centered on the rail line. The survey plan marks the current hamlet boundary with Queen Street, the only existing street that corresponds to the survey. A gas station has been in the area since 1920 and a local school, constructed in 1955, is still in operation (Khalsa School). Until the late 1950s and early 1960s, the Conrich area remained a predominantly agricultural area with a few residential lots in the hamlet and scattered acreages in the wider area. At that time, the demand for acreages and smaller agriculture lots adjacent to the hamlet began to occur.

Figure 1 Survey of the Conrich area circa 1910



Back to Table of Contents

1960s to Today

The existing land uses of the Conrich plan area are illustrated on Map 3: Existing Land Use. Map 4: Existing Conditions and Utility Corridors identifies such elements as individual homes, institutions, the CN Rail Facility, Crown land, and water bodies. A description of existing conditions in the Conrich area is provided below.

AGRICULTURE AND THE NATURAL ENVIRONMENT

Agriculture continues to be the dominant form of development in the Conrich area, although it is gradually transitioning to residential and industrial uses. Agriculture is characterized by large-and small-scale operations interspersed with informal residential and small agricultural subdivisions.

Conrich, like much of east Rocky View County, is characterized by tilled soils, remnant prairie grasslands, wetland complexes, waterfowl migration routes, a high water table, and groundwater discharge areas. Relative to the western parts of the County, this region has decreased precipitation and a longer growing season; a change that results in fertile growing conditions for cereal crops, oil seeds, and hay production.

Topography is slightly rolling with the few defined drainage courses ~~(Map 11)~~ forming part of the Shepard sub-basin that flows south to the Bow River. Existing development has adopted rural stormwater management practices incorporating culverts, ditches, and natural conveyance systems. This site-specific form of development has resulted in stormwater flooding and conveyance problems. The preservation of wetlands and the regional management of stormwater are the primary natural challenges to the successful development of the Conrich area.

RESIDENTIAL

In 2025, at the time of amending the ASP ~~of plan writing~~ there are ~~442~~ 788 homes within The Plan area boundaries. The majority of these homes have been built since the 1960s, with about half located in the vicinity of the original hamlet. Many of the residents have a significant investment in their properties and a strong attachment to the area.

Residential development adjacent to the hamlet has been ad-hoc in nature. Small acreages have developed along Township Road 250, with comprehensively planned acreage development south of Township Road 250 being approved and/or built in the last decade. Cambridge Park is the most significant smaller lot residential development in the area. In general, these neighbourhoods situated close to the hamlet have not been well connected and there has been no focus on developing a cohesive community core and identity for the broader hamlet area. Currently, the population in, or near, the original hamlet is approximately 687 residents.

Another significant residential development in The Plan area is the Prince of Peace community (463 residents), located south of Highway 1. The community began with the creation of a school in 1995 and now includes a church, villas, a supportive living facility for seniors, and a dementia care facility. With the addition of other smaller residential developments such as Pleasant Place, the overall population in the Conrich plan area was estimated to be 1,358 residents in 2013.

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INDUSTRIAL, COMMERCIAL, AND INSTITUTIONAL USES

In 2012, Canadian National (CN) received federal approval to relocate its railway facility to the Conrich area. Situated adjacent to the railway, within CN's logistics park, the facility allows for loading of sea containers entering and leaving the Calgary region. The facility provides easy access for CN's customers to retrieve their merchandise and is expected to result in a demand for a variety of warehouses and light industrial development in the Conrich area.

Prior to the building of the CN logistics park, non-agricultural business was limited to the Conrich hog and poultry farm (now closed), the Conrich gas station, Mountain View campground, and the Frankonia RV and boat storage yard. Within Calgary, on the west boundary of The Plan area, are a number of temporary developments including recreational vehicle storage and heavy equipment sales.

The Conrich area is home to a number of regional institutional uses such as the Prince of Peace care facility and associated church and school, the Chestermere Christian Fellowship Church, the K to 9 Khalsa School (a Sikh faith private school with 375 students), and the Rocky View Garden of Peace Cemetery.

TRANSPORTATION NETWORK

Transportation infrastructure frames the pattern of development in the Conrich area. The development of the CN line (Grand Trunk Pacific Railway), connecting Calgary to the CN mainline, triggered the hamlet's residential development. The angled north-east orientation of the rail line and its numerous road crossings provides a challenge to the safe and efficient movement of local traffic. Recent development of the Stoney Trail ring road and its interchange connection to Highway 1 created a nearby high speed vehicular transportation network. These major network improvements acted as a catalyst for the relocation of the CN Rail facility from Calgary to the Conrich area.

The successful development of an efficient transportation network that minimizes impacts on existing and future residential development is one of the main challenges to successful development in The Plan area.

Recent industrial development and the resultant increase in traffic has directly impacted existing residential areas along Township Road 250 and indirectly affected most residential areas through offsite impacts such as noise and lights.

Summary

In summary, the Conrich area is defined by both its natural and built environment. The greatest challenge to the future physical development of the Conrich area is to create and implement a comprehensive long-term plan that will result in an attractive, safe, and cohesive rural community.

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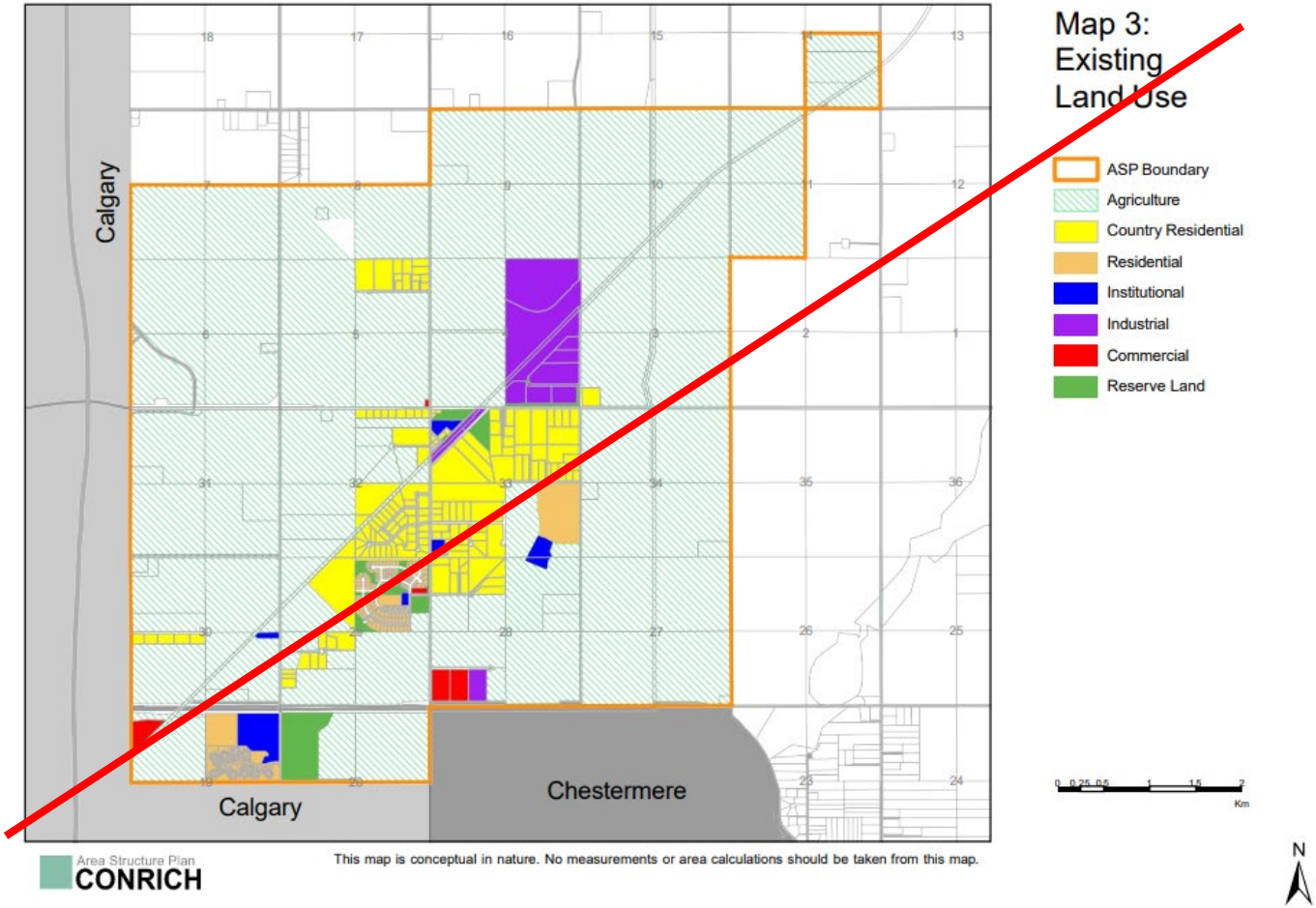
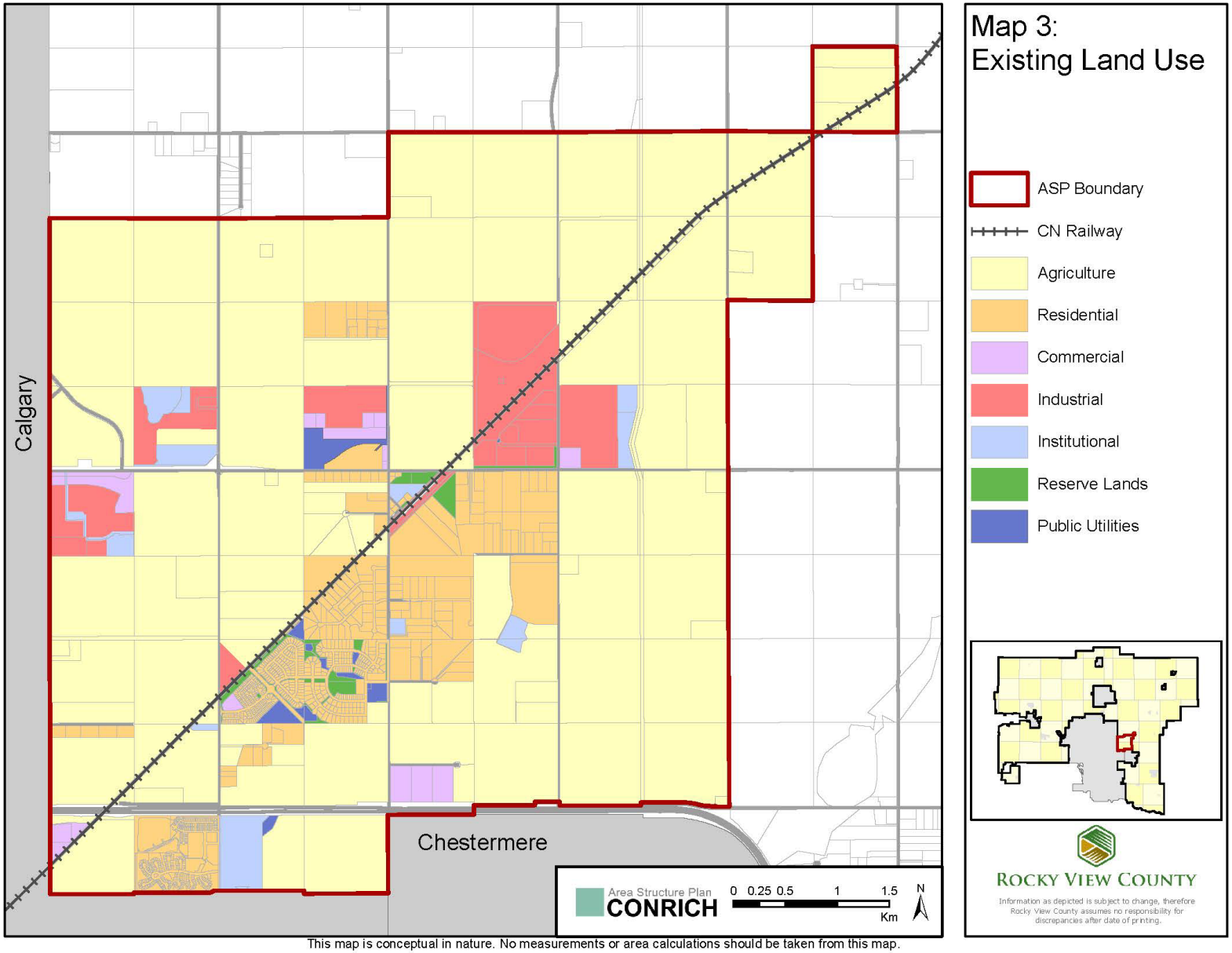
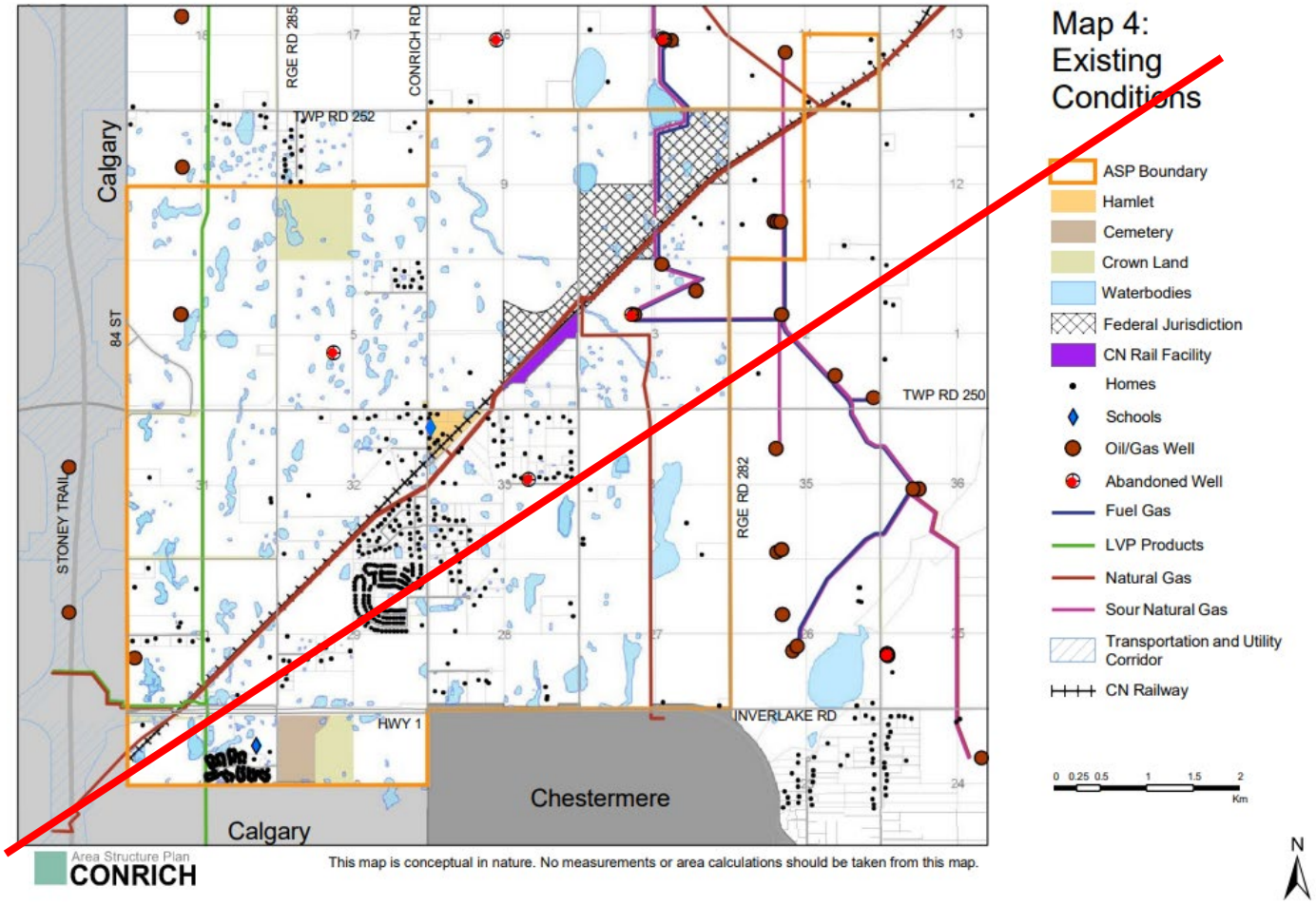
MAP 3 Existing Land Use

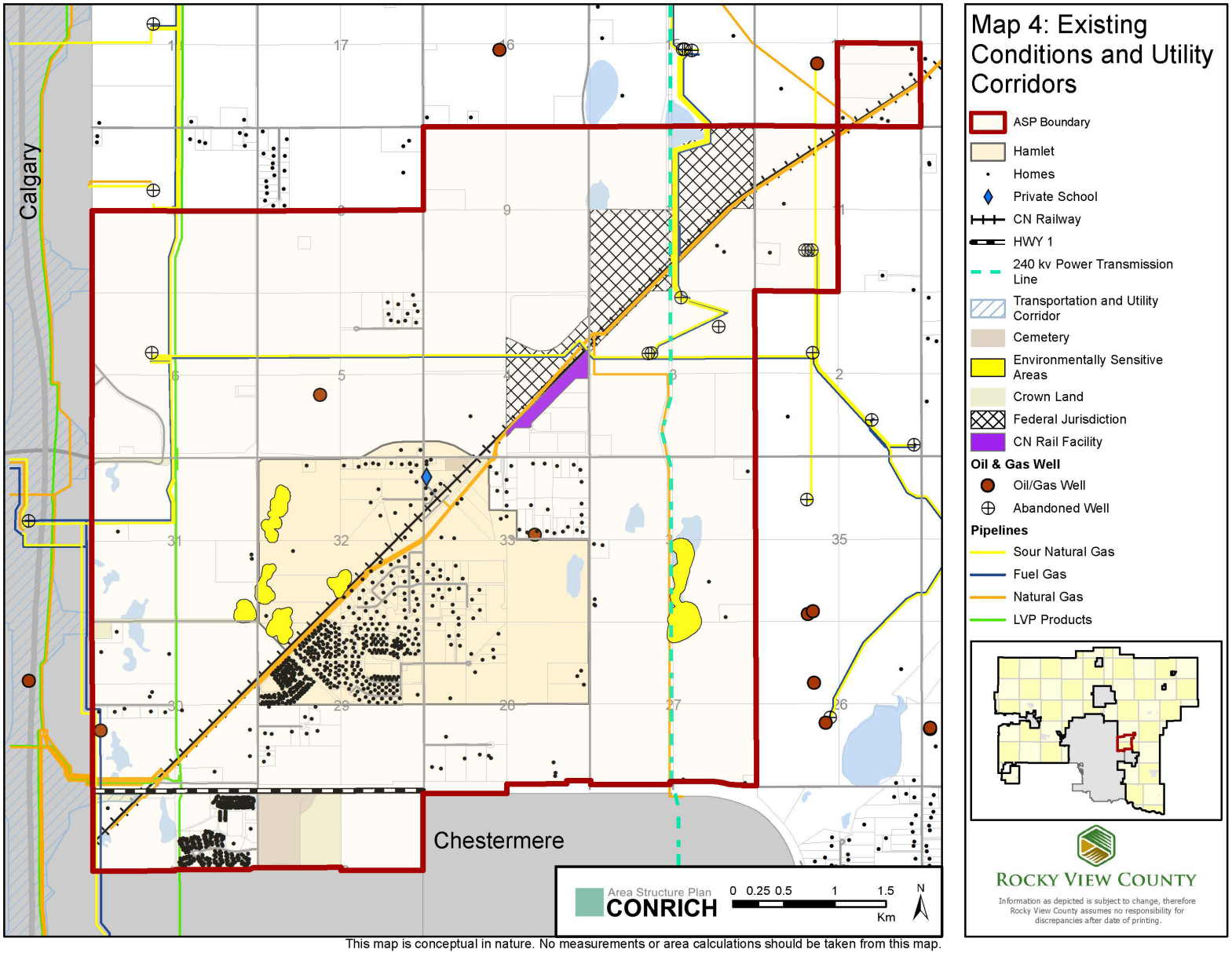




This map is conceptual in nature. No measurements or area calculations should be taken from this map.

MAP 4 Existing Conditions and Utility Corridors





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

5.0 PLANNING FOR TOMORROW

Overview

The need for the Conrich Area Structure Plan has been determined based on a number of factors including recent annexations, development pressure, public concern, changing conditions in adjacent municipalities, and the need for land use policy to align with the recently adopted ~~*County Plan*~~ *Municipal Development Plan* and other County policies.

The preparation of the Conrich Area Structure Plan was a multi-faceted process that considered a number of elements including:

- strategic directions and policy of the ~~*County Plan*~~ *Municipal Development Plan* and other applicable adopted County policies;
- ideas and input gathered throughout the public and stakeholder engagement process;
- key issues and opportunities identified by Administration, residents, landowners, stakeholders, and municipal neighbours; and
- physical constraints and attributes of the area.

An overview of the first three key factors informing the preparation of the Conrich Area Structure Plan is outlined below, while physical constraints and attributes are discussed in Section 4 (Conrich Today).

When the Conrich Area Structure Plan was approved in 2015, lands within the hamlet and surrounding area were placed into a future policy area to be planned as a separate process. Planning for this area was undertaken from 2019 to 2025 and a land use plan for community core and residential development areas have been amended into the Plan.

Policy Direction from Other Plans

~~*COUNTY PLAN*~~ *MUNICIPAL DEVELOPMENT PLAN*

The Conrich Area Structure Plan takes its main policy direction from the Rocky View ~~*County Plan*~~ *Municipal Development Plan* regarding its economic role in the region, its land use, its growth rate, and other high level policy directions. The ~~*County Plan*~~ *Municipal Development Plan* provides the overall policy framework for development in the Conrich area on matters ranging from the development of residential, commercial, and industrial areas to the provision of emergency services and infrastructure.

The Conrich area is identified in the ~~*County Plan*~~ *Municipal Development Plan* as a hamlet and a regional business centre. Being identified as a hamlet means the County supports residential growth in the Conrich area and expects such development to occur through the expansion of the existing hamlet. By classifying the Conrich area as a regional business centre, it means the County supports the growth of the area from primarily agriculture to a mixed use industrial- commercial area.

The ~~*County Plan*~~ *Municipal Development Plan* identifies Conrich as a ***regional business centre*** having the following characteristics:

- a concentration of commercial and / or industrial businesses;
- an efficient road connection to the provincial highway network;
- significant scale and scope of operations; and
- infrastructure with the potential to service the proposed development.

Back to Table of Contents

CALGARY-CHESTERMERE CORRIDOR AREA STRUCTURE PLAN

Historically, detailed planning in the Conrich area was directed by the Calgary-Chestermere Corridor Area Structure Plan. The need for a new area structure plan for the Conrich area was recognized due to The City of Calgary's and City of Chestermere's annexations of large portions of the Calgary-Chestermere Corridor Area Structure Plan area, the approval of the relocation of the CN Rail facility by the Canadian Transport Agency, and the introduction of piped services into the Conrich area.

ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN

Portions of the Conrich Area Structure Plan area are affected by the Rocky View/Calgary Intermunicipal Development Plan (IDP). Most significantly, the IDP identifies a key focus area within the Conrich area adjacent to Highway 1 between Chestermere and Calgary. The objective of identifying key focus areas in the IDP is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area and to collaborate in creating attractive entranceways for the benefit of residents and the traveling public. In addition, the IDP identifies residual long-term growth areas within the city of Calgary on the west boundary of the Conrich Area Structure Plan area. The IDP provides direction on the use and design of this area.

CITY OF CHESTERMERE

A portion of the Conrich Plan area borders Chestermere. Intermunicipal coordination with the City of Chestermere, in the absence of an Intermunicipal Development Plan, will address issues related to interface planning, land use compatibility, and joint infrastructure requirements affecting both municipalities. An Intermunicipal Development Plan may be adopted in the near future.

Public Engagement Process

Rocky View County's commitment to an open, transparent, and inclusive process with respect to the preparation of the Conrich Area Structure Plan included the implementation of an engagement strategy that provided stakeholders, landowners, adjacent municipalities, and the general public with several opportunities for meaningful discussion and input. A summary of this engagement is described below:

Phase 1 - Awareness, Issues, and Goals: The initial start-up phase began in October 2013. The first engagement session was intended to raise awareness of the plan preparation process. This phase included an online questionnaire and workshop to explore residents' ideas with respect to 'Hopes & Fears', 'Conrich Today', and the 'Future Conrich'. Over 120 people attended the workshop.

Phase 2 - Evaluating Options and Setting Direction: This phase began in December 2013 with a workshop and online survey to help confirm the vision for the plan and to explore areas where policy direction was still unclear. This workshop engaged participants in discussing (i) the vision and goals generated from workshop 1, (ii) 'big ideas' such as land use, economic development, traffic and mobility, community, and *open space*, and (iii) ideas regarding the re-design of the hamlet of Conrich and surrounding area. Over 70 people attended this workshop.

Phase 3 - Draft Policies and Actions: In this phase, (January - April, 2014) key policy directions were developed and presented at an open house to over 100 participants, who were then invited to provide comment on the session online. Policy areas included:

- An overall land use strategy;
- A preferred concept for the hamlet;
- Stormwater management;
- Transportation, including parks and pathways;
- Non-residential/residential interface.

Phase 4 - Plan Completion and Adoption: In this phase, the draft plan was released. The draft plan was refined through further public consultation, intermunicipal discussion, agency circulation, and technical review. Following these changes, a final open house and public hearing was held.

Future Policy Area: To create a land use strategy and supporting policies for the Future Policy Area (Hamlet), further public engagement was undertaken in May and June of 2019, in October 2023, and in July 2024. Engagement included an interactive workshop, open houses, virtual open house, online survey, written submissions and individual landowner meetings. The intent of the engagement was to develop the land use strategy for the Future Policy Area and to inform stakeholders of the revisions made to The Plan.

Key Issues, Opportunities, and Design Ideas

A number of key issues, opportunities, and design ideas were identified during the public and stakeholder engagement and are summarized below.

1. Hamlet Development and Design

Issue/Opportunity: Incremental development of residential areas to the south and east of the historic hamlet area has resulted in a disconnected community with no central focus.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- Identify the hamlet as a distinct community. Community identity may be achieved through signage, identifiable boundaries, and the development of a community core/ main street.
- Identify Neighbourhood areas and a Community Core for comprehensive planning.

2. Land Use

Issue/Opportunity: There was strong support for allowing lands to be converted to commercial and industrial land uses by landowners wishing to take advantage of opportunities presented by the development of the CN Rail facility and highway transportation network. Conversely, residents who have been impacted by the traffic, noise, and lights were concerned about the prospects of additional development.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- address the non-residential/residential interface in a manner that mitigates the impact on residential areas;

- provide for the development of a hamlet core that will strengthen the identity of Conrich and provide local commercial services to residents;
- arrange land uses that take advantage of commercial and industrial growth opportunities, while minimizing the impact on residential development; and
- provide for the development of a land use pattern that results in cost effective infrastructure systems, public facilities, and community services.

3. Stormwater Management

Issue/Opportunity: The Conrich area is generally flat and contains multiple wetlands. The need for comprehensive stormwater management was recognized in light of the local flooding issues experienced in the spring of 2013. Historically, the Conrich area discharged stormwater south to the Bow River. However, the development of homes and new roads south of the hamlet has impeded drainage in the area and this has proved to be a major challenge to the successful development of an effective stormwater management system.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to comprehensively and regionally address stormwater management and implement the provincial and County goals of wetland protection.

4. Transportation

Issue/Opportunity: Increased truck traffic associated with the operation of the CN Rail facility was identified as a key issue; additional development will add significantly to the traffic volume.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to identify transportation corridors and provide the planning to ensure increased traffic volumes, access, and costs are accounted for and impacts are minimized to the greatest extent possible.

5. Infrastructure Servicing

Issue/Opportunity: County water and wastewater services have been provided to The Plan area. However, there are utility service constraints that must be addressed before the development area reaches its full potential.

Plan Policy Direction: The Plan allows for the long range planning of utility upgrades, while ensuring adequate capacity is available before development is allowed to proceed.

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6.0 CONRICH VISION AND GOALS

Conrich Vision

The following vision statement provides an idea of what the Conrich area could look like 30 years into the future:

> *The Conrich area is known as a dynamic residential-industrial-commercial hub within Rocky View County and is seen as an important contributor to the economic vitality of the County. The hamlet is a well-planned, healthy community with diverse rural neighbourhoods existing in close harmony with a thriving industrial hub centred on the CN logistics park. Bordering the hamlet on the south, stretched out along Highway 1, is a major shopping destination serving the region.*
>
> *The hamlet of Conrich has grown into a distinct and vital residential community, with a variety of ~~rural~~ urban style neighbourhoods linked together by beautiful natural open spaces, parks, and pathways. The new ~~hamlet~~ Community Core is an attractive, pedestrian oriented zone with tree-lined sidewalks and a number of different businesses and services including a hair salon, restaurant, bank, small grocery store, places of worship, and a walk-in coffee shop. The local area businesses thrive because of the demand not only from local residents, but also from warehouse workers and other employees from the area who stop in at lunch and on their way home from work.*
>
> *The attractiveness of locating near the CN Rail facility, with its opportunities for co-locating warehouses near a distribution centre has drawn a large number of light industries into the area. In addition to the warehousing, a wide range of industries related to the manufacturing, storage, and oilfield service sectors, have taken advantage of the area's large industrial lots. Access to a fully functional regional transportation network has resulted in a development that serves not only local markets, but businesses from Winnipeg to Vancouver.*
>
> *There has been substantial highway business development on the western and southern boundaries of Conrich. Several large format retail stores have developed adjacent to Stoney Trail, and major businesses along Highway 1 are developing now that highway interchanges are in place.*
>
> *Conrich residents have work opportunities within a short distance from their homes and all County residents benefit from the financial contribution the area makes to the County's economic sustainability. Although development has resulted in extensive changes to the landscape, the sensitive environmental areas have been protected and the presence of an above ground regional stormwater system has allowed the retention of many of the area's original wetlands.*

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Goals

There are 10 goals that guide the development of the Conrich Area Structure Plan. These goals are based on policy direction of the ~~*County Plan*~~ *Municipal Development Plan*, the existing physical characteristics of the area, and the key issues, constraints, and opportunities identified during the planning process. The goals are as follows:

1. Facilitate the development of the hamlet of Conrich as a vital and distinct community ~~that retains its rural heritage~~ ~~and~~ provides residents with
   a. ~~a range of housing choices;~~ single detached dwellings as the predominant housing type with support for other housing options;
   b. a community focal point with public gathering places, parks, schools, other institutional uses, and local commercial services;
   c. attractive streets, pedestrian pathways, and linked *open space*s that facilitate a physically connected community; and
   d. community facilities and services that promote a socially connected community.
2. Support the development of the Conrich area as a regional business centre by providing opportunities for well-designed commercial and industrial areas and taking advantage of the inter-provincial transportation network (roads and rail).
3. Create a well-designed, safe, and interconnected transportation network that addresses the needs of residents, motorists, pedestrians, and cyclists.
4. Provide for attractive and high quality gateways along Highway 1, Conrich Road, and Township Road 250.
5. Protect existing and future residential areas with appropriate land use transition and design measures.
6. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
7. Provide for potable water, wastewater, and stormwater systems in The Plan area in a safe, cost effective, and fiscally sustainable manner.
8. Successfully manage stormwater through the development of a regional stormwater conveyance system and innovative stormwater management solutions.
9. Protect wetlands through the integration of wetlands as part of a sustainable stormwater solution.
10. Phase development in a manner that makes efficient use of road and utility infrastructure, while providing sufficient land to meet market demand.

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II Plan Policies

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A. LAND USE

7.0 CONRICH DEVELOPMENT STRATEGY

The Conrich development strategy is a holistic approach to implementing the Conrich Area Structure Plan's vision and goals. The strategy identifies general land uses, the approximate boundaries of the land use areas, and policies that guide development. ~~The strategy is discussed in general terms below, shown on Map 5: Land Use Strategy, with related maps and policies in Sections 8 to 28.~~ The strategy is discussed in general terms below, shown on Map 5 and Map 6, with related maps and policies in Sections 8 to 29.

The strategy has ~~four~~ five primary components:

1. The expansion of the hamlet of Conrich and its evolution as a diverse, vital residential community. ~~The hamlet location and land use will be developed as a separate process following adoption of this plan and amended into the Conrich Area Structure Plan at a later date.~~
2. The development of the Conrich area as a regional business centre with more than half of The Plan area devoted to industrial and commercial uses.
3. The integration of residential and business uses in a manner that provides for the transition of land uses, promotes land use compatibility, and mitigates impacts on adjacent lands.
4. The identification of agricultural land that will remain in production until such time as it is required for other uses and the protection of the natural environment in the face of significant growth.
5. To support a complete community in the hamlet that is comprehensively planned and provides neighbourhoods with a mix of housing types and land uses along with commercial, institutional, and recreational amenities in an urban form.

In addition, the strategy has a number of sub-components that address other residential areas within The Plan boundaries, transition areas (residential to business use), and phasing.

1. Hamlet of Conrich

The strategy supports the expansion of the hamlet of Conrich as an attractive residential community with a community core as a focal point that helps to provide a distinct community identity. ~~There are a number of options for the location of a community core and hamlet residential development areas. The final land use plan for the hamlet will be developed as a separate process and amended into this plan. The study area for the hamlet is referred to as a future policy area and is shown on Map 5.~~

~~Key components to establish community identity in the hamlet include:~~

Objectives:

a. Define an expanded hamlet area beyond the historical surveyed area to encompass existing and new residential development, institutional as well as commercial uses. In doing so, the Plan proposes a Community Core, comprehensively planned neighbourhood areas, linkages between existing and new developments, parks, amenities, and institutional spaces.

b. Provide for a mix of housing types principally focused on single-detached dwellings, with complementary supporting commercial, institutional, and recreational uses

located within walking distance of new residential development.

c. Phase the development to allow communities to evolve over time with ~~pockets of~~ opportunities to build higher densities and a greater mix of uses.

d. Implement architectural controls, design codes, appropriate signage styles, identifiable boundaries, and the development of main streets.

e. Accommodate changing demographics and market demands through flexibility in The Plan.

f. Establish a Community Core that connects the community through pedestrian and other active transportation modes.

g. Respect the existing *country residential* areas within the expanded hamlet boundaries through appropriate development transitions and interfaces.

Policies

7.1 *Local Plans* shall be prepared in accordance with the policies of this Plan.

7.2 Notwithstanding Policy 7.1, development consistent with Section 12: Agriculture of this Plan shall be permitted without a *local plan*.

7.3 Each Neighbourhood Area shall be planned through *Neighbourhood Plans* adopted by bylaw and appended to The Plan.

7.4 Subdivisions approved, prior to the adoption of Bylaw C-8569-2024 (Future Policy Area amendments), within the expanded hamlet area may proceed.

~~*FUTURE POLICY AREA*~~

~~A future policy area is identified on the lands south of Township Road 252 and north of the highway business zone (Map 5). The future policy will include a hamlet boundary, a community core, and residential areas. It is not expected that all of the land within the future policy area will form part of the hamlet. Land not located within the final hamlet boundary will be identified for other uses that are consistent with the Conrich Area Structure Plan.~~

~~**Objectives**~~

~~Limit land use and development to agricultural redesignation, approved subdivisions, and allowed uses until the current land use districts, the hamlet of Conrich boundaries, community core, residential development areas, and other land uses are determined.~~

~~**Policies**~~

~~*7.1 Local plans*, land use redesignation, and new subdivision shall not be supported within the future policy area, as shown on Map 5.~~

~~7.2 Notwithstanding Policy 7.1, development consistent with Section 12: Agriculture of this plan shall be allowed.~~

~~7.3 Subdivisions approved prior to the adoption of this plan within the future policy area may proceed.~~

POPULATION

The approximate estimated population density for The Plan area is shown in Table 1. Final densities will be determined ~~with amendments to the future policy area and preparation of~~

at *Neighbourhood Plans* and *local plans* stage.

Table 1. Conrich area population and density at full build-out.

Development Area	Gross Area hectares (ac)	Gross Residential Area[1] hectares (ac)	Units[2] per hectare (ac)	Population	Population Density[2] per hectare (ac)
Future Policy Area[3]	To be determined	To be determined	To be determined	To be determined	To be determined
Prince of Peace	59.7 (147)	40 (98.8)	48.6 (19.7)	3507	87.65 (35.5)
Pleasant Place	43 (106)	43 (106)	6.9 (2.8)	420	10 (4)

[1]Gross residential area = gross area - regional uses such as *open space*, commercial centres, institutional sites, business parks, express ways and environmental reserve.

[2]Units and population density per hectare are based on gross area.

[3]Population and density to be determined based on development within the future policy area.

[4]Population and density is based on a portion of the area (106 acres) being developed as hamlet residential. Final numbers may be higher or lower, based on chosen residential form.

Table 1 Conrich Area Population and Density at Full Build-Out

Development Area	Gross Area Hectares (Acres)	Net Residential Area Hectares (Acres)[1]	Units per Hectares (Acre)	# of Residential Units	Population	Population Density[2] per gross Hectare (Acre)
Hamlet Area						
Northwest Neighbourhood	235.25 (581.30)	164.68 (406.91)	12.36 (5.00)	2,035	5,493	23.35 (9.45)
Southeast Neighbourhood	287.58 (710.60)	201.31 (497.42)	12.36 (5.00)	2,487	6,715	23.35 (9.45)
Cambridge Park (Phase 1 - 3)	94.28 (232.97)	66.00 (163.079)	2.77 (1.12)	70	189	2.00 (0.81)
Country Residential	71.20 (175.94)	49.84 (123.158)	0.99 (0.40)	260	702	9.86 (3.99)
Hamlet Subtotal	**688.31 (1,700.81)**	**481.82 (1,190.57)**	**9.87 (3.99)**	**4,852**	**13,099**	**19.03 (7.70)**
Greater Conrich ASP Area						
Cambridge Park (Phase 4)	27.56 (68.1)	27.56 (68.10)	5.56 (2.25)	153	413	14.99 (6.07)
Country Residential	41.72 (103.09)	41.72 (103.09)	0.99 (0.40)	40	108	2.59 (1.05)
Prince of Peace	59.60 (147.27)	59.60 (147.27)	16.31 (6.60)	654	1,766	29.63 (11.99)
West Prince of Peace	59.66 (147.43)	59.66 (147.43)	17.92 (7.25)	668	1,804	30.23 (12.23)
Pleasant Place	44.69 (110.42)	44.69 (110.42)	8.65 (3.50)	372	1,004	22.47 (9.10)
Greater Conrich ASP Sub Total	**233.23 (576.31)**	**233.23 (576.31)**	**11.24 (4.55)**	**1887**	**5,095**	**21.84 (8.84)**
ASP Total	**921.54 (2,277.12)**	**715.05 (1,766.88)**	**10.21 (4.13)**	**6,739**	**18,194**	**19.74 (7.99)**

[1] 30% of the gross area, accounting for open space, MR, and internal roads
[2] assumption based on 5.0 UPA for new residential developments

Development Area	Gross Area Hectares (Acres)	Net Residential Area Hectares (Acres)[3]	Units per Hectares (Acre)	# of Residential Units	Population	Population Density[4] per gross Hectare (Acre)
Hamlet Area						
Northwest Neighbourhood	235.25 (581.30)	164.68 (406.91)	12.36 (5.00)	2,035	5,493	23.35 (9.45)
Southeast Neighbourhood	287.58 (710.60)	201.31 (497.42)	12.36 (5.00)	2,487	6,715	23.35 (9.45)
Cambridge Park	94.28 (232.97)	66.00 (163.079)	2.77 (1.12)	70	189	2.00 (0.81)
Country Residential	71.20 (175.94)	49.84 (123.158)	0.99 (0.40)	260	702	9.86 (3.99)
Hamlet Subtotal	**688.31 (1,700.81)**	**481.82 (1,190.57)**	**9.87**	**4,852**	**13,096**	**19.03 (7.70)**
Greater Conrich ASP Area						
Country Residential	41.72 (103.09)	41.72 (103.09)	0.99 (0.40)	40	108	2.59 (1.05)
Prince of Peace	59.60 (147.27)	59.60 (147.27)	16.31 (6.60)	654	1,766	29.63 (11.99)
West Prince of Peace	59.66 (147.43)	59.66 (147.43)	17.92 (7.25)	668	1,804	30.23 (12.23)
Pleasant Place	44.69 (110.42)	44.69 (110.42)	8.65 (3.50)	372	1,004	22.47 (9.10)
Greater Conrich ASP Sub Total	**205.67 (508.21)**	**205.67 (508.21)**	**12.00 (4.86)**	**1,734**	**4,682**	**22.76 (9.21)**
ASP Total	**893.98 (2,209.02)**	**687.49 (1,698.78)**	**10.36 (4.19)**	**6,586**	**17,781**	**19.89 (8.05)**

[3] 30% of the gross area, accounting for open space, MR, and internal roads
[4] assumption based on 5.0 UPA for new residential developments

2. Regional Business Centre

The strategy supports the development of the Conrich area as a regional business centre with commercial and industrial land uses that take advantage of the regional transportation network and the development of the CN Rail facility.

The majority of industrial uses are located to the north and west of the hamlet. Expected uses are those that will not have significant offsite impacts such as noise, odour, and dust e.g. warehousing and transportation. An area to the northeast of the hamlet may be used for development that results in offsite impacts. It is estimated that the amount of land dedicated to industrial uses will provide sufficient opportunities for industrial demand for 30 plus years.

The strategy identifies two highway business zones intended to serve the regional market. These are located along Highway 1 and at the intersection of Stoney Trail and Township Road 250 (McKnight Blvd.). Potential uses include regional grocery and retail stores, large format stores, shops, offices, business parks, entertainment, and accommodation.

This plan supports the development of these business areas through such measures as:

- Requiring detailed *local plan*s to address non-residential/residential interface issues related to development;
- Providing for cost effective improvements to the County's infrastructure;
- Providing for a transportation network that separates residential, commercial, and industrial traffic.

~~**Table 2. Approximate gross areas of the land use types**~~

~~Land Use Type~~	~~Gross area hectares (ac)~~
~~Residential~~	~~232 (575)~~
~~Future Policy Area~~	~~1,100 (2,717)~~
~~Industrial~~	~~1,957 (4,836)~~
~~Highway Business/Industrial~~	~~131 (324)~~
~~Highway Business~~	~~557 (1,376)~~
~~Institutional~~	~~32 (78)~~
~~Long Term Development~~	~~393 (970)~~
~~**Total**~~	~~**4,402 (10,876)**~~

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Table 2 Approximate gross areas as identified in Map 5

~~Land Use~~	~~Gross Area Hectares~~	~~Gross Area Acres~~
~~Hamlet~~	~~692.07 721.45~~	~~1,710.13 1,782.70~~
~~Long Term Development Area~~	~~789.36~~	~~1,950.55~~
~~Country Residential~~	~~43.13~~	~~106.58~~
~~Industrial~~	~~1,641.78~~	~~4,056.93~~
~~Heavy Industrial~~	~~291.71~~	~~720.82~~
~~Industrial Transition~~	~~38.44~~	~~94.98~~
~~Institutional~~	~~31.09~~	~~76.82~~
~~Low Density Urban Housing~~	~~21.97~~	~~54.29~~
~~Highway Business Transition~~	~~20.34~~	~~50.27~~
~~Prince of Peace Area~~	~~61.17~~	~~151.16~~
~~Residential-Density to be determined~~	~~104.62~~	~~258.53~~
~~Highway Business/Industrial~~	~~131.47~~	~~324.88~~
~~Highway Business~~	~~537.72~~	~~1,328.74~~
~~**Total**~~	~~**4,404.87**~~	~~**10,884.66**~~

Land Use	Gross Area Hectares	Gross Area Acres
Hamlet	721.45	1,782.70
Long Term Development Area	789.36	1,950.55
Country Residential	43.13	106.58
Industrial	1,657.17	4,094.96
Heavy Industrial	291.71	720.82
Industrial Transition	38.44	94.98
Institutional	31.09	76.82
Highway Business Transition	20.34	50.27
Prince of Peace Area	61.17	151.16
Residential-Density to be determined	89.23	220.50
Highway Business/Industrial	131.47	324.88
Highway Business	535.55	1,323.39
Total	**4,410.12**	**10,897.61**

3. Residential and Business Interface

The emergence of Conrich as a regional business centre provides a challenge to developing a vital and attractive community. The strategy addresses this challenge by requiring the implementation of non-residential/residential interface policies to mitigate the impact of commercial/industrial development through land use, building height, coverage, design, and landscaping.

Figure 2 Non-Residential And Business Interface

Orient loading bays and activities away from residential and public use areas

Transition in building scale towards residential areas

Locate surface parking and frontage roads to buffer between noncompatable uses

Enhanced greenways integrating walking trails, landscaped buffers, stormwater infrastructure and other open space features increase separation between and mitigate visual and noise impacts of incompatable uses.

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4. Agriculture and the Natural Environment

Agriculture is supported within The Plan area until such time as an alternative development is required. The Plan limits further fragmentation of these agriculture areas but allows for the development of a farmstead, first parcel out, or other agricultural land uses. The Plan also supports the protection of wetlands and riparian areas, particularly those associated with natural stormwater conveyance systems.

SUB-COMPONENTS

Other residential areas

- The Prince of Peace community intends to expand its long-term care facility, increase its residential capacity, and provide local commercial services to its residents. The Conrich development strategy supports this direction and allows for residential development to the west of the Prince of Peace community.

Transition

The land use strategy (Map 5) identifies three residential areas within The Plan area that may transition to regional highway business or industrial uses and provides policy to support this transition. The identified areas are: (i) Township Road 244A, (ii) McKervey Place, and (iii) Township Road 250 ~~(Map 5)~~.

Phasing

The Plan recognizes that development within The Plan area should progress in a logical and efficient manner. The phasing concept (Map ~~13~~ 14: Phasing) identifies the following areas for the first phase of development:

- lands adjacent to Township Road 250;
- lands within the hamlet;
- South Conrich Cell D;
- Prince of Peace (Princeton); and
- lands within SE-14-25-28-W04M.

~~*Hamlet Sub-Phasing*~~

~~The phasing within the Hamlet Boundary as identified on Map 6 and Map 14, should progress as part of Phase 1 of The Plan.~~

Development within all phases should be allowed to proceed when logical extensions of infrastructure are made available by Rocky View County or a developer, a market demand is identified, and a commitment is made to implement a regional stormwater conveyance system, subject to the policies of this plan. The Plan identifies a highway business area along Highway 1, where the final business uses will be determined at the time of *local plan* preparation. Approval to proceed in this area will require, among other things, a plan amendment and a market analysis to confirm demand. Finally, the phasing plan identifies long term development areas. It is anticipated that there will not be a demand for the use of these for an extended period of time. Development of the long term development area will also require an amendment to this plan.

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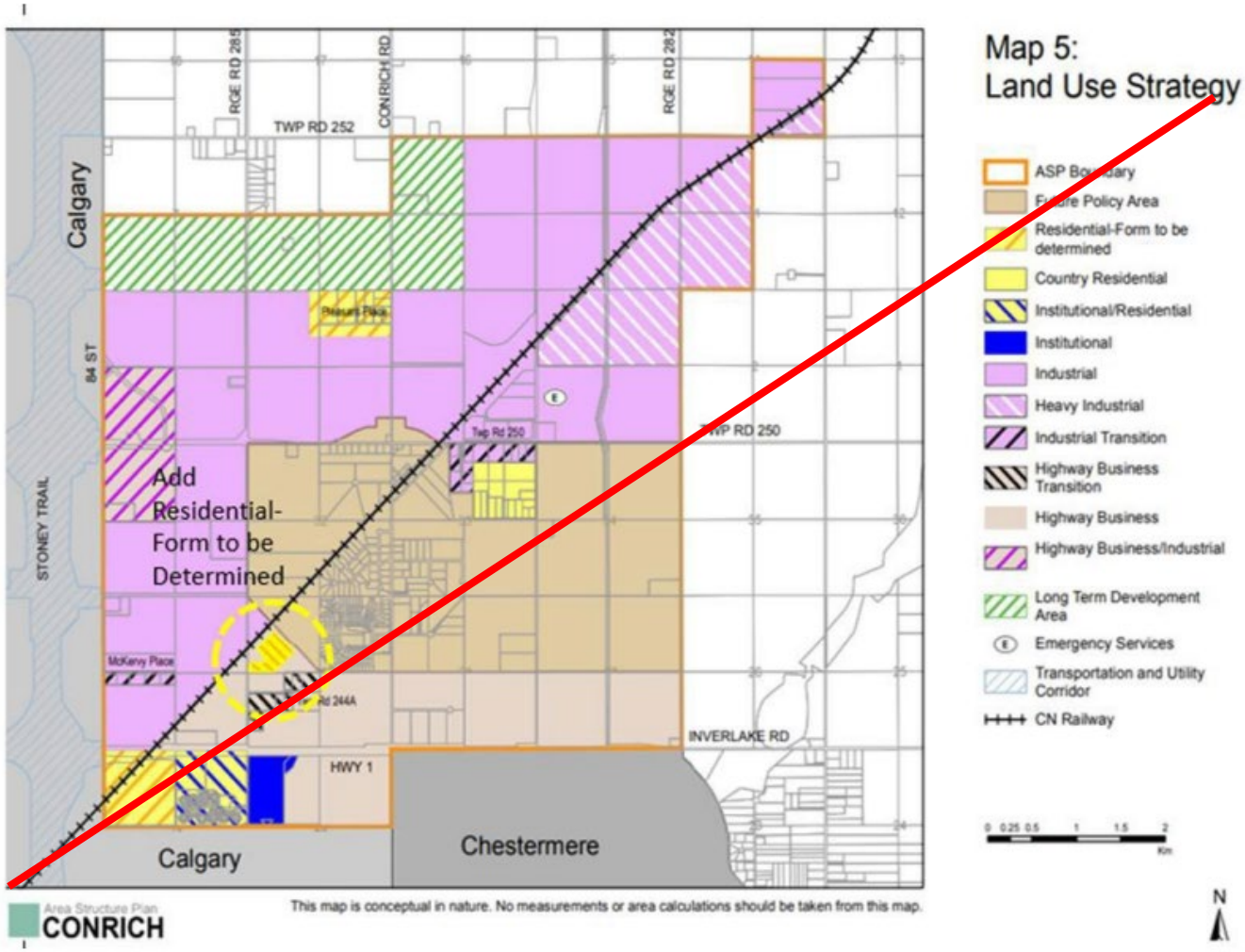
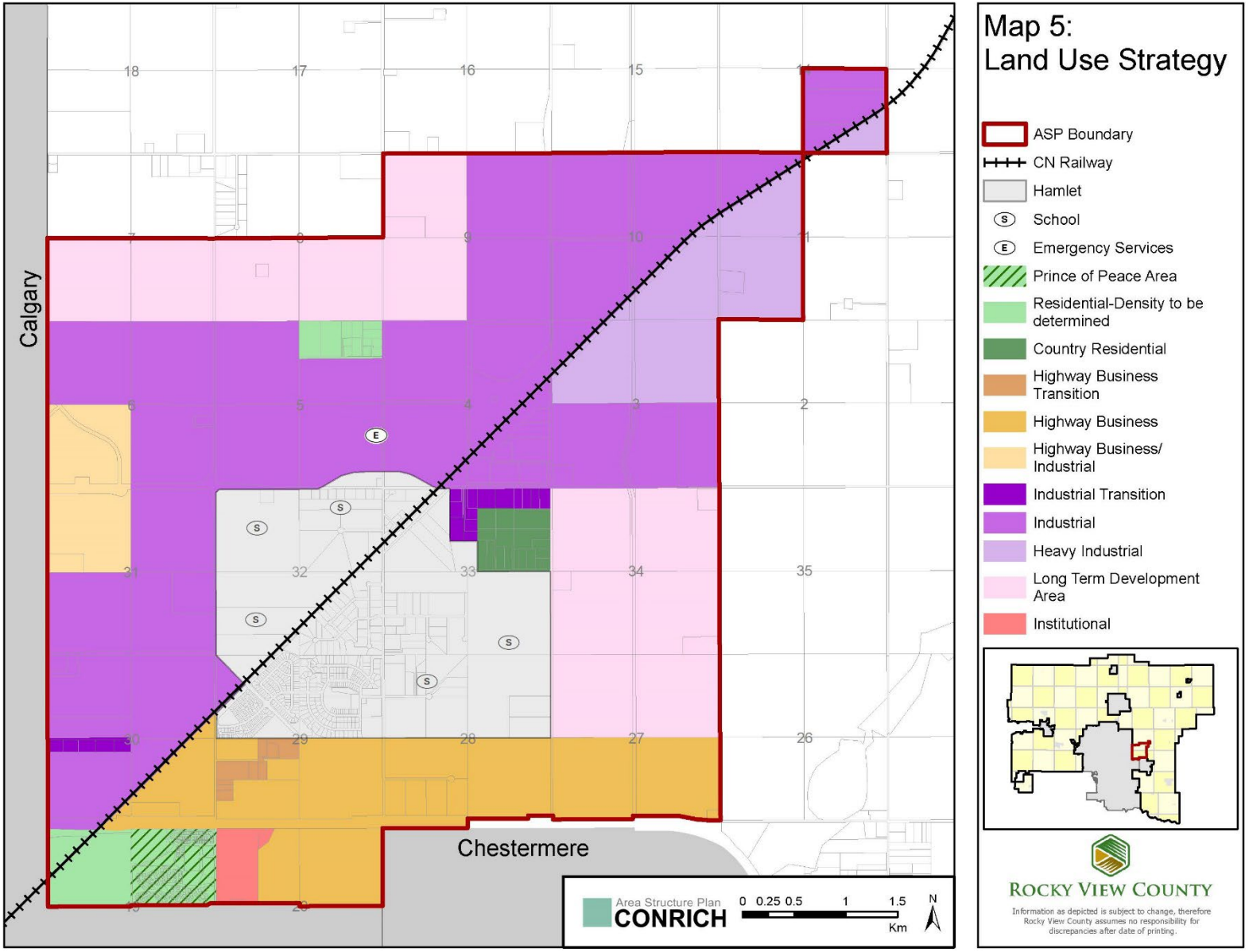
MAP 5 Land Use Strategy




Map 5:
Land Use Strategy
ASP Boundary
CN Railway
Hamlet
School
Emergency Services
Prince of Peace Area
Residential-Density to be determined
Country Residential
Highway Business Transition
Highway Business
Highway Business/ Industrial
Industrial Transition
Industrial
Heavy Industrial
Long Term Development Area
Institutional
Calgary
Chestermere
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
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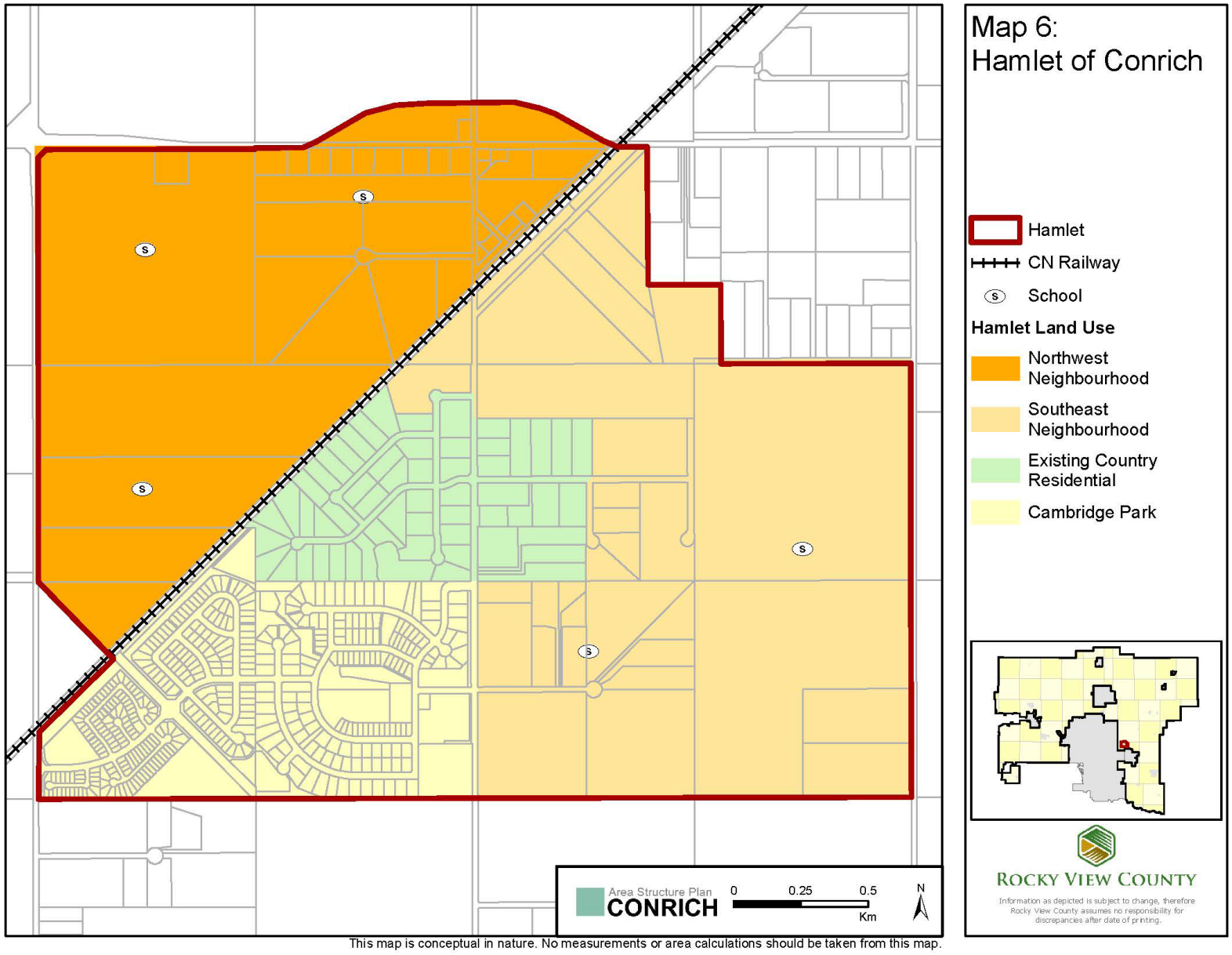
ROCKY VIEW COUNTY
Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

MAP 6 Hamlet of Conrich



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

8.0 HAMLET RESIDENTIAL

The purpose of hamlet residential is to accommodate and expand a form of residential development that has occurred in the Conrich area through the approval of Cambridge Park and Buffalo Hills Conceptual Schemes in 2007 and 2006 respectively (Map 12: Local Plans).

These hamlet residential areas are compatible with adjacent *country residential* areas within the hamlet, while providing an expanded range of housing choices for residents. *Local plans* will ensure consideration is given to providing compatible uses such as parks and pathways, as well as schools, where appropriate. While the predominant residential dwelling type will be single detached homes, all developments should include a range of residential options.

Objectives

- Support the development of comprehensively designed residential neighbourhoods that promote interaction between residents.
- Require neighbourhoods to have an integrated parks, *open space*, and trail system that promotes walking and cycling and provides for a positive recreational and/or cultural experience for residents.
- Ensure hamlet residential areas within the hamlet provide for an efficient internal transportation network, with connections to other neighbourhoods and the hamlet's core area.
- Provide for a range of lot sizes and housing types to accommodate the varying needs and incomes of Rocky View County residents.
- Provide for human scale design and attractive hamlet residential areas through the use of architectural and community design guidelines.

Policies

8.1 The predominant land use within the hamlet residential area shall be single detached residences; multi-family residences such as semi-detached homes, row houses, and townhouses shall also be allowed.

8.2 A comprehensive *local plan* shall be required to support applications for hamlet residential development.

8.3 The following uses in the hamlet residential area may be allowed where they are determined to be compatible and appropriate:

a. public, recreational, and institutional uses; and

b. local commercial uses.

DENSITY

8.4 The gross residential density of the hamlet residential area should be 9.63 units per hectare (3.9 units per acre).

8.5 Medium density residential (townhomes, row houses, and multi-unit) land use should comprise at least 10 per cent of the net *developable* area within a hamlet residential area.

Gross residential density calculations include land for residential lots and local uses such as hamlet commercial businesses, local parks, elementary schools, local roads, and small institutional sites such as daycares.

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COMMUNITY DESIGN

8.6 A hamlet residential area should provide:

a. street-oriented residential design;

b. a variety of lot widths and home sizes;

c. parks and pedestrian connections to adjacent areas;

d. sidewalks on at least one side of the roadway;

e. vehicular connections to other neighbourhoods within the hamlet; and

f. dark sky friendly street lighting.

Street-oriented design affects the character of the street and how neighbours interact with each other. A vital street with good design encourages activity by providing a safe and inviting pedestrian environment, a home design that encourages interaction, and a road design that calms traffic movement.

8.7 Medium density residential development should:

a. be oriented to the public street with parking located in the rear or side;

b. be located in proximity to community amenity areas such as *open space*, a park, or the main street; and

c. provide landscaped open areas that are safe and secure for residents and integrate private outdoor living areas with public *open space*.

8.8 Local plans should provide architectural design guidelines that promote neighbourly interaction by:

a. promoting front yard aesthetics;

b. providing street trees and street-oriented porches or patios; and

c. requiring garages to be located in the rear of residences, contiguous, or recessed from the front façade.

8.9 Local plans should encourage rural identity through the use of:

a. street names;

b. architectural controls that emphasize a rural look and feel; and

c. landscaping that uses local/native plant species.

8.10 Local plans shall provide an analysis of *open space* and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and *open space* within a hamlet residential area.

8.11 Local plans shall provide a transportation analysis addressing the need for an efficient vehicular and pedestrian network within, and external to, the Hamlet Residential area.

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8.0 HAMLET DEVELOPMENT

The purpose of the hamlet development policies is to create a cohesive development vision for the Hamlet by providing a framework for comprehensive planning that establishes a strong community character. There are existing residential uses in the Hamlet area, such as Cambridge Park (South Conrich), lots from the historic hamlet boundary, and *country residential* lots with potential for further subdivision.

The hamlet will develop an urban form providing for local services, parks and open space, and local commercial uses, with access to these amenities through an interconnected transportation network and pathway system. ~~Single detached housing remains the primary and desired development form in the Hamlet; however, development policies also provide for nodes of higher density specifically within Northwest Neighborhood Area. These may consist of townhomes, semi-detached units, multi-family or similar forms of development, to ensure that The Plan meet regional density requirements and offer a range of housing types.~~ Single detached housing remains the primary development form, with housing forms such as rowhouses, semi-detached units, multi-unit or similar forms of development providing other residential options.

Within the community of Conrich there is a general trend of multi-generational living. Taking advantage of large country residential lots, extended families have built large houses in which several generations live together. This means that the average household size in Conrich is larger than the average in other parts of the County, and so even though the residential density (measured in dwelling-units-per-acre) is typical of other country residential communities, the population density (measured people-per-square-kilometre) may be higher.

Objectives

- Support the development of comprehensively designed residential neighbourhoods that offer a range of lot sizes and housing types to accommodate the varying needs and incomes of current and future Rocky View County residents.
- Provide a mix of residential development forms to offer diverse housing choice, while supporting single detached dwellings as the predominant form.
- Provide for a community core to establish community amenities and services in a mixed-use area that offers commercial, office, institutional and medium-density residential uses in a compact pedestrian and transit friendly environment.
- Develop an integrated parks, open space, and trail system that promotes walking and cycling and provides for a positive recreational and/or cultural experience for residents.
- Ensure that open space, wetlands, riparian areas, and other areas of environmental significance become an identifying feature of the community and a place for residents to enjoy passive recreational pursuits.
- Develop an interconnected street network to support all modes of transportation including pedestrian and transit.
- Provide for human scale design and attractive hamlet areas along with minimizing the impact of new development on existing residential development through interface policies and design guidelines.
- Encourage innovative design for new neighbourhood residential areas and for the Community Core.

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Hamlet Development Policies

General

8.1 Development shall be in accordance with Map 5: Land Use Strategy and Map 6: Hamlet of Conrich and shall be consistent with the policies of this section.

8.2 Where new development is proposed in proximity to existing residential neighbourhoods, the design should provide an acceptable transition to the existing areas through a low-rise housing form that implements appropriate height, massing, and architectural design to integrate with the context of the surrounding community.

8.3 All development shall follow the servicing requirements and policies of this Plan.

8.4 The primary residential development form within the hamlet shall be single detached dwellings.

8.5 Residential built forms such as rowhouses, semi-detached units and multi-unit development shall be supported in locations within the Community Core or adjacent to Neighbourhood Commercial uses.

8.6 Outdoor lighting for all development, including landscaping designs for public spaces, shall follow dark sky lighting principles and shall be consistent with the dark sky policies, standards, or regulations adopted by the County.

8.7 Development abutting the railway shall provide sufficient buffering, safety, and noise control techniques to mitigate the impact on residential development in accordance with the 'Guidelines for New Development in Proximity to Railway Operations', in an effort to mitigate the impact of new residential development in proximity to the railway. At a minimum, this should include a:

a. 30.0 metre setback from the railway right-of-way;

   (i) pathways and open space connections are acceptable uses within the 30 metre setback as shown in Figure 3.

b. 2.5 metre high earthen berm that separates the residential development from the rail line; and

c. 1.83 metre fence installed and maintained along the mutual property line. A conceptual depiction of appropriate buffering in proximity to the railway is shown on Figure 3.

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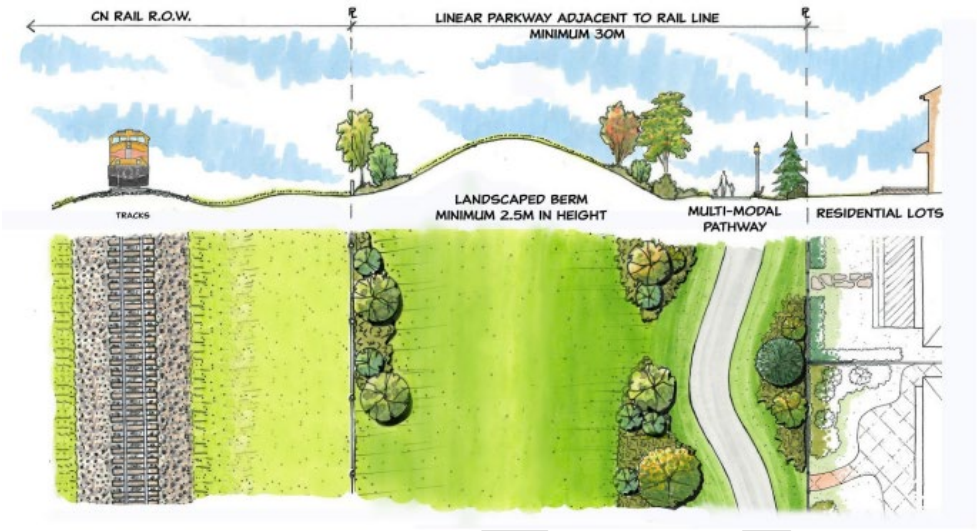
Figure 3 Railway interface concept



DENSITY

8.8 The average ~~gross~~ residential density for new developments within each Neighbourhood Area ~~the hamlet residential area~~ should be ~~2.02~~ 12.36 units per hectare (5.0 units per acre).

8.9 ~~Townhomes~~ Rowhouses, duplex, multi-unit residential land use (including residential uses within mixed-use developments) should not exceed 10 per cent of the Hamlet area.

a. Density within an area should vary to address planning context in alignment with the policies of this Plan.

b. Neighbourhood Plans or applications for residential development with greater density than the target average density dwelling units per acre may be supported if it is demonstrated that the greater density will not unduly affect the character of the hamlet, transportation and servicing requirements.

8.10 *Neighbourhood Plans* shall specify the density composition and distribution within a Neighbourhood Area.

~~**Gross residential area density** calculations include land for residential lots and local uses such as hamlet commercial businesses, local parks, elementary schools, local roads, and small institutional sites such as daycares.~~

LOCAL PLANS

8.11 Redesignation, subdivision and development applications within The Hamlet shall be guided by a *local plan* prepared in accordance with the policies of this Plan;

a. notwithstanding Section 8.4, a *local plan* is not required for a development application that is supplemental, accessory to, or secondary, to an approved principal use, should that use been approved prior to amending Bylaw C-8567-2024.

8.12 The creation of a single lot from an un-subdivided quarter section for the purposes of a first parcel out, or other agricultural development may be supported within the hamlet area without a *local plan* in accordance with the policies of this Plan and the Municipal Development Plan.

Servicing and Infrastructure

8.13 *Local plans* in the Hamlet shall provide a servicing proposal in accordance with the County Servicing Standards and Section 23 of this Plan, with connection to the municipal piped water and wastewater system.

8.14 *Local plans* in the Hamlet shall provide stormwater and drainage solutions that are consistent with the Conrich Master Drainage Plan and in accordance with Section 24.

8.15 *Local plans* in the Hamlet shall provide transportation studies including a transportation impact assessment (TIA) in accordance with the County Servicing Standards and in accordance with section 22.

ARCHITECTURAL CONTROLS

8.16 To ensure aesthetically coordinated development, design guidelines and architectural controls shall be implemented and enforced by the Home Owners' Association (HOA), or similar entity within *local plan* areas.

8.17 *Local plans* in the Hamlet should support the hamlet's identity through the use of street names, architectural controls, an effective interconnected network of parks and open spaces, and landscaping.

8.18 *Local plans* in the Hamlet should provide high quality design through consistent architectural themes relating to building appearance, lot layout, landscaping, streetscape and street-orientated design.

Street-oriented design affects the character of the street and how neighbours interact with each other. A vital street with good design encourages activity by providing a safe and inviting pedestrian environment, a home design that encourages interaction, and a road design that calms traffic movement.

OPEN SPACE AND RECREATION

8.19 *Local plans* in the Hamlet should identify and protect environmentally sensitive areas and cultural assets.

8.20 *Local plans* in the Hamlet shall provide an analysis of *open space* and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and *open space* within the hamlet development areas;

a. Where the opportunity exists to provide connections to an existing or planned active transportation route, municipal reserve dedication in residential areas should be provided by dedication of land to facilitate the establishment of fully functional pathways and open space areas within a development.

8.21 *Local plans* in the Hamlet should identify and implement mechanisms by which *open space*, wetlands, riparian areas, and other areas of environmental significance not qualifying as Environmental Reserve will be permanently preserved, and any privately owned portions not subject to further development.

Open Space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas, and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

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TRANSITION AND INTERFACE

8.22 *Local plans* in the Hamlet shall include transition and interface policies in accordance with Section 13, Section 14, and Map 7: Non-Residential / Residential Interface of this Plan and the County's Agricultural Boundary Design Guidelines.

TOWNSHIP ROAD 250

8.23 *Local plans* in the Hamlet abutting the future re-alignment of Township Road 250 shall provide appropriate noise attenuation techniques to mitigate the impact of the increase in heavy vehicle traffic.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):
A multi-disciplinary approach for reducing crime through urban and environmental design and the management of the built environments. The four basic strategies in CPTED include:

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

NEIGHBOURHOOD AREA

The hamlet has been divided into Neighbourhood Areas to facilitate comprehensive planning on lands that have experienced limited fragmentation. The Neighbourhood Areas shown on Map 6 will offer a mix of housing with emphasis on single detached dwellings and include complementary land uses supporting local services, neighbourhood amenities and institutions. These will take on an urban form allowing for efficient use of infrastructure and services, as well as promoting an interconnected street network to support active transportation and transit.

Planning will be done through a *Neighbourhood Plan* prepared by the County or an applicant in partnership with the County. The *Neighbourhood Plan* will be an amendment to the ASP that will provide detailed land use direction, subdivision design and development that covers the entirety of the relevant Neighbourhood Area and establishes a general structure including the collector/arterial road layout, water and wastewater servicing networks, stormwater facilities, parks and open space network, community design policies, and other details.

Detailed development of lands will be guided by *local plans* submitted by the applicant and reviewed by the County.

Neighbourhood plan is a statutory plan that adopted by bylaw and appended to the area structure plan. ~~A neighbourhood plan is a type of conceptual scheme to~~ It supports comprehensive planning within the hamlet. ~~Neighbourhood plans provide~~ providing detailed land use direction, subdivision design and development guidance to Council, Administration, and the public for a large area. Detailed development of lands within a Neighbourhood Area will be guided by local plans submitted by the applicant and reviewed by the County.
~~A neighbourhood plan will identify development cells as smaller sub-areas for detailed planning of specific areas and phases. A development cell plan *Local Plans* will be prepared for these areas to support development. Upon approval, a development cell plan will be amended into the neighbourhood plan as an appendix.~~

Objectives:

- Support infrastructure and public realm improvements in the Neighbourhood Areas necessary to create an efficient and cohesive development pattern that promotes pedestrian activity and interactions between public and private spaces.
- Provide a variety of housing options in a manner that integrates residential use with the activity centre.

General Policy:

8.24 Residential development shall be the primary use in the Neighbourhood Areas in a form and composition that achieves the density requirements of Policy 8.7.

8.25 The Neighbourhood Area should provide a broad range of housing choices covering a mix of built forms to support density requirements and changing demographics within thework Community.

8.26 A Neighbourhood Area should convey a distinct identity by implementing elements such as:

a. street names and signage that reflect the Area's historical features and/or natural context;

b. branding of neighbourhood parks and features; and

c. high quality architectural controls.

8.27 Each Neighbourhood Area shall include *neighbourhood commercial* uses to serve the needs of residents and provide local employment in the area.

a. *Neighbourhood commercial* areas should be small to medium sized developments ranging from 600 sq. m. (6458 sq. ft.) to approximately 6,000 sq. m. (64,583 sq. ft.).

Neighbourhood commercial is intended to provide services to the local residential community that is immediately in the vicinity of the commercial area. Neighbourhood commercial is intended to be small to medium sized development ranging from 600 m^2 (6458 ft^2) to approximately 6,000 m^2 (64,583 ft^2). Proposals for this type of development will be required to submit a market demand study to show the demand for the use and to provide evidence that the neighbourhood commercial development would not negatively impact the Community Core commercial services.

8.28 The following uses within the Neighbourhood Areas may be allowed where they are determined to be compatible, appropriate, and consistent with the policies of this Plan:

a. public, recreational, and institutional uses such as schools, childcare facilities, religious assemblies, and

b. *seniors housing.*

8.29 A *neighbourhood plan* ~~and a *development cell plan* specific to the development area~~ must be prepared prior to redesignation, subdivision, or development of any land within the Neighbourhood Areas as shown on Map 6~~: Hamlet of Conrich~~.

8.30 Despite Policy 8.29, development of a limited scope may be considered prior to adoption of a *neighbourhood plan,* only where:

a. The applicant can demonstrate that the proposal aligns with and supports the policies and principles applicable to the Hamlet and Neighbourhood Area.

b. The development would not conflict with or compromise the comprehensive planning of the Neighbourhood Area.

Seniors housing can be supportive housing/assisted living, and long-term care. There is a desire within the hamlet for people of all ages to be able to remain in their community as they age. The Conrich ASP is supportive of senior housing proposals provided the development is located near local shops and services to provide ease of access for this demographic. Seniors housing may be considered as institutional or residential land use according to the level of care and independence the housing provides.

Neighbourhood Plans

8.31 A *neighbourhood plan* shall be prepared for each Neighbourhood Area, as shown on Map 6, in accordance with the policies of this Plan.

a. A *neighbourhood plan* shall cover the extent of the relevant Neighbourhood Area as shown in Map 6.

b. A *neighbourhood plan* must adhere to the distinct policies provided within this Plan for the relevant Neighbourhood Area.

c. *Neighbourhood plans* shall be developed to connect and interface with other Neighbourhood Areas. This includes ensuring infrastructure connectivity, appropriate development transitions, compatible architectural style and an interconnected open space and parks network.

~~d. A *neighbourhood plan* shall identify development cells for detailed planning of specific areas and phases by *development cell plans*. The boundary of a development cell will be confirmed by the *development cell plan*.~~

~~8.20 A *neighbourhood plan* is considered a *local plan* and Policies 8.9 to 8.15 shall apply when preparing a *neighbourhood plan* or *development cell plan*.~~

8.32 A *neighbourhood plan* shall provide a general structure for the relevant Neighbourhood Area and contain requirements identified in Policy 27.11 to 27.15 and Appendix E of this Plan.

8.33 The preparation of the *neighborhood plan* shall be guided by the following principles:

a. is characterized by a mix of housing with emphasis on single detached dwellings while supporting mixed-use or multi-unit dwellings clustered in nodes of higher density at appropriate locations;

b. is linked by a park and pedestrian pathway system;

c. provides for local retail and commercial uses at an appropriate scale determined through economic assessment;

d. provides for public, recreational, and institutional uses;

e. meets the density requirements per the policies of this Plan for the overall Neighbourhood Area;

f. develops a sensitive interface to the existing country residential and low density urban communities;

g. provides for a vibrant frontage along Conrich Road supporting active transportation modes, connection to the Community Core and developing a high-quality public realm through landscaping, street furniture and streetscape design for a pedestrian friendly environment;

h. provides appropriate screening and buffering from industrial areas as per the non-residential/residential interface policies of this Plan;

i. provides for buffering and screening from the CN Rail line as per the policies of this Plan; and

j. is consistent with the policies and technical requirements of this Plan.

8.34 Multiple types of housing should be integrated into the Neighbourhood Areas to meet the

density requirements.

a. Notwithstanding Policy 8.33, mixed use development shall only be focused within the Community Core or neighbourhood commercial areas.

8.35 A market demand study shall be conducted as part of the *neighbourhood plan* to support the proposed size of the *neighbourhood commercial* area and to demonstrate that the proposed development will not compromise the viability of similar uses in the Community Core or elsewhere in the ASP area. ~~to demonstrate that the neighbourhood commercial development would not negatively impact the would Community Core commercial development~~

8.36 The servicing strategy and transportation network shall be updated at the time of neighbourhood plan preparation to reflect the proposed land uses and established density.

Local Plans ~~*Development Cell Plan*~~

8.37 ~~*A development cell plan*~~ *Local plans* in the Neighbourhood Area shall be comprehensively planned and shall provide detailed planning ~~for development cells identified~~ as identified within a specific Neighbourhood Area and ~~requirements identified~~ in Appendix F.

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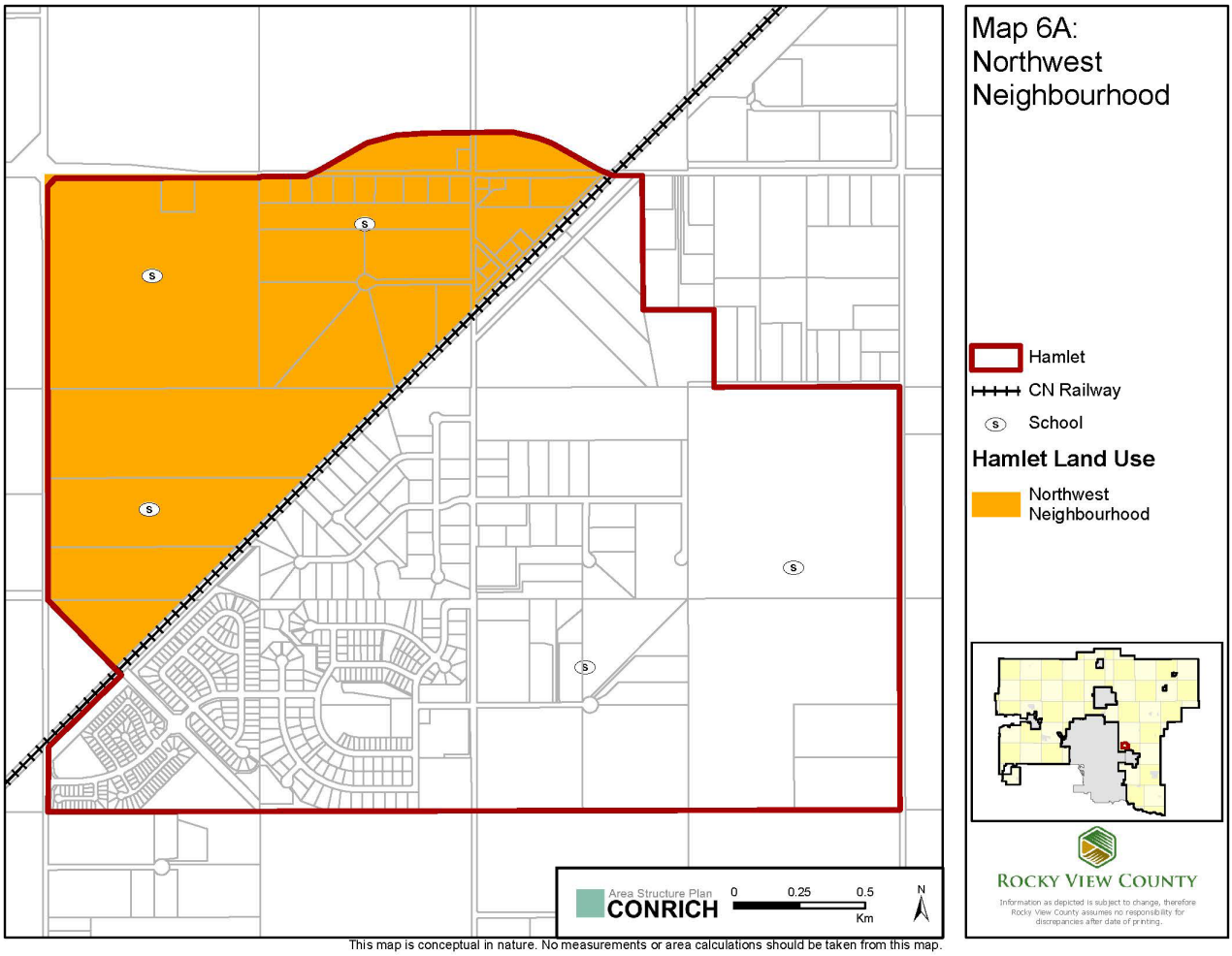
Map 6 A Northwest Neighbourhood



Northwest Neighbourhood

Northwest Neighbourhood Area is located, as the name suggests, in the north-west part of the hamlet bounded by Range Road 285 to the west, Township Road 250 to the north, the CN rail line to the south-east. This neighbourhood area has excellent access to the regional highway network providing efficient access to Highway 1 with proximity to Stoney Trail and the proposed re-alignment of Garden Road. These lands are the first encountered when travelling from Calgary and will act as a gateway into the hamlet area. Northwest Neighbourhood Area offers opportunities to create large development cells for effective comprehensive planning including the development of the Community Core.

The extension of municipal servicing infrastructure from the east side of the CN rail line to this area is needed to support development of Northwest Neighbourhood Area and other planned industrial development. Northwest Neighbourhood Area contains areas identified as environmentally sensitive, which will require planning for protection and integration into a parks and open space network. This area is also somewhat isolated from the remaining communities in Conrich by the CN rail line, which runs diagonally through the hamlet area.

Innovative planning solutions will be needed to create meaningful connections from Northwest Neighbourhood Area to other areas of the hamlet.

Policy:

8.38 Preparation of the *neighbourhood plan* for Northwest Neighbourhood Area should provide appropriate screening and buffering from Township Road 250 and the industrial areas as per the non-residential/residential interface policies of this Plan.

8.39 Preparation of the *neighbourhood plan* should enhance natural areas by retaining and integrating natural features into the subdivision design, to the County's satisfaction.

8.40 ~~Areas of environmental significance~~ Environmentally Sensitive Areas as identified on map 8 should be retained and protected.

8.41 The *neighbourhood plan* for Northwest Neighbourhood Area should provide for buffering and screening from the CN Rail line as per Policy 8.6.

8.42 Preparation of the *neighbourhood plan* for Northwest Neighbourhood Area shall include the development of a Community Core.

8.43 The Community Core should be the focal point of the Northwest Neighbourhood Area and preparation of the *neighbourhood plan* should address appropriate transition and interface of residential areas from the Community Core.

8.44 Higher density residential development should be located closer to community amenity areas such as open space, a park, ~~Community Core~~, institutional, or neighbourhood commercial within the Community Core.

8.45 The Community Core should support some limited areas of mixed-use development providing opportunities for varying types of housing to meet density requirements.

Community Core

The Community Core acts as a central gathering place for the community, with opportunities for people to interact with each other at local businesses, community institutions, and public spaces.

Results from public engagement identified the desire to create a community activity centre located near the traditional heart of Conrich along Conrich Road, between Township Road 250 and the CN rail line. The Community Core is to be incorporated into Neighbourhood Northwest with the final location and design to be determined during the neighbourhood planning stage.

Planning for the Northwest Neighbourhood Area will require thoughtful integration towards the more intensive uses of the Community Core, appropriate transitions and interface should be considered to ensure planning is integrated with the surrounding areas. The development of the Community Core should:

- Establish a community activity centre by supporting development of institutional, commercial and community services within the ~~central area of the~~ hamlet.
- Promote active transportation routes through and within the Community Core to ensure that the area is accessible from other parts of the Conrich community.
- Establish strong design criteria to ensure that public spaces and private development celebrate the character of the Conrich community.

- Allow opportunities for the provision of complementary residential and local commercial uses that contribute to a vibrant and thriving Community Core.
- Enhance and further establish the hamlet's identity and unique character.
- Act as a gateway and gathering space for the Conrich community.

Policy:

8.46 The *neighbourhood plan* shall identify general location of the Community Core to enhance the Hamlet's identity and unique character as a distinct area.

8.47 The Community Core shall provide a range of local commercial services for residents that contribute to an attractive pedestrian environment and meeting places for residents.

8.48 The Community Core should create a vibrant and pedestrian friendly space that supports all transportation modes through landscaping, street furniture, and streetscape design.

8.49 Development of the Community Core should implement improvements to the public realm through a variety of mechanisms, including where appropriate, financial contribution and/or cost recovery agreements.

8.50 The Community Core shall provide pedestrian connections that links to the rest of the hamlet's residential areas.

8.51 The Community Core should be comprehensively planned and shall provide a mix of uses including hamlet commercial, institutional, and community services.

8.52 Rowhouses, semi-detached units, multi-unit or similar forms of development ~~Medium density residential and mixed-use developments~~ should be considered in the Community Core to meet the density requirements of The Plan.

8.53 Institutional and community service uses should be the prominent development form fronting Conrich Road and Township Road 250.

8.54 Development adjacent to Township Road 250 and Conrich Road should present a positive appearance for drivers entering the hamlet through the provisions of enhanced façades and landscaping.

8.55 Design of institutional and commercial uses should be compatible with the design of surrounding residential uses.

Institutional and Community Services in the Community Core

8.56 Development in the Community Core shall allocate sufficient lands for the future development or expansion of schools and municipal services through appropriate phasing and dedication of municipal reserve lands;

8.57 Institutional and community service uses within the Community Core should be broadly identified at the time of preparing a *neighbourhood plan* while allowing for flexibility at further development stages, and shall align with all other relevant policies set out within this Plan.

8.58 Institutional and community services use shall be restricted to the following within the Community Core area:

a. Arts and Cultural Centre;

b. Athletic and Recreation Services;
c. Community Agriculture Uses;
d. Childcare Facilities;
e. Indoor Participant Recreation Services;
f. Medical Treatment Services;
g. Museums;
h. Private Clubs and Organizations;
i. Public or Quasi-Public Buildings;
j. Public Parks, Open Spaces, or Environmental Reserve;
k. Religious Assembly;
l. Schools~~, including accessory dormitories~~;
m. Senior Care Facilities; and
n. Tourism.

Commercial Uses in the Community Core

8.59 Commercial development shall be supported within the Community Core, subject to the development meeting the policies set out within Section 10 of this Plan and the following criteria:

a. commercial development shall be focused on complementing existing or planned institutional and community services, through the specific uses proposed and integration of features such as building design, parking areas, pathways, and open spaces; and
b. commercial services shall be located and oriented to interface with public roads and spaces as well as provide a consistent and high quality design that contributes to the appearance of the Community Core.

8.60 Commercial development shall establish architectural controls that follow the design guidelines for local commercial areas as set out in the County's Commercial, Office, and Industrial Design Guidelines, the design requirements of Appendix B and other adopted County design standards

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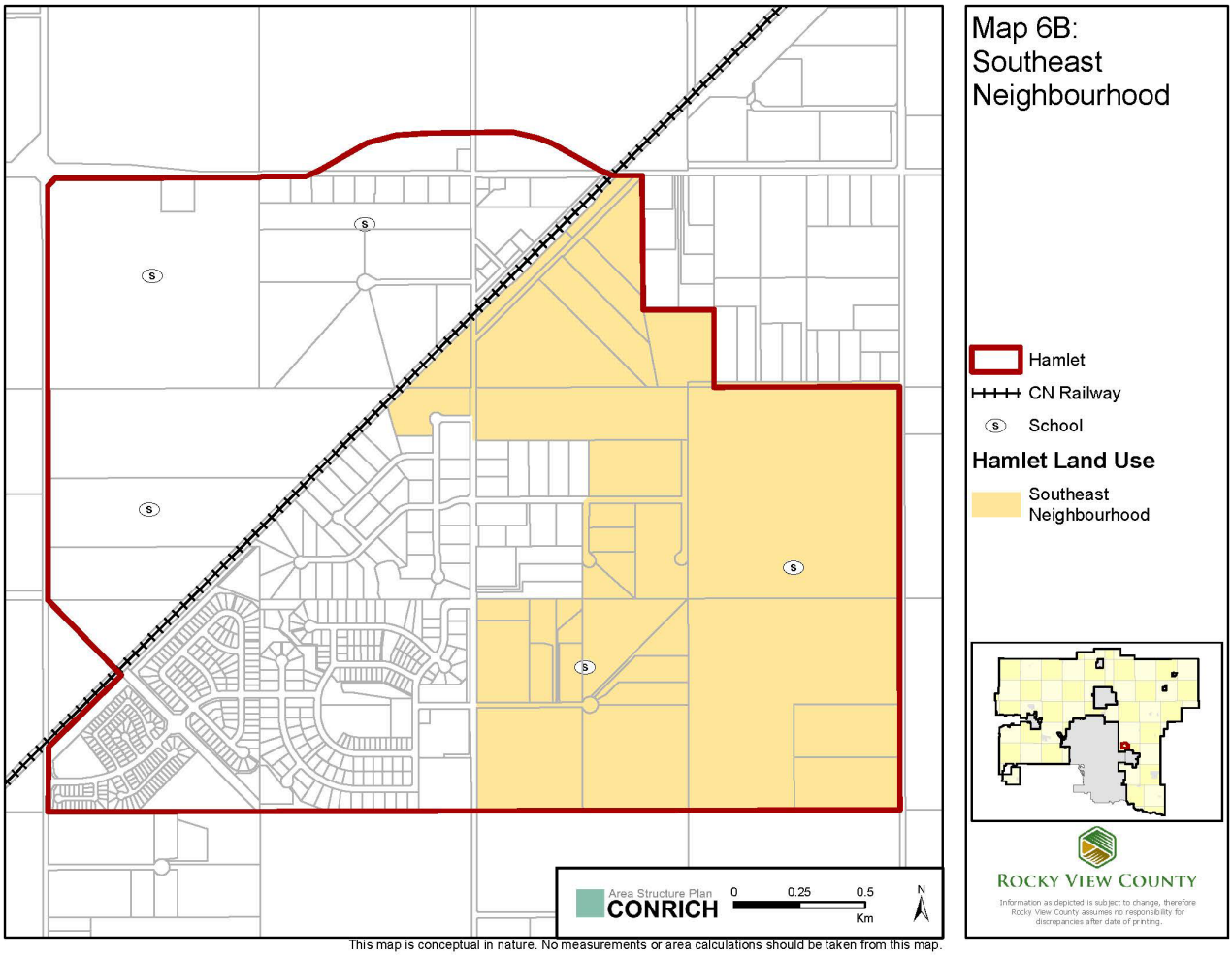
Map 6 B Southeast Neighbourhood



Southeast Neighbourhood

Southeast Neighbourhood Area is bounded by the CN rail line to the northwest, Conrich Road and existing development to the west, *country residential* to the northeast, and Range Road 283 to the east. Municipal servicing infrastructure exists within Southeast Neighbourhood and Conrich Road provides the primary transportation route.

The eastern portion of the Neighbourhood forms the Buffalo Hills Comprehensive Development Conceptual Scheme Area (Buffalo Hills). Adopted in 2006, Buffalo Hills was envisioned to be a mix of residential, business, institutional, recreational and park uses, no land development has occurred since its adoption.

Along the western boundary of the Neighbourhood, lands are more fragmented which will require careful planning to create a cohesive community. Appropriate interfaces with the existing *country residential* and Cambridge Park communities will need to be incorporated into the neighbourhood planning. The Southeast Neighbourhood Area provides an opportunity to develop a vibrant and active frontage with Conrich Road, the 'main street' of the community.

Policy:

8.61 The preparation of the *neighborhood plan* for Southeast Neighbourhood Area shall be guided by the following principles:

a. is characterized by a mix of housing with emphasis on single detached dwellings while supporting mixed-use or multi-family unit dwellings clustered in nodes of higher density at appropriate locations;

b. is linked by a park and pedestrian pathway system;

c. provides for local retail and commercial uses at an appropriate scale determined through economic assessment;

d. provides for public, recreational, and institutional uses;

e. meets the density requirements per the policies of this Plan;

f. develops a sensitive interface to the existing country residential and low density urban communities;

g. provides for a vibrant frontage along Conrich Road supporting active transportation modes, connection to the Community Core and developing a high quality public realm through landscaping, street furniture and streetscape design for a pedestrian friendly environment;

h. provides appropriate screening and buffering from business and industrial areas as per the non-residential/residential interface policies of this Plan;

i. provides for buffering and screening from the CN Rail line as per Policy 8.6; and

j. is consistent with the policies and technical requirements of this Plan

8.62 Development adjacent to Conrich Road should present a positive appearance for drivers through the provisions of enhanced façades and landscaping.

8.63 Development adjacent to the Buffalo Hills should complement the proposed uses and development forms identified in the approved conceptual scheme.

8.64 Where multi-unit residential housing is appropriate, it should be directed towards the southern boundary of the Neighbourhood Area and the future Township Road 245 to ensure appropriate transition between residential uses within the Southeast Neighbourhood Area, the Buffalo Hills Conceptual Scheme, and the highway business uses on the south.

CONRICH CROSSING

The Conrich Crossing Conceptual Scheme (2021) plans the bulk of the quarter section bordered to the south by Township Road 250 and to the east by Conrich Road. This plan includes a new residential neighbourhood north of the hamlet.

8.65 The Conrich Crossing Conceptual Scheme (Bylaw C-8178-2021) general land use concept and densities shall be supported by this Plan and subsequent *neighbourhood plan*.

8.66 Notwithstanding Policy ~~8.39~~ 8.64, amendments to the Conrich Crossing Conceptual Scheme (Bylaw C-8178-2021) shall adhere to the requirements of this Plan.

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BUFFALO HILLS

~~The Buffalo Hills Conceptual Scheme (2006) makes up the entirety of the Neighbourhood 3 area. The Conceptual Scheme includes a residential development within the two northernmost quarters sections of the Plan, with a regional business and institutional centre developed on the southern quarter section.~~

The Buffalo Hills Conceptual Scheme (2006) includes a mix of residential development located on the top two quarters sections, with a regional business and institutional centre to be developed on the southern quarter section.

~~8.41 The Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) general land use located within the Hamlet of Conrich as identified on Map 6 shall not be supported. An amendment to the Conceptual Scheme is required to align with this Plan and a subsequent *neighbourhood plan*.~~

8.67 The Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) general land use located within the Hamlet and the Southeast Neighbourhood Area ~~of the Hamlet of Conrich as identified on Map 6~~ shall be supported by this Plan.

8.68 ~~Notwithstanding Policy 8.42,~~ Amendments to the Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) ~~located outside the Hamlet of Conrich as identified on Map 6~~ shall adhere to the requirements of this Plan.

~~*NEIGHBOURHOOD RESIDENTIAL TRANSITION AREA*~~

~~The Neighbourhood Residential Transition Area shown in Map 6 is an area of approximately 18 acres bounded by the CN rail line to the north, existing *country residential* development to the south, and Conrich Road to the east. This land is comprised of two sizeable parcels that may be effectively developed similar to the Neighbourhood Areas. These parcels offer an opportunity to establish a transition from the CN rail line and Neighbourhood Areas to the existing *country residential* development.~~

~~8.44 Lands identified as Neighbourhood Residential Transition in Map 6 shall require a local plan and may develop in accordance with Policies 8.1 to 8.8.~~

~~8.45 Development within the Neighbourhood Residential Transition shall not require a *neighbourhood plan*.~~

~~8.46 Development within the Neighbourhood Residential Transition shall ensure an appropriate transition from the existing *country residential* area by establishing compatible low density uses within the southern portion of the area.~~

COUNTRY RESIDENTIAL

Country residential development with lots ranging in size from 2 to 4 acres occurred adjacent to the original hamlet beginning in the mid-1960s (Figure 1) to the present. Many of the residents have a significant investment in their properties and a strong attachment to the area. The County supports the retention of these areas and may plan for infill development in the future.

8.69 *Local plans*, land use redesignation, and new subdivision shall not be supported within the *Country residential* lands shown on Map 6.

8.70 Notwithstanding Policy 8.68, redesignation and a new subdivision may be supported

within the *Country residential* lands, if the following conditions are met:

a. redesignation to a land use district does not facilitate subdivision of lots smaller than 0.81 hectares (2.0 acres); or

b. where an existing lot holds a land use designation that permits further subdivision, proposals may be considered to create lots meeting the purpose and intent of that land use district subject to adhering to the policy within this Plan.

~~*LOW DENSITY URBAN HOUSING*~~ *SOUTH CONRICH CONCEPTIONAL SCHEME (CAMBRIDGE PARK)*

Development of the Cambridge Park community is guided by the South Conrich Conceptional Scheme (2007). The residential community is nearing full build out with lot size ranging from 0.25 to 1 acre, and includes community parks, and connecting trials.

8.71 The South Conrich Conceptual Scheme (Bylaw C-6401-2006 as amended) general land use concept and densities shall be supported in this Plan.

PRINCE OF PEACE AREA

The Prince of Peace community, identified on Map ~~12~~ 13, is a low to medium density residential area that has been designed to accommodate the needs of seniors. The *master site development plan* and associated land use allows for semi-detached homes, medium density condominiums, assisted living accommodation, and dementia accommodation.

Development of this area will comply with all relevant policies of this plan.

8.72 Residential development within the Prince of Peace area shall be in accordance with the Prince of Peace Master Site Development Plan, the Princeton Conceptual Scheme, and relevant policies of this plan.

OTHER AREAS

8.73 Map 5 identifies two areas referred to as 'residential – form to be determined' where the residential form is to be determined at the *local plan* stage. Options include *country residential* and/or residential densities equivalent to hamlet residential. Development in these areas shall be consistent with the relevant residential policies of this plan.

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9.0 COUNTRY RESIDENTIAL

Country residential development within The Plan area has occurred from the mid-1960s to the present. These areas are identified as *country residential* on Map 3: Existing Land Use. This plan supports the retention and build-out of certain existing *country residential* areas, while providing for the transition of other areas to new land uses.

Country residential development refers to the traditional residential acreages that have been created throughout the County since the early 1960s. Typically acreages have the land use designation residential one, two, or three district with a minimum of two (2), four (4) and ten (10) acre parcel size respectively. The lots may have been subdivided as part of a local plan or created on an individual basis. Wastewater is treated on-site through the use of a private sewage treatment system, while water is provided by well or a local water co-op.

Objectives

- Support some existing *country residential* areas to remain as viable communities.
- Support the retention of existing *country residential* areas identified as transition areas until change to an industrial or commercial use is deemed desirable.
- Ensure that the impact of commercial and industrial development on *country residential* development is minimized through the implementation of appropriate interface policies and design guidelines.

Policies

Map 5: Land Use Strategy shows the *country residential* areas within The Plan boundary that are expected to remain as *country residential* developments.

9.1 *Country residential* development within the hamlet of Conrich shall be supported in the areas identified as '*country residential*' on Map 5.

PLEASANT PLACE

Pleasant Place is a residential area located outside of the hamlet of Conrich that is intended to remain and expand as a residential area. The Pleasant Place community consists of 11 homes located one kilometre north of Township Road 250 and west of Conrich Road. The Plan recognizes the desire of its residents to remain as a viable residential community.

9.2 The existing *country residential* area known as Pleasant Place is identified on Map 5 as 'residential - form to be determined'. Expansion to the west and south of Pleasant Place is also identified as 'residential - form to be determined' on Map 5. The new residential development form within this area shall be determined at the time of *local plan* preparation and shall be consistent with the policies of this plan.

9.3 Industrial development adjacent to the existing or expanded Pleasant Place residential area shall be subject to the non-residential/residential interface policies and design guidelines of this plan (Map ~~6~~ 7 and Section 14).

9.4 Development of land to the north of Pleasant Place, within the long term development area, shall be compatible with the existing Pleasant Place land use.

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RESIDENTIAL TRANSITION AREAS

Residential transition areas are those areas currently designated for *country residential* use where future industrial or commercial development is supported. This plan (Map 5) recognizes three transitional areas: (i) Township Road 244A (highway business transition), (ii) McKervey Place (industrial transition), and (iii) Township Road 250 (industrial transition).

9.5 The *country residential* uses on lands identified for industrial transition or highway business transition (Map 5) are allowed to continue until such time as a transition to industrial or highway business use is deemed desirable and a *local plan* has been prepared, in accordance with the policies of this plan.

9.6 Applications for highway businesses or industrial uses adjacent to transition areas shall be subject to the non-residential/residential interface policies of this plan (Section 14), unless otherwise determined by a *local plan* to not be necessary.

9.7 No redesignation or subdivision shall be approved on land within a Transition Area until a Conceptual Scheme providing a comprehensive plan for the entire Transition Area and aligning with the principles, policies, and intended future land use identified by this ASP has been completed and adopted by the County.

~~Notwithstanding the intended highway business or industrial land uses for the transition area, the County may consider a 'work/live' land use without the preparation of a *local plan*.~~

~~9.8 Subdivision of an industrial transition or highway business transition area into additional residential or additional 'work/live' lots shall not be supported.~~

~~A '***work/live***' land use would allow a business to operate on the same property as a private residence. Creating this land use permits a greater intensity of business use than is currently contemplated under existing residential districts or home based businesses.~~

~~This land use may be of benefit to homeowners within a transition area that are impacted by business development but are unable to transition to a commercial or industrial land use because of a lack of market interest.~~

~~The County does not have a '*work/live*' land use district as envisioned in this plan but will consider the adoption of such as district as part of the plan implementation (Section 27).~~

TOWNSHIP ROAD 250 TRANSITION AREA

With the development of the CN Rail facility, homes accessing Township Road 250 south of the CN logistics park have been impacted by increased truck traffic and facility operations. This plan provides for the transition of this area to industrial land use, which in turn may impact adjacent *country residential* development to the south. ~~Due to the complex land use and design issues in this transition area, The Plan recommends future design work to be carried out by the County.~~ A conceptual scheme has been adopted by Council to mitigate the potential impacts on *country residential* residents.

~~9.9 Applications for industrial and residential development in the area identified on Map 12: Local Plans as Township Road 250 requires a *local plan*. Due to the fragmented nature of the area, the County shall prepare the *local plan*, following consultation with the landowners.~~

Applications for industrial and residential development in the area identified on Map 13: *Local plans* as Township Road 250 shall be prepared in accordance with the provisions of the Township Road 250 Conceptual Scheme.

~~*OTHER TRANSITION AREAS*~~

~~The Plan recognizes other transition areas as land:~~

- ~~where future industrial or commercial development is supported;~~
- ~~contain a residence; and~~
- ~~have been impacted by the loading and shuttling of rail cars associated with the CN Rail facility.~~

~~9.10 Notwithstanding the intended commercial or industrial land uses for these lands, the County may consider a 'work/live' land use without the preparation of a *local plan*.~~

~~9.11 Subdivision of transition areas into additional 'work/live' lots shall not be supported.~~

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10.0 COMMERCIAL

Commercial areas provide a wide range of services to Rocky View County residents and the region, while contributing to the fiscal sustainability of the County. This plan envisions two different forms of commercial development for the Conrich area; regional highway business development and hamlet commercial.

HIGHWAY BUSINESS

Highway business developments are moderate to large in size and primarily serve the needs of the:

- traveling public and tourists;
- regional population; and
- industrial and commercial employees from the region.

Uses may include a combination of grocery and retail stores, large format stores, shops, services to the public, offices, office parks, entertainment, and accommodation. Light industry may be considered if there are no nuisance factors outside of the enclosed building. Institutional uses are also appropriate in this area and may include schools, religious assemblies, campgrounds, medical treatment centres, and recreational uses. Highway business areas are to be comprehensively planned, attractively designed, landscaped, and include pedestrian-friendly parking areas. Where they are adjacent to existing or future residential areas, they must follow the non-residential/residential interface area policies (Section 14).

HAMLET COMMERCIAL

~~The hamlet commercial area should form part of the community core and will be determined as part of the future policy area review.~~ The hamlet commercial area should form part of the Community Core ~~and will be centered at the intersection of Conrich Road and Township Road 250 as shown on Map 5 and Map 6.~~ Hamlet commercial contributes to the social aspect of the hamlet and the development of a sense of community for the Conrich area. It will add visual interest to the community and provide local services, a pedestrian orientated main street development, and casual meeting places for area residents.

Objectives

- Provide for attractive and high quality highway business and hamlet commercial development.
- Provide for an attractive commercial core that adds to the social fabric of the hamlet and provides a wide variety of services to residents.
- Promote the development of regional highway business development focused on Highway 1 and Stoney Trail that is of a high quality design and provides safe access and egress from adjacent highways.
- Provide guidance on development type and design.
- Ensure commercial uses are compatible with existing and future land uses.

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Policies

GENERAL

10.1 ~~Highway business development shall be located in the areas identified on Map 5.~~ Highway Business and Hamlet Commercial development shall be located in the areas identified on Map 5 and Map 6.

10.2 Development areas should proceed in an orderly and efficient manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

LAND USE - HIGHWAY BUSINESS

10.3 The primary regional highway business land uses should be large format retail centres, shopping centres, outlet malls, office buildings, business parks, regional services, and tourist facilities that benefit from access to Highway 1 or Stoney Trail. Other acceptable uses include institutional uses, campgrounds, medical treatment centres, recreation facilities, and light industry where there are no nuisance factors outside of the enclosed building.

10.4 Highway business uses should primarily be carried on within an enclosed building, where the operation does not generate any significant nuisance or environmental factors such as noise, appearance, or odour outside of the enclosed building.

10.5 Outdoor storage as a primary use should not be permitted. Outside storage incidental to the primary use of the site shall be screened and located to the side or rear of the primary building.

10.6 Outside display areas are permitted provided they are limited to examples of equipment, products, or items related to the site's use.

10.7 Highway business areas shall be situated in a location that ensures safe and efficient access and egress from adjacent roadways.

10.8 Highway business uses located adjacent to existing or future residential or agriculture areas shall address the agriculture interface and non-residential/residential area policies of this plan (Sections 13, 14, and Map ~~6~~ 7).

HIGHWAY BUSINESS/INDUSTRIAL - STONEY TRAIL

10.9 The land use for the area identified as highway business/industrial on Map 5 will be determined as part of the *local plan* preparation. The determination of land use shall be done at the quarter section scale and the relevant commercial or industrial polices of this plan shall apply.

LAND USE - HAMLET COMMERCIAL

10.10 Hamlet commercial uses should be small scale businesses and services that serve the residents of the hamlet and plan area.

10.11 The hamlet commercial area shall provide a range of local services that support the hamlet of Conrich and contribute to an attractive pedestrian environment and meeting places for residents.

10.12 ~~While the majority of local area commercial shall should be located within the hamlet core, other local neighbourhood commercial development may be allowed within the hamlet's neighbourhoods.~~

The majority of the hamlet commercial area shall be located within the Community Core. Other neighbourhood commercial areas that are compatible and complement

those within the Community Core shall be supported within the Neighbourhood Areas.

10.13 *Local plans* proposing hamlet commercial abutting the future re-alignment of Township Road 250 shall provide appropriate noise assessment and mitigation techniques to limit the impact of the increase in heavy traffic through architectural controls implemented at the subdivision and development permit stage.

10.14 *Local plans* proposing hamlet commercial and/or institutional uses within the Community Core ~~as shown on Map 5 and Map 6~~ shall include design guidelines to allow for the development of an east/west main street that intersects with Conrich Road, which may be external to the *local plan* area. The design guidelines should provide for an overall consistent theme for the core and shall be appended to the *local plan.*

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DESIGN

10.15 Commercial development shall be attractively designed, fit with existing development, and address the County's Commercial, Office, and Industrial Design Guidelines and the design requirements of Appendix B.

10.16 Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.

10.17 Buildings in the hamlet commercial area should be built close to the street with onsite parking located in the side and rear.

10.18 Wide sidewalks and angled parking are encouraged as design features consistent with rural prairie towns, in the hamlet commercial area.

10.19 All private lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

10.20 The use of fencing in commercial areas should not be permitted, other than for buffering adjacent lands in non-residential/residential interface areas, screening of outside storage, screening of garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

LOCAL PLANS

10.21 A *local plan* shall be required to support applications (see Section 27) for highway business development. The *local plan* should:

a. provide detailed planning and design policies and guidelines;

b. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines;

c. provide architectural and site guidelines in order to provide a consistent, thematic design to the commercial area;

d. where applicable, coordinate with the adjacent municipality to ensure effective transition across municipal boundaries;

e. where necessary, provide for current and future access requirements to Highway 1; and

f. where necessary, ensure vehicle and pedestrian connections are in general accordance with other *local plan* areas, and, with ~~Maps 7 and 8~~ Maps 8 and 9 of this plan.

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11.0 INDUSTRIAL

Over the next three decades, Rocky View County is expected to capture a greater share of the region's industrial development due to demand, a growing urban market and labour force, competitive land values, and good transportation access.

The Conrich area is identified in the Rocky View ~~*County Plan*~~ *Municipal Development Plan* (Map 1: Managing Growth) as a regional business centre and is expected to see strong industrial development in the distribution sectors over the next decade. The associated employment growth that will come with this development will contribute to the evolution of a well-rounded living environment in the Conrich area.

The industrial policies support the development of a regional business centre that provides local and regional employment opportunities, increase the County's business assessment base, and contribute to the long-term financial sustainability of the County.

Objectives

- Support the development of well-designed industrial areas.
- Provide for the growth of local and regional employment opportunities.
- Support the development of industries associated with the provincial and regional economic base such as construction, manufacturing, transportation, warehousing, *distribution logistics*, and oil and gas services.
- Promote financial sustainability by increasing the County's business assessment base.

Policies

GENERAL

11.1 All industrial development shall be located in the areas identified on Map 5.

11.2 Development of industrial uses should proceed in an orderly manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

LAND USE

11.3 Industrial uses such as *distribution logistics*, warehousing, transportation, industrial services, construction, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage that do not have significant offsite nuisance factors are appropriate within the industrial area.

The term **distribution logistics** refers to the business and activities associated with the management, handling, and movement of goods and finished products from their point of origin and manufacture to their point of consumption.

11.4 Commercial and other business uses that are compatible with industrial uses, and have minimal impact on the local infrastructure, may be appropriate within an industrial area.

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11.5 Industrial uses with the potential for offsite impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods may be located in the area identified as heavy industrial on Map 5.

The County has identified the following broad sectors as emerging areas of growth potential based on employment and business trends:

- Transportation, warehousing, and distribution/wholesale trade, particularly rail and trucking transportation and support industries;
- Professional, scientific, and technical services, particularly engineering, consulting, and business services; and
- Oil and gas servicing industries.

LOCAL PLANS

11.6 A *local plan* shall be required to support applications for industrial development. The *local plan* shall:

a. ensure that the type of uses for the industrial area are consistent with those identified in Policies 11.3 to 11.5;

b. where necessary, provide a strategy to mitigate offsite impacts; including noise reduction due to operations;

c. address the policies of this plan regarding non-residential/residential interface areas, where required;

d. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines; and

e. provide landscaping, lot, and building design requirements that provide for high quality development.

11.7 All private lighting, including security and parking area lighting, shall be designed according to the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

11.8 Where appropriate and feasible, a *local plan* should incorporate policies that provide for green building techniques and energy efficient design.

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12.0 AGRICULTURE

The continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable. The policies support the retention and development of agriculture uses as described in the Rocky View ~~*County Plan*~~ *Municipal Development Plan* , while Section 13 provides direction on developing adjacent to agricultural operations in a manner that minimizes land use conflict.

Objectives

- Support agricultural operations until alternative forms of development are determined to be appropriate.
- Provide for appropriate development of farmsteads and first parcels out.

Policies

GENERAL

12.1 Existing agricultural operations within The Plan boundary are encouraged to continue until development of those lands to another use is deemed desirable and that use is determined to be in accordance with the policies of this plan.

12.2 The creation of a single lot from an un-subdivided quarter section for the purposes of a farmstead, first parcel out subdivision, or other agriculture development should be supported without the requirement of a *local plan* when it is in accordance with the relevant policies of this plan and the ~~*County Plan*~~ *Municipal Development Plan* .

12.3 Farmstead lot size shall meet the minimum and maximum size requirements of the ~~*County Plan*~~ *Municipal Development Plan* and be no larger than is necessary to encompass the existing residence, associated buildings, landscape improvements, and access.

12.4 Residential first parcels out shall be situated in a manner that minimizes the impact on future development of the site. Residential first parcels out:

a. shall meet the site requirements of the ~~*County Plan*~~ *Municipal Development Plan*;

b. shall meet the County's access management standards; and

c. should be located on the corners of the quarter section.

12.5 Applications for confined feeding operations shall not be supported in The Plan area.

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13.0 AGRICULTURE INTERFACE

Agriculture is a significant land use within the Conrich plan area and will continue until envisioned development occurs. It is important that agricultural uses are allowed to continue unimpeded until the land transitions to an alternate land use.

In accordance with the policies and actions of the ~~*County Plan*~~ *Municipal Development Plan* , agricultural boundary design guidelines are being developed. When completed, the guidelines will provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

Objective

- Ensure an appropriate interface between non-agricultural uses and agricultural land and operations, in order to avoid negative impacts on agriculture operations.

Policies

13.1 ~~Until such time as the Agricultural Boundary Design Guidelines are adopted, the policies of this Plan shall guide the design of developments bordering agricultural lands.~~

Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.

13.2 Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of The Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.

13.3 Agricultural buffering techniques may include a combination of the following:

a. barrier fencing to prevent access;
b. vegetated berms;
c. community agriculture plots;
d. stormwater management facilities;
e. ecological/vegetative buffers;
f. use of topographic barriers such as slopes, roads, watercourses or wetlands; and
g. increased setbacks for housing and other buildings.

13.4 Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the *open space* and pathway plan (Map ~~7~~8).

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14.0 NON-RESIDENTIAL/RESIDENTIAL INTERFACE

The development of the Conrich area requires careful and sensitive integration of future business uses that are adjacent to existing and planned residential areas. The goals and policies of this section are intended to achieve a compatible interface and mitigate the impact of non-residential uses.

The term **non-residential** refers to commercial, industrial, or other types of business development.

The **non-residential/residential interface area** is meant to provide a compatible interface between business and residential development. The non-residential/residential interface area contains the land designated for industrial, commercial, or other business use adjacent to the residential interface. A compatible interface is achieved by providing for the appropriate land use, building setbacks, lot and building design, and landscaping within this area.

Objectives

- To minimize the impact of non-residential development on residential development.
- To provide edge conditions in non-residential/residential interface areas that are complementary to adjacent residential areas.

Policies

GENERAL

14.1 *Local plans* for business uses adjacent to areas identified on Map ~~6~~7 shall include an interface strategy that addresses the policies of this section.

14.2 The local road network within the non-residential area should be separated from and/or buffered from the adjacent residential areas.

BUSINESS USES

14.3 Business uses located in those areas identified on Map ~~6~~7as non-residential/residential interface shall comply with the following requirements:

a. Acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance factor outside of the enclosed building. Business uses that interfere with the use and enjoyment of adjacent residential development because of the nature of the business use should not be permitted, even where the business activities may be fully enclosed within a building.

b. Outside storage is not an acceptable use in the non-residential/residential interface area.

SETBACK AREA

Spatial separation between non-residential and residential uses is achieved by providing setbacks for the non-residential buildings within the interface areas.

14.4 Where non-residential buildings are on lands adjacent to a residential area, the non-residential building shall be set back a minimum of 50 metres from the non-residential property line.

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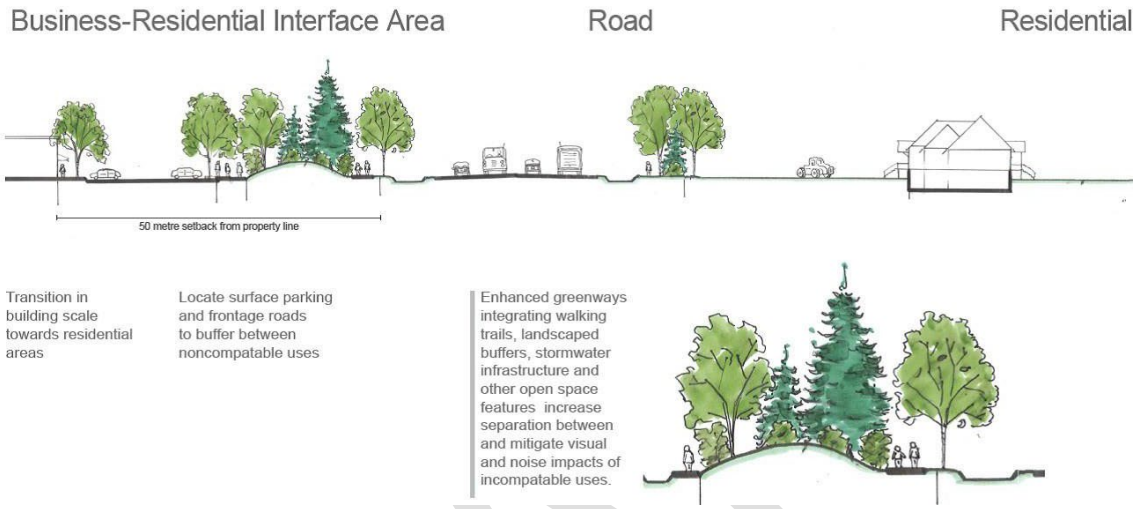
14.5 Where a trail or pathway is located within, or adjacent to, a non-residential/residential interface area, the pathway and associated *open space*, including municipal reserve, may be counted as part of the 50-metre building setback.

14.6 Notwithstanding Policy 14.4, setback area for non-residential and residential interface within the Hamlet Area as identified in Map 6: Hamlet of Conrich for complementary land uses shall be defined through buffering and interface strategies of their respective *local plans*.

Figure 4 Illustration of the Non-residential/Residential Interface area



SETBACK AREA USE AND LANDSCAPING

14.7 Uses within the setback of a non-residential/residential interface area may include:

a. landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks; and

b. surface parking where the parking is hidden from view by berms and/or landscaping.

14.8 High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback as part of a *local plan* that address the County's Land Use bylaw and the Appendix B guidelines.

14.9 Mass plantings and/or berms are required to minimize the visual impact of the commercial/industrial buildings within an interface area. The plantings and/or berms:

a. should incorporate natural contours and variations in height in order to achieve a natural landscaped appearance; and

b. may be located in either the non-residential/residential interface area or the municipal reserve, if provided.

BUILDING QUALITY AND APPEARANCE

14.10 High quality building appearance should be emphasized where non-residential buildings face residential areas. Building design shall address the requirements of Appendix B of this plan.

14.11 The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres or lower, where required by the County's Land Use bylaw.

14.12 The lot coverage of buildings on lots adjacent to a residential area should be a maximum of 25 per cent.

14.13 Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area should not face the residential area.

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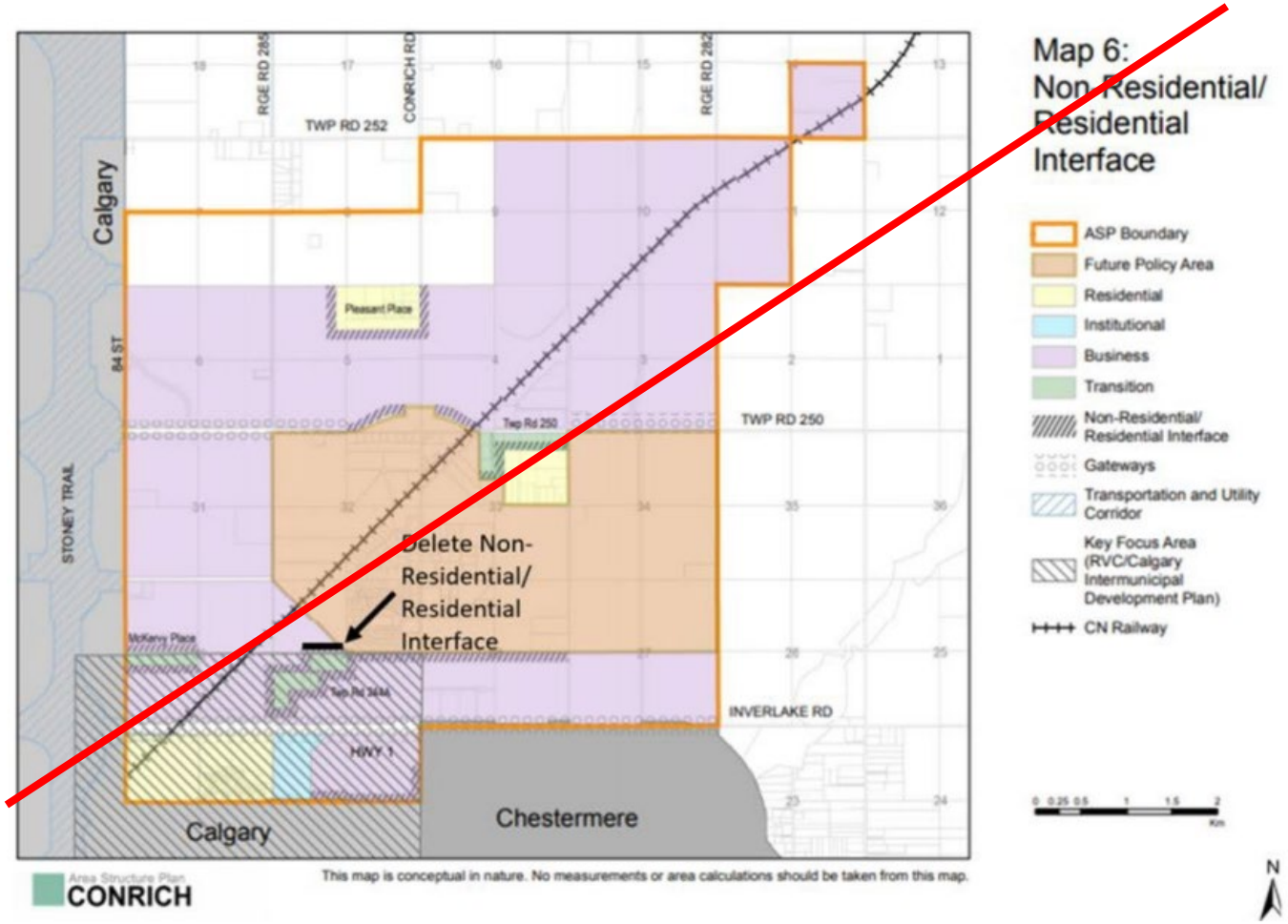
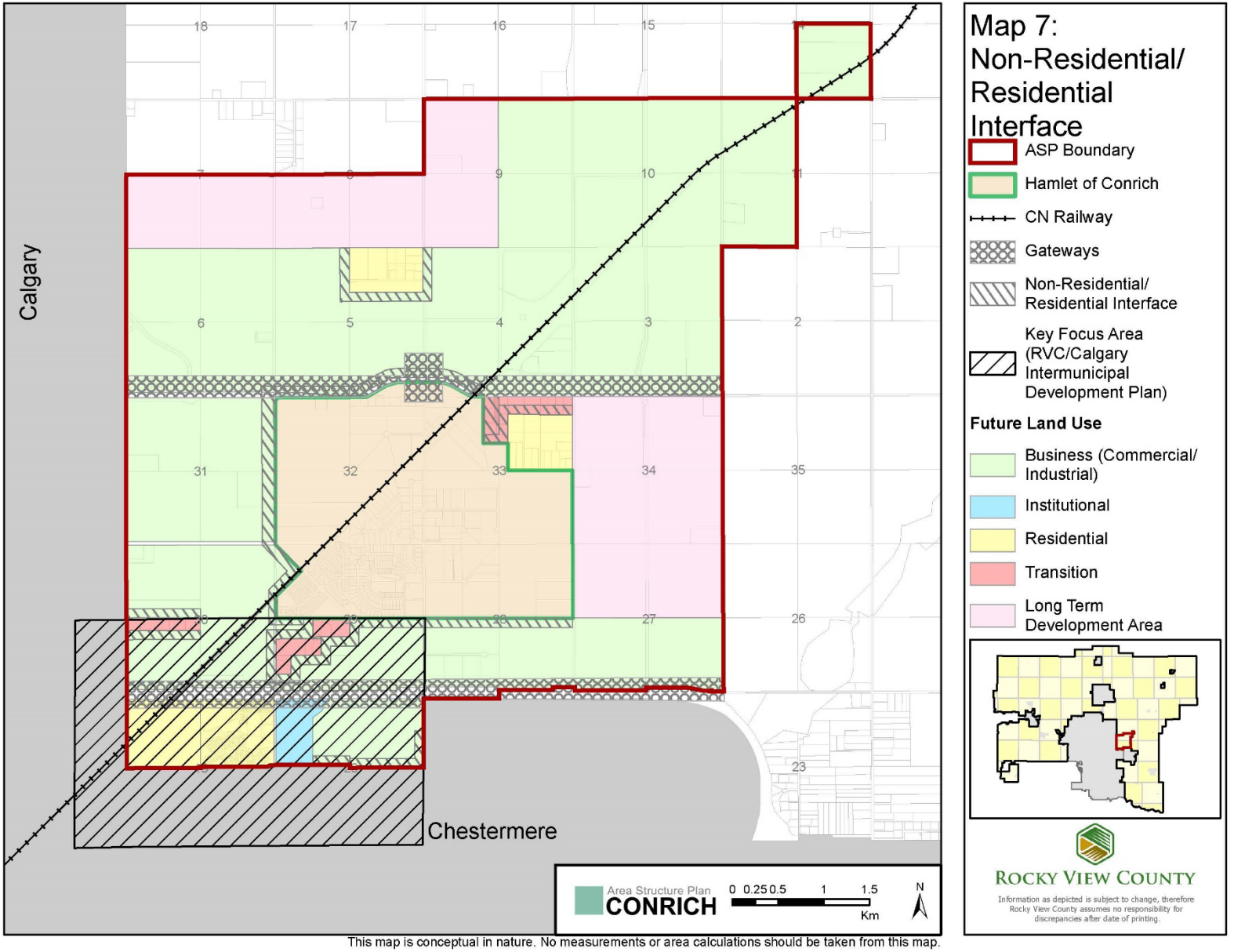
MAP 7 Non-Residential/Residential Interface




Map 7:
Non-Residential/
Residential
Interface
ASP Boundary
Hamlet of Conrich
CN Railway
Gateways
Non-Residential/
Residential Interface
Key Focus Area
(RVC/Calgary
Intermunicipal
Development Plan)
Future Land Use
Business (Commercial/
Industrial)
Institutional
Residential
Transition
Long Term
Development Area
Calgary
Chestermere
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
N
ROCKY VIEW COUNTY
Information as depicted is subject to change, therefore
Rocky View County assumes no responsibility for
discrepancies after date of printing.
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

15.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA

Gateways are important entrances, along major roads, entering and exiting a municipality and a community. They represent a 'community's welcome' and it is important that they are visually attractive and well maintained. Highway 1 forms a gateway between Rocky View County, the city of Calgary, and the city of Chestermere. The Rocky View/Calgary Intermunicipal Development Plan (IDP) identifies the Highway 1 East Corridor, as shown on Map ~~6~~7, as a key focus area. The objective of the IDP key focus area is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area, particularly with respect to gateways, planning, and transportation.

Objectives

- Create attractive, orderly, and well maintained gateways through high quality development and landscaping.
- Ensure gateway development is coordinated with adjacent municipalities.
- Ensure Highway 1 East Corridor key focus area development is consistent with the IDP key focus area policies.

Policies

HIGHWAY 1 AND TOWNSHIP ROAD 250 (MCKNIGHT BOULEVARD)

15.1 Highway Business and industrial lands adjacent to Highway 1 and Township Road 250 (McKnight Boulevard), as shown on Map ~~6~~7: Non-residential/Residential Interface, shall be subject to the gateway policies of this Plan.

15.2 Consideration shall be given to a high quality visual appearance when determining appropriate land use, siting, building design, and landscaping.

15.3 *Local plan* design guidelines for gateways should consider such factors as sight lines, noise attenuation, setbacks, natural land features, innovative building design, and high quality landscaping and signage.

15.4 Gateways and lands within the Highway 1 East Corridor key focus area should be developed in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

15.5 Planning and development within the Highway 1 East Corridor key focus area shall be subject to the policies of the IDP as well as the policies of this Plan.

15.6 Rocky View County will collaborate with Alberta Transportation, The City of Calgary, and the City of Chestermere to identify opportunities to create an attractive gateway along Highway 1.

RANGE ROAD 285

15.7 Industrial land adjacent to Range Road 285 that faces the hamlet of Conrich, as shown on Map ~~6~~7 should achieve high quality visual appearance and develop in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

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B. SERVICES

16.0 SCHOOLS

~~Rocky View County and the school authorities administering the schools in the County have determined that three elementary schools and a high school may be required for the Conrich area. Locations will be determined as part of the future policy area review in accordance with demand and the policies of this plan.~~

Rocky View County and the school authorities in the County determine the number of schools required for the Conrich Area. For Rocky View School Division, a minimum of four elementary schools and a high school were identified, with the possibility that other authorities may also require additional facilities in the area. Locations identified on Map 6 are conceptual based on the initial discussions with the school boards, and will be finalized in accordance with demand, the policies of this plan, and further consultation with the school boards during ~~*local plan*~~ *Neighbourhood Plan* preparation. Locational criteria and school size respect the reserves agreement in place with Rocky View Schools, Francophone School Board, and the Calgary Catholic Board of Education.

Objectives

- Identify future school needs and potential school sites in The Plan area.
- Collaborate with school authorities on site selection and development.
- Explore the feasibility of joint use community and school facilities with school authorities.

Policies

LOCATION AND SIZE

16.1 ~~The location of future school sites shall be determined as part of the future policy area review. The location of future school sites should be as generally shown on Map 6.~~

The location of the school sites shown on Map 6 are conceptual. Exact location, configuration, and size of future school sites shall be determined at Neighbourhood Plan and finalized at *local plan* stage in coordination with the County, school boards, and other relevant partners. Emphasis shall be given to early engagement with school boards at the stage of planning the *Neighbourhood Areas*.

16.2 As *local plan*s are prepared, consultation shall occur with the school boards and other relevant partners to confirm additional school needs and specific locations for future school sites. ~~The preferred location for a high school at the present time is on land within the highway business area south of the hamlet of Conrich.~~

a. The high school should be located in the Northwest Neighbourhood Area within the Community Core.

16.3 The amount of land dedicated for a future school site should be consistent with the size requirements delineated in the reserves agreement between Rocky View County and the school boards. Current size requirements are 10 acres for an elementary school, 15 acres for a middle school, and 25 acres for a high school.

16.4 Proposals for school sites that vary from the agreed upon size requirements (as per Policy 16.3) shall require the agreement of the appropriate school board and the County.

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16.5 Redesignation and subdivision applications for school sites shall address land use compatibility matters, servicing needs, transportation requirements, and ensure the site is of sufficient size to accommodate parking needs.

16.6 School sites should provide suitable land for active playfields and park space to meet the needs of students and should be connected to the community through trails, pathways, and/or sidewalks.

Land Suitability

16.7 Suitability of proposed school sites shall be evaluated by the school authority in consultation with the County.

JOINT USE

16.8 The County may partner with the school authorities to facilitate the creation of joint use facilities or amenities.

16.9 The County should encourage community groups and other organizations to consider collaboration with the school authorities and the County for joint-use opportunities on municipal land and school sites.

ACCESS

16.10 Rocky View County and the school authorities shall collaborate with CN to mitigate impacts of train movement on school access via bussing, walking, or other modes of transportation.

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17.0 RECREATION, CULTURAL, AND COMMUNITY USES

Community space and facilities for recreation, culture, and community uses are an important component of a hamlet and an integral part of growth and development of a community. Once the spaces are created, the recreation, cultural, institutional, and social programs can be supported through a variety of mechanisms.

The County's ~~is developing a Recreation and Culture Master Plan that will consider the requirements for~~ approved recreation, parks, and community plans identify the need for facilities and amenities on a County-wide and intermunicipal scale. In addition to providing recommendations on the required type, size, and scale of facilities and amenities, The Plan ~~will identify~~ potential funding mechanisms and appropriate public/private partnerships to achieve desired services levels.

Objectives

- Provide public and private space for recreation, culture, and community uses that foster the quality of life, health, and social well-being of residents.
- Support recreation, culture, institutional, and community uses in accordance with the recommendations of the ~~*County Plan*~~ *Municipal Development Plan* and ~~the County's Recreation and Culture Master Plan once adopted~~ approved recreation, parks, and community plans.

Policies

RECREATION, CULTURE, INSTITUTIONAL, AND COMMUNITY FACILITIES

The following policies should be addressed in accordance with the ~~*County Plan*~~ *Municipal Development Plan* and the County's Recreation and Culture Master Plan.

17.1 *Local plan*s shall consider the appropriate type, size, and scale of recreation, cultural, and community facilities and/or amenities in accordance with recreational priorities established by the approved recreation, parks, and community plans, as amended.

17.2 *Local plan*s shall consider and, where required, provide for the location of lands for recreation, cultural, and community uses, in accordance with this plan by any such mechanism as may be approved by the County.

17.3 The County supports the development of recreation, cultural, and community facilities and amenities through appropriate funding mechanisms.

17.4 The County encourages both public and private partnerships to provide recreation, cultural, and community facilities and/or amenities.

17.5 When possible, the joint-use of sites for recreational, cultural, institutional, and community facilities is encouraged.

17.6 When possible, addition of outdoor amenities adjacent to recreation facilities is encouraged.

17.7 If deemed necessary, private development may be required to pay an off-site soft services levy required for the establishment of recreation facilities.

SUPPORT OF PROGRAMS

17.8 ~~17.5~~ The County encourages and supports recreation, cultural, and community programs through appropriate mechanisms and public/private partnerships.

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INTERMUNICIPAL COLLABORATION

Given its close proximity to adjacent municipalities, it is anticipated that residents within The Plan area will not only rely on recreation facilities and community services within Rocky View County, but also the city of Calgary and city of Chestermere. At *local plan* preparation, regional recreation and community services will need to be addressed in collaboration with neighbouring municipalities.

17.9 The County shall collaborate with the City of Calgary and City of Chestermere on recreational, cultural and community services needed to support new residential development in Conrich.

17.10 The County shall, in collaboration with the City of Calgary and Chestermere, determine the potential impacts on regional recreational servicing provision and explore a cost contribution framework to offset development impacts.

17.11 At the *local plan* stage, the applicant shall work collaboratively with the County to review options to provide recreation facilities within The Plan area. The County should further explore mechanisms for cost recovery agreements and/or intermunicipal levies/user fees in collaboration with The City of Calgary and City of Chestermere to facilitate such services.

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18.0 OPEN SPACE AND PARKS

Open Space, Parks, Pathways, and Trails

Open space, parks, pathways, and trails contribute to community building by preserving rural landscapes and providing residents with opportunities for passive and active recreation. Communities need to have a wide range of accessible, connected, inviting, and safe parks and *open space*s to meet the diverse needs of residents, businesses, schools, and other institutions. Pathways that connect neighbouring municipalities are also important to provide regional connections to adjoining areas and amenities.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas, and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Objectives

- Promote, conserve, and enhance an interconnected *open space* system.
- Ensure that *open space* and parks have an ecological, social, cultural, recreational, and/or aesthetic function and that each space operates in a sustainable manner.
- Provide for a variety of parks that are well designed and accommodate residents' recreational and cultural needs.
- Provide for an interconnected regional and local network of pathway and trail connections.
- Provide pedestrian connections that link the hamlet's residential areas to the community core.
- Provide opportunities for passive recreation and alternative transportation modes within residential, industrial, and commercial areas.

Policies

OPEN SPACE

~~18.1 An interconnected system of *open space* shall be provided in The Plan area that is in general accordance with Map 7: Open Space, Pathways, and Trails.~~

18.2 *Open space* shall be provided through such means as:

a. the dedication of reserve lands, environmental *reserves*, and public utility lots;

b. the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;

c. government lands for public use;

d. privately owned land that is accessible to the public;

e. publicly owned stormwater conveyance systems; and

~~f. land purchases, endowment funds, land swaps, and donations; and/or~~

g. other mechanisms as may be approved by the County.

18.3 *Open space* shall be planned and integrated into The Plan area so that the function of each space will provide a positive and safe social, cultural, and/or recreational experience for the community.

18.4 *Open space* shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.

18.5 ~~Areas of environmental significance~~ Environmentally sensitive areas, as shown on Map 4 and Map 8, shall be protected through mechanisms such as Environmental Reserve or easements.

18.6 Open space systems within The Plan area shall incorporate linked linear systems of trails and pathways, which shall connect to existing or proposed active transportation networks in general accordance with Map 8:

PARKS, PATHWAYS, TRAILS, AND SIDEWALKS

18.7 Multi-purpose and joint use sites for schools, parks, and recreation facilities are encouraged, where needed.

18.8 The network of pathways, trails, and sidewalks should promote walking and cycling; the network should provide connections between residential, commercial, institutional, and industrial areas.

18.9 *Local Plans for* Residential development shall ~~provide for~~ demonstrate how proposed parks are to be connected to existing park space and recreational facilities using pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.

18.10 The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and adhere to the County's servicing standards and the County's Parks and Open space Master Plan design criteria.

18.11 Hamlet ~~residential~~ development shall:

a. include sidewalks within the road right-of-way; and

b. provide for public parks that connect to the *open space* network.

18.12 *Local plan* preparation should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map ~~7~~8, and:

a. provide connections within, and external to, the *local plan* area;

b. wherever possible, be located within, or align with, a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area;

c. incorporate crime prevention through environmental design (CPTED) features; and

d. contribute to the regional trail and pathway system and, where ~~required~~ possible, connect with other municipalities' pedestrian networks.

18.13 Where the regional pathway, trail, and sidewalk network cannot be located within a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area, it may be located within a road right-of-way in accordance with applicable County standards or in municipal reserve land adjacent to a road.

18.14 Where opportunities existing to provide open space and connection to existing or planned pathways, municipal reserve should be provided through dedication of land.

18.15 *Local plans* should incorporate the goals and policies of the County's parks, open space and active transportation master plans, intermunicipal pathway studies, and the Calgary – Chestermere Interface Intermunicipal Development Plan.

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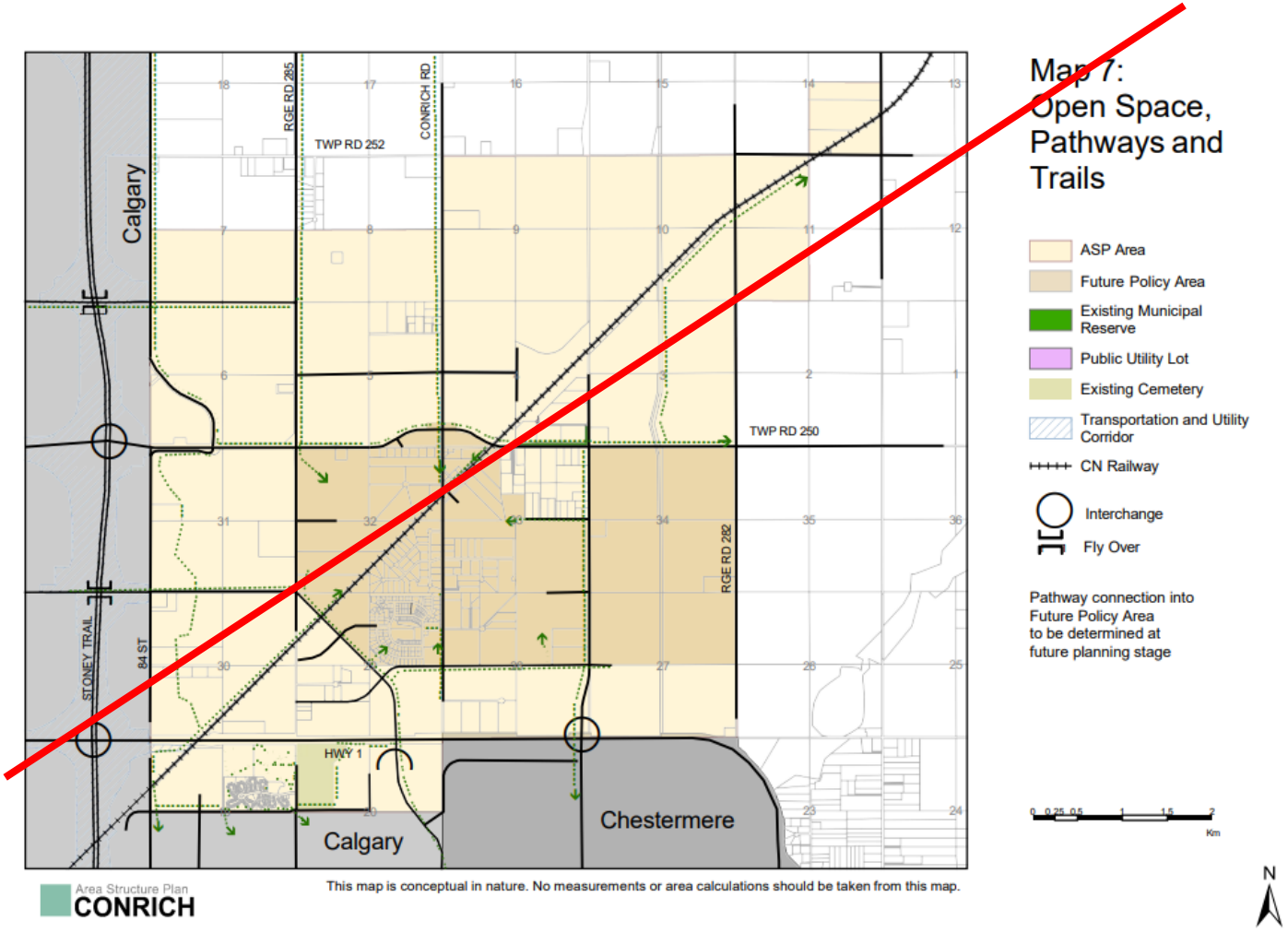
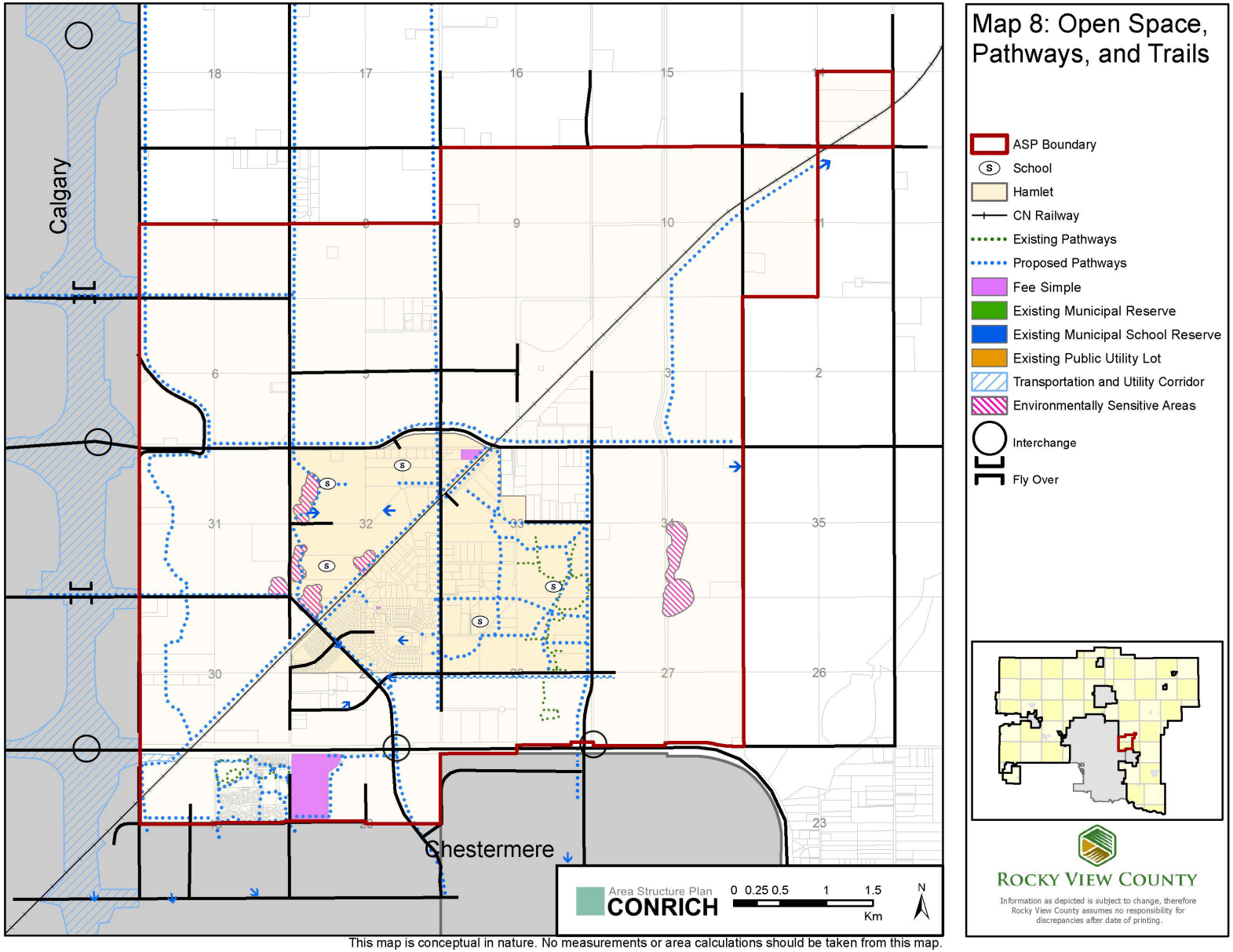
MAP 8 Open Space, Pathways, and Trails





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

19.0 NATURAL ENVIRONMENT

Scattered throughout the Conrich area are a number of wetland complexes, with a series of permanent wetlands, located in the southwest corner of the plan area. Natural drainage from Conrich is south to the Shepard Wetland complex and then to the Bow River. The purpose of these policies is to provide for the long term conservation of valued wetlands.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

A **wetland complex** is two or more permanent or intermittent wetlands connected by natural vegetation and drainage.

Riparian land is the vegetated (green zone) area adjacent to rivers, creeks, lakes, and wetlands. These areas have a distinct vegetative community that is a result of increased soil moisture and different soil types.

Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities.

Objectives

- Provide for the protection and enhancement of wetlands and wetland values.
- Ensure wetlands are assessed through the *local plan* preparation process.
- Provide for the protection and enhancement of riparian areas adjacent to wetlands and watercourses.
- Provide guidance regarding building and development in and through riparian areas.

Wetland value is based on the function of the wetland (e.g. abundance and biodiversity) and the benefits it provides to society (e.g. water quality improvement and flood protection).

Policies

WETLANDS

19.1 Wetland protection shall be guided by County and provincial policy.

19.2 The County shall require the use of the provincial system to determine wetland classification and relative wetland value.

19.3 *Local plan*s shall identify the classification and value of wetlands within the *local plan* area boundary. This shall be done as part of a wetland assessment, to be provided at the *local plan* preparation stage.

19.4 *Local plan*s shall determine, through consultation with the Province, whether wetlands are Crown-owned land.

The Province has published the “Guide for Assessing Permanence of Wetland Basins” as a tool to assist in the identification of Crown-owned land.

19.5 Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve or environmental reserve easement.

19.6 Wetlands that form part of a stormwater drainage conveyance system (Map ~~11~~12) shall be retained.

19.7 Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with provincial policy.

RIPARIAN AREAS

19.8 Riparian area protection shall be guided by County and provincial policy.

19.9 The riparian setback area from a protected watercourse shall be determined using the Province's "Stepping Back from the Waters: A Beneficial Management Practices Guide For New Development Near Water Bodies in Alberta's Settled Region" or a similar provincial document which may replace this document.

19.10 The riparian setback area shall be protected as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the County.

19.11 Building and development in the riparian setback area shall be in accordance with the County's Land Use bylaw and policies ~~the County's Riparian Setback policy~~.

19.12 The riparian setback area uses may include parks, pathways, and trails.

19.13 Public roads and private access roads are allowed in the riparian setback area but should be located, designed, and constructed so as to minimize disturbance to the riparian area.

19.14 The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.

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20.0 RESERVES

Reserves and *environmental reserves* are lands dedicated to the County as public land during the subdivision process. *Reserves* enhance the community by providing land for parks, schools, and recreational amenities. Environmental *reserves* protect the community and natural environment by preventing development in hazardous areas such as ravines and floodways.

Reserves are lands dedicated to the County by the developer through the subdivision process as defined in the *Municipal Government Act*. They include:

- municipal reserves;
- community services;
- school and municipal reserves;
- school reserves.

Instead of a land dedication, the County may accept the equivalent value of the land as money. Cash-in-lieu money is ~~shared between the school boards and the recreation districts~~ accessible to school boards subject to the approval of funding requests by County Council.

Community services reserves are defined in the *Municipal Government Act* as lands declared surplus by the school boards. Community services reserve land may be used for:

- a public library;
- a police station, a fire station, or an ambulance services facility;
- a non-profit day care facility, senior citizens facility, or special needs facility;
- a municipal facility providing service directly to the public; and
- affordable housing.

Environmental reserves are defined in the *Municipal Government Act* as lands dedicated to prevent development in hazard areas (e.g. floodways or escarpments), reduce water pollution, and provide access to lakes and rivers. Environmental reserves are dedicated as public land.

Objectives

- Provide for the dedication of *reserves* to meet the educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.

Policies

20.1 *Reserves* owing on a parcel of land shall be provided as:

a. municipal reserve, school reserve, or municipal and school reserve;

b. money in place of reserve land; or

c. a combination of land and money.

20.2 Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the *Municipal Government Act*.

20.3 Prior to the disposition of municipal or school reserve land declared surplus by the school board, the County will determine if the land is required for community services reserve land as provided for in the *Municipal Government Act*.

20.4 Voluntary dedication of reserve land beyond the maximum amount allowed by the *Municipal Government Act* may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.

20.5 All, or a portion of, reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.

20.6 The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the *Municipal Government Act*.

20.7 Provision and allocation of *reserves* shall be determined at the time of subdivision by the County's subdivision approving authority.

20.8 The dedication of *reserves* should meet the present or future needs of The Plan area by considering the recommendations of this area structure plan, ~~the Parks and Open Space Master Plan, Recreation and Culture Master Plan~~ approved recreation, parks, and community plans, *local plan*, school boards, and/or recreation boards.

20.9 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.

20.10 Where an identified park, trail, and pathway system (Map ~~7~~8) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:

a. money in place of reserve land;

b. money from the sale of surplus reserve land; or

c. other sources of identified funding.

ENVIRONMENTAL RESERVES

20.11 Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the *Municipal Government Act*.

20.12 Other lands determined to be of environmental significance, but not qualifying as

environmental reserve, should be protected in their natural state through alternative means as determined by the County.

20.13 *Environmental reserves* should be determined by conducting:

a. a biophysical impact analysis report;

b. a geotechnical analysis; and/or

c. other assessments acceptable to the County.

RESERVE ANALYSIS

20.14 A reserve analysis shall be required with the preparation of a *local plan* to determine the amount, type, and use of *reserves* owing within the *local plan* area.

20.15 The reserve analysis shall include a determination of:

a. the total gross area of the *local plan*;

b. the type and use of *reserves* to be provided within the *local plan* area;

c. other *reserves* owing on an ownership basis;

d. the location of the reserve types and amounts in relation to the *local plan* area's overall *open space* system, with this information to be shown on a map; and

e. the amount of residual *reserves* to be taken as money in place of land.

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21.0 EMERGENCY SERVICES

Emergency services within The Plan area include fire and protective service needs.

Objectives

- Ensure an appropriate and efficient level of fire and protective services is made available for current and future residents in order to provide for a safe and livable community.
- Ensure communities are designed and constructed to optimize the delivery of fire and protective services.

An **emergency services facility** is a site and building(s) containing the staff, equipment, and other apparatus required to deliver fire and/or protective services within the County and may include facilities and space for other related services.

Policies

21.1 In association with County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in The Plan area.

21.2 An emergency services facility site shall be required for the Conrich area and a potential location is identified on Map 5.

21.3 The specific site for an emergency services facility should:

a. be a minimum of 1.2 hectares (3.0 acres) in size;

b. not be located in a residential area;

c. allow for an all-turns access to a major road;

d. provide a minimum of two vehicular access points onto a road;

e. incorporate road signalization, where needed; and

f. provide an acceptable response time to all areas within the service district.

21.4 Policing will be provided by the RCMP as per the provincial Police Service Agreement, until such time as another policing solution is required or sought out.

21.5 Prior to the approval of a development that will result in the Conrich area's population exceeding 5,000 residents; the County will review the policing requirements for the Conrich area and identify additional resources needed.

21.6 All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression bylaw and the Alberta Building Code.

21.7 *Local plan*s shall address fire and protection response measures and on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, wildland fire protection, and fire control measures.

21.8 Crime prevention through environmental design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.

21.9 The County shall collaborate with CN to develop an emergency response plan to mitigate delays to emergency response due to train movements.

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C. INFRASTRUCTURE

22.0 TRANSPORTATION

22.0 The transportation network must develop in a manner that is safe, functional, and efficient. The network should minimize impacts on major wetlands and natural features, integrate development within the Conrich area, and provide regional opportunities for walking, cycling, and public transportation. Map ~~89~~: Transportation Network and Map ~~89~~a: East Stoney Trail Transportation Infrastructure show the provincial, regional, and some local transportation networks in the Conrich area, provide information on road classifications, special study areas, railway crossings, and highway interchanges and fly-overs.

Objectives

- Support a regional road network, based on the township and grid system, that:
  - efficiently accesses and aligns with the provincial and regional highway network; and
  - encourages the separation of residential, commercial, and industrial traffic.
- Provide for connections to a regional pathway and trail system.
- Provide for an internal road network that contributes to a high quality built environment and efficiently and safely aligns to the regional road network.
- Provide for an internal road network within the residential areas that:
  - facilitates connectivity within and between neighbourhoods; and
  - provides for a safe pedestrian and cycling environment.
- Provide opportunities for multi-modal transportation, such as transit and cycling.

Policies

GENERAL

22.1 A transportation impact assessment shall be required as part of the *local plan* preparation and/or subdivision application process.

22.2 All subordinate transportation analyses must ~~respect and conform to the Conrich Master Transportation Plan~~ align with the most recent Conrich Transportation Network Review.

REGIONAL TRANSPORTATION NETWORK

22.3 The regional transportation system should be developed in general accordance with Map ~~89~~: Transportation Network and Map ~~89~~a: East Stoney Trail Transportation Infrastructure. The classifications of the grid road network may be refined through further transportation analysis and/or at the *local plan* stage.

22.4 No new direct access shall be allowed from the Conrich Plan area to Stoney Trail or Highway 1, unless otherwise determined by the Province and County to be necessary.

22.5 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item ~~21~~ [see Section ~~27~~28: Implementation].

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22.6 The existing at-grade intersections on Highway 1 at Garden Road, Conrich Road, and Rainbow Road are considered temporary and will ultimately be removed and replaced by grade separated interchanges at the locations indicated in Alberta Transportation's functional planning studies, as generally shown on Map ~~8~~9.

22.7 The County will work with the Province to monitor the operation of the existing at-grade intersections on Highway 1 within The Plan area, and ensure that growth within The Plan area does not adversely affect the safe and effective operation of these intersections and/or the operation of Highway 1.

22.8 Subdivision and/or development within The Plan area that affect these at-grade intersections must be closely reviewed by Rocky View County and the Province to ensure the intersections operate safely on an interim basis. Infrastructure improvements to support subdivision/development are to be constructed by the proponent(s), and may consist of construction of upgrades to the existing at-grade intersections to improve safety and operations, or the redirection of traffic to an intersection location with additional capacity.

22.9 The County encourages and supports opportunities to connect to a regional public/private transportation system. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long term operation and maintenance requirements.

22.10 Where required *local plan*s shall:

a. Be designed to accommodate existing and/or potential changes in access to the provincial transportation network, as identified on Map ~~8~~9; and

b. Identify the land required for future highway interchanges.

22.11 The County should collaborate with adjacent municipalities to ensure connections of streets, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.

22.12 The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the provincial highway interchange design and construction processes.

EAST STONEY TRAIL TRANSPORTATION INFRASTRUCTURE

The County and The City of Calgary recognize that further transportation planning analysis is required with respect to East Stoney Trail and its related transportation infrastructure and the impact and/or benefit related to the development of the Conrich Area Structure Plan area.

22.13 The County shall collaborate with The City of Calgary and the Province regarding regional road connections and interchange designs with respect to Stoney Trail and related transportation infrastructure as shown on Map ~~8~~9a.

22.14 The County shall work collaboratively with The City of Calgary to identify transportation infrastructure needs along East Stoney Trail as identified in Map ~~8~~9a and develop recommendations for transportation priorities and County cost contribution based upon impact and/or benefit related to the development of the Conrich Area Structure Plan area.

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22.15 Impacts on East Stoney Trail transportation infrastructure resulting from development within the Conrich Area Structure Plan area shall be evaluated in accordance with the policies of this Plan and Policy 13 of the Rocky View County/Calgary Intermunicipal Development Plan.

LOCAL TRANSPORTATION NETWORK - GENERAL

22.16 The design and construction of roadways within the local transportation network shall utilize sound access management principles and shall be in accordance with the County servicing standards.

22.17 The designation and design of local roads within the transportation network, including classification, street sizing, and intersection/access spacing, shall be determined at the time of *local plan* preparation. Local roads shall be designed in accordance with the urban or rural cross section requirements established by the County.

LOCAL ROADS - INDUSTRIAL AND COMMERCIAL

22.18 The type of road cross section (urban or rural) within industrial areas shall be determined at the time of *local plan* preparation.

22.19 Industrial areas should provide internal pathways and pathway connections to the regional trail network.

22.20 All roads within commercial areas should be designed to an urban road standard. Commercial development shall provide for safe and efficient pedestrian and bicycle circulation between buildings, sites, and, where applicable, adjacent areas.

LOCAL ROADS - RESIDENTIAL

22.21 The road network in residential areas shall be designed to support an interconnected road and pedestrian system.

22.22 All roads within ~~the hamlet residential area~~ The Hamlet shall be designed to an urban road standard and provide for pedestrian movement on at least side one side of the road.

22.23 The type of road cross section (urban or rural) for *country residential* development shall be determined at the time of *local plan* preparation.

22.24 *Local plans* for *country residential* development shall provide for pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.

TOWNSHIP ROAD 250

Township Road 250 between the northwest of Section 32 and the northeast of Section 31 will be relocated north (Map ~~89~~). The relocation will provide for better intersection design, a perpendicular crossing of the CN Rail line, and the movement of heavy truck traffic away from existing homes. ~~The relocation of Township Road 250 provides the opportunity for the development of an east/west main street that intersects with Conrich Road. Identified as the Community Core, the intended uses in this area are institutional, hamlet commercial, existing residential, parks and playing fields. Further transportation planning and design guidance for the core area is required at the *local plan* stage.~~

22.25 A portion of Township Road 250 will be relocated to the north as per Map ~~89~~.

22.26 ~~Local plans proposing hamlet commercial and / or institutional uses within the Community Core as identified on Map 5 shall include design guidelines in accordance with Section 8~~.

SOUTH OF HIGHWAY 1

The Conrich Area Structure Plan is adjacent to the City of Calgary and the City of Chestermere in this area. This area requires coordinated transportation planning.

22.27 Further transportation planning analysis and design shall be required for the area identified as 'Intermunicipal Transportation Study Area' on Map ~~8~~9prior to the approval of a *local plan* for lands within the area.

22.28 Rocky View County shall work collaboratively with The City of Calgary, the City of Chestermere, and Alberta Transportation to:

a. resolve transportation requirements within the 'Intermunicipal Transportation Study Area'; and

b. develop access that is safe, efficient, and consistent with the Conrich Land Use Strategy (Map 5).

84TH STREET

84th Street forms the west boundary of the Conrich Area Structure Plan. The roadway is under the jurisdiction of The City of Calgary and therefore collaboration will be required with respect to plans regarding this roadway.

22.29 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item 2 [see Section 27: Implementation].

22.30 Rocky View County shall work collaboratively with The City of Calgary and Alberta Transportation on the transportation requirements and connections to Stoney Trail within, and external to, The Plan area and County.

DEVELOPMENT ADJACENT TO THE RAILWAY LINE

22.31 Land uses (such as schools and child care services) which may be adversely affected by the safety and nuisance impacts of passing trains should not locate immediately adjacent to the railway.

22.32 Appropriate safety measures and methods to provide noise and vibration attenuation for development adjacent to the railway should include such elements as setbacks, berming, and landscaped screening in accordance with Policy 8.7.

22.33 Where a development site is located adjacent to the railway, the distance from the railway right-of-way to the closest part of any building should be in accordance with Canadian National Railway company policies and safety standards.

22.34 Where roads or pedestrian networks cross the railway, the County shall collaborate with CN to ensure that crossings are constructed according to appropriate safety standards and any necessary upgrades are undertaken to ensure a safe crossing.

TRANSIT

22.35 *Local plans* shall identify and plan infrastructure to accommodate future regional transit within the hamlet area in accordance with the policies of Section 8. The *local plan* shall:

a. propose a transit route and stop locations and catchment areas;

b. ensure the internal road network is suitable for establishing efficient transit service;

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c. provide connectivity to the transit system with a pedestrian friendly and walkable area that promotes direct access to the system; and

d. support higher density land uses in the vicinity of transit stops and where possible provide connections to schools, recreation facilities and local employment areas.

22.36 At the subdivision stage within the hamlet area as identified on Map 6: Hamlet of Conrich, the applicant shall work collaboratively with the County to review options to provide transit service within The Plan area. The County should further explore mechanisms for Cost Recovery Agreements and/or intermunicipal Levies/User fees in collaboration with The City of Calgary and City of Chestermere to facilitate such services.

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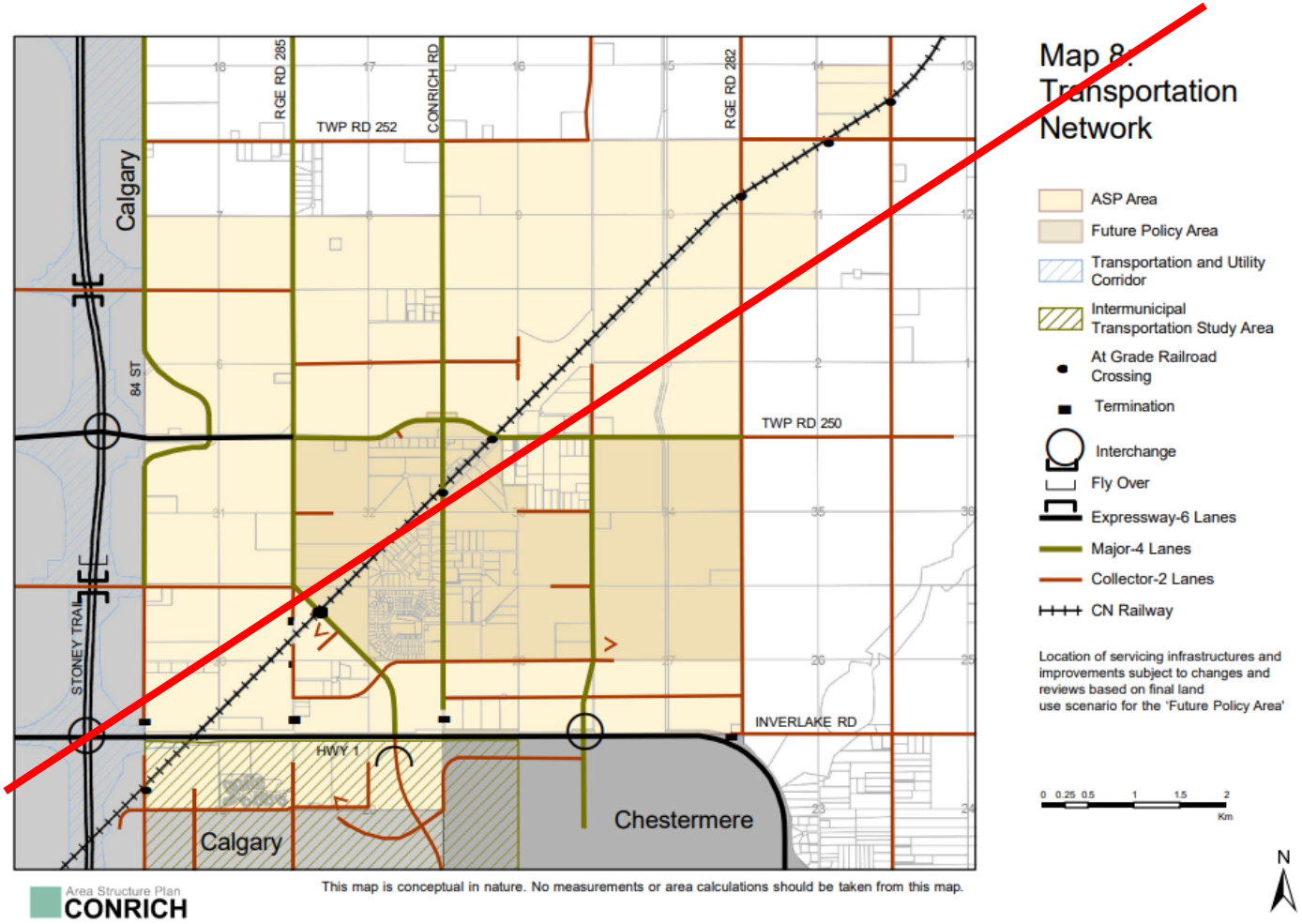
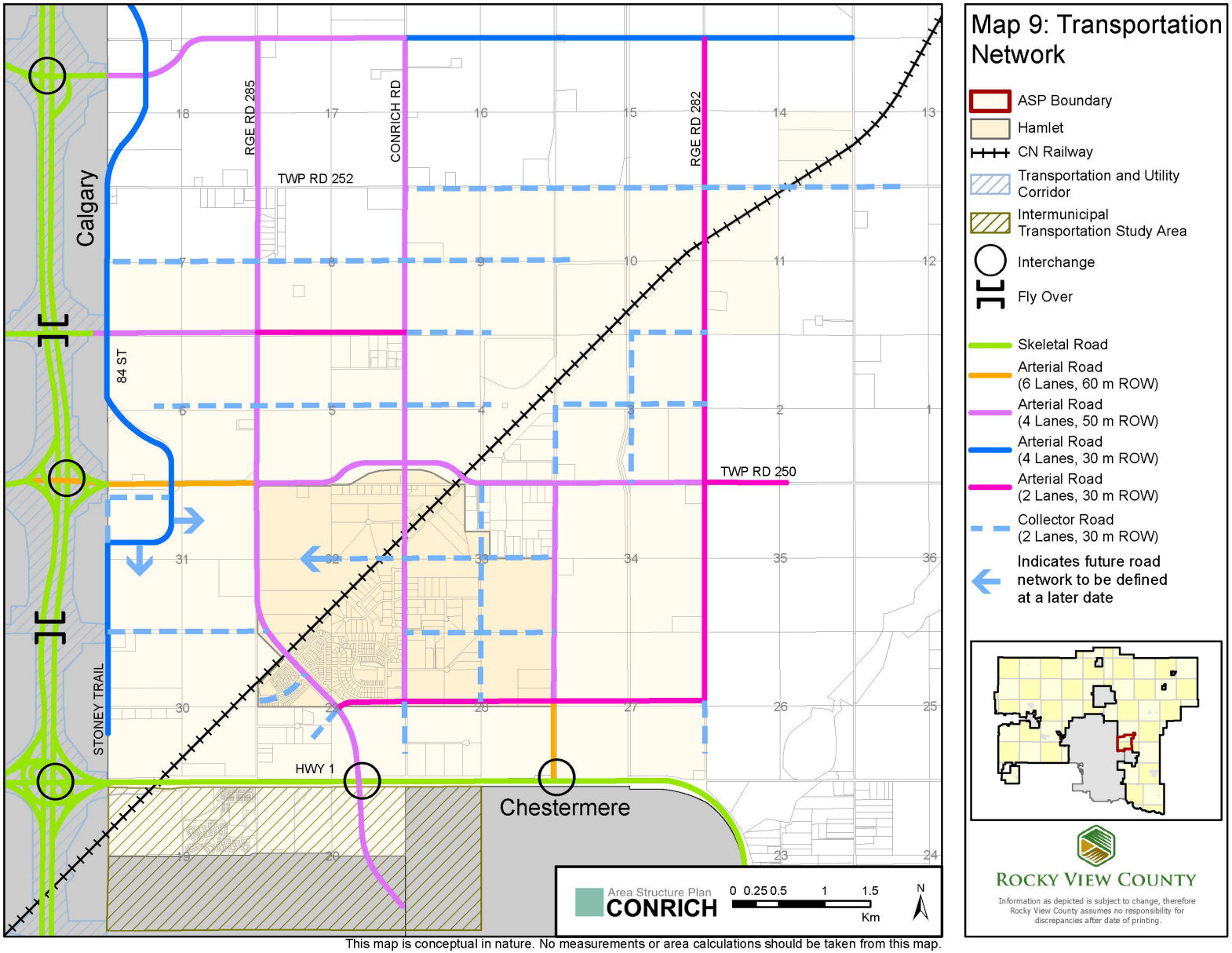
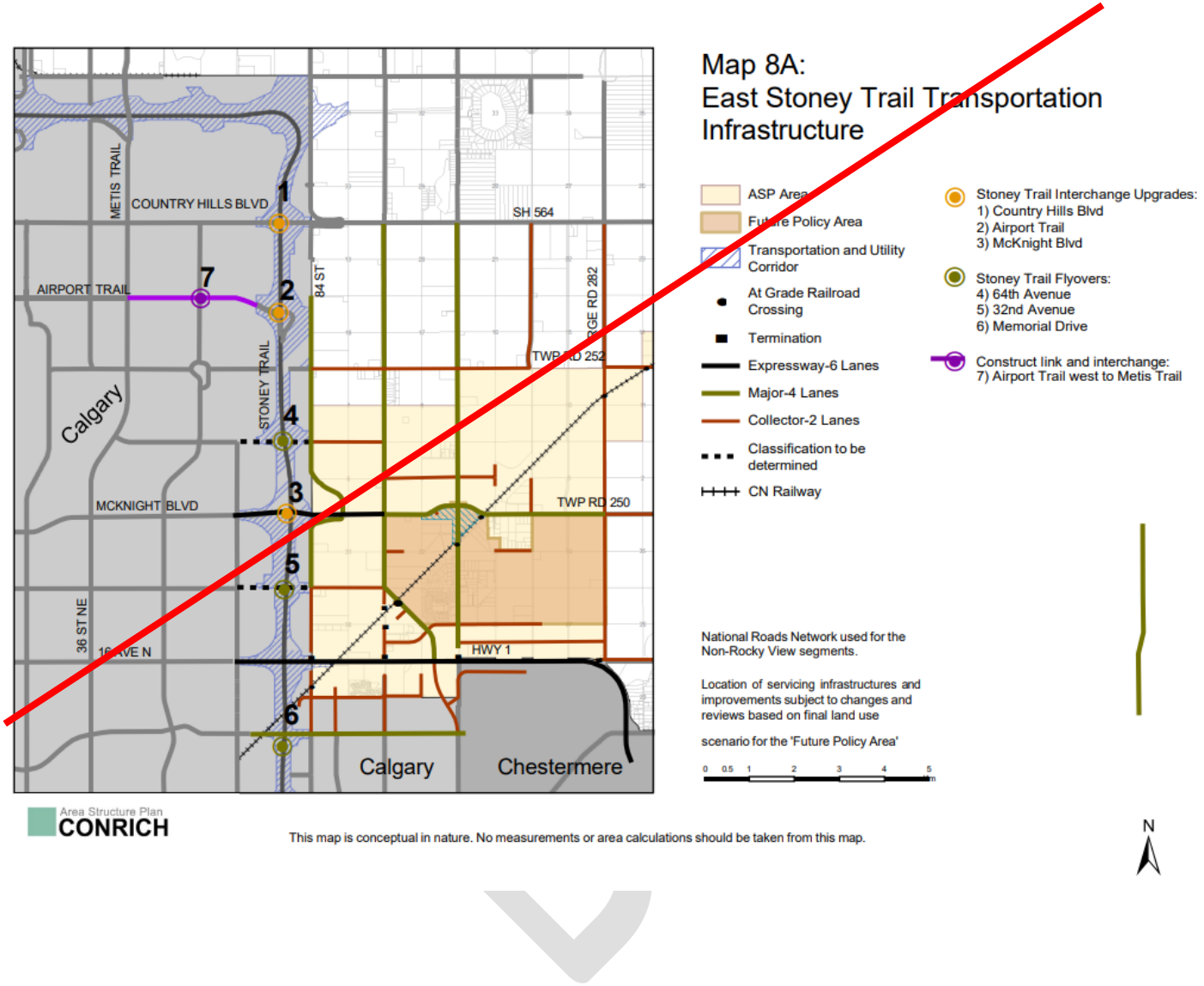
MAP 9 Transportation Network

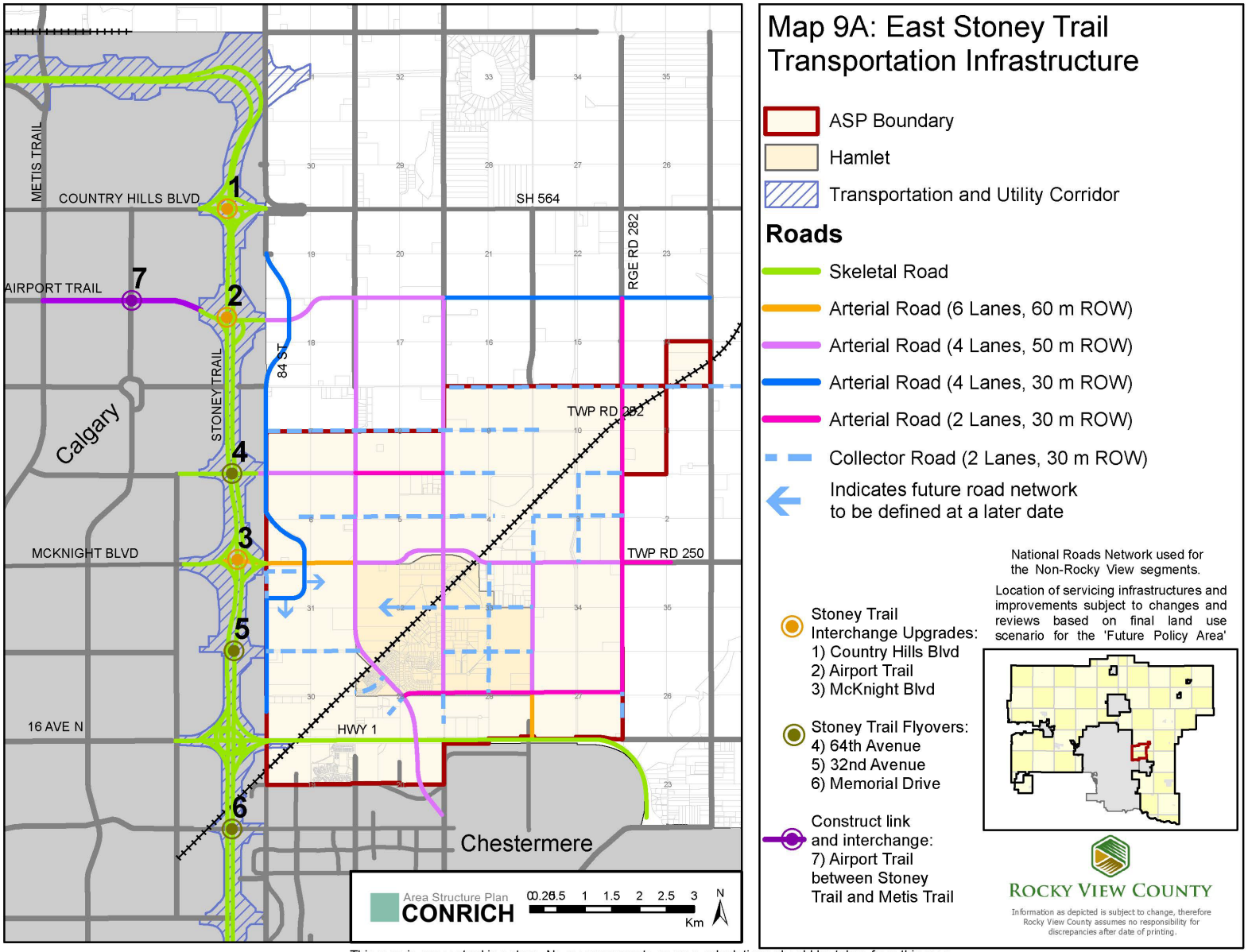




This map is conceptual in nature. No measurements or area calculations should be taken from this map.

MAP 9 A East Stoney Trail Transportation Infrastructure





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

23.0 UTILITY SERVICES

Utility Services

Well-designed and effective utility services are the foundation of a well-planned community and competitive business area. Traditionally, development in the Conrich area has relied on stand-alone utilities such as groundwater wells and septic fields. With the development of the Balzac East Regional Business Centre to the north of The Plan area and the CN Rail facility, piped utilities have been brought into the Conrich area. New development is expected to connect to the County utility system. The County's utility system supplies development with potable water as well as transmission lines and associated facilities to dispose of sewage and wastewater. Private companies provide shallow utilities such as gas, electricity, and telecommunications to the area.

~~Map 9: Water, shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs in the Conrich area. Map 10: Wastewater, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas in the Conrich area.~~

Map 10: Water, shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs. Map 11a: Wastewater Servicing Option 1 and Map 11b: Wastewater Servicing Option 2, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas. Two options for wastewater servicing are considered within the Conrich Wastewater Servicing Plan with the location and alignment of infrastructure to be finalized through *local plans* and subdivision approvals.

Objectives

- Ensure potable water and wastewater systems are provided to The Plan area in a safe, cost effective, and fiscally sustainable manner.
- Identify and protect utility service routes.
- Support water conservation.
- Ensure shallow private utility systems are provided to new development.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection within The Plan area.

Policies

SYSTEM CAPACITY

23.1 Land use applications relying on County utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.

23.2 The County shall determine servicing capacity requirements and allocation within, and external to, The Plan area.

23.3 Development requiring high water volumes may not be supported.

UTILITY LOCATION

23.4 Utility service development should support an orderly, logical, and sequential pattern of development.

23.5 The provision, alignment, and capacity of the water distribution system shall be in general accordance with ~~Map 9 Water~~ Map 10.

23.6 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with ~~Map 10~~ Map 11a and Map 11b as determined by the County at the *conceptual scheme* approval stage.

23.7 The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the *local plan* stage to the mutual satisfaction of the County, the developer, and the utility companies.

23.8 Utility rights-of-way and easements shall be provided to accommodate County utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

Water

23.9 All new development shall connect to the County's potable water system at the time of subdivision or development permit. Deferrals of piped servicing connections shall not be considered in subdivision or development approvals.

a. The requirement to connect to piped servicing for change of use applications within existing approved Conceptual Schemes shall be determined by the County, with consideration given to the intensity of the new use, the proximity and capacity of available piped servicing, and the effectiveness of existing private servicing serving the development.

23.10 A water use assessment conforming to the Conrich Potable Water Network Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine water demand and infrastructure required to meet that demand.

23.11 Notwithstanding Policy 23.9 and 23.10, the following uses may be allowed to attain their potable water from water wells in accordance with County and provincial requirements;

a. *country residential*, 'work/live', and agriculture land uses; and

b. golf course playing areas.

23.12 Potable water provided by the County utility system shall not be used for the irrigation of non-residential development areas, with the exception of:

a. areas within the hamlet of Conrich; and

b. new landscaped areas for a period of two years from occupancy.

The County encourages the use of stormwater to irrigate the above uses.

23.13 Development and buildings relying on potable water provided by the County utility system shall use low flow fixtures and appliances.

23.14 The County encourages the reduction and reuse of water in accordance with provincial laws and regulations.

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Wastewater

23.15 All new development shall be required to connect to the County's wastewater system at the time of subdivision or development permit. Deferrals of piped servicing connections shall not be considered in subdivision or development approvals.

a. The requirement to connect to piped servicing for change of use applications within existing approved Conceptual Schemes shall be determined by the County, with consideration given to the intensity of the new use, the proximity and capacity of available piped servicing, and the effectiveness of existing private servicing serving the development.

23.16 A wastewater servicing study conforming to the Conrich Wastewater Servicing Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine wastewater demand and infrastructure required to meet that demand.

23.17 Notwithstanding Policy 23.15 and 23.16, *country residential*, work/live', and agriculture land uses may provide wastewater service by a private sewage treatment system in accordance with County policy and provincial regulation.

23.18 Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.

Shallow Utilities and Regional Utility Corridors

23.19 All new residential and non-residential development shall be serviced with shallow utilities at the expense of the developer.

23.20 Commercial communications facilities should locate on land identified for industrial, commercial, or long term development use and be in accordance with County policy.

23.21 The location of regional and local transmission corridors, utility rights-of-way and easements, and related line assignments are identified on Map 4. *Local plans* in proximity to a regionally significant corridor should identify and protect the corridor to the satisfaction of the County, Utility company, and easement holder.

Emergency Service Infrastructure

23.22 ~~23.21~~ All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression bylaw.

23.23 ~~23.22~~ All water systems serving developments within the Conrich area shall be designed to provide adequate water pressure to combat fires.

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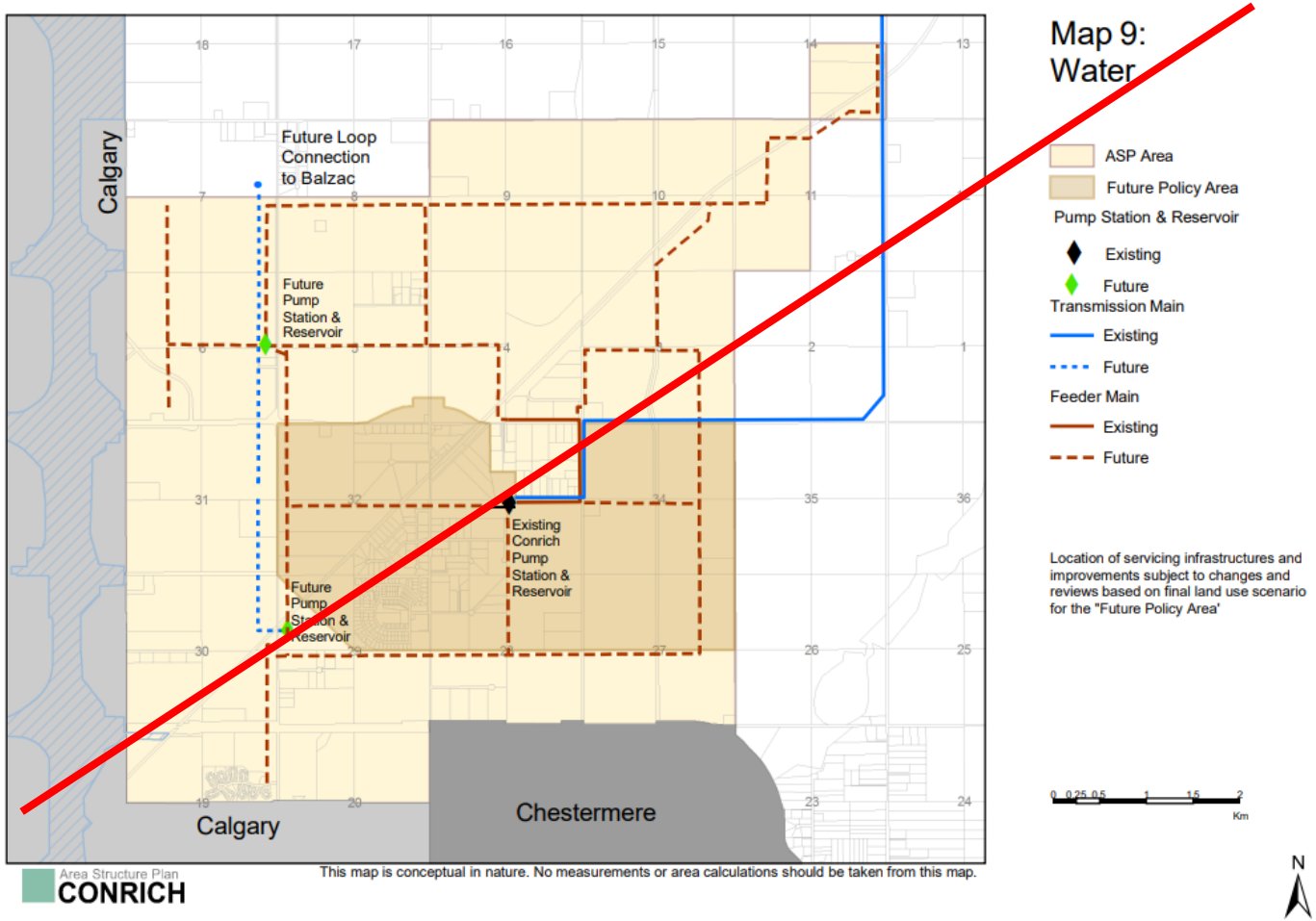
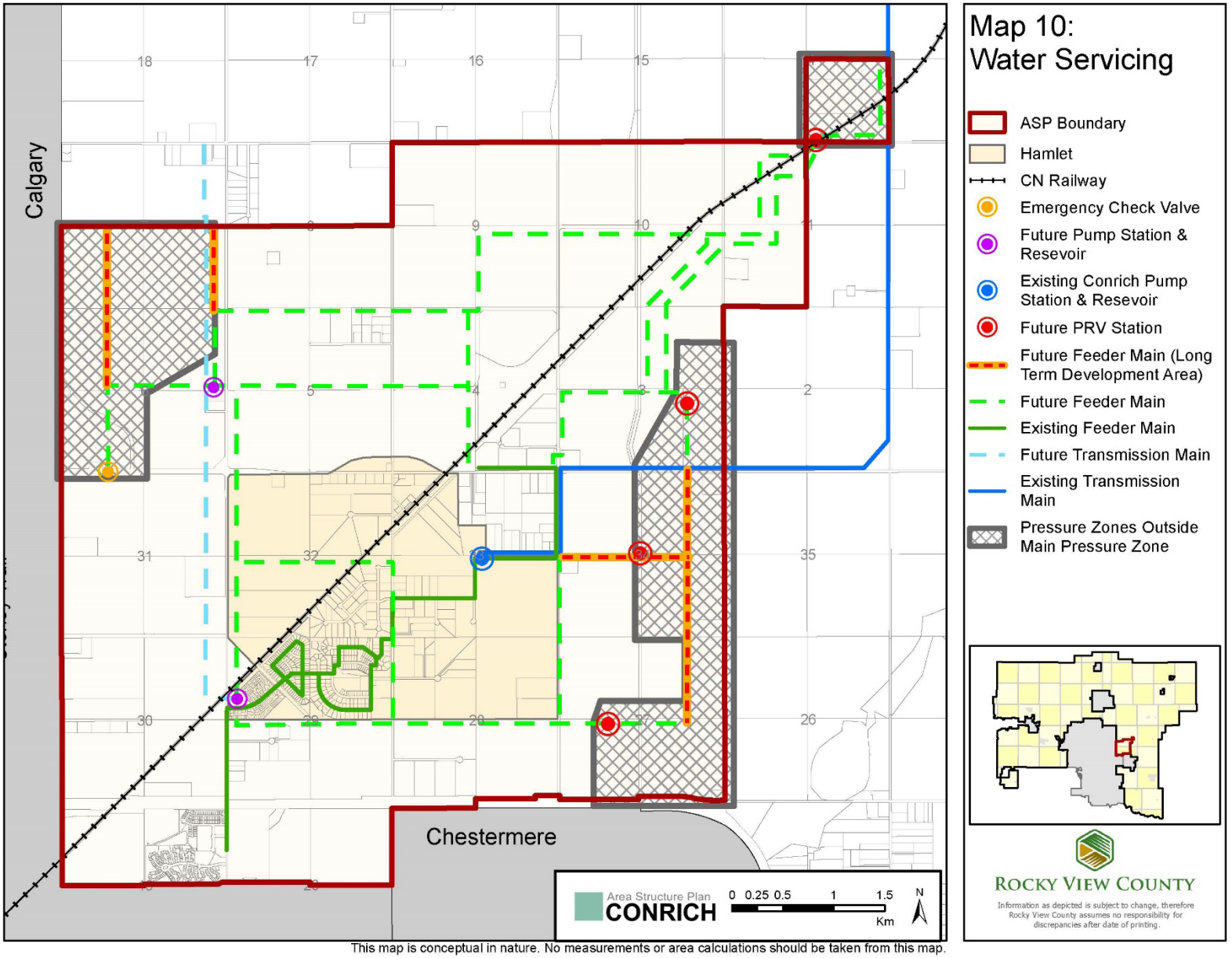
MAP 10 Water Servicing




Map 10:
Water Servicing
ASP Boundary
Hamlet
CN Railway
Emergency Check Valve
Future Pump Station & Resevoir
Existing Conrich Pump Station & Resevoir
Future PRV Station
Future Feeder Main (Long Term Development Area)
Future Feeder Main
Existing Feeder Main
Future Transmission Main
Existing Transmission Main
Pressure Zones Outside Main Pressure Zone
Calgary
Chestermere
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
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ROCKY VIEW COUNTY
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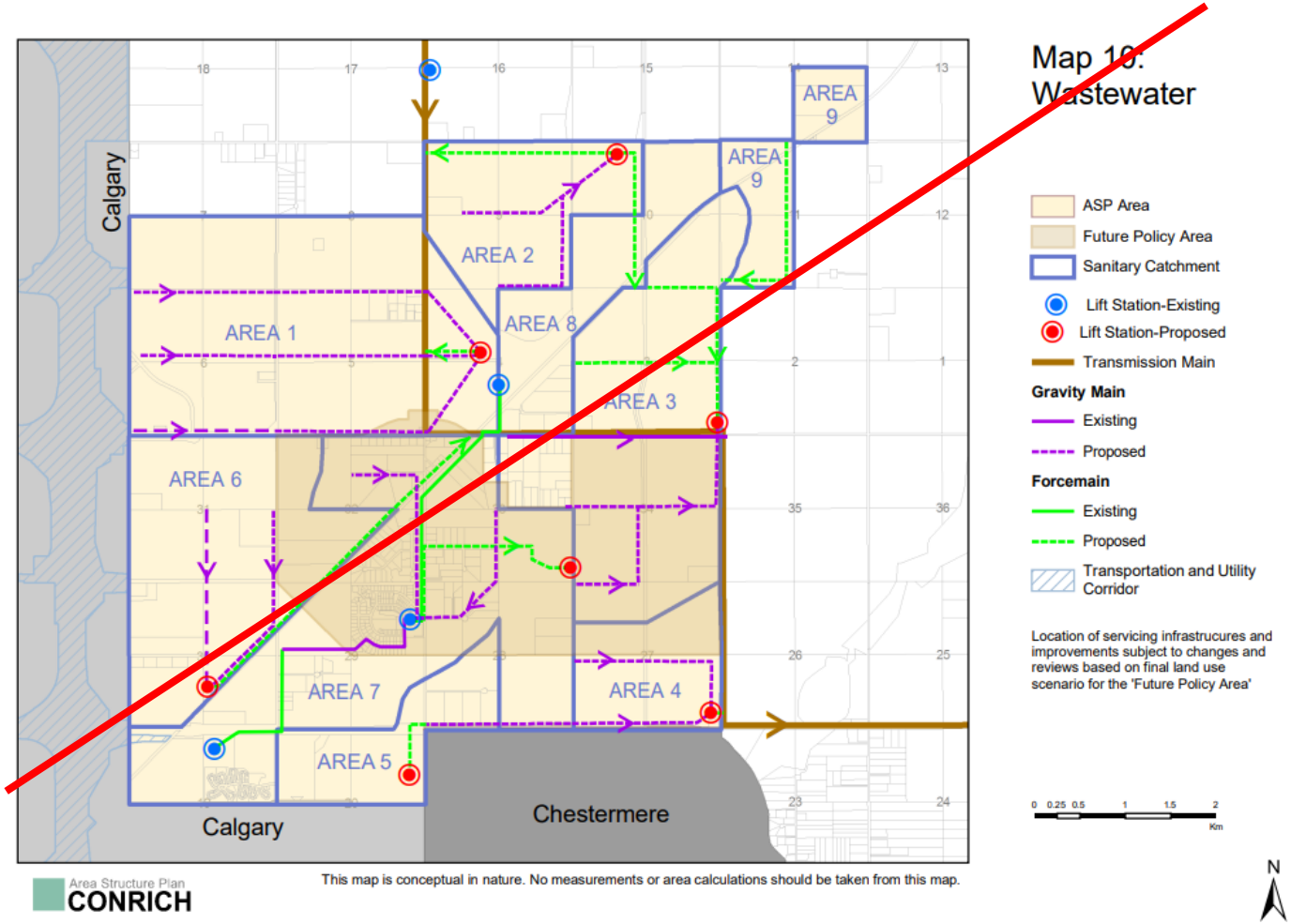
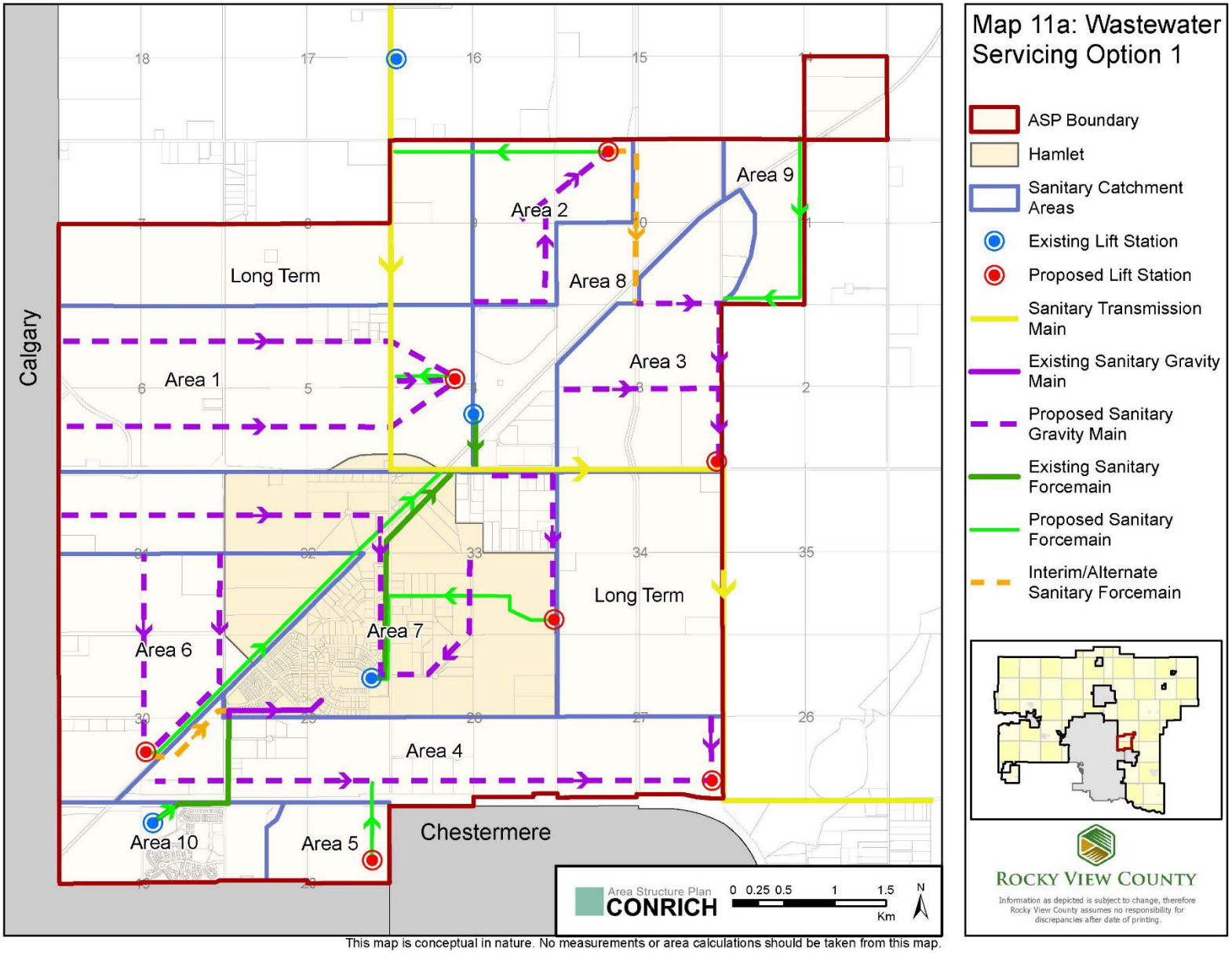
MAP 11A Wasterwater Servicing Option 1




Map 11a: Wastewater Servicing Option 1
ASP Boundary
Hamlet
Sanitary Catchment Areas
Existing Lift Station
Proposed Lift Station
Sanitary Transmission Main
Existing Sanitary Gravity Main
Proposed Sanitary Gravity Main
Existing Sanitary Forcemain
Proposed Sanitary Forcemain
Interim/Alternate Sanitary Forcemain
Calgary
Chestermere
Long Term
Area 1
Area 2
Area 3
Area 4
Area 5
Area 6
Area 7
Area 8
Area 9
Area 10
Long Term
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
N
ROCKY VIEW COUNTY
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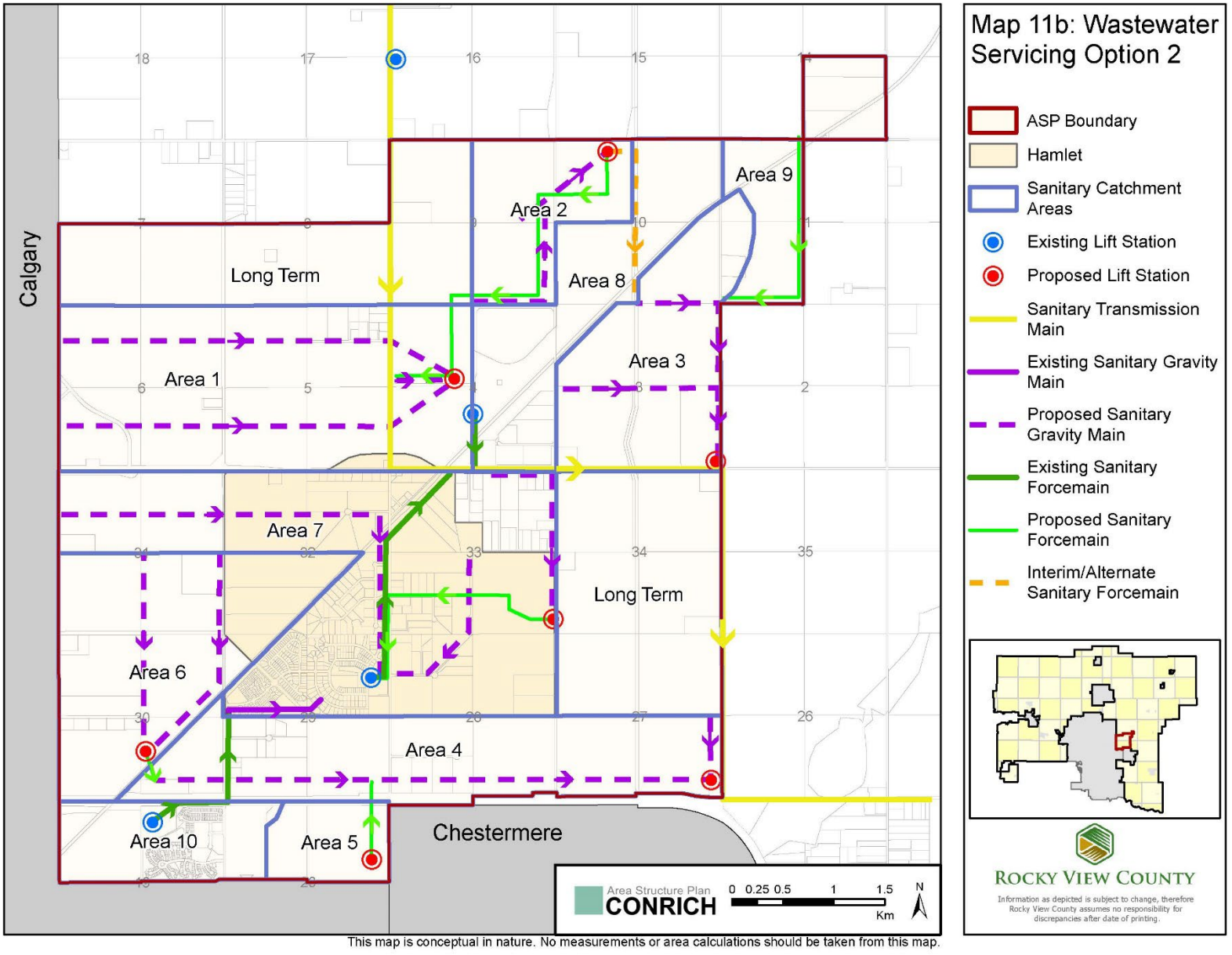
MAP 11B: Wastewater Servicing Option 2



24.0 STORMWATER

The Conrich area is located within the Shepard Regional Drainage Basin which empties into the Bow River. Over time, the north to south movement of stormwater has been impeded by buildings, roadways, and irrigation canals. Significant further development requires the identification and construction of a regional conveyance and treatment system involving multi-jurisdictional partners.

Map ~~11~~12 shows the main wetland areas and the existing and proposed stormwater conveyance routes in the Conrich area.

~~Two alternative regional stormwater conveyance and treatment systems were investigated at the time this area structure plan was being prepared. These are the:~~

- ~~Cooperative Stormwater Management Initiative, which proposes to take water east and north to the Red Deer River drainage basin.~~
- ~~Shepard Regional Drainage Plan, which proposes to take water south to the Bow River.~~

The Cooperative Stormwater Management Initiative (CSMI) is the County's post-development stormwater solution for The Plan area and the region. ~~proposes the use of~~ CSMI uses the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. The CSMI option is for an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation canal by utilizing WID rights-of-way to build a separate conveyance system that discharges to Weed Lake. ~~This initiative may result in a stormwater management system that complements the Shepard Regional Drainage Plan system or, alternatively, replaces the Shepard Regional Drainage Plan. The CSMI option is the County's preferred solution.~~

~~The Shepard Regional Drainage Plan proposes to treat and move water southward through a series of natural and constructed conveyance systems. This solution is long term and costly, particularly for upstream development areas such as Conrich.~~

Objectives

- Ensure effective, sustainable, and responsible stormwater services to The Plan area.
- Provide and protect stormwater storage areas and conveyance routes.
- Maximize the use of natural stormwater drainage conveyance systems.
- Investigate and provide for stormwater reuse and recycling opportunities.
- Support innovative conservation methods and best management practices with respect to stormwater management.
- Preserve high value wetlands within The Plan area.

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Policies

REGIONAL STORMWATER MANAGEMENT

24.1 The County shall work collaboratively with adjoining municipalities, the Western Irrigation District, and Alberta Environment~~, and Ducks Unlimited~~ to develop a comprehensive and regional approach to stormwater management and to reaching agreements where municipal infrastructure in another municipality is intended to be used for stormwater resulting from new development within the County.

DESIGN

24.2 ~~Until such time as a regional conveyance system is finalized, the~~ The stormwater drainage system (local conveyance and storage areas) shall be designed to comply with ~~the Shepard Regional Drainage Plan,~~ the Cooperative Stormwater Management Initiative Plan, the Conrich Master Drainage Plan and the Western Headworks Stormwater Management Agreement (2013).

24.3 Stormwater management systems should be designed at a scale that services the *local plan* area. The County discourages stormwater ponds designed for individual lots.

COOPERATIVE STORMWATER MANAGEMENT INITIATIVE (CSMI)

24.4 Stormwater shall be discharged to the east into the CSMI system, which will take water to Weed Lake once it becomes operational in accordance with the CSMI plan, or other plans that amend, replace, or add to that plan.

24.5 The County shall:

a. protect and require the acquisition of conveyance routes that are necessary to discharge into the CSMI system, as generally shown on Map ~~11~~12: Stormwater; and

b. investigate and, if necessary, implement stormwater treatment standards necessary for discharge into the CSMI system.

24.6 The volume and rate of stormwater discharge to the CSMI system shall be in accordance with the CSMI plan and the Conrich Master Drainage Plan, or other plans that amend, replace, or add to those plans.

~~*SHEPARD REGIONAL DRAINAGE PLAN*~~

~~24.7 Stormwater may be discharged to the south into the Shepard Ditch once it becomes operational in accordance with the Shepard Regional Drainage Plan, or other plans that amend, replace, or add to that plan.~~

~~24.8 The County shall protect and acquire conveyance routes that are necessary to discharge into the Shepard Regional Drainage system, in general accordance with Map 11.~~

~~24.9 The volume and rate of stormwater discharge shall be in accordance with the Shepard Regional Drainage Plan, Conrich Master Drainage Plan, or as otherwise agreed to by the municipal partners.~~

~~24.10 Rocky View County shall work with the City of Chestermere to determine the amount of stormwater diverted southward to the City of Chestermere.~~

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INTERIM DRAINAGE SOLUTIONS

On-site zero discharge is a potential interim method of stormwater management; it is the least preferred method. On-site treatment and retention of stormwater requires extensive dedication of land for stormwater ponds, active management of stormwater systems, and designated emergency downstream discharge routes.

24.11 Until such time as a permanent stormwater management system is constructed, interim solutions may be allowed as per the phasing plan (Map ~~13~~14). Options include:

a. An interim stormwater facility designed to contain the accumulation of stormwater onsite on a continuing basis during the Western Irrigation District's irrigation season. Discharge to the canal system may be allowed at the end of the irrigation season, in accordance with Western Irrigation District's requirements and the CSMI plan.

b. An irrigation or evaporation system that operates under zero discharge conditions may be allowed if the Western Irrigation District system is not available for use.

Rocky View County **servicing standards** require zero discharge systems to provide a ratio of 1 m² of land dedicated to evaporation surface area for every 1 m² of impervious land area.

24.12 Where an interim stormwater solution is permitted, those portions of stormwater ponds identified for interim storage may remain as privately owned land if the land is designated to a land use district that is limited to utility and other complimentary uses.

24.13 Where a private interim storage pond is approved:

a. access to the stormwater pond shall be provided to the County;

b. a management and operation plan for the interim stormwater pond and local stormwater system shall be provided;

c. management and operation of the interim stormwater pond and local stormwater system is the responsibility of the private landowner; and

d. a transition plan that addresses the transfer of the stormwater infrastructure to the County, when an interim solution is no longer required is provided.

24.14 All costs, including public utility costs, associated with the re-purposing of a privately owned interim storage pond that is no longer needed, shall be the developer's responsibility.

LOCAL STORMWATER MANAGEMENT

24.15 The location of the natural stormwater drainage conveyance system shall be protected and acquired as part of the development process, in general accordance with Map ~~11~~12 and the Master Drainage Plan.

24.16 Stormwater conveyance systems should develop in an orderly, logical, and sequential pattern of development.

24.17 Stormwater shall be conveyed downstream in a manner that protects downstream properties.

24.18 Where required, proponents of new development shall identify and secure, in consultation with the County, the downstream stormwater conveyance system.

24.19 Stormwater conveyance systems must provide a right-of-way of sufficient width to accommodate upstream stormwater flow.

STORMWATER PONDS, CONSTRUCTED WETLANDS, AND WETLANDS

A **stormwater pond** is an artificial pond that is designed to collect and treat stormwater to an acceptable County and provincial standard. The stormwater pond disposes of stormwater through controlled release, absorption into the ground, and/or evaporation.

A **constructed wetland** is an artificial wetland created as a new or restored habitat for native vegetation and wildlife; it provides the same function as a stormwater pond.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activities that are adapted to a wet environment.

24.20 *Stormwater ponds* or *constructed wetlands* should be located:

a. in general accordance with the locations identified in the Conrich Master Drainage Plan;

b. on an accessible public utility lot; and

c. outside of the riparian setback area.

A **Master Drainage Plan** is a plan that determines the rate and volume of stormwater flow and addresses the methods and infrastructure requirements for stormwater treatment and conveyance.

24.21 Natural wetlands and/or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the value of the wetland and the drainage course.

REDUCE, RECYCLE, AND REUSE

24.22 The County should explore and support the collection of stormwater at the sub-regional catchment level in order to filter and reclaim stormwater, bringing it to a purple pipe or potable water standard.

Purple pipe refers to the colour of pipe used to transport water that has been recycled from a stormwater retention area or municipal waste system. Reclaimed water is filtered and processed to a required provincial standard.

24.23 As part of preparation of a *local plan* and supporting sub-catchment master drainage plan, best management practices, and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity are required. Solutions may include:

a. design of stormwater facilities to incorporate source controls in order to reduce the amount of water moving down stream and the need for end-of-pipe stormwater treatment solutions;

b. use of low impact development methods, such as constructed wetlands and bio-swales;

c. reduction of impermeable surface runoff;

d. reuse of stormwater for irrigation; and

e. consideration of stormwater ponds at the sub-regional level to support the reuse of stormwater.

STANDARDS AND DESIGN

24.24 Stormwater infrastructure shall be constructed, operated, and maintained in accordance with the County servicing standards, County policy, and provincial regulations. The stormwater management system should be designed to:

a. operate on a gravity basis;

b. wherever possible, use the stormwater drainage conveyance system, as generally shown on Map ~~11~~12;

c. accommodate stormwater flows from adjacent transportation networks;

d. preserve the value of existing wetlands; and

e. conform to an urban standard where a curb and gutter transportation system is provided.

24.25 Stormwater conveyance alignments and ponds are shown conceptually on Map ~~11~~12. Alternate and more cost effective alignments may be considered at the
local plan stage if it can be shown that the impact on wetlands within the identified conveyance system is reduced through the use of an alternative alignment.

24.26 As part of a *local plan* preparation process, the applicant shall submit a sub-catchment master drainage plan that is consistent with the approved Master Drainage Plan and the policies of this plan.

24.27 A sub-catchment master drainage plan for a *local plan* area shall comply with any new stormwater plans, management policies, and interim servicing policies that may be introduced after the adoption of this plan.

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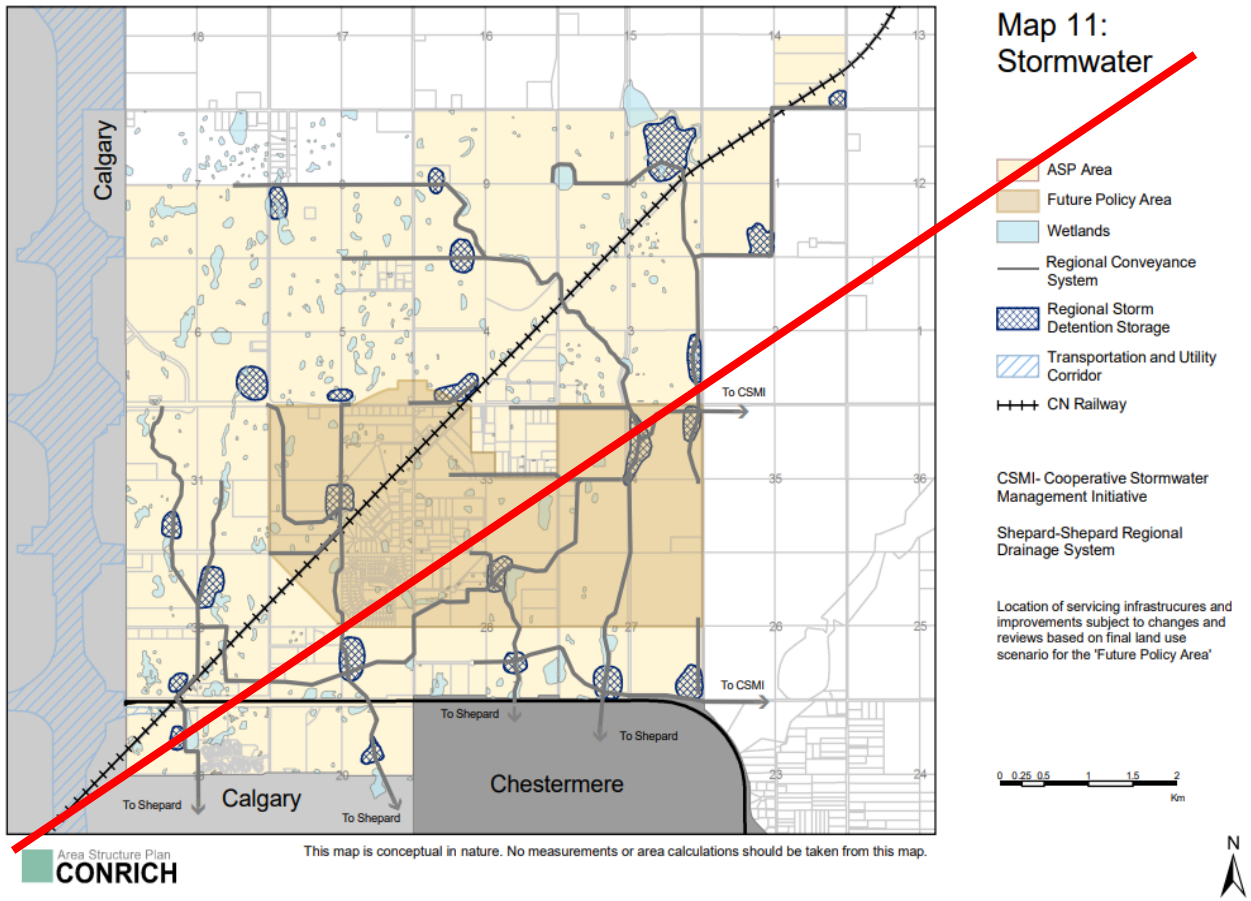
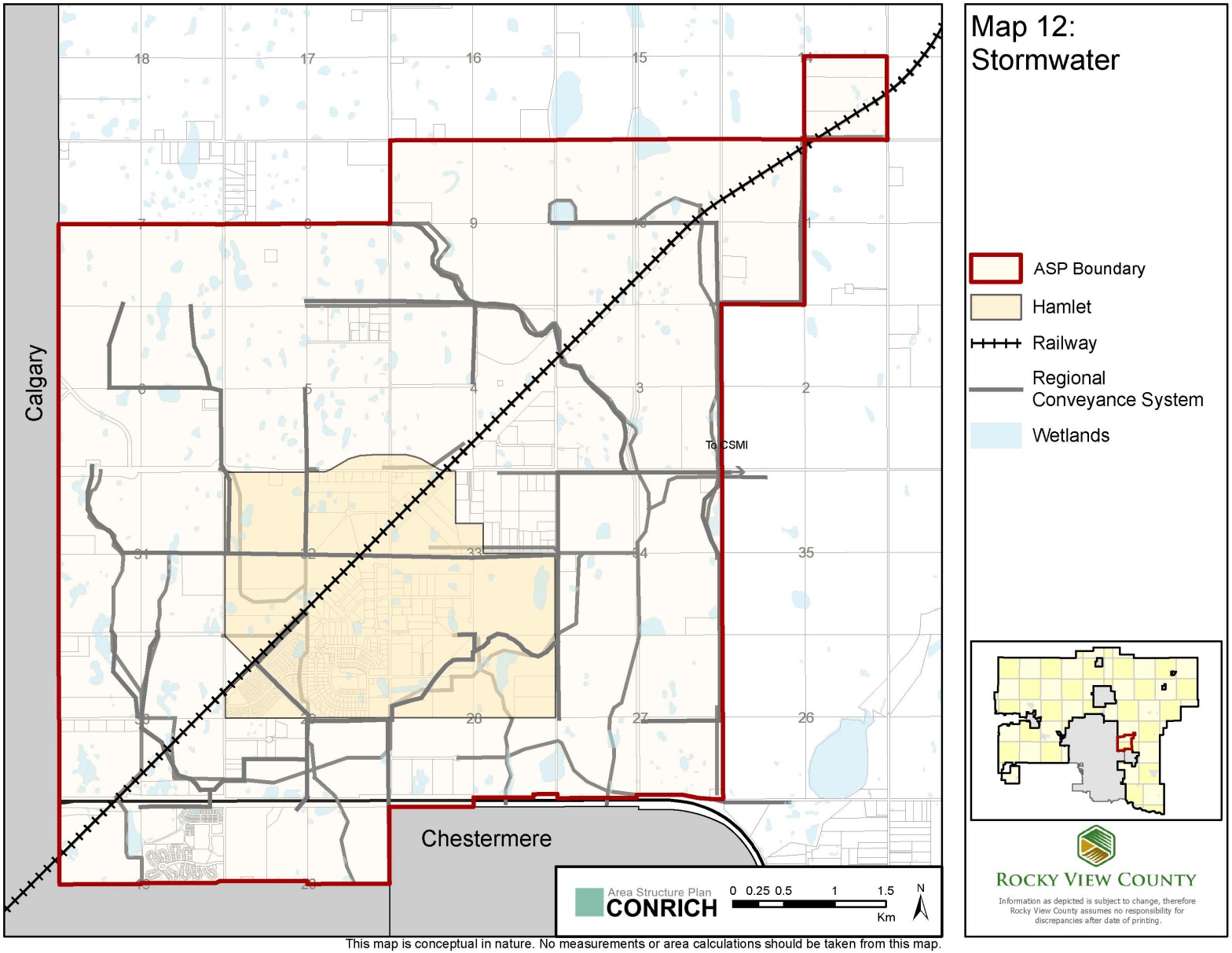
MAP 12 Stormwater





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

25.0 SOLID WASTE

Solid waste policies address the management of solid waste through all stages of development; from construction and demolition to full build-out. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements and the policies below provide guidance to developers and residents on effectively managing solid waste.

Objectives

- Ensure *local plan*s address solid waste management during all stages of development and are in alignment with the County's Solid Waste Master Plan.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Encourage solid waste management plans to have a diversion target of 50 per cent.
- Provide direction on the expected level of post-construction waste management service to be provided by Rocky View County.

Policies

GENERAL

25.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.

25.2 Waste minimization and waste diversion practices are encouraged in The Plan area. A diversion target of 50 per cent is recommended.

25.3 A *local plan* should:

a. address solid waste management through all stages of development, including occupancy;

b. identify the appropriate waste collection stations that serve the *local plan* area;

c. conform to the policies of the County's Solid Waste Master Plan; and

d. set a solid waste diversion target to inform the subdivision construction management plan.

The Province of Alberta has developed a provincial waste strategy document titled "Too Good to Waste: Making Conservation a Priority" in order to promote the diversion of waste from landfills through the reuse and recycling of materials.

INDUSTRIAL AND COMMERCIAL

25.4 Industrial and commercial business owners shall be responsible for providing their own solid waste services.

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COUNTRY RESIDENTIAL AND AGRICULTURE AREAS

25.5 Solid waste management shall be the responsibility of property owners in *country residential* and agriculture areas.

25.6 Waste collection stations should be used for the disposal of solid waste and recyclable materials.

HAMLET ~~OF CONRICH AND OTHER HAMLET RESIDENTIAL~~ AREAS

County solid waste services will be considered for the hamlet of Conrich when the population approaches the threshold of 5,000 residents.

25.7 Solid waste management will be the responsibility of property owners within the hamlet of Conrich until such time as a County service is provided.

25.8 The Prince of Peace Community and The Hamlet ~~other hamlet residential areas~~ shall be responsible for their solid waste management.

25.9 Lot owners' associations shall coordinate solid waste services in developing areas in The Hamlet ~~residential~~ and compact *country residential* areas until such time as a County service is provided.

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26.0 OIL AND GAS

Oil and gas facilities, infrastructure, and operations are industrial land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development in the Conrich area is an important consideration in the area's development.

Map 4~~: Existing Conditions~~ identifies the locations of gas lines and operating and abandoned oil and gas wells within The Plan area.

Objectives

- Ensure appropriate and safe land development in relationship to petroleum facilities and wells.
- Allow for the continued safe operation of petroleum facilities and wells.

Petroleum facilities are plants, pipelines, and batteries used to process and transport oil and gas. Petroleum wells are producing, suspended, or abandoned oil and gas wells.

Policies

GENERAL

26.1 Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this plan, and the directives and bulletins of the Alberta Energy Regulator (Appendix C).

Directives are documents that set out Alberta Energy Regulator (AER) requirements or processes for implementation. Licensees, permittees, and other approval holders under the jurisdiction of the AER are required to obey all directives.

Bulletins inform the energy industry and the public of an Alberta Energy Regulator activity, such as a consultation, new regulatory requirement, new program, or electronic submission of data.

26.2 At the time of subdivision or development, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, or abandoned well.

26.3 As part of a *local plan* preparation process, applicants shall obtain a land development information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the *local plan* area. In addition, the applicant must determine if an emergency planning zone has been established around a sour gas facility or well.

26.4 Prior to the preparation of a *local plan* to develop lands within 1.5 km of a petroleum facility that is situated within an emergency planning zone, the developer shall consult with the County and the operator of the facility to determine how an emergency response plan will be prepared, updated, or replaced.

26.5 The location, development setbacks, emergency planning zones, and emergency response planning regarding all petroleum facilities shall be identified in the *local plan* and included in any marketing information and other public communication materials for petroleum facilities.

ABANDONED OIL & GAS WELLS

Within The Plan area there are ~~two~~ nine known abandoned well sites. The following policies apply for land located in proximity to an abandoned well site.

26.6 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is greater.

26.7 Vehicular access to an abandoned well site shall:

a. be determined through discussion with the abandoned well licensee;

b. be identified in the *local plan*; and

c. be protected by easements in favour of the County at the time of subdivision or development approval.

26.8 In conjunction with the preparation of a *local plan*, or a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide:

a. surveyed locations of abandoned wells and pipelines and confirmation of the setback requirements;

b. a phase I environmental site assessment specific to the abandoned well or pipeline; and

c. a phase II environmental site assessment specific to the abandoned well or pipeline, as deemed necessary by the County.

26.9 Public roads should not be located over an abandoned well.

26.10 During land development, all abandoned well sites shall be marked with temporary signage identifying the location of the abandoned well and providing contact information for the Alberta Energy Regulator. Such signage, as well as adequate fencing and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

PIPELINES

26.11 All setbacks from a pipeline shall be in accordance with provincial regulations.

26.12 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.

26.13 Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.

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26.14 Pathways and other recreational uses may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the approving authority.

DISCONTINUED/ABANDONED PIPELINE POLICIES

26.15 A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating and in compliance with provincial regulations.

26.16 An abandoned pipeline is one which will not be reactivated for service; therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way unless the pipeline has been removed.

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III Implementation

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27.0 IMPLEMENTATION

The Conrich Area Structure Plan outlines the vision for the future physical development of the Conrich area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this section is to describe The Plan implementation process, to provide detail on the phases of development, and to specify requirements to ensure the area structure plan policies and strategies are adhered to. The ASP introduces various levels of planning required within the area; for reference, Figure 5 shows the hierarchy of plans to be implemented for each stage of development.

Objectives

- Implement the Land Use Strategy and policies of the Conrich Area Structure Plan.
- Ensure the cost of infrastructure development is identified and provided.
- Provide for the logical phasing of development.
- Implement key actions to facilitate development, provide guidance to *local plan*s, and ensure a coordinated planning and implementation approach.
- Ensure *local plan*s adhere to the vision and policies of The Plan.
- Provide for the review and amendment of The Plan as required.

Policies

LOCAL PLANS, REDESIGNATION, SUBDIVISION, AND DEVELOPMENT APPLICATIONS

*Local plan*s are to be developed within the framework provided by this area structure plan. Policy sections identify the unique requirements that must be addressed in the *local plan* due to the location and specific conditions of the proposed development area. The standard technical requirements of a *local plan* are identified in the ~~*County Plan*~~ *Municipal Development Plan* (Section 29 and Appendix C). ~~A *neighbourhood plan* is a type of *conceptual scheme* within this Plan.~~

27.1 Applications for redesignation, subdivision, and/or development require the concurrent or prior adoption of a *local plan*, unless otherwise directed by the policies of this plan or determined by the County not to be required.

27.2 Notwithstanding Policy 27.1, applications for a development permit outside of what the County considers to be the principal use to the land shall ~~in an area where a land use has been approved prior to the adoption of this plan do not~~ require a *local plan*.

27.3 *Local plan*s shall address and adhere to the requirements of the Conrich Area Structure Plan. In support of *local plan*s and redesignation applications, the developer will be required to submit a rationale showing how their proposal is consistent with the vision and policies of the Conrich Area Structure Plan.

27.4 Subdivision and development applications shall address and adhere to the requirements of the *local plan* and the policies of the Conrich Area Structure Plan.

27.5 Where a *local plan* does not exist or is silent on a subject, the policies of the Conrich Area Structure Plan shall apply.

27.6 Prior to approval of *local plan* and land use applications ~~falling within the Joint Planning Area as identified by the Region Growth Plan,~~ the County should consider the use of appropriate mechanisms, including but not limited to joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County in consultation with the adjacent municipality.

27.7 ~~*Neighbourhood plans* adopted by Council shall be appended, by bylaw, to this Area Structure Plan.~~

LOCAL PLAN BOUNDARIES

The boundaries of *local plan*s should be based on the natural and physical conditions in the Conrich area, as well as other factors such as the availability of servicing, parcel layout, and proposed transportation improvements. Map ~~12~~13: Local Plans identifies the locations of existing *local plan*s, areas with predetermined *local plan* boundaries, and areas where *local plan*s are not required.

27.8 ~~Map 12: Local Plans identifies five *local plan* boundaries that are required based on (i) the existence of major transportation network components, including Highway 1 and the CN rail line (Highway 1), (ii) unique planning conditions associated with the proximity to the CN Rail yards (Township Road 250), and (iii) unique planning conditions associated with location along 84th Street, adjacent to residual lands within the city of Calgary, as identified in the Rocky View/ Calgary InterMunicipal Development Plan . All other *local plan* boundaries shall be determined in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres) in size.~~

Map 13: *Local Plans* identifies *local plan* boundaries that are required based on:

a. the existence of major transportation network components, including Highway 1 and the CN rail line (Highway 1);

b. the need to comprehensively plan the hamlet area; and

c. unique planning conditions associated with location along 84th Street, adjacent to residual lands within the city of Calgary, as identified in the Rocky View/Calgary Intermunicipal Development Plan.

27.9 ~~Existing *local plans* identified in Map 12 shall be revised so that undeveloped areas are consistent with the policies of this plan prior to further land use or subdivision approvals.~~

27.10 Where the policies of an existing *local plan* conflict with the Conrich Area Structure Plan, the policies of the Conrich Area Structure Plan shall prevail.

NEIGHBOURHOOD PLAN

A *neighbourhood plan* is adopted by bylaw and appended to the area structure plan. Development of a *neighbourhood plan* is considered a major statutory plan amendment and will be guided through a Terms of Reference approved by Council to ensure strong community and landowner collaboration and to manage intermunicipal engagement. Development of a *neighbourhood plan* will be led by either the County or an applicant in partnership with the County. Subsequent *local plans* should be submitted by the applicant and will not require a Terms of Reference.

27.11 A *neighbourhood plan* shall be adopted by bylaw and appended to this Plan.

27.12 L*ocal plans* within a Neighbourhood Area shall be appended to the relevant *neighbourhood plan* as an appendix.

27.13 Development of a *neighbourhood plan* shall be guided through a terms of reference approved by Council.

a. A *neighbourhood plan* shall be prepared by the County or an applicant in partnership with the County.

~~b. *Development cell plans* should be applicant-led and will not require a Terms of Reference.~~

c. *Local Plan* applications in a Neighbourhood Area will be processed in accordance with the County's standard policies and procedures for *local plan* amendments.

Community and Intermunicipal Collaboration

27.14 Development of a *neighbourhood plan* shall require thorough and inclusive engagement with landowners and residents within and adjoining the Neighbourhood Area together with broader consultation with the Conrich community.

27.15 *Neighbourhood plans* shall, in collaboration with the City of Calgary and the City of Chestermere, plan for the provision of future regional transit within the Neighbourhood Area, including bus stops, parking, and other transit needs.

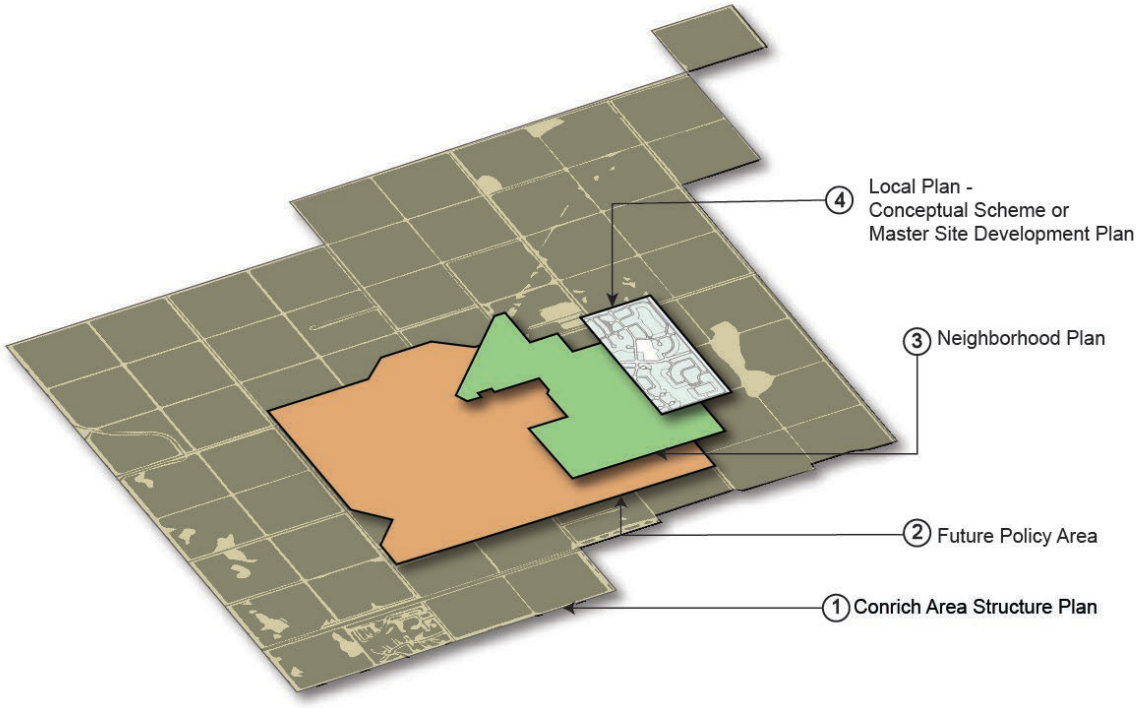

Figure 5 Conrich ASP Hierarchy of Plans

INFRASTRUCTURE COSTS AND LEVIES

The Conrich Plan recognizes development implementation will require infrastructure improvements within and external to The Plan area. The costs incurred by development of lands will be covered through a variety of revenue sources including developer improvements, development levies, County improvements, provincial contributions, and user fees.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Offsite Levies for transportation, water, wastewater, and stormwater servicing have or will be developed for the Conrich Area Structure Plan. All levies are subject to periodic review and include development costs associated with internal and external improvements to service The Plan area. Non-levy costs and improvements will be determined through periodic review of the master servicing documents and at the *local plan* preparation stage.

It is important to note that infrastructure costs do not represent the full costs to service The Plan area. Complete community costs also include costs associated with program and service delivery to residents and business owners (e.g. community recreation, fire and property protection, parks maintenance, waste and recycling operations, transit, etc.), which serve community needs and are an essential part of a community.

27.16 As part of the *local plan* approval process the identification, timing, and funding of any required off-site improvements is required. Off-site improvements that are:

a. internal to The Plan area will be determined to the satisfaction of the County; or

b. external to The Plan area, including provincial or adjacent municipal infrastructure will be determined to the satisfaction of the County, in consultation with the relevant municipality and/or provincial department.

27.17 Developers relying on regional County utility services (water, wastewater, and/or stormwater) shall be required to front-end the costs of utility service upgrades where deemed necessary by the County.

27.18 Costs associated with transportation and/or utility service improvements are the developer's responsibility.

27.19 Developers relying on transportation and/or utility infrastructure improvements (water, wastewater, and/or stormwater) provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.

27.20 Development proponents shall be required to pay the Rocky View County:

a. Water and Wastewater Off-Site Levy;

b. Stormwater Off-Site Levy; ~~and~~

c. Transportation Off-Site Levy and

d. any other applicable levies.

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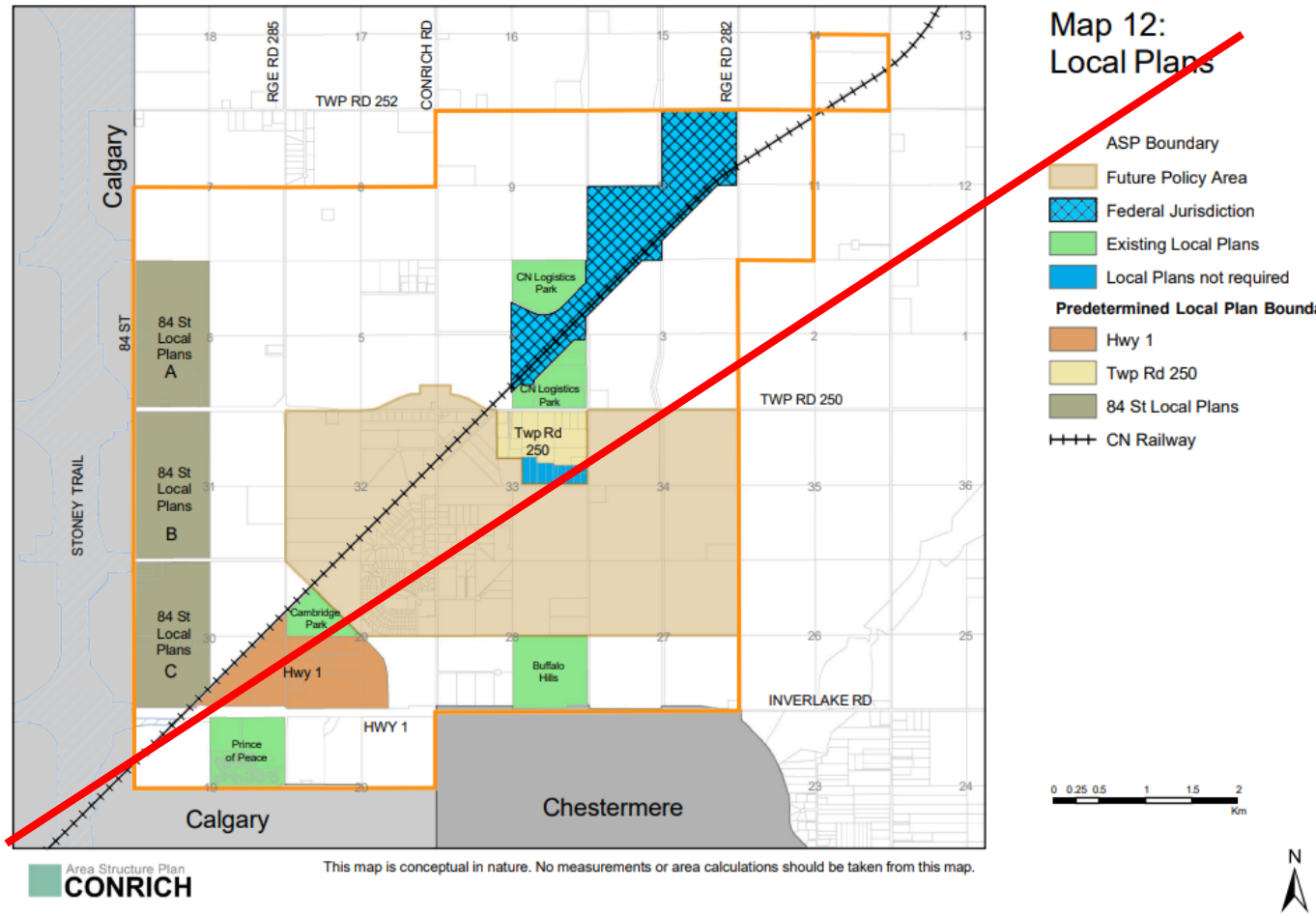
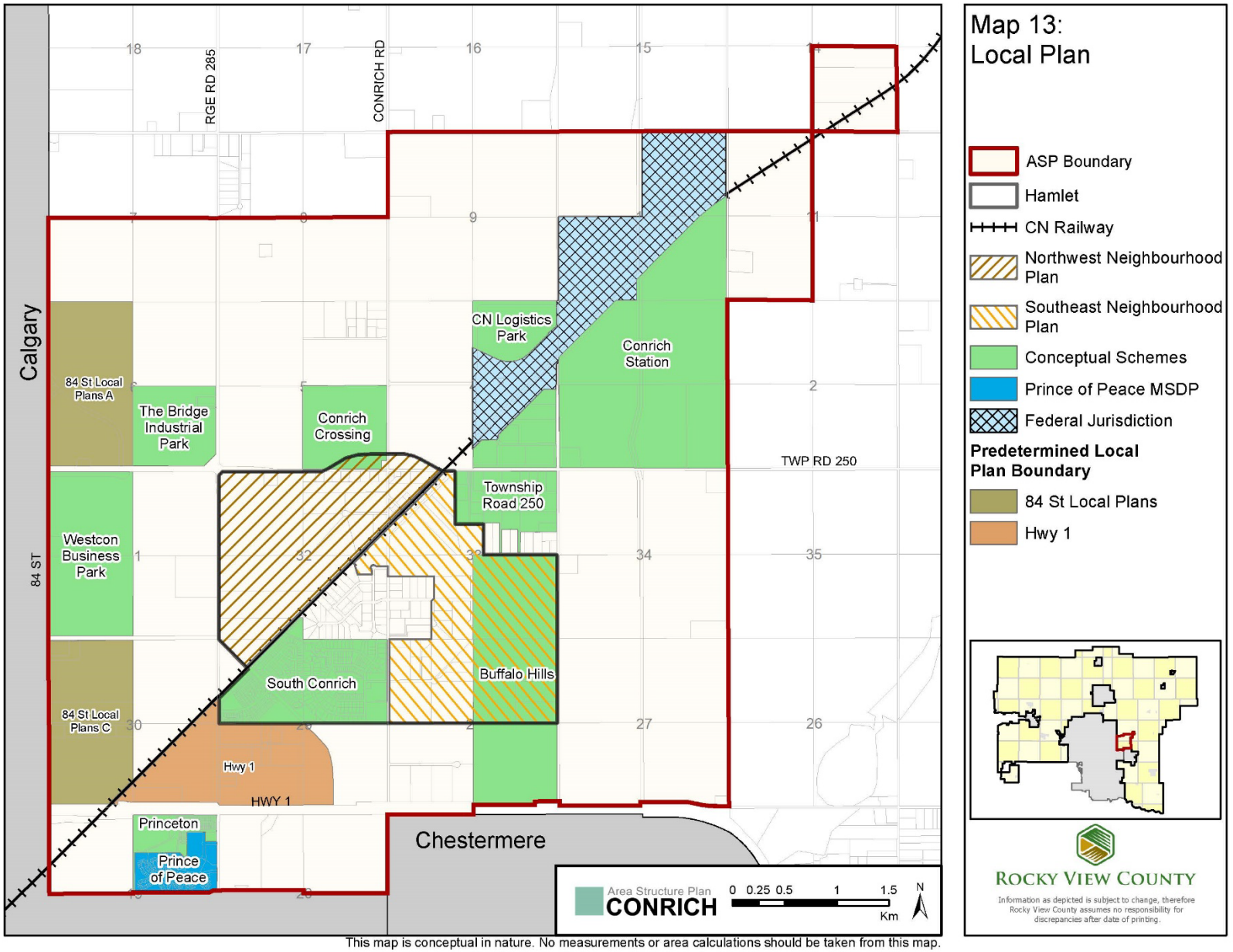
MAP 13 Local Plan





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

PHASING

~~The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Map 13: Phasing identifies four development phases for the growth of the Conrich area (Phase 1, Phase 2, Future Policy Area, and Long Term Development areas).~~

The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Map 14: Phasing identifies four development phases for the growth of the Conrich area (Phase 1, Phase 2, Hamlet Area, and Long Term Development areas).

27.21 Phasing of development in the Conrich Area Structure Plan area should be done in a logical and cost effective manner and shall be guided by the phasing strategy of this plan, as shown on Map 13.

Phase 1

Phase 1 lands are lands that may proceed with development. The identification of Phase 1 lands is based on:

- existing planning approvals;
- proximity to existing or near term transportation and/or utility infrastructure; and
- industrial land demand.

27.22 Phase 1 lands may proceed with development subject to the policies of this plan. If Phase 1 lands proceed to development, an irrigation or evaporation system under zero discharge conditions shall be constructed as referenced in Policies 24.11-24.14, ~~until such time as a regional solution has been chosen and~~ mechanisms to implement the construction of the CSMI system have been identified.

Phase 2

Phase 2 lands are portions of The Plan area where industrial, highway business, or residential land may be required for development during the life of this Plan.

27.23 Phase 2 lands may proceed with development subject to the policies of this Plan and when:

a. market demand has been demonstrated; and

b. ~~a regional stormwater conveyance system has been chosen, and~~ an appropriate governance system has been adopted for the CSMI system, and mechanisms to implement the construction of the system have been identified.

~~*FUTURE POLICY AREA*~~

~~27.24 Phasing of the future policy area shall be determined as part of the future policy area review.~~

HAMLET POLICY AREA

Phasing within the Hamlet Policy Area should focus where there is ~~on the central area first to leverage the~~ availability of servicing infrastructure and to establish the character of the hamlet which will then inform the further reaches of the hamlet area.

27.24 A *neighbourhood plan* shall be County-led or applicant-led in partnership with the County to manage the fragmented ownership of these areas and to ensure strong community and landowner collaboration.

27.25 The timing and sequence of a *neighborhood plan* development shall be reviewed under the County's Planning Project Prioritization policy and considered by Council for approval.

LONG TERM DEVELOPMENT

Long term development areas are portions of The Plan area where industrial, commercial, or residential land uses are not required for the life of this plan. Nevertheless, the protection of these areas from interim uses or fragmentation is deemed important in order to facilitate a future efficient development pattern.

27.26 Redesignation and/or subdivision in the long term development area to any new use, other than a farmstead, first parcel out, or an agricultural use shall require an amendment to this plan.

27.27 New uses within the long term development areas shall be compatible with existing adjoining uses.

27.28 Prior to amending this plan to allow for development within the long term development area:

a. a public engagement process shall be undertaken and an overall land use strategy and supporting policies for the amendment area shall be developed; and

b. a regional stormwater conveyance system has been adopted by Rocky View County.

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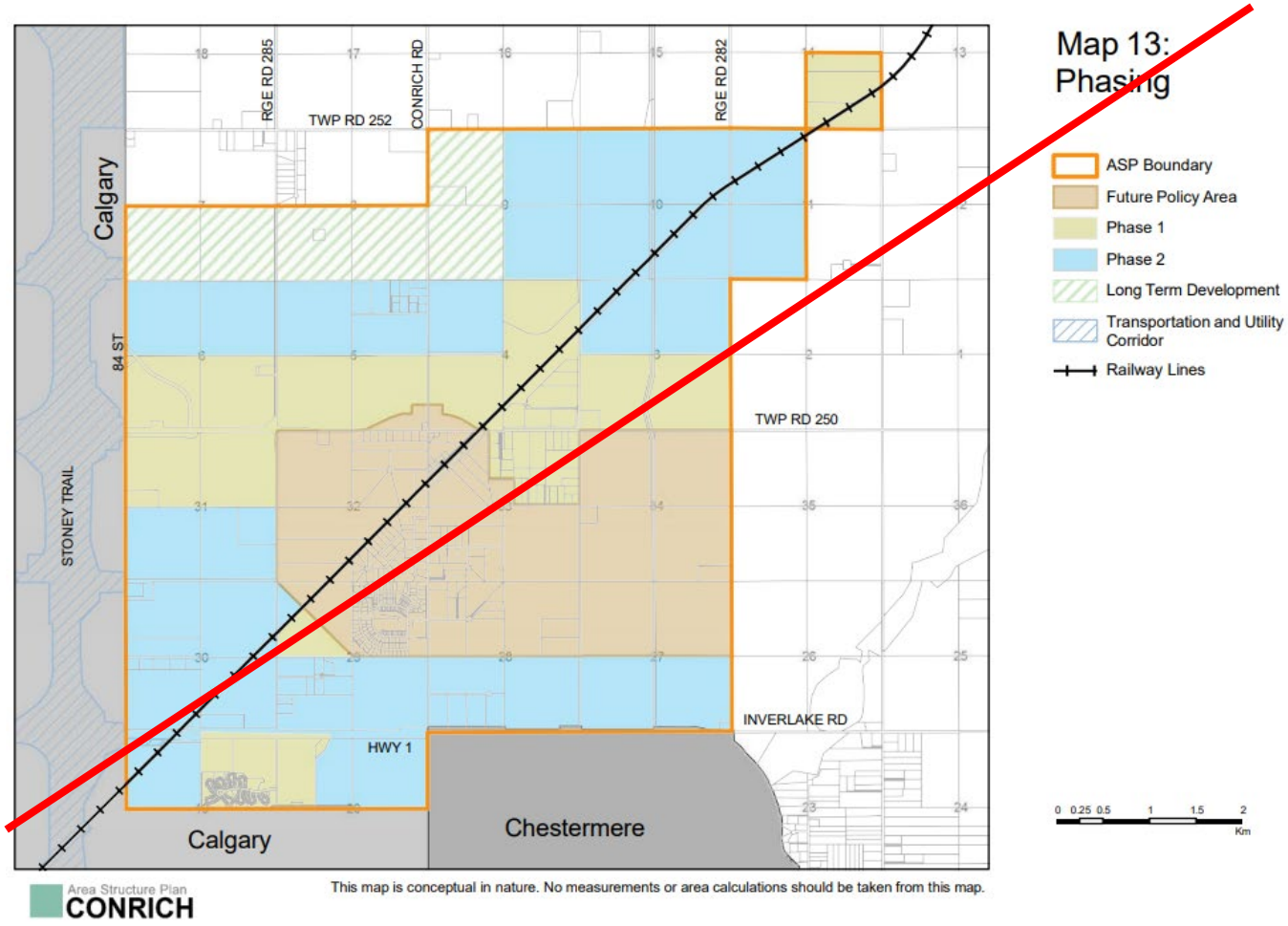
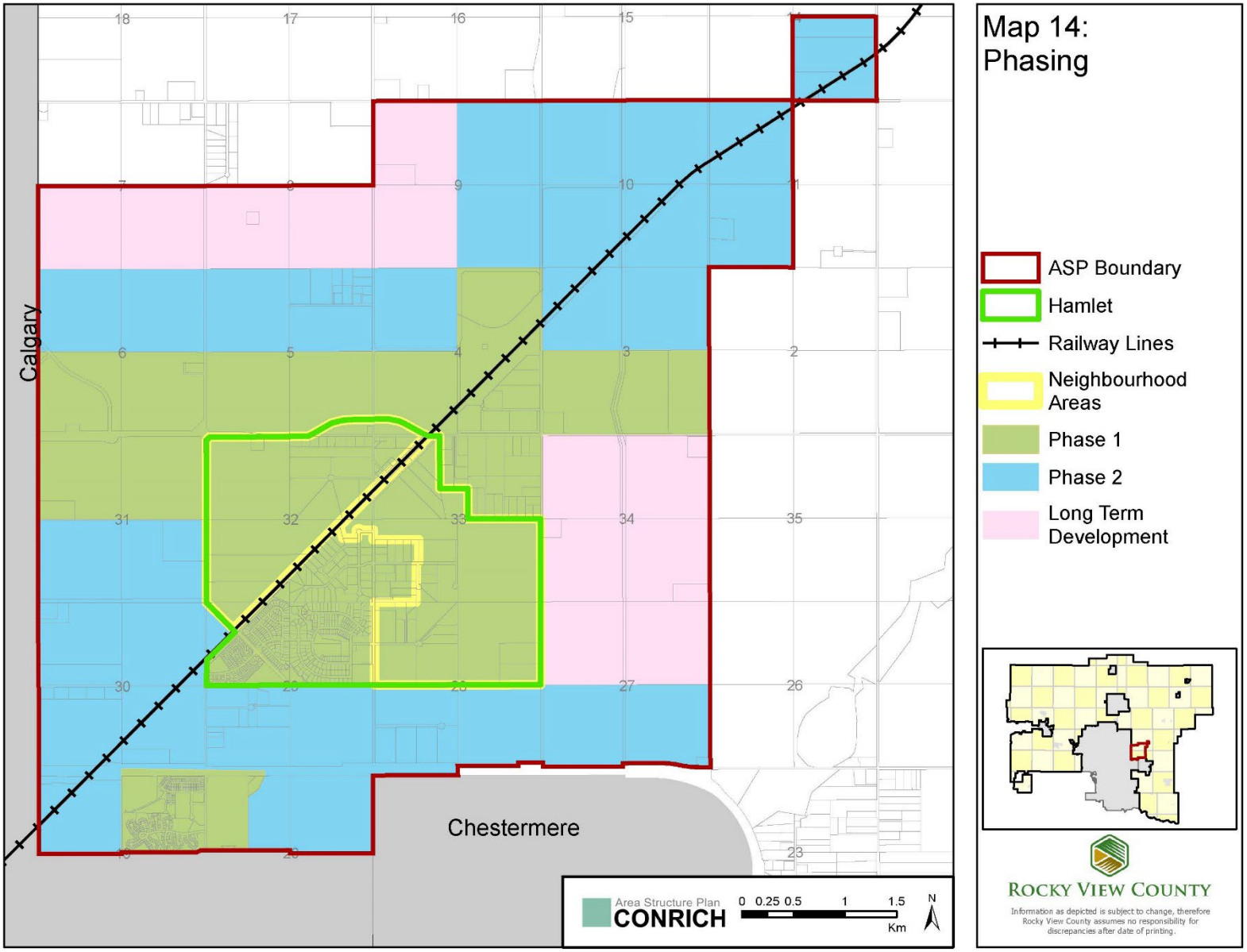
MAP 14 Phasing




Map 14:
Phasing
ASP Boundary
Hamlet
Railway Lines
Neighbourhood Areas
Phase 1
Phase 2
Long Term Development
Calgary
Chestermere
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
N
ROCKY VIEW COUNTY
Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

TECHNICAL REQUIREMENTS AND SUBMISSIONS

The various policy sections in the Conrich Area Structure Plan identify specific requirements of a *local plan* (*conceptual scheme* or *master site development plan*) for the Conrich area. All other standard technical requirements of a *local plan* are identified in the ~~*County Plan*~~ *Municipal Development Plan* .

27.29 *Local plan*s shall address the requirements as set out in the policies of this plan and Section 29 and Appendix C of the ~~*County Plan*~~ *Municipal Development Plan* .

27.30 All planning or development applications, and any associated infrastructure construction, should meet the technical requirements of the ~~*County Plan*~~ *Municipal Development Plan* , County Land Use bylaw, Conrich Area Structure Plan and associated technical studies, relevant *local plan*, County servicing standards, County policy, and provincial and federal requirements.

MONITORING

The progress in implementing the Conrich Area Structure Plan will be monitored. Where necessary, County Administration will make recommendations as to how to manage growth in Conrich or how The Plan may be updated to meet changing circumstances.

27.31 County Administration will report to Council on implementation of the Conrich Area Structure Plan as part of Administration's yearly reporting on the overall implementation of the ~~*County Plan*~~ *Municipal Development Plan* .

PLAN REVIEW AND AMENDMENT

The future land use and development outlined in the Conrich Area Structure Plan is intended to address a 30-year plus build-out of the area. While the Area Structure Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Area Structure Plan may be required.

~~Under normal circumstances,~~ the County will undertake a plan assessment every 10 years to determine if a full review is required, as per the ~~*County Plan*~~ *Municipal Development Plan* . However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

27.32 The County may consider periodic review and occasional amendment of the Conrich Area Structure Plan in accordance with the ~~*County Plan*~~ *Municipal Development Plan* , County policy, and the *Municipal Government Act*.

27.33 The Conrich Area Structure Plan shall be subject to an assessment and possible review every 10 years subject to Administration recommendations and Council direction.

ACTIONS

Actions are activities that need to be carried out by the County to achieve the goals, objectives, and policies of The Plan. The following are the recommended County actions to assist in the implementation of the Conrich Area Structure Plan.

~~1. Develop a terms of reference to direct the review of the Future Policy Area (Map 5).~~

~~2. Develop a Terms of Reference, with The City of Calgary, to direct a joint study to~~

~~determine the ultimate configuration of 84th Street, including future alignment, access management, and right-of-way requirements (84th Street Study).~~

~~3. Develop a *local plan* for the Township Road 250 industrial transition area, as per Policy 9.9 and Map 12, to address a unique non-residential/residential interface issue.~~

~~4. Prior to the hamlet of Conrich's population exceeding 5,000 residents, the County will:~~

~~a. review the community's policing requirements and identify additional needed resources, if any (Policy 21.5); and~~

~~b. consider providing the Conrich area with County managed solid waste services (Policy 25.7).~~

~~5. Consider the adoption of a new hamlet of Conrich boundary.~~

~~6. Consider a funding and design strategy for entryway signage for Rocky View hamlets.~~

~~7. Consider the adoption of a 'work/live' land use district.~~

~~8. Consider the adoption of a utility district for the designation of private stormwater ponds.~~

~~9. Work with The City of Calgary to amend the Rocky View/Calgary Intermunicipal Development Plan to determine appropriate land use, interface policies, and servicing strategies for the residual lands within Calgary that border the Conrich Area Structure Plan.~~

~~10. Monitor and report on The Plan implementation as part of the yearly *County Plan Municipal Development Plan* reporting (Policy 27.23).~~

~~11. Work with The City of Calgary to prepare the East Stoney Trail and Related Infrastructure Analysis as per Policy 22.14.4~~

1. Develop a terms of reference, with The City of Calgary, to direct a joint study to determine the ultimate configuration of 84th Street, including future alignment, access management, and right-of-way requirements (84th Street Study).
2. Prior to the hamlet of Conrich's population exceeding 5,000 residents, the County will:
   a. review the community's policing requirements and identify additional needed resources, if any (Policy 21.5); and
   b. consider providing the Conrich area with County managed solid waste services (Policy 25.7).
3. Consider a funding and design strategy for entryway signage for Rocky View hamlets.
4. Consider the adoption of a utility district for the designation of private stormwater ponds.
5. Work with The City of Calgary to amend the Rocky View/Calgary Intermunicipal Development Plan to determine appropriate land use, interface policies, and servicing strategies for the residual lands within Calgary that border the Conrich Area Structure Plan.

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6. Monitor and report on The Plan implementation as part of the yearly ~~*County Plan*~~ *Municipal Development Plan* reporting (Policy 27.31).
7. Work with the City of Calgary and City of Chestermere to determine regional recreational needs and collaborate on joint applications for provincial grants.

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28.0 INTERMUNICIPAL COORDINATION AND COOPERATION

The Plan area is bordered by Calgary to the west and south, and Chestermere to the south and east. The Plan acknowledges the land use intent of these adjacent municipalities and provides for appropriate, compatible land use transitions at the interface areas. In addition, The Plan contains specific stormwater (Section 24), transportation (Section 22), *open space* (Section 18), business interface (Section 14), and intermunicipal (Section 28) policies that promote a coordinated and cooperative approach to planning.

Specific planning objectives were identified in the 2007 annexation agreement between Rocky View County and The City of Calgary in terms of the need for coordinated planning. Follow up consultation led to the identification of key focus (geographic) areas and planning principles for future planning endeavours. The coordinated approach to planning was later refined and formalized through the 2011 Rocky View/Calgary Intermunicipal Development Plan (IDP). The County is currently engaged with the City of Chestermere to develop a separate IDP that will provide direction on areas of interest, cooperation, and consultation.

In preparing amendments to the Conrich Area Structure Plan to facilitate the development of the Future Policy Area, the County worked collaboratively with the City of Calgary and City of Chestermere to identify shared issues and opportunities. The amendments address the comments and concerns identified by Calgary and Chestermere. Engagement with the municipalities was undertaken throughout the process to amend the area structure plan. An outline of the key intermunicipal engagement components is identified in Appendix C.

Objectives

- Ensure ongoing, meaningful consultation occurs between Rocky View County, The City of Calgary, and the City of Chestermere on matters related to the implementation of the Conrich Area Structure Plan.
- Ensure a coordinated and cooperative approach to planning with adjacent municipalities.

Policies

28.1 The County shall consult with The City of Calgary and City of Chestermere on planning processes affecting land that borders the adjacent municipality and/or on other matters identified through an Intermunicipal Development Plan as areas requiring planning coordination.

28.2 The County shall work with The City of Calgary and City of Chestermere to deliver a coordinated planning process and ensure continued meaningful communication between the three municipalities as subsequent *local plan*s are prepared.

28.3 Intermunicipal circulation of planning proposals shall comply with the *Municipal Government Act*, the Rocky View/Calgary Intermunicipal Development Plan, the interim circulation protocol identified in the Rocky View County and City of Chestermere Intermunicipal Development Plan Terms of Reference, and any other agreement(s) or new Intermunicipal Development Plan(s) jointly approved by adjacent municipal councils.

28.4 Prior to *local plan* and land use applications adjacent to another municipality, the

County shall consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County in collaboration with the adjacent municipality.

ROCKY VIEW COUNTY - CITY OF CHESTERMERE

28.5 Development adjacent to the city of Chestermere shall be coordinated between Rocky View County and the City of Chestermere, or as otherwise required by any future Intermunicipal Development Plan.

ROCKY VIEW COUNTY – THE CITY OF CALGARY

28.6 The County shall implement the policies of this plan that apply to the interface areas adjacent to the residual long-term growth areas as identified in the Rocky View/Calgary Intermunicipal Development Plan.

28.7 Development within the key focus areas identified in the Rocky View/Calgary Intermunicipal Development Plan shall be subject to the policies of the Intermunicipal Development Plan as well as the policies of this plan.

28.8 Planning and development applications within the entire Conrich Area Structure Plan area shall be circulated to The City of Calgary for transportation review and comment in accordance with the circulation and response timelines as per the Rocky View County/City of Calgary Intermunicipal Development Plan.

28.9 The County shall implement the policies of this Plan that apply to the interface areas adjacent to the residual long-term growth areas along 84th Street, as identified in the Rocky View/Calgary Intermunicipal Development Plan (Action items 2 and 9 in Section 27).

28.10 Development applications within The Plan area together with all relevant supporting technical documents, shall be circulated in accordance with the Rocky View/City of Calgary Intermunicipal Development Plan; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on The City.

LOCAL PLANS, REDESIGNATION, AND SUBDIVISION

28.11 Rocky View County shall ensure that *local plan*s and applications for redesignation and subdivision of lands in areas adjacent to The City of Calgary and City of Chestermere address:

a. regional drainage to ensure the protection of required drainage corridors;

b. alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;

c. gateway and interface policies;

d. land use compatibility with adjacent municipal land uses; and

e. other appropriate policies of this plan.

~~28.12 Rocky View County, in collaboration with The City of Calgary, shall ensure that *local plans* and applications for redesignation and subdivision of lands along 84th Street, as shown on Map 12, address:~~

~~a. Access management and right-of-way requirements along 84th Street (Action Item 2 in Section 27);~~

~~b. Consideration of adjacent lands within the city of Calgary as identified in the IDP;~~

~~c. If the Terms of Reference for the 84th Street study has been completed (Action Item 2 in Section 27) but the 84th Street study has not yet been completed by The City and the County prior to the preparation of the *local plan*, then the 84th Street study must be prepared by the development proponent in conjunction with the *local plan* in accordance with the Terms of Reference; and~~

~~d. Other appropriate policies of this Plan.~~

28.12 Rocky View County, in collaboration with The City of Calgary, shall ensure that *local plan*s and applications for redesignation and subdivision of lands along 84th Street, as shown on Map 13, address:

a. access management and right-of-way requirements along 84th Street (Action Item 1 in Section 27);

b. consideration of adjacent lands within the city of Calgary as identified in the IDP;

c. if the Terms of Reference for the 84th Street study has been completed (Action Item 1 in Section 27) but the 84th Street study has not yet been completed by The City and the County prior to the preparation of the *local plan*, then the 84th Street study must be prepared by the development proponent in conjunction with the *local plan* in accordance with the Terms of Reference; and

d. other appropriate policies of this Plan.

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IV Appendices

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APPENDIX A: DEFINITIONS

Co-operative Stormwater Management Initiative (CSMI) is a group of five partner municipalities working together with the Western Irrigation District (WID) to develop a regional stormwater solution for lands east of the City of Calgary.

Conceptual scheme ~~is a non-statutory plan, subordinate to an area structure plan. is subordinate to an area structure plan and is statutory when appended to an ASP. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan.~~

~~*Conceptual schemes* provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public.~~

~~If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.~~

Has the same meaning as defined in the Municipal Development Plan.

~~**Development Cell Plan** provide detailed planning and phases of small sub-areas of a neighbourhood plan. Development cells plans are appended to a neighbourhood plan as an appendix.~~

Local plan is a term that refers to a ~~*neighbourhood plan,*~~ *conceptual scheme* or *master site development plan*. A local plan will have unique planning requirements based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a ~~*neighbourhood plan*~~ *conceptual scheme* or *master site development plan* identified in the ~~County Plan~~ Municipal Development Plan (Section 29 and Appendix C) and within the policies of this Plan. A local plan becomes statutory when appended into an area structure plan.

Master site development plan ~~is a non-statutory plan that is adopted by Council resolution. A *master site development plan* accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A *master site development plan* addresses building placement, landscaping, lighting, parking, and architectural treatment. The Plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.~~

Has the same meaning as defined in the Municipal Development Plan.

Neighbourhood Plan is a statutory plan that adopted by bylaw and appended to the area structure plan. A neighbourhood plan ~~is a type of conceptual scheme to~~ supports comprehensive planning within the hamlet. Neighbourhood plans provide detailed land use direction, subdivision design and development guidance to Council, Administration, and the public for a large area. Detailed development of lands within a Neighbourhood Area will be guided by local plans submitted by the applicant and reviewed by the County~~. A neighbourhood plan will identify development cells as smaller sub-areas for detailed planning of specific areas and phases. A development cell plan will be prepared for these areas to support development. Upon approval, a development cell plan will be amended into the neighbourhood plan as an appendix.~~

Open land means publicly or privately owned land within a comprehensively designed compact *country residential* neighbourhood or larger community, where the land is used for the primary purpose of conservation, recreation, or agriculture.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Developable land means privately owned land that has no natural or human caused constraints to residential development. Constraints to development include land determined to be unstable, hazardous, environmental reserve, contaminated, or regulatory setbacks as identified by the provincial or federal governments.

Recreational Use means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, cultural activities, sporting activities and other customary and usual recreational pursuits which may include, but are not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres and parks and playgrounds.

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APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES

~~The following design guidelines are intended to promote and ensure a coordinated and pleasant visual presence of commercial or industrial development in the Conrich plan area.~~ To ensure that commercial or industrial development in the Conrich area has a consistent design theme and reflects the community's character and promotes interaction and connectivity, the following principles will guide development in this area until the Design Guidelines are established. The principles will provide a starting point for the development of the design guidelines.

1. Local plans shall consider the County's Land Use bylaw landscaping and screening requirements and the County's Commercial, Office, and Industrial Design Guidelines and document how the local plan meets those requirements and guidelines.
2. Where buildings are located adjacent to a residential area, the building design emphasis should be on those building elevations that are facing the residential area.
3. Within any single parcel, the colours, materials, and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
4. All buildings shall be permanent structures with good quality exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick, or stone masonry. Wood, unfinished concrete, and concrete block may be used as a secondary material only.
5. Façades of buildings that exceed 30 metres measured horizontally, and facing residential areas or roadways, shall incorporate wall plane projections or recesses having a depth of at least 3 per cent of the length of the façade and extending at least 20 per cent of the length of the façade.
6. Façades of buildings facing adjacent residential areas shall include at least three of the following architectural elements:
    a. colour change;
    b. texture change;
    c. material change; and
    d. expression of an architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
7. Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.
8. Roofs should have at least two of the following features:
    a. Parapets concealing flat roofs and/or rooftop mechanical and electrical equipment;
    b. Overhanging eaves extending past the supporting wall;
    c. Sloping or pitched roofs with two or more roof slope planes; and
    d. Roof-top gardens that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc.
9. Each primary building shall have a clearly defined main entrance featuring at least

two of the following:

a. Canopy or portico;
b. Overhang or arcade;
c. Raised corniced parapet over the door;
d. Outdoor amenity area;
e. Upgraded window glazing areas;
f. Integrated planters or landscaped sitting areas.

10. A minimum 3 metre landscaped area should be provided between the front of any primary building and any adjoining parking or lot area.
11. Landscape plans shall:
    a. promote the use of native plant material and plants proven for the climate of the region;
    b. not rely on potable water for irrigation once the landscaped areas are established;
    c. avoid species monoculture over large areas;
    d. provide for massing of plantings;
    e. ensure retaining walls and front yard fencing is decorative as well as functional; and
    f. provide attractive landscape designs at key public intersections and entryways.

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APPENDIX C: KEY ALBERTA ENERGY REGULATOR INFORMATION

- AER Bulletin 2013-03 Mandated Subdivision and Development Application Referrals, Setback Relaxations, Land Development Information Package, and Abandoned Well Information.
- Interim Directive ID 81-3: Minimum Distance Requirements Separating New Sour Gas Facilities from Residential and Other Developments.
- Directive 026: Setback Requirements for Oil Effluent Pipelines
- Directive 079: Surface Development in Proximity to Abandoned Wells
- Directive 056: Energy Development Applications and Schedules
- EnerFAQs: Explaining AER Setbacks - This EnerFAQs explains setbacks in the energy industry, how they are determined, and how they may affect Alberta citizens and their communities.

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APPENDIX D: KEY INTERMUNICIPAL ENGAGEMENT EVENTS

The County worked with the City of Calgary and City of Chestermere at key milestones of the Future Policy Area project to identify shared issues and opportunities. The following table includes information from the engagement undertaken for both the City of Calgary and City of Chestermere. Engagement was adapted according to the differing issues presented by each municipality on the amendments.

Phase	Date	Engagement
Phase 1 – Project Launch	April – July, 2019	The County prepared a bespoke intermunicipal engagement plan for each neighbouring municipality. The plans identified how the County would engage with the neighbouring municipalities at key milestones of the projects. The plans were revised at the request of neighbouring municipalities to reflect the level of engagement each sought for the project.
	June 2019	The City of Calgary and City of Chestermere were notified of the County's public engagement event that was held to gather feedback from affected stakeholders. Representatives from the City of Calgary attended the event.
Phase 2 – Identification of Key Cross-Boundary Matters and Draft Land Use Strategies	July, 2019	The County provided the draft land use scenario to the City of Calgary and City of Chestermere for comment, along with anticipated density and population at full buildout of the Hamlet of Conrich. No comments with respect to the draft land use scenario were provided.
	July, 2019	The County met with the City of Calgary for a technical workshop to examine issues and opportunities with respect to the draft land use scenario prepared. There were 10 staff in attendance, and discussions were held on the following areas: a. Planning; b. Transportation; c. Servicing and Stormwater; and d. Fire Service provision. Following the meeting, 12 action items were agreed to be addressed within the area structure plan amendments and through separate intermunicipal projects and communication.

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	July, 2019	Rocky View County and the City of Chestermere held a telephone conference to discuss the draft land use scenario. It was confirmed that the City had circulated the draft scenario internally, with preliminary comments addressing stormwater identified. Further comments were to be provided on the draft plan. Four action items were agreed to be addressed within the area structure plan and through separate intermunicipal projects and communication.
Phase 4 – Draft Plan	July – October 2024	The City of Calgary and the City of Chestermere were circulated the final draft Plan. Additional comments were submitted by the City of Calgary and no further comments were provided by the City of Chestermere. Minor changes to The Plan and updated information were included in the studies to address Calgary's concerns.
	May – June 2025	Further refinements were completed on The Plan, The City of Calgary and the City of Chestermere were re-circulated.

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APPENDIX E: Neighbourhood Plan Requirements:

*Neighbourhood Plan*s should address the following items:

a. A future land use scenario including the general location for residential, commercial and institutional uses;

b. Residential density composition and distribution;

c. The supported development forms and typologies;

d. The projected residential and employment population at full-build out;

e. A preferred open space and park network considering active and passive recreation and pathway linkages to areas external to the neighbourhood area or community core;

f. Preferred areas for municipal reserve, environmental reserve, and/or conservation reserve dedications, and where applicable, other appropriate means of protecting environmentally significant areas;

g. Location of schools, in consultation with the area school divisions;

h. Community design policies that address architectural themes relating to building appearance, lot layout, landscaping, streetscape and street-orientated design;

i. Interface and buffering policies to ensure that proposed development respects adjacent existing land uses;

j. The major road layout (collector and arterial roads) including linkages to areas external to the neighbourhood area or community core;

k. Accommodation of future transit routes/corridors in accordance with section 22;

l. The major water distribution and wastewater collection network;

m. The major stormwater system and facilities;

n. A phasing plan to ensure the logical progression of development and extension of infrastructure;

o. Guidance regarding for the role of homeowners' associations (HOAs), condominium boards, or similar bodies to be created to assume responsibility for common amenities within the neighbourhood area or community core, and to manage items including, but not limited to, construction and maintenance of all public facing areas, including fencing, landscaping, signage, outside uses in residential portions of each lot, and enforcement of registered architectural controls and easements.

p. Development cells for detailed planning of specific areas and phases; and

q. Any other matters The County deems necessary.

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APPENDIX F: Local Plan Requirements:

Applications for *local plans* within a *Neighbourhood Area* should address the following:

a. A detailed land use scenario including lot design, configuration and parcel sizes;

b. Specific residential density for the development cell and how it aligns with the density policies of this plan;

c. The projected residential and employment population at full-build out;

d. The open space and park network identifying active and passive recreation amenities and pathway linkages to areas external to the neighbourhood area or community core;

e. Details for municipal reserve, environmental reserve, or conservation reserve dedications and where applicable, other appropriate means of protecting environmentally significant areas;

f. Community design policies that should provide for:

   i. Street-oriented urban design;

   ii. A variety of lot sizes to accommodate varying housing options and commercial opportunities;

   iii. Parks and pedestrian connections to adjacent areas;

   iv. Sidewalks on both sides of the roadway;

   v. Vehicular connections to other areas within the hamlet; and

   vi. Dark sky friendly street lighting

g. Support for well designed public gathering places that:

   i. Are safe, accessible and attractive with considerations for crime prevention through environmental design (CPTED) principles;

   ii. Are centrally located;

   iii. Respect and enhance community identity and character; and

   iv. Encourage social interaction.

h. A landscaping concept for all public spaces, including, but not limited to:

   i. Municipal reserve (including school sites);

   ii. Road right-of-ways;

   iii. Pathways; and

   iv. Stormwater features.

i. Interface and buffering details to existing land uses;

j. The local road network (neighbourhood streets) including connections to the major road network;

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k. A transit plan for future service if the development cell is large enough to warrant further consideration from the *neighbourhood plan*;

l. The local water distribution and wastewater collection network including connections to the major servicing network;

m. The minor stormwater system and facilities including connections to the major stormwater system;

n. Details of homeowners' associations, condominium boards, or similar bodies to be created to manage architectural controls and common amenities;

o. Any other matters The County deems necessary.

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APPENDIX G: Local Plans in Conrich

Local Plan	Bylaw	Approval Date	Development
Westcon Business Park	C-8343-2022	January 24, 2023	Business Commercial/Industrial
The Bridge Industrial Park	C-8476-2024	May 14, 2024	Business Commercial/Industrial
Conrich Crossing	C-8178-2021	July 20, 2021	Residential and Business Industrial/Commercial
Princeton	C-8440-202	December 5, 2023	Residential
South Conrich	C-6401-2006	July 31, 2007	Residential
Township Road 250	C-7893-2019	June 25, 2019	Residential and Business Commercial
Conrich Station	C-7517-2015	September 9, 2015	Business Industrial
Buffalo Hills Comprehensive Development	C-6288-2006	July 11, 2006	Residential and Business Commercial

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ROCKY VIEW COUNTY
Cultivating Communities

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Area Structure Plan

CONRICH

APPROVED DECEMBER 8, 2015
BYLAW C-7468-2015

AMENDED MAY 10, 2017 BY MGB ORDER 020/17

AMENDED MAY 31, 2022 PURSUANT TO SECTION 633 OF THE MGA

AMENDED _____
BYLAW C-8569-2024

ROCKY VIEW COUNTY
Cultivating Communities

013-0809 © ROCKY VIEW COUNTY

OFFICE CONSOLIDATION

This document has been consolidated for convenience only. A copy of the original Bylaw and all amending Bylaws can be obtained from Rocky View County. This office consolidation comprises the following Bylaws:

Bylaw	Amendment Type	Date of Approval
C-7468-2015	Original Bylaw	December 8, 2015
C-8194-2021	Amendment to change a portion of the subject lands from Highway-Business to Residential	May 31, 2022
C-8441-2023	Amendment to Policy 8.12	December 5, 2023
C-8569-2024	Amendment to include the Hamlet Policy Area	_____, 2025

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Table of Contents

Introduction **5**
1.0 PLAN PURPOSE 6
2.0 PLAN ORGANIZATION 8
3.0 PLAN AREA 9
4.0 CONRICH TODAY 12
5.0 PLANNING FOR TOMORROW 17
6.0 CONRICH VISION AND GOALS 21

Plan Policies **23**

A. LAND USE 24
7.0 CONRICH DEVELOPMENT STRATEGY 24
8.0 HAMLET DEVELOPMENT 32
9.0 COUNTRY RESIDENTIAL 47
10.0 COMMERCIAL 49
11.0 INDUSTRIAL 52
12.0 AGRICULTURE 54
13.0 AGRICULTURE INTERFACE 55
14.0 NON-RESIDENTIAL/RESIDENTIAL INTERFACE 56
15.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA 59

B. SERVICES 60
16.0 SCHOOLS 60
17.0 RECREATION, CULTURAL, AND COMMUNITY USES 62
18.0 OPEN SPACE AND PARKS 64
19.0 NATURAL ENVIRONMENT 67
20.0 RESERVES 69
21.0 EMERGENCY SERVICES 72

C. INFRASTRUCTURE 74
22.0 TRANSPORTATION 74
23.0 UTILITY SERVICES 81
24.0 STORMWATER 87
25.0 SOLID WASTE 92
26.0 OIL AND GAS 94

Implementation **97**
27.0 IMPLEMENTATION 98
28.0 INTERMUNICIPAL COORDINATION AND COOPERATION 108

Appendices **111**
APPENDIX A: DEFINITIONS 112
APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES 113
APPENDIX C: KEY ALBERTA ENERGY REGULATOR INFORMATION 115
APPENDIX D: KEY INTERMUNICIPAL ENGAGEMENT EVENTS 116
APPENDIX E: Neighbourhood Plan Requirements: 118
APPENDIX F: Local Plan Requirements: 119
APPENDIX G: Local Plans in Conrich 121

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FIGURES

Figure 1 Survey of the Conrich area circa 1910 12
Figure 2 Non-Residential And Business Interface 28
Figure 3 Railway interface concept 33
Figure 4 Illustration of the Non-residential/Residential Interface area 57
Figure 5 Conrich ASP Hierarchy of Plans 100

MAPS

MAP 1 Plan Area Location 10
MAP 2 Aerial Photo 11
MAP 3 Existing Land Use 15
MAP 4 Existing Conditions and Utility Corridors 16
MAP 5 Land Use Strategy 30
MAP 6 Hamlet of Conrich 311
Map 6A Northwest Neighbourhood 39
Map 6B Southeast Neighbourhood 43
MAP 7 Non-Residential/Residential Interface 58
MAP 8 Open Space, Pathways, and Trails 65
MAP 9 Transportation Network 79
MAP 9 A East Stoney Trail Transportation Infrastructure 80
MAP 10 Water Servicing 84
MAP 11A Wasterwater Servicing Option 1 85
MAP 11B Wastewater Servicing Option 2 86
MAP 12 Stormwater 91
MAP 13 Local Plan 102
MAP 14 Phasing 105

TABLES

Table 1 Conrich Area Population And Density At Full Build-Out 26
Table 2 Approximate gross areas of the land use types 27

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1 Introduction

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1.0 PLAN PURPOSE

What Is an Area Structure Plan?

An area structure plan is a statutory document approved by Council and adopted by bylaw. An area structure plan outlines the vision for the future physical development of an area with regard to such things as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An area structure plan provides Council with a road map for considering land use changes, subdivision, and development. When making decisions regarding development within an area structure plan, Council must consider the plan and a wide range of other factors such as the economic goals of the County, County-wide growth, and the ability to provide servicing.

An area structure plan does not predict the rate of development within the plan area; ultimately growth is determined by market demand which reflects the overall economic climate of the region.

Through the process of preparing an area structure plan, citizens are provided with opportunities, at various stages in the process, to have input into the development of policy. It is important that the vision, goals, and policies contained in the plan address the interests of residents and stakeholders in the plan area, as well as the interests of those in other parts of the County.

The Alberta *Municipal Government Act* states an area structure plan must describe:

- proposed land uses;
- density of population and sequence of development;
- general location of major transportation routes and public utilities; and
- any other matters Council considers necessary.

The policies in an area structure plan form a bridge between the general planning policies contained in the *Municipal Development Plan* and the more detailed planning and design direction contained in a *conceptual scheme* or a *master site development plan*. Area structure plan policies must align with the *Municipal Development Plan* and applicable County policies. The area structure plan must be based on sound planning principles and respond to the particular natural and built form of the plan area.

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Local Plans

For brevity, this document uses the term *local plan* to refer to a *conceptual scheme* or *master site development plan*. The County anticipates the majority of *local plan*s within the area structure plan boundary will be submitted as *conceptual scheme*s.

*Local plan*s are developed within the framework provided by an area structure plan. Based on this framework, the *local plan* must demonstrate how development in the local area will retain the integrity of the overall area structure plan planning concept and how development will be connected and integrated with adjacent areas. Policy sections in the area structure plan identify the unique requirements that must be addressed in the *local plan* due to the location and specific development conditions of the area. The standard technical requirements of a *conceptual scheme* or *master site development plan* are identified in the Rocky View *Municipal Development Plan* (Section 29 and Appendix C).

Local plan is a term that refers to a *conceptual scheme* or master site development plan. A local plan will have unique planning requirements, based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a *conceptual scheme* or master site development plan identified in the *Municipal Development Plan* (Section 29 and Appendix C). A local plan becomes statutory when appended to an area structure plan. In Conrich, all local plans are appended to this area structure plan in Appendix G.

Plan Interpretation

The following describes the meaning of some of the key words that are contained in a policy:

Shall: a directive term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion, by Administration, the developer, the development authority, and subdivision authority.

Should: a directive term that indicates a strongly preferred course of action by Council, Administration, and/or the developer but one that is not mandatory. Typically, applications will be required to comply with a “should” policy unless the proponent provides a valid rationale for why the policy cannot be complied with.

May: a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and/or application.

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2.0 PLAN ORGANIZATION

The Conrich Area Structure Plan (The Plan) is organized in three parts followed by three appendices.

Part I: Introduction: This part outlines The Plan's purpose, boundaries, policy terminology, relationship to other plans, the public engagement process, and key issues, opportunities, and design ideas that informed the plan preparation process. It also contains a description of the development of the Conrich area from its early beginnings to today. Finally, it presents a vision of what Conrich could be like 30 plus years into the future and provides 10 broad goals that will guide the development of the area over this period.

Part II: Plan Policies: This part is the core of The Plan, containing the policy direction to guide development in the Conrich area. This part contains 20 sections, each section dealing with specific land uses, services, or infrastructure in the subject area. Each of these sections contains an overall purpose statement, a list of objectives, introductory paragraphs, and a series of policies addressing the subject area. Where a purpose statement or introductory paragraph introduces a series of policies, it is provided for information to enhance the understanding of the policies.

Part III: Implementation and Monitoring: This part presents The Plan implementation process; provides information on *local plan* areas, costs and levies, phasing, specific requirements to ensure the Conrich Area Structure Plan policies and strategies are adhered to; and provides direction regarding the process for the review and amendment of the plan. This part also addresses the need and method for intermunicipal coordination and cooperation.

Part IV: Appendices: Appendix A contains definitions of technical terms used in The Plan. Appendix B provides a list of design guidelines for commercial and industrial development. Appendix C provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure. Appendix D provides an overview of the intermunicipal engagement undertaken in amending the Future Policy Area. Appendix E provides application submission requirements for a *Neighbourhood Plan* .

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3.0 PLAN AREA

The Conrich Area Structure Plan applies to the area within the defined boundary as shown on Map 1: Plan Area Location and Map 2: Plan Area Aerial Photo.

The Plan area is centred on the hamlet of Conrich and encompasses 67quarter sections (including road allowances) for a total of approximately 4,404 hectares (10,884 acres) (Table 2). The study area includes the following elements:

- the existing hamlet of Conrich located at the intersection of Conrich Road and Township Road 250 (Map 1);
- developed or developing areas with approved *conceptual scheme*s or *master site development plan*s as shown on Map 13. lands bordering the city of Calgary to the west and south, with the need to address transition, co-ordination, and compatibility;
- lands bordering the city of Chestermere to the south and southeast, with the need to address transition, co-ordination, and compatibility; and
- lands adjacent to expected regional transportation infrastructure (Highway 1, Stoney Trail, and the CN Rail line).

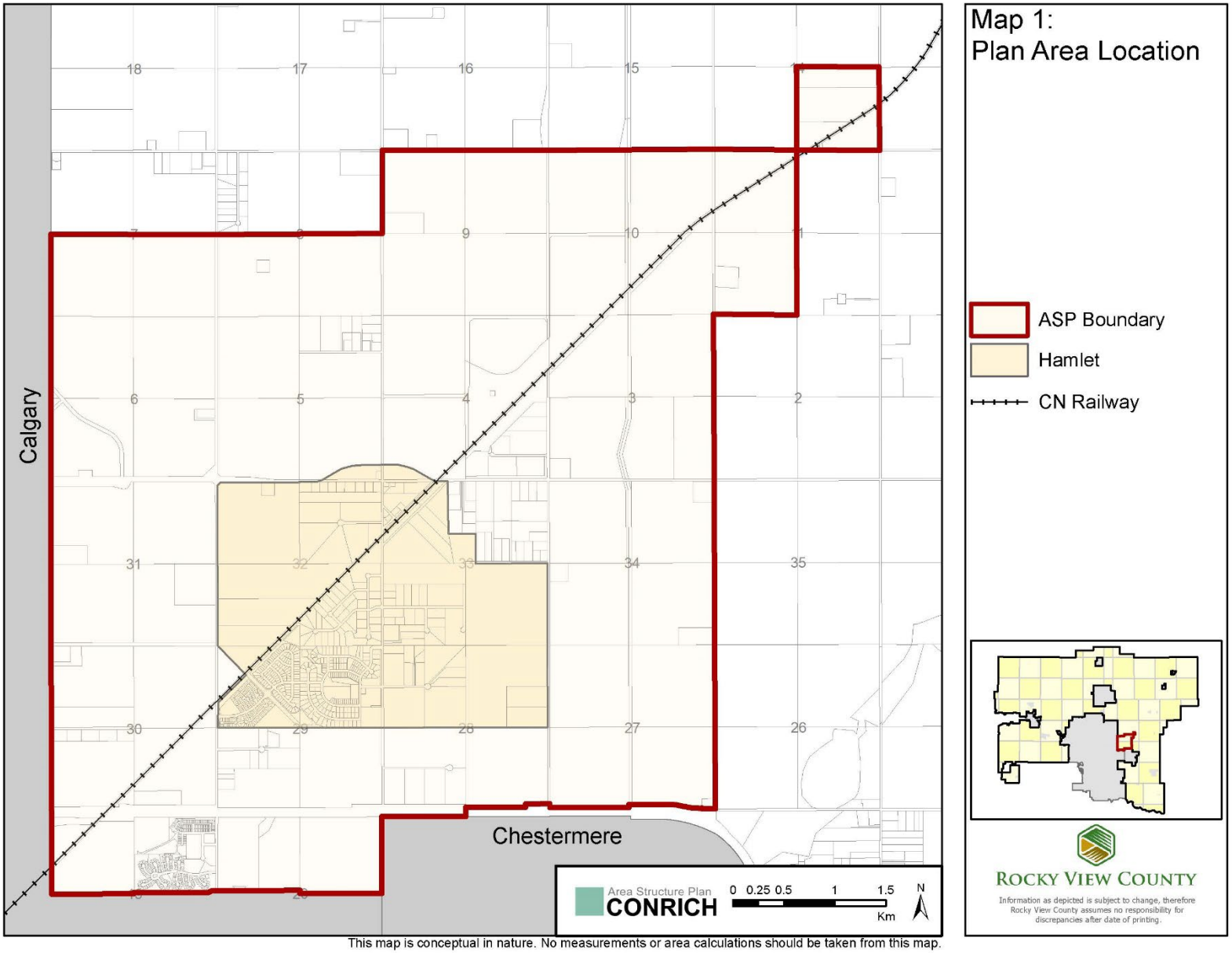
A **hamlet** is an unincorporated community, governed by the rules and regulations of the County with boundaries approved by Council.

The form of a hamlet may vary from a small cluster of houses to a mixed use community with houses, a commercial main street, a central gathering area or park, and possibly a school or a place of worship. The *Municipal Development Plan* identifies the hamlet of Conrich as a full service rural community with a range of land uses, housing types, rural services, and associated businesses. A full service hamlet may have a population that ranges from 5,000 to 10,000 residents.

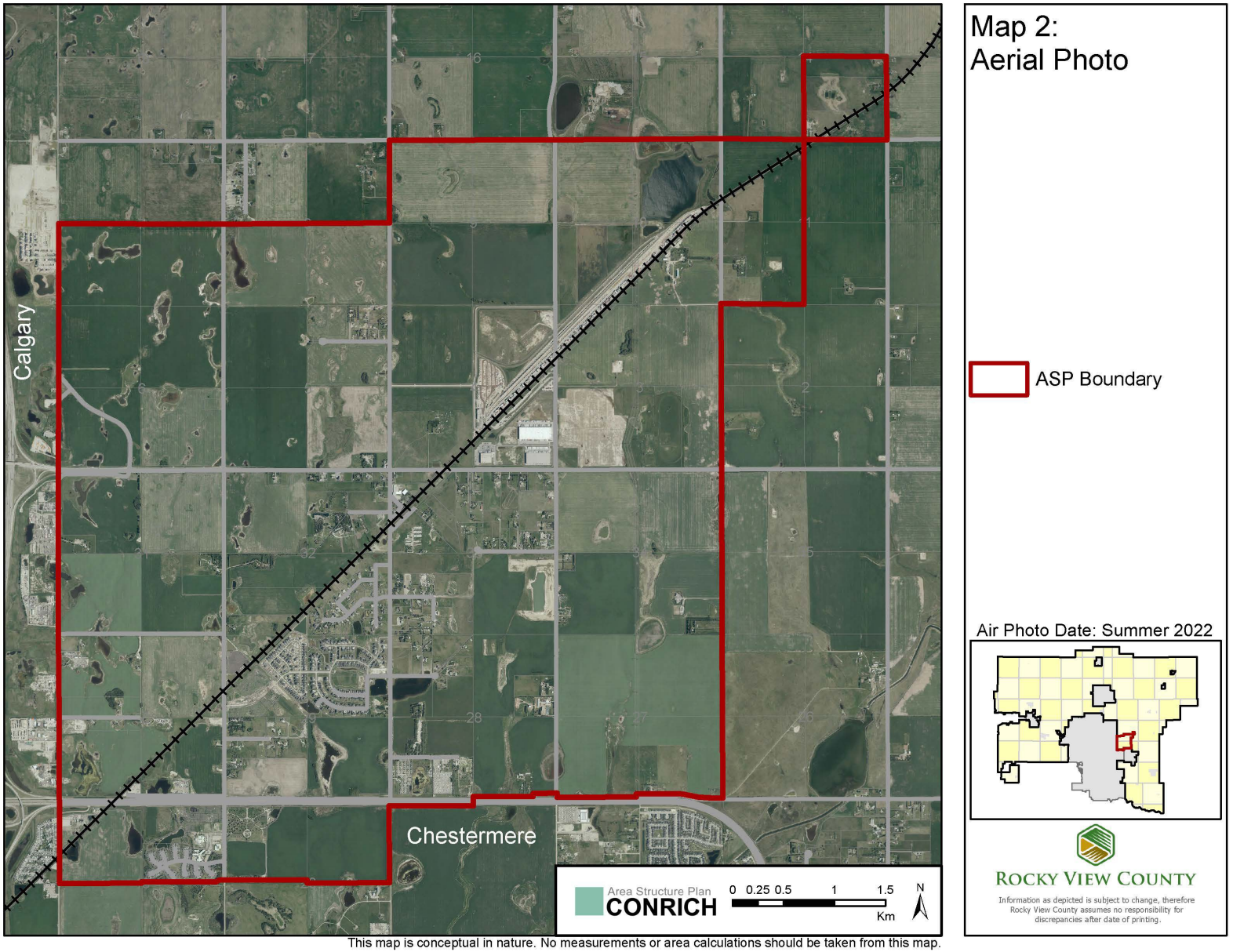
Plan Area Maps

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

MAP 1 Plan Area Location



MAP 2 Aerial Photo



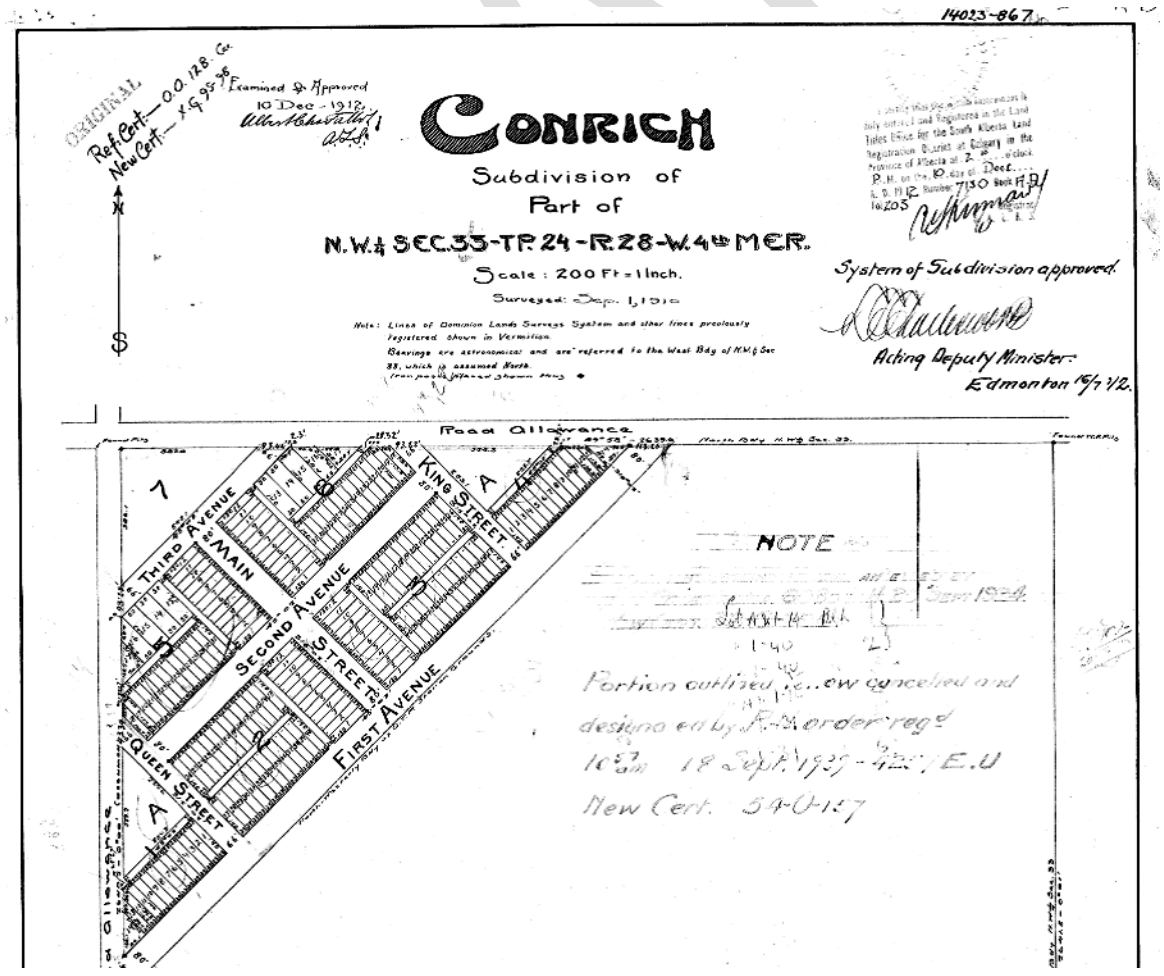
4.0 CONRICH TODAY

Early Beginnings

The Conrich area is located in the central east region of Rocky View County. It lies immediately to the east of Calgary and north of Chestermere. This settlement area was identified as a hamlet in 1913 with the building of a grain loading platform for the Grand Trunk Pacific Railway. It was named after two real estate developers active in the area; Connacher and Richardson.

The initial plan of survey was registered with the Province in 1910. The original plan has the hamlet adjacent to Conrich Road and Township Road 250 with a grid street network, a main street, and an industrial area centered on the rail line. The survey plan marks the current hamlet boundary with Queen Street, the only existing street that corresponds to the survey. A gas station has been in the area since 1920 and a local school, constructed in 1955, is still in operation (Khalsa School). Until the late 1950s and early 1960s, the Conrich area remained a predominantly agricultural area with a few residential lots in the hamlet and scattered acreages in the wider area. At that time, the demand for acreages and smaller agriculture lots adjacent to the hamlet began to occur.

Figure 1 Survey of the Conrich area circa 1910



Back to Table of Contents

1960s to Today

The existing land uses of the Conrich plan area are illustrated on Map 3: Existing Land Use. Map 4: Existing Conditions and Utility Corridors identifies such elements as individual homes, institutions, the CN Rail Facility, Crown land, and water bodies. A description of existing conditions in the Conrich area is provided below.

AGRICULTURE AND THE NATURAL ENVIRONMENT

Agriculture continues to be the dominant form of development in the Conrich area, although it is gradually transitioning to residential and industrial uses. Agriculture is characterized by large-and small-scale operations interspersed with informal residential and small agricultural subdivisions.

Conrich, like much of east Rocky View County, is characterized by tilled soils, remnant prairie grasslands, wetland complexes, waterfowl migration routes, a high-water table, and groundwater discharge areas. Relative to the western parts of the County, this region has decreased precipitation and a longer growing season; a change that results in fertile growing conditions for cereal crops, oil seeds, and hay production.

Topography is slightly rolling with the few defined drainage courses forming part of the Shepard sub-basin that flows south to the Bow River. Existing development has adopted rural stormwater management practices incorporating culverts, ditches, and natural conveyance systems. This site-specific form of development has resulted in stormwater flooding and conveyance problems. The preservation of wetlands and the regional management of stormwater are the primary natural challenges to the successful development of the Conrich area.

RESIDENTIAL

In 2025, at the time of amending the ASP there are 788 homes within The Plan area boundaries. The majority of these homes have been built since the 1960s, with about half located in the vicinity of the original hamlet. Many of the residents have a significant investment in their properties and a strong attachment to the area.

Residential development adjacent to the hamlet has been ad-hoc in nature. Small acreages have developed along Township Road 250, with comprehensively planned acreage development south of Township Road 250 being approved and/or built in the last decade. Cambridge Park is the most significant smaller lot residential development in the area. In general, these neighbourhoods situated close to the hamlet have not been well connected and there has been no focus on developing a cohesive community core and identity for the broader hamlet area. Currently, the population in, or near, the original hamlet is approximately 687 residents.

Another significant residential development in The Plan area is the Prince of Peace community (463 residents), located south of Highway 1. The community began with the creation of a school in 1995 and now includes a church, villas, a supportive living facility for seniors, and a dementia care facility. With the addition of other smaller residential developments such as Pleasant Place, the overall population in the Conrich plan area was estimated to be 1,358 residents in 2013.

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INDUSTRIAL, COMMERCIAL, AND INSTITUTIONAL USES

In 2012, Canadian National (CN) received federal approval to relocate its railway facility to the Conrich area. Situated adjacent to the railway, within CN's logistics park, the facility allows for loading of sea containers entering and leaving the Calgary region. The facility provides easy access for CN's customers to retrieve their merchandise and is expected to result in a demand for a variety of warehouses and light industrial development in the Conrich area.

Prior to the building of the CN logistics park, non-agricultural business was limited to the Conrich hog and poultry farm (now closed), the Conrich gas station, Mountain View campground, and the Frankonia RV and boat storage yard. Within Calgary, on the west boundary of The Plan area, are a number of temporary developments including recreational vehicle storage and heavy equipment sales.

The Conrich area is home to a number of regional institutional uses such as the Prince of Peace care facility and associated church and school, the Chestermere Christian Fellowship Church, the K to 9 Khalsa School (a Sikh faith private school with 375 students), and the Rocky View Garden of Peace Cemetery.

TRANSPORTATION NETWORK

Transportation infrastructure frames the pattern of development in the Conrich area. The development of the CN line (Grand Trunk Pacific Railway), connecting Calgary to the CN mainline, triggered the hamlet's residential development. The angled north-east orientation of the rail line and its numerous road crossings provides a challenge for the safe and efficient movement of local traffic. Recent development of the Stoney Trail ring road and its interchange connection to Highway 1 created a nearby high-speed vehicular transportation network. These major network improvements acted as a catalyst for the relocation of the CN Rail facility from Calgary to the Conrich area.

The successful development of an efficient transportation network that minimizes impacts on existing and future residential development is one of the main challenges to successful development in The Plan area.

Recent industrial development and the resultant increase in traffic has directly impacted existing residential areas along Township Road 250 and indirectly affected most residential areas through offsite impacts such as noise and lights.

Summary

In summary, the Conrich area is defined by both its natural and built environment. The greatest challenge to the future physical development of the Conrich area is to create and implement a comprehensive long-term plan that will result in an attractive, safe, and cohesive rural community.

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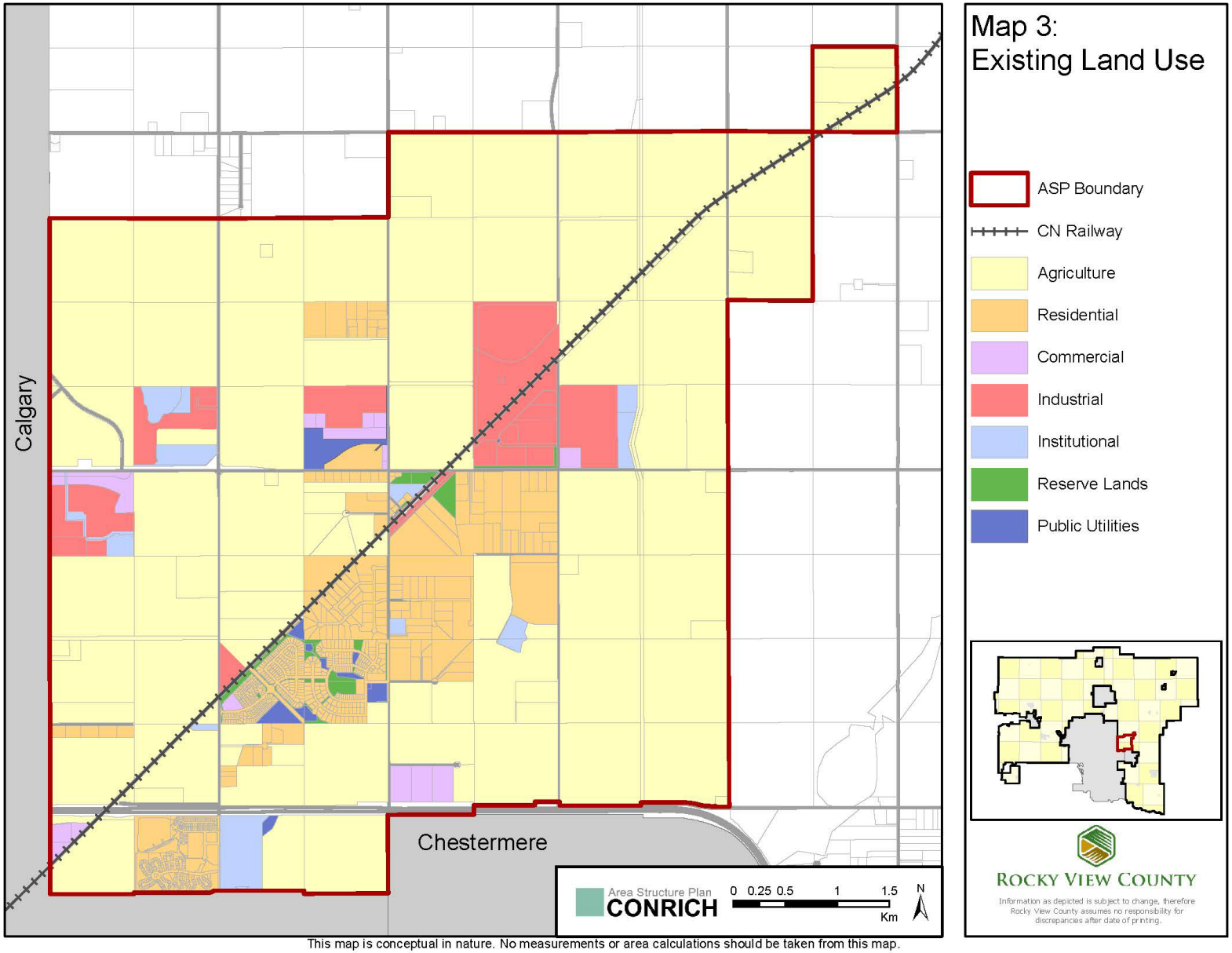
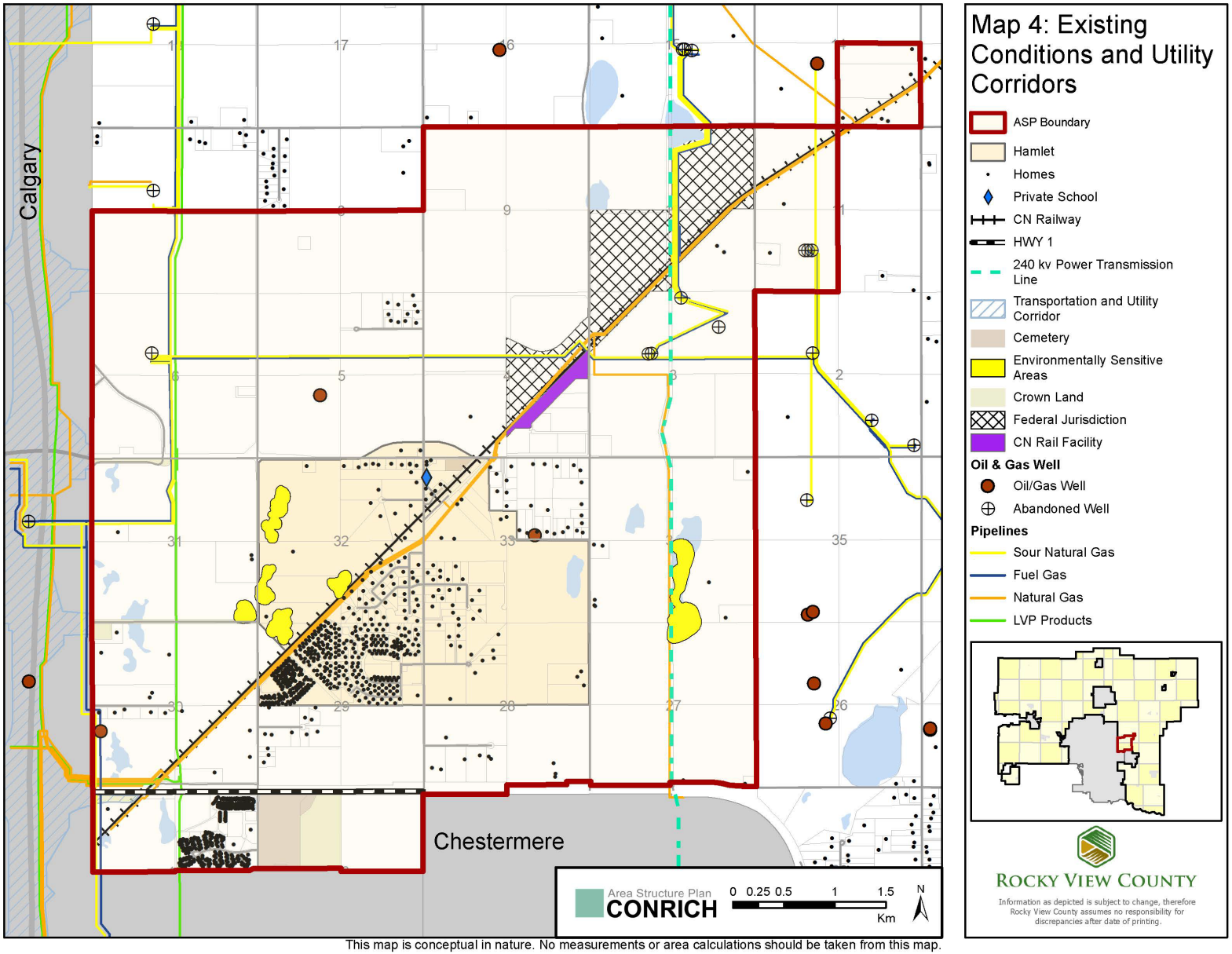
MAP 3 Existing Land Use



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

MAP 4 Existing Conditions and Utility Corridors



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

5.0 PLANNING FOR TOMORROW

Overview

The need for the Conrich Area Structure Plan has been determined based on a number of factors including recent annexations, development pressure, public concern, changing conditions in adjacent municipalities, and the need for land use policy to align with the recently adopted *Municipal Development Plan* and other County policies.

The preparation of the Conrich Area Structure Plan was a multi-faceted process that considered a number of elements including:

- strategic directions and policy of the *Municipal Development Plan* and other applicable adopted County policies;
- ideas and input gathered throughout the public and stakeholder engagement process;
- key issues and opportunities identified by Administration, residents, landowners, stakeholders, and municipal neighbours; and
- physical constraints and attributes of the area.

An overview of the first three key factors informing the preparation of the Conrich Area Structure Plan is outlined below, while physical constraints and attributes are discussed in Section 4 (Conrich Today).

When the Conrich Area Structure Plan was approved in 2015, lands within the hamlet and surrounding area were placed into a future policy area to be planned as a separate process. Planning for this area was undertaken from 2019 to 2025 and a land use plan for community core and residential development areas have been amended into the Plan.

Policy Direction from Other Plans

MUNICIPAL DEVELOPMENT PLAN

The Conrich Area Structure Plan takes its main policy direction from the Rocky View *Municipal Development Plan* regarding its economic role in the region, its land use, its growth rate, and other high level policy directions. The *Municipal Development Plan* provides the overall policy framework for development in the Conrich area on matters ranging from the development of residential, commercial, and industrial areas to the provision of emergency services and infrastructure.

The Conrich area is identified in the *Municipal Development Plan* as a hamlet and a regional business centre. Being identified as a hamlet means the County supports residential growth in the Conrich area and expects such development to occur through the expansion of the existing hamlet. By classifying the Conrich area as a regional business centre, it means the County supports the growth of the area from primarily agriculture to a mixed use industrial- commercial area.

The *Municipal Development Plan* identifies Conrich as a ***regional business centre*** having the following characteristics:

- a concentration of commercial and / or industrial businesses;
- an efficient road connection to the provincial highway network;
- significant scale and scope of operations; and
- infrastructure with the potential to service the proposed development.

Back to Table of Contents

CALGARY-CHESTERMERE CORRIDOR AREA STRUCTURE PLAN

Historically, detailed planning in the Conrich area was directed by the Calgary-Chestermere Corridor Area Structure Plan. The need for a new area structure plan for the Conrich area was recognized due to The City of Calgary's and City of Chestermere's annexations of large portions of the Calgary-Chestermere Corridor Area Structure Plan area, the approval of the relocation of the CN Rail facility by the Canadian Transport Agency, and the introduction of piped services into the Conrich area.

ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN

Portions of the Conrich Area Structure Plan area are affected by the Rocky View/Calgary Intermunicipal Development Plan (IDP). Most significantly, the IDP identifies a key focus area within the Conrich area adjacent to Highway 1 between Chestermere and Calgary. The objective of identifying key focus areas in the IDP is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area and to collaborate in creating attractive entranceways for the benefit of residents and the traveling public. In addition, the IDP identifies residual long-term growth areas within the city of Calgary on the west boundary of the Conrich Area Structure Plan area. The IDP provides direction on the use and design of this area.

CITY OF CHESTERMERE

A portion of the Conrich Plan area borders Chestermere. Intermunicipal coordination with the City of Chestermere, in the absence of an Intermunicipal Development Plan, will address issues related to interface planning, land use compatibility, and joint infrastructure requirements affecting both municipalities. An Intermunicipal Development Plan may be adopted in the near future.

Public Engagement Process

Rocky View County's commitment to an open, transparent, and inclusive process with respect to the preparation of the Conrich Area Structure Plan included the implementation of an engagement strategy that provided stakeholders, landowners, adjacent municipalities, and the general public with several opportunities for meaningful discussion and input. A summary of this engagement is described below:

Phase 1 - Awareness, Issues, and Goals: The initial start-up phase began in October 2013. The first engagement session was intended to raise awareness of the plan preparation process. This phase included an online questionnaire and workshop to explore residents' ideas with respect to 'Hopes & Fears', 'Conrich Today', and the 'Future Conrich'. Over 120 people attended the workshop.

Phase 2 - Evaluating Options and Setting Direction: This phase began in December 2013 with a workshop and online survey to help confirm the vision for the plan and to explore areas where policy direction was still unclear. This workshop engaged participants in discussing (i) the vision and goals generated from workshop 1, (ii) 'big ideas' such as land use, economic development, traffic and mobility, community, and *open space*, and (iii) ideas regarding the re-design of the hamlet of Conrich and surrounding area. Over 70 people attended this workshop.

Phase 3 - Draft Policies and Actions: In this phase, (January - April, 2014) key policy directions were developed and presented at an open house to over 100 participants, who were then invited to provide comment on the session online. Policy areas included:

- An overall land use strategy;
- A preferred concept for the hamlet;
- Stormwater management;
- Transportation, including parks and pathways;
- Non-residential/residential interface.

Phase 4 - Plan Completion and Adoption: In this phase, the draft plan was released. The draft plan was refined through further public consultation, intermunicipal discussion, agency circulation, and technical review. Following these changes, a final open house and public hearing was held.

Future Policy Area: To create a land use strategy and supporting policies for the Future Policy Area (Hamlet), further public engagement was undertaken in May and June of 2019, in October 2023, and in July 2024. Engagement included an interactive workshop, open houses, virtual open house, online survey, written submissions and individual landowner meetings. The intent of the engagement was to develop the land use strategy for the Future Policy Area and to inform stakeholders of the revisions made to The Plan.

Key Issues, Opportunities, and Design Ideas

A number of key issues, opportunities, and design ideas were identified during the public and stakeholder engagement and are summarized below.

1. Hamlet Development and Design

Issue/Opportunity: Incremental development of residential areas to the south and east of the historic hamlet area has resulted in a disconnected community with no central focus.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- Identify the hamlet as a distinct community. Community identity may be achieved through signage, identifiable boundaries, and the development of a community core/ main street.
- Identify Neighbourhood areas and a Community Core for comprehensive planning.

2. Land Use

Issue/Opportunity: There was strong support for allowing lands to be converted to commercial and industrial land uses by landowners wishing to take advantage of opportunities presented by the development of the CN Rail facility and highway transportation network. Conversely, residents who have been impacted by the traffic, noise, and lights were concerned about the prospects of additional development.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- address the non-residential/residential interface in a manner that mitigates the impact on residential areas;

- provide for the development of a hamlet core that will strengthen the identity of Conrich and provide local commercial services to residents;
- arrange land uses that take advantage of commercial and industrial growth opportunities, while minimizing the impact on residential development; and
- provide for the development of a land use pattern that results in cost effective infrastructure systems, public facilities, and community services.

3. Stormwater Management

Issue/Opportunity: The Conrich area is generally flat and contains multiple wetlands. The need for comprehensive stormwater management was recognized in light of the local flooding issues experienced in the spring of 2013. Historically, the Conrich area discharged stormwater south to the Bow River. However, the development of homes and new roads south of the hamlet has impeded drainage in the area and this has proved to be a major challenge to the successful development of an effective stormwater management system.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to comprehensively and regionally address stormwater management and implement the provincial and County goals of wetland protection.

4. Transportation

Issue/Opportunity: Increased truck traffic associated with the operation of the CN Rail facility was identified as a key issue; additional development will add significantly to the traffic volume.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to identify transportation corridors and provide the planning to ensure increased traffic volumes, access, and costs are accounted for and impacts are minimized to the greatest extent possible.

5. Infrastructure Servicing

Issue/Opportunity: County water and wastewater services have been provided to The Plan area. However, there are utility service constraints that must be addressed before the development area reaches its full potential.

Plan Policy Direction: The Plan allows for the long range planning of utility upgrades, while ensuring adequate capacity is available before development is allowed to proceed.

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6.0 CONRICH VISION AND GOALS

Conrich Vision

The following vision statement provides an idea of what the Conrich area could look like 30 years into the future:

The Conrich area is known as a dynamic residential-industrial-commercial hub within Rocky View County and is seen as an important contributor to the economic vitality of the County. The hamlet is a well-planned, healthy community with diverse rural neighbourhoods existing in close harmony with a thriving industrial hub centred on the CN logistics park. Bordering the hamlet on the south, stretched out along Highway 1, is a major shopping destination serving the region.

The hamlet of Conrich has grown into a distinct and vital residential community, with a variety of urban style neighbourhoods linked together by beautiful natural open spaces, parks, and pathways. The new Community Core is an attractive, pedestrian oriented zone with tree-lined sidewalks and a number of different businesses and services including a hair salon, restaurant, bank, small grocery store, places of worship, and a walk-in coffee shop. The local area businesses thrive because of the demand not only from local residents, but also from warehouse workers and other employees from the area who stop in at lunch and on their way home from work.

The attractiveness of locating near the CN Rail facility, with its opportunities for co-locating warehouses near a distribution centre has drawn a large number of light industries into the area. In addition to the warehousing, a wide range of industries related to the manufacturing, storage, and oilfield service sectors, have taken advantage of the area's large industrial lots. Access to a fully functional regional transportation network has resulted in a development that serves not only local markets, but businesses from Winnipeg to Vancouver.

There has been substantial highway business development on the western and southern boundaries of Conrich. Several large format retail stores have developed adjacent to Stoney Trail, and major businesses along Highway 1 are developing now that highway interchanges are in place.

Conrich residents have work opportunities within a short distance from their homes and all County residents benefit from the financial contribution the area makes to the County's economic sustainability. Although development has resulted in extensive changes to the landscape, the sensitive environmental areas have been protected and the presence of an above ground regional stormwater system has allowed the retention of many of the area's original wetlands.

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Goals

There are 10 goals that guide the development of the Conrich Area Structure Plan. These goals are based on policy direction of the *Municipal Development Plan*, the existing physical characteristics of the area, and the key issues, constraints, and opportunities identified during the planning process. The goals are as follows:

1. Facilitate the development of the hamlet of Conrich as a vital and distinct community provides residents with
   a. single detached dwellings as the predominant housing type with support for other housing options;
   b. a community focal point with public gathering places, parks, schools, other institutional uses, and local commercial services;
   c. attractive streets, pedestrian pathways, and linked *open space*s that facilitate a physically connected community; and
   d. community facilities and services that promote a socially connected community.
2. Support the development of the Conrich area as a regional business centre by providing opportunities for well-designed commercial and industrial areas and taking advantage of the inter-provincial transportation network (roads and rail).
3. Create a well-designed, safe, and interconnected transportation network that addresses the needs of residents, motorists, pedestrians, and cyclists.
4. Provide for attractive and high quality gateways along Highway 1, Conrich Road, and Township Road 250.
5. Protect existing and future residential areas with appropriate land use transition and design measures.
6. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
7. Provide for potable water, wastewater, and stormwater systems in The Plan area in a safe, cost effective, and fiscally sustainable manner.
8. Successfully manage stormwater through the development of a regional stormwater conveyance system and innovative stormwater management solutions.
9. Protect wetlands through the integration of wetlands as part of a sustainable stormwater solution.
10. Phase development in a manner that makes efficient use of road and utility infrastructure, while providing sufficient land to meet market demand.

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II Plan Policies

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A. LAND USE

7.0 CONRICH DEVELOPMENT STRATEGY

The Conrich development strategy is a holistic approach to implementing the Conrich Area Structure Plan's vision and goals. The strategy identifies general land uses, the approximate boundaries of the land use areas, and policies that guide development. The strategy is discussed in general terms below, shown on Map 5 and Map 6, with related maps and policies in Sections 8 to 29.

The strategy has five primary components:

1. The expansion of the hamlet of Conrich and its evolution as a diverse, vital residential community.
2. The development of the Conrich area as a regional business centre with more than half of The Plan area devoted to industrial and commercial uses.
3. The integration of residential and business uses in a manner that provides for the transition of land uses, promotes land use compatibility, and mitigates impacts on adjacent lands.
4. The identification of agricultural land that will remain in production until such time as it is required for other uses and the protection of the natural environment in the face of significant growth.
5. To support a complete community in the hamlet that is comprehensively planned and provides neighbourhoods with a mix of housing types and land uses along with commercial, institutional, and recreational amenities in an urban form.

In addition, the strategy has a number of sub-components that address other residential areas within The Plan boundaries, transition areas (residential to business use), and phasing.

1. Hamlet of Conrich

The strategy supports the expansion of the hamlet of Conrich as an attractive residential community with a community core as a focal point that helps to provide a distinct community identity.

Objectives:

a. Define an expanded hamlet area beyond the historical surveyed area to encompass existing and new residential development, institutional as well as commercial uses. In doing so, the Plan proposes a Community Core, comprehensively planned neighbourhood areas, linkages between existing and new developments, parks, amenities, and institutional spaces.

b. Provide for a mix of housing types principally focused on single-detached dwellings, with complementary supporting commercial, institutional, and recreational uses located within walking distance of new residential development.

c. Phase the development to allow communities to evolve over time with opportunities to build higher densities and a greater mix of uses.

d. Implement architectural controls, design codes, appropriate signage styles, identifiable boundaries, and the development of main streets.

e. Accommodate changing demographics and market demands through flexibility in

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The Plan.

f. Establish a Community Core that connects the community through pedestrian and other active transportation modes.

g. Respect the existing *country residential* areas within the expanded hamlet boundaries through appropriate development transitions and interfaces.

Policies

7.1 *Local Plans* shall be prepared in accordance with the policies of this Plan.

7.2 Notwithstanding Policy 7.1, development consistent with Section 12: Agriculture of this Plan shall be permitted without a *local plan*.

7.3 Each Neighbourhood Area shall be planned through *Neighbourhood Plans* adopted by bylaw and appended to The Plan.

7.4 Subdivisions approved, prior to the adoption of Bylaw C-8569-2024 (Future Policy Area amendments), within the expanded hamlet area may proceed.

POPULATION

The approximate estimated population density for The Plan area is shown in Table 1. Final densities will be determined at *Neighbourhood Plans* and *local plans* stage.

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Table 1 Conrich Area Population and Density at Full Build-Out

Development Area	Gross Area Hectares (Acres)	Net Residential Area Hectares (Acres)[1]	Units per Hectares (Acre)	# of Residential Units	Population	Population Density[2] per gross Hectare (Acre)
Hamlet Area						
Northwest Neighbourhood	235.25 (581.30)	164.68 (406.91)	12.36 (5.00)	2,035	5,493	23.35 (9.45)
Southeast Neighbourhood	287.58 (710.60)	201.31 (497.42)	12.36 (5.00)	2,487	6,715	23.35 (9.45)
Cambridge Park	94.28 (232.97)	66.00 (163.079)	2.77 (1.12)	70	189	2.00 (0.81)
Country Residential	71.20 (175.94)	49.84 (123.158)	0.99 (0.40)	260	702	9.86 (3.99)
Hamlet Subtotal	**688.31 (1,700.81)**	**481.82 (1,190.57)**	**9.87**	**4,852**	**13,096**	**19.03 (7.70)**
Greater Conrich ASP Area						
Country Residential	41.72 (103.09)	41.72 (103.09)	0.99 (0.40)	40	108	2.59 (1.05)
Prince of Peace	59.60 (147.27)	59.60 (147.27)	16.31 (6.60)	654	1,766	29.63 (11.99)
West Prince of Peace	59.66 (147.43)	59.66 (147.43)	17.92 (7.25)	668	1,804	30.23 (12.23)
Pleasant Place	44.69 (110.42)	44.69 (110.42)	8.65 (3.50)	372	1,004	22.47 (9.10)
Greater Conrich ASP Sub Total	**205.67 (508.21)**	**205.67 (508.21)**	**12.00 (4.86)**	**1,734**	**4,682**	**22.76 (9.21)**
ASP Total	**893.98 (2,209.02)**	**687.49 (1,698.78)**	**10.36 (4.19)**	**6,586**	**17,781**	**19.89 (8.05)**

[1] 30% of the gross area, accounting for open space, MR, and internal roads
[2] assumption based on 5.0 UPA for new residential developments

2. Regional Business Centre

The strategy supports the development of the Conrich area as a regional business centre with commercial and industrial land uses that take advantage of the regional transportation network and the development of the CN Rail facility.

The majority of industrial uses are located to the north and west of the hamlet. Expected uses are those that will not have significant offsite impacts such as noise, odour, and dust e.g. warehousing and transportation. An area to the northeast of the hamlet may be used for development that results in offsite impacts. It is estimated that the amount of land dedicated to industrial uses will provide sufficient opportunities for industrial demand for 30 plus years.

The strategy identifies two highway business zones intended to serve the regional market. These are located along Highway 1 and at the intersection of Stoney Trail and Township Road 250 (McKnight Blvd.). Potential uses include regional grocery and retail stores, large format stores, shops, offices, business parks, entertainment, and accommodation.

This plan supports the development of these business areas through such measures as:

- Requiring detailed *local plan*s to address non-residential/residential interface issues related to development;
- Providing for cost effective improvements to the County's infrastructure;
- Providing for a transportation network that separates residential, commercial, and industrial traffic.

Table 2 Approximate gross areas as identified in Map 5

Land Use	Gross Area Hectares	Gross Area Acres
Hamlet	721.45	1,782.70
Long Term Development Area	789.36	1,950.55
Country Residential	43.13	106.58
Industrial	1,657.17	4,094.96
Heavy Industrial	291.71	720.82
Industrial Transition	38.44	94.98
Institutional	31.09	76.82
Highway Business Transition	20.34	50.27
Prince of Peace Area	61.17	151.16
Residential-Density to be determined	89.23	220.50
Highway Business/Industrial	131.47	324.88
Highway Business	535.55	1,323.39
Total	**4,410.12**	**10,897.61**

3. Residential and Business Interface

The emergence of Conrich as a regional business centre provides a challenge to developing a vital and attractive community. The strategy addresses this challenge by requiring the implementation of non-residential/residential interface policies to mitigate the impact of commercial/industrial development through land use, building height, coverage, design, and landscaping.

Figure 2 Non-Residential And Business Interface

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4. Agriculture and the Natural Environment

Agriculture is supported within The Plan area until such time as an alternative development is required. The Plan limits further fragmentation of these agriculture areas but allows for the development of a farmstead, first parcel out, or other agricultural land uses. The Plan also supports the protection of wetlands and riparian areas, particularly those associated with natural stormwater conveyance systems.

SUB-COMPONENTS

Other residential areas

- The Prince of Peace community intends to expand its long-term care facility, increase its residential capacity, and provide local commercial services to its residents. The Conrich development strategy supports this direction and allows for residential development to the west of the Prince of Peace community.

Transition

The land use strategy (Map 5) identifies three residential areas within The Plan area that may transition to regional highway business or industrial uses and provides policy to support this transition. The identified areas are: (i) Township Road 244A, (ii) McKervey Place, and (iii) Township Road 250 .

Phasing

The Plan recognizes that development within The Plan area should progress in a logical and efficient manner. The phasing concept (Map 14: Phasing) identifies the following areas for the first phase of development:

- lands adjacent to Township Road 250;
- lands within the hamlet;
- South Conrich Cell D;
- Prince of Peace (Princeton); and
- lands within SE-14-25-28-W04M.

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Development within all phases should be allowed to proceed when logical extensions of infrastructure are made available by Rocky View County or a developer, a market demand is identified, and a commitment is made to implement a regional stormwater conveyance system, subject to the policies of this plan. The Plan identifies a highway business area along Highway 1, where the final business uses will be determined at the time of *local plan* preparation. Approval to proceed in this area will require, among other things, a plan amendment and a market analysis to confirm demand. Finally, the phasing plan identifies long term development areas. It is anticipated that there will not be a demand for the use of these for an extended period of time. Development of the long term development area will also require an amendment to this plan.

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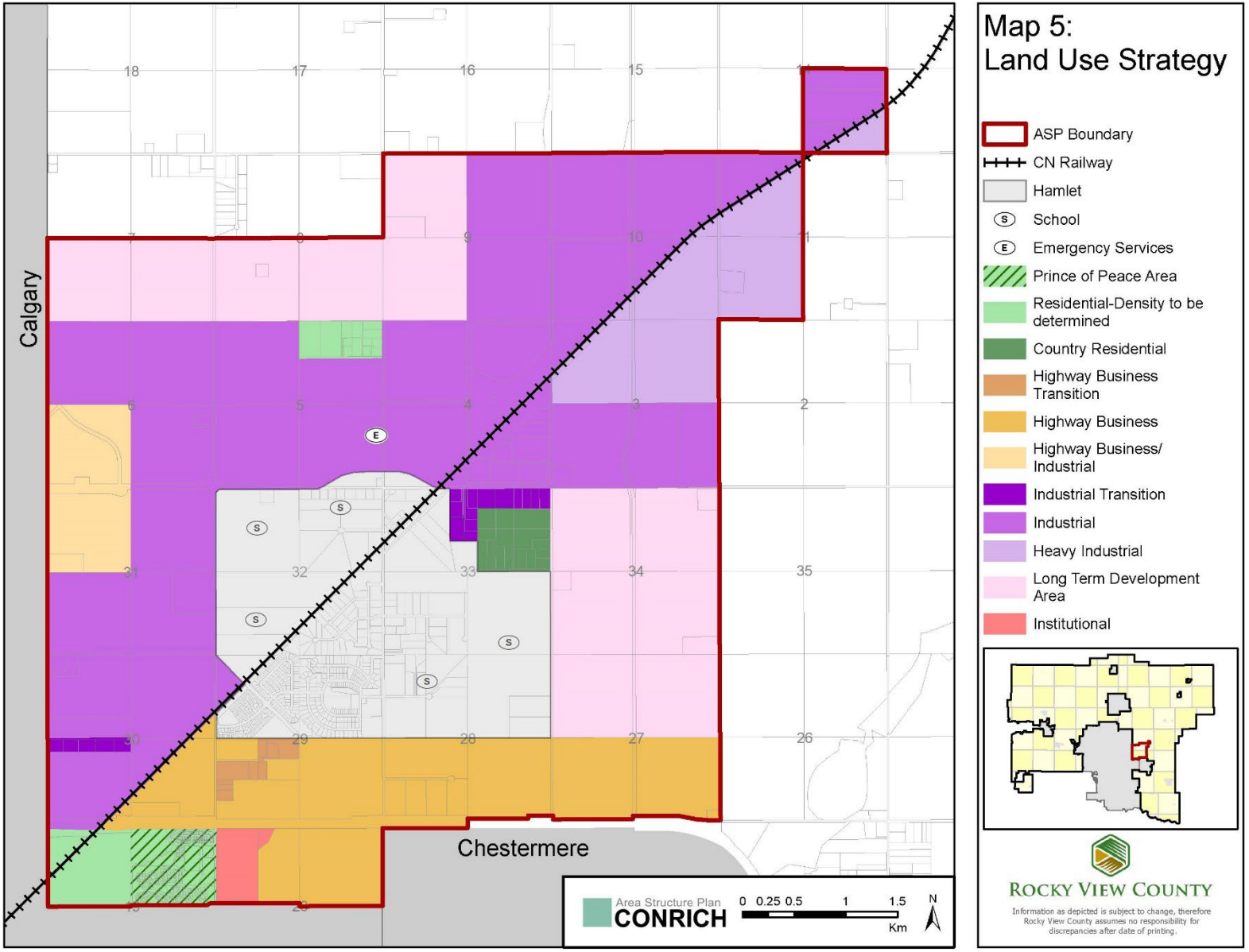
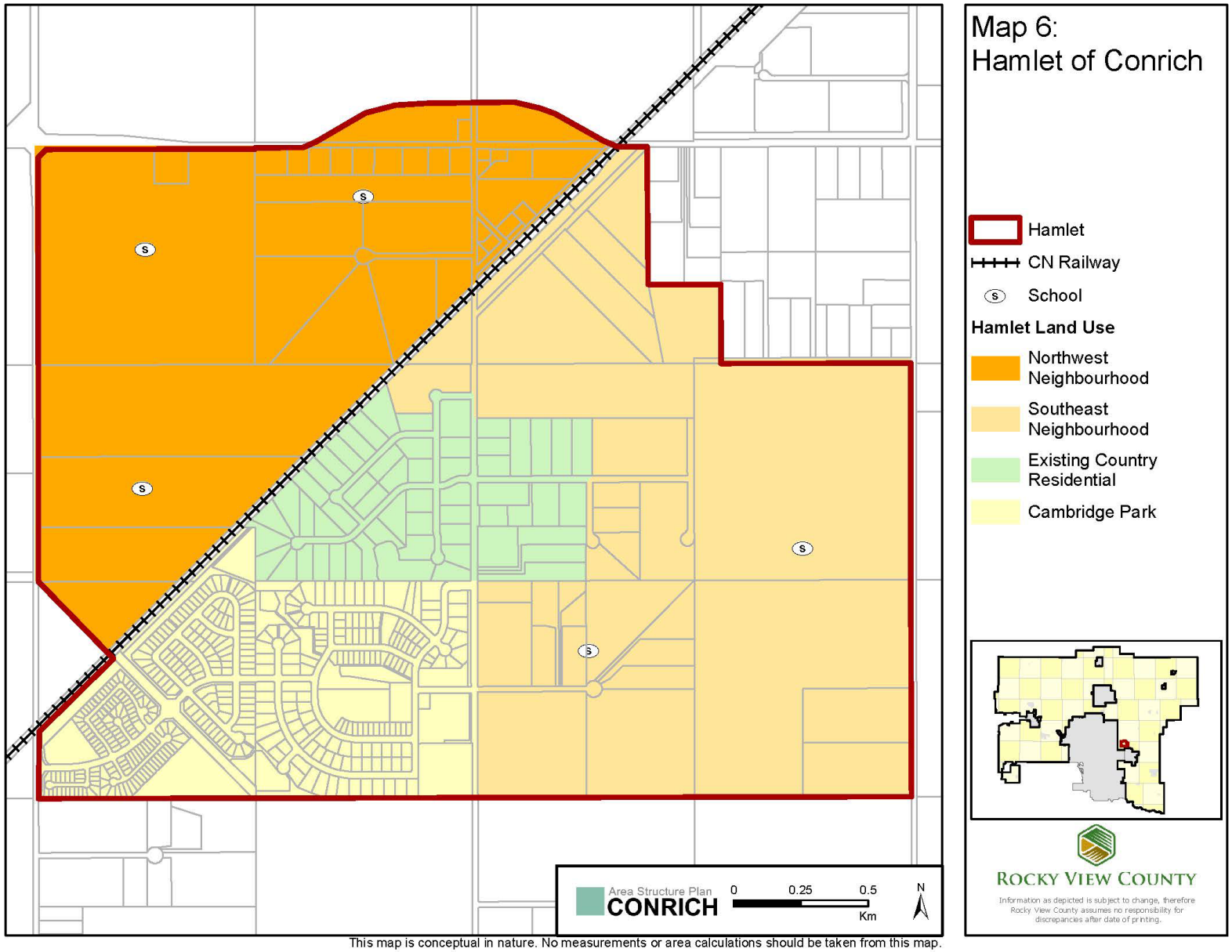
MAP 5 Land Use Strategy



MAP 6 Hamlet of Conrich



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

8.0 HAMLET DEVELOPMENT

The purpose of the hamlet development policies is to create a cohesive development vision for the Hamlet by providing a framework for comprehensive planning that establishes a strong community character. There are existing residential uses in the Hamlet area, such as Cambridge Park (South Conrich), lots from the historic hamlet boundary, and *country residential* lots with potential for further subdivision.

The hamlet will develop an urban form providing for local services, parks and open space, and local commercial uses, with access to these amenities through an interconnected transportation network and pathway system. Single detached housing remains the primary development form, with housing forms such as rowhouses, semi-detached units, multi-unit or similar forms of development providing other residential options.

Within the community of Conrich there is a general trend of multi-generational living. Taking advantage of large country residential lots, extended families have built large houses in which several generations live together. This means that the average household size in Conrich is larger than the average in other parts of the County, and so even though the residential density (measured in dwelling-units-per-acre) is typical of other country residential communities, the population density (measured people-per-square-kilometre) may be higher.

Objectives

- Support the development of comprehensively designed residential neighbourhoods that offer a range of lot sizes and housing types to accommodate the varying needs and incomes of current and future Rocky View County residents.
- Provide a mix of residential development forms to offer diverse housing choice, while supporting single detached dwellings as the predominant form.
- Provide for a community core to establish community amenities and services in a mixed-use area that offers commercial, office, institutional and medium-density residential uses in a compact pedestrian and transit friendly environment.
- Develop an integrated parks, open space, and trail system that promotes walking and cycling and provides for a positive recreational and/or cultural experience for residents.
- Ensure that open space, wetlands, riparian areas, and other areas of environmental significance become an identifying feature of the community and a place for residents to enjoy passive recreational pursuits.
- Develop an interconnected street network to support all modes of transportation including pedestrian and transit.
- Provide for human scale design and attractive hamlet areas along with minimizing the impact of new development on existing residential development through interface policies and design guidelines.
- Encourage innovative design for new neighbourhood residential areas and for the Community Core.

Hamlet Development Policies

General

8.1 Development shall be in accordance with Map 5: Land Use Strategy and Map 6: Hamlet of Conrich and shall be consistent with the policies of this section.

8.2 Where new development is proposed in proximity to existing residential neighbourhoods, the design should provide an acceptable transition to the existing areas through a low-rise housing form that implements appropriate height, massing, and architectural design to integrate with the context of the surrounding community.

8.3 All development shall follow the servicing requirements and policies of this Plan.

8.4 The primary residential development form within the hamlet shall be single detached dwellings.

8.5 Residential built forms such as rowhouses, semi-detached units and multi-unit development shall be supported in locations within the Community Core or adjacent to Neighbourhood Commercial uses.

8.6 Outdoor lighting for all development, including landscaping designs for public spaces, shall follow dark sky lighting principles and shall be consistent with the dark sky policies, standards, or regulations adopted by the County.

8.7 Development abutting the railway shall provide sufficient buffering, safety, and noise control techniques to mitigate the impact on residential development in accordance with the 'Guidelines for New Development in Proximity to Railway Operations', in an effort to mitigate the impact of new residential development in proximity to the railway. At a minimum, this should include a:

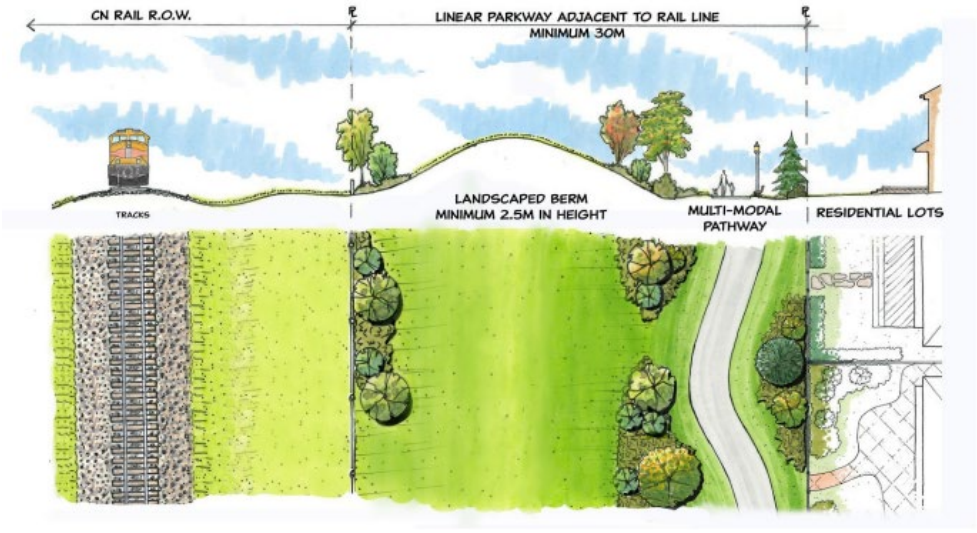
a. 30.0 metre setback from the railway right-of-way;

   (i) pathways and open space connections are acceptable uses within the 30 metre setback as shown in Figure 3.

b. 2.5 metre high earthen berm that separates the residential development from the rail line; and

c. 1.83 metre fence installed and maintained along the mutual property line. A conceptual depiction of appropriate buffering in proximity to the railway is shown on Figure 3.

Figure 3 Railway interface concept



DENSITY

8.8 The average gross residential density for new developments within each Neighbourhood Area should be 12.36 units per hectare (5.0 units per acre).

8.9 Rowhouses, duplex, multi-unit residential land use (including residential uses within mixed-use developments) should not exceed 10 per cent of the Hamlet area.

a. Density within an area should vary to address planning context in alignment with the policies of this Plan.

b. Neighbourhood Plans or applications for residential development with greater density than the target average density dwelling units per acre may be supported if it is demonstrated that the greater density will not unduly affect the character of the hamlet, transportation and servicing requirements.

8.10 *Neighbourhood Plans* shall specify the density composition and distribution within a Neighbourhood Area.

LOCAL PLANS

8.11 Redesignation, subdivision and development applications within The Hamlet shall be guided by a *local plan* prepared in accordance with the policies of this Plan;

a. notwithstanding Section 8.4, a *local plan* is not required for a development application that is supplemental, accessory to, or secondary, to an approved principal use, should that use been approved prior to amending Bylaw C-8567-2024.

8.12 The creation of a single lot from an un-subdivided quarter section for the purposes of a first parcel out, or other agricultural development may be supported within the hamlet area without a *local plan* in accordance with the policies of this Plan and the Municipal Development Plan.

SERVICING AND INFRASTRUCTURE

8.13 *Local plans* in the Hamlet shall provide a servicing proposal in accordance with the County Servicing Standards and Section 23 of this Plan, with connection to the municipal piped water and wastewater system.

8.14 *Local plans* in the Hamlet shall provide stormwater and drainage solutions that are consistent with the Conrich Master Drainage Plan and in accordance with Section 24.

8.15 *Local plans* in the Hamlet shall provide transportation studies including a transportation impact assessment (TIA) in accordance with the County Servicing Standards and in accordance with section 22.

ARCHITECTURAL CONTROLS

8.16 To ensure aesthetically coordinated development, design guidelines and architectural controls shall be implemented and enforced by the Home Owners' Association (HOA), or similar entity within *local plan* areas.

8.17 *Local plans* in the Hamlet should support the hamlet's identity through the use of street names, architectural controls, an effective interconnected network of parks and open

spaces, and landscaping.

8.18 *Local plans* in the Hamlet should provide high quality design through consistent architectural themes relating to building appearance, lot layout, landscaping, streetscape and street-orientated design.

Street-oriented design affects the character of the street and how neighbours interact with each other. A vital street with good design encourages activity by providing a safe and inviting pedestrian environment, a home design that encourages interaction, and a road design that calms traffic movement.

OPEN SPACE AND RECREATION

8.19 *Local plans* in the Hamlet should identify and protect environmentally sensitive areas and cultural assets.

8.20 *Local plans* in the Hamlet shall provide an analysis of *open space* and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and *open space* within the hamlet development areas;

a. Where the opportunity exists to provide connections to an existing or planned active transportation route, municipal reserve dedication in residential areas should be provided by dedication of land to facilitate the establishment of fully functional pathways and open space areas within a development.

8.21 *Local plans* in the Hamlet should identify and implement mechanisms by which *open space*, wetlands, riparian areas, and other areas of environmental significance not qualifying as Environmental Reserve will be permanently preserved, and any privately owned portions not subject to further development.

Open Space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas, and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

TRANSITION AND INTERFACE

8.22 *Local plans* in the Hamlet shall include transition and interface policies in accordance with Section 13, Section 14, and Map 7: Non-Residential / Residential Interface of this Plan and the County's Agricultural Boundary Design Guidelines.

TOWNSHIP ROAD 250

8.23 *Local plans* in the Hamlet abutting the future re-alignment of Township Road 250 shall provide appropriate noise attenuation techniques to mitigate the impact of the increase in heavy vehicle traffic.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):
A multi-disciplinary approach for reducing crime through urban and environmental design and the management of the built environments. The four basic strategies in CPTED include:
1. Access Control
2. Surveillance
3. Territorial reinforcement; and
4. Maintenance

NEIGHBOURHOOD AREA

The hamlet has been divided into Neighbourhood Areas to facilitate comprehensive planning on lands that have experienced limited fragmentation. The Neighbourhood Areas shown on Map 6 will offer a mix of housing with emphasis on single detached dwellings and include complementary land uses supporting local services, neighbourhood amenities and institutions. These will take on an urban form allowing for efficient use of infrastructure and services, as well as promoting an interconnected street network to support active transportation and transit.

Planning will be done through a *Neighbourhood Plan* prepared by the County or an applicant in partnership with the County. The *Neighbourhood Plan* will be an amendment to the ASP that will provide detailed land use direction, subdivision design and development that covers the entirety of the relevant Neighbourhood Area and establishes a general structure including the collector/arterial road layout, water and wastewater servicing networks, stormwater facilities, parks and open space network, community design policies, and other details.

Detailed development of lands will be guided by *local plans* submitted by the applicant and reviewed by the County.

Neighbourhood plan is a statutory plan adopted by bylaw and appended to the area structure plan. It supports comprehensive planning within the hamlet providing detailed land use direction, subdivision design and development guidance to Council, Administration, and the public for a large area. Detailed development of lands within a Neighbourhood Area will be guided by local plans submitted by the applicant and reviewed by the County.

Objectives:

- Support infrastructure and public realm improvements in the Neighbourhood Areas necessary to create an efficient and cohesive development pattern that promotes pedestrian activity and interactions between public and private spaces.
- Provide a variety of housing options in a manner that integrates residential use with the activity centre.

General Policy:

8.24 Residential development shall be the primary use in the Neighbourhood Areas in a form and composition that achieves the density requirements of Policy 8.7.

8.25 The Neighbourhood Area should provide a broad range of housing choices covering a mix of built forms to support density requirements and changing demographics within the Community.

8.26 A Neighbourhood Area should convey a distinct identity by implementing elements such as:

a. street names and signage that reflect the Area's historical features and/or natural context;

b. branding of neighbourhood parks and features; and

c. high quality architectural controls.

8.27 Each Neighbourhood Area shall include *neighbourhood commercial* uses to serve the needs of residents and provide local employment in the area.

a. *Neighbourhood commercial* areas should be small to medium sized developments ranging from 600 sq. m. (6458 sq. ft.) to approximately 6,000 sq. m. (64,583 sq. ft.).

Neighbourhood commercial is intended to provide services to the local residential community that is immediately in the vicinity of the commercial area. Neighbourhood commercial is intended to be small to medium sized development ranging from 600 m^2 (6458 ft^2) to approximately 6,000 m^2 (64,583 ft^2). Proposals for this type of development will be required to submit a market demand study to show the demand for the use and to provide evidence that the neighbourhood commercial development would not negatively impact the Community Core commercial services.

8.28 The following uses within the Neighbourhood Areas may be allowed where they are determined to be compatible, appropriate, and consistent with the policies of this Plan:

a. public, recreational, and institutional uses such as schools, childcare facilities, religious assemblies, and

b. seniors housing.

8.29 A *neighbourhood plan* must be prepared prior to redesignation, subdivision, or development of any land within the Neighbourhood Areas as shown on Map 6.

8.30 Despite Policy 8.29, development of a limited scope may be considered prior to adoption of a *neighbourhood plan,* only where:

a. The applicant can demonstrate that the proposal aligns with and supports the policies and principles applicable to the Hamlet and Neighbourhood Area.

b. The development would not conflict with or compromise the comprehensive planning of the Neighbourhood Area.

Seniors housing can be supportive housing/assisted living, and long-term care. There is a desire within the hamlet for people of all ages to be able to remain in their community as they age. The Conrich ASP is supportive of senior housing proposals provided the development is located near local shops and services to provide ease of access for this demographic. Seniors housing may be considered as institutional or residential land use according to the level of care and independence the housing provides.

Neighbourhood Plans

8.31 A *neighbourhood plan* shall be prepared for each Neighbourhood Area, as shown on Map 6, in accordance with the policies of this Plan.

a. A *neighbourhood plan* shall cover the extent of the relevant Neighbourhood Area as shown in Map 6.

b. A *neighbourhood plan* must adhere to the distinct policies provided within this Plan for the relevant Neighbourhood Area.

c. *Neighbourhood plans* shall be developed to connect and interface with other Neighbourhood Areas. This includes ensuring infrastructure connectivity, appropriate development transitions, compatible architectural style and an interconnected open space and parks network.

8.32 A *neighbourhood plan* shall provide a general structure for the relevant Neighbourhood Area and contain requirements identified in Policy 27.11 to 27.15 and Appendix E of this Plan.

8.33 The preparation of the *neighborhood plan* shall be guided by the following principles:

a. is characterized by a mix of housing with emphasis on single detached dwellings while supporting mixed-use or multi-unit dwellings clustered in nodes of higher density at appropriate locations;
b. is linked by a park and pedestrian pathway system;
c. provides for local retail and commercial uses at an appropriate scale determined through economic assessment;
d. provides for public, recreational, and institutional uses;
e. meets the density requirements per the policies of this Plan for the overall Neighbourhood Area;
f. develops a sensitive interface to the existing country residential and low density urban communities;
g. provides for a vibrant frontage along Conrich Road supporting active transportation modes, connection to the Community Core and developing a high-quality public realm through landscaping, street furniture and streetscape design for a pedestrian friendly environment;
h. provides appropriate screening and buffering from industrial areas as per the non-residential/residential interface policies of this Plan;
i. provides for buffering and screening from the CN Rail line as per the policies of this Plan; and
j. is consistent with the policies and technical requirements of this Plan.

8.34 Multiple types of housing should be integrated into the Neighbourhood Areas to meet the density requirements.

a. Notwithstanding Policy 8.33, mixed use development shall only be focused within the Community Core or neighbourhood commercial areas.

8.35 A market demand study shall be conducted as part of the *neighbourhood plan* to support the proposed size of the *neighbourhood commercial* area and to demonstrate that the proposed development will not compromise the viability of similar uses in the Community Core or elsewhere in the ASP area.

8.36 The servicing strategy and transportation network shall be updated at the time of neighbourhood plan preparation to reflect the proposed land uses and established density.

8.37 *Local Plans Local plans* in the Neighbourhood Area shall be comprehensively planned and shall provide detailed planning as identified within a specific Neighbourhood Area and in Appendix F.

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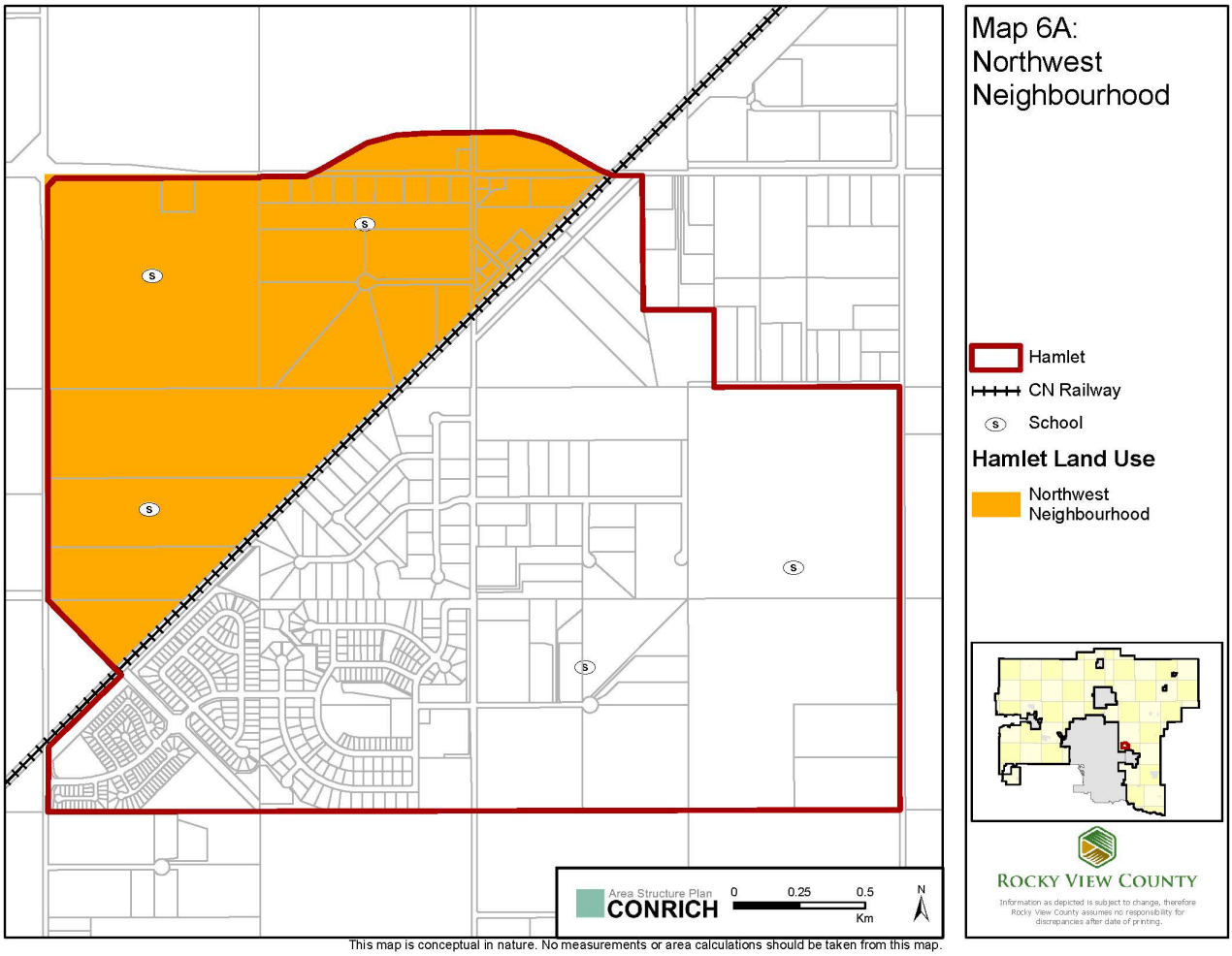
Map 6 A Northwest Neighbourhood



Northwest Neighbourhood

Northwest Neighbourhood Area is located, as the name suggests, in the north-west part of the hamlet bounded by Range Road 285 to the west, Township Road 250 to the north, the CN rail line to the south-east. This neighbourhood area has excellent access to the regional highway network providing efficient access to Highway 1 with proximity to Stoney Trail and the proposed re-alignment of Garden Road. These lands are the first encountered when travelling from Calgary and will act as a gateway into the hamlet area. Northwest Neighbourhood Area offers opportunities to create large development cells for effective comprehensive planning including the development of the Community Core.

The extension of municipal servicing infrastructure from the east side of the CN rail line to this area is needed to support development of Northwest Neighbourhood Area and other planned industrial development. Northwest Neighbourhood Area contains areas identified as environmentally sensitive, which will require planning for protection and integration into a parks and open space network. This area is also somewhat isolated from the remaining communities in Conrich by the CN rail line, which runs diagonally through the hamlet area. Innovative planning solutions will be needed to create meaningful connections from Northwest Neighbourhood Area to other areas of the hamlet.

Policy:

8.38 Preparation of the *neighbourhood plan* for Northwest Neighbourhood Area should provide appropriate screening and buffering from Township Road 250 and the industrial areas as per the non-residential/residential interface policies of this Plan.

8.39 Preparation of the *neighbourhood plan* should enhance natural areas by retaining and integrating natural features into the subdivision design, to the County's satisfaction.

8.40 Environmentally Sensitive Areas as identified on map 8 should be retained and protected.

8.41 The *neighbourhood plan* for Northwest Neighbourhood Area should provide for buffering and screening from the CN Rail line as per Policy 8.6.

8.42 Preparation of the *neighbourhood plan* for Northwest Neighbourhood Area shall include the development of a Community Core.

8.43 The Community Core should be the focal point of the Northwest Neighbourhood Area and preparation of the *neighbourhood plan* should address appropriate transition and interface of residential areas from the Community Core.

8.44 Higher density residential development should be located closer to community amenity areas such as open space, a park, , institutional, or neighbourhood commercial within the Community Core.

8.45 The Community Core should support some limited areas of mixed-use development providing opportunities for varying types of housing to meet density requirements.

Community Core

The Community Core acts as a central gathering place for the community, with opportunities for people to interact with each other at local businesses, community institutions, and public spaces.

Results from public engagement identified the desire to create a community activity centre located near the traditional heart of Conrich along Conrich Road, between Township Road 250 and the CN rail line. The Community Core is to be incorporated into Neighbourhood Northwest with the final location and design to be determined during the neighbourhood planning stage.

Planning for the Northwest Neighbourhood Area will require thoughtful integration towards the more intensive uses of the Community Core, appropriate transitions and interface should be considered to ensure planning is integrated with the surrounding areas. The development of the Community Core should:

- Establish a community activity centre by supporting development of institutional, commercial and community services within the hamlet.
- Promote active transportation routes through and within the Community Core to ensure that the area is accessible from other parts of the Conrich community.
- Establish strong design criteria to ensure that public spaces and private development celebrate the character of the Conrich community.
- Allow opportunities for the provision of complementary residential and local commercial uses that contribute to a vibrant and thriving Community Core.
- Enhance and further establish the hamlet's identity and unique character.
- Act as a gateway and gathering space for the Conrich community.

Policy:

8.46 The *neighbourhood plan* shall identify general location of the Community Core to enhance the Hamlet's identity and unique character as a distinct area.

8.47 The Community Core shall provide a range of local commercial services for residents that contribute to an attractive pedestrian environment and meeting places for residents.

8.48 The Community Core should create a vibrant and pedestrian friendly space that supports all transportation modes through landscaping, street furniture, and streetscape design.

8.49 Development of the Community Core should implement improvements to the public realm through a variety of mechanisms, including where appropriate, financial contribution and/or cost recovery agreements.

8.50 The Community Core shall provide pedestrian connections that links to the rest of the hamlet's residential areas.

8.51 The Community Core should be comprehensively planned and shall provide a mix of uses including hamlet commercial, institutional, and community services.

8.52 Rowhouses, semi-detached units, multi-unit or similar forms of development should be considered in the Community Core to meet the density requirements of The Plan.

8.53 Institutional and community service uses should be the prominent development form fronting Conrich Road and Township Road 250.

8.54 Development adjacent to Township Road 250 and Conrich Road should present a positive appearance for drivers entering the hamlet through the provisions of enhanced façades and landscaping.

8.55 Design of institutional and commercial uses should be compatible with the design of surrounding residential uses.

Institutional and Community Services in the Community Core

8.56 Development in the Community Core shall allocate sufficient lands for the future development or expansion of schools and municipal services through appropriate phasing and dedication of municipal reserve lands;

8.57 Institutional and community service uses within the Community Core should be broadly identified at the time of preparing a *neighbourhood plan* while allowing for flexibility at further development stages, and shall align with all other relevant policies set out within this Plan.

8.58 Institutional and community services use shall be restricted to the following within the Community Core area:

a. Arts and Cultural Centre;
b. Athletic and Recreation Services;
c. Community Agriculture Uses;
d. Childcare Facilities;
e. Indoor Participant Recreation Services;
f. Medical Treatment Services;

g. Museums;
h. Private Clubs and Organizations;
i. Public or Quasi-Public Buildings;
j. Public Parks, Open Spaces, or Environmental Reserve;
k. Religious Assembly;
l. Schools;
m. Senior Care Facilities; and
n. Tourism.

Commercial Uses in the Community Core

8.59 Commercial development shall be supported within the Community Core, subject to the development meeting the policies set out within Section 10 of this Plan and the following criteria:

a. commercial development shall be focused on complementing existing or planned institutional and community services, through the specific uses proposed and integration of features such as building design, parking areas, pathways, and open spaces; and
b. commercial services shall be located and oriented to interface with public roads and spaces as well as provide a consistent and high quality design that contributes to the appearance of the Community Core.

8.60 Commercial development shall establish architectural controls that follow the design guidelines for local commercial areas as set out in the County's Commercial, Office, and Industrial Design Guidelines, the design requirements of Appendix B and other adopted County design standards

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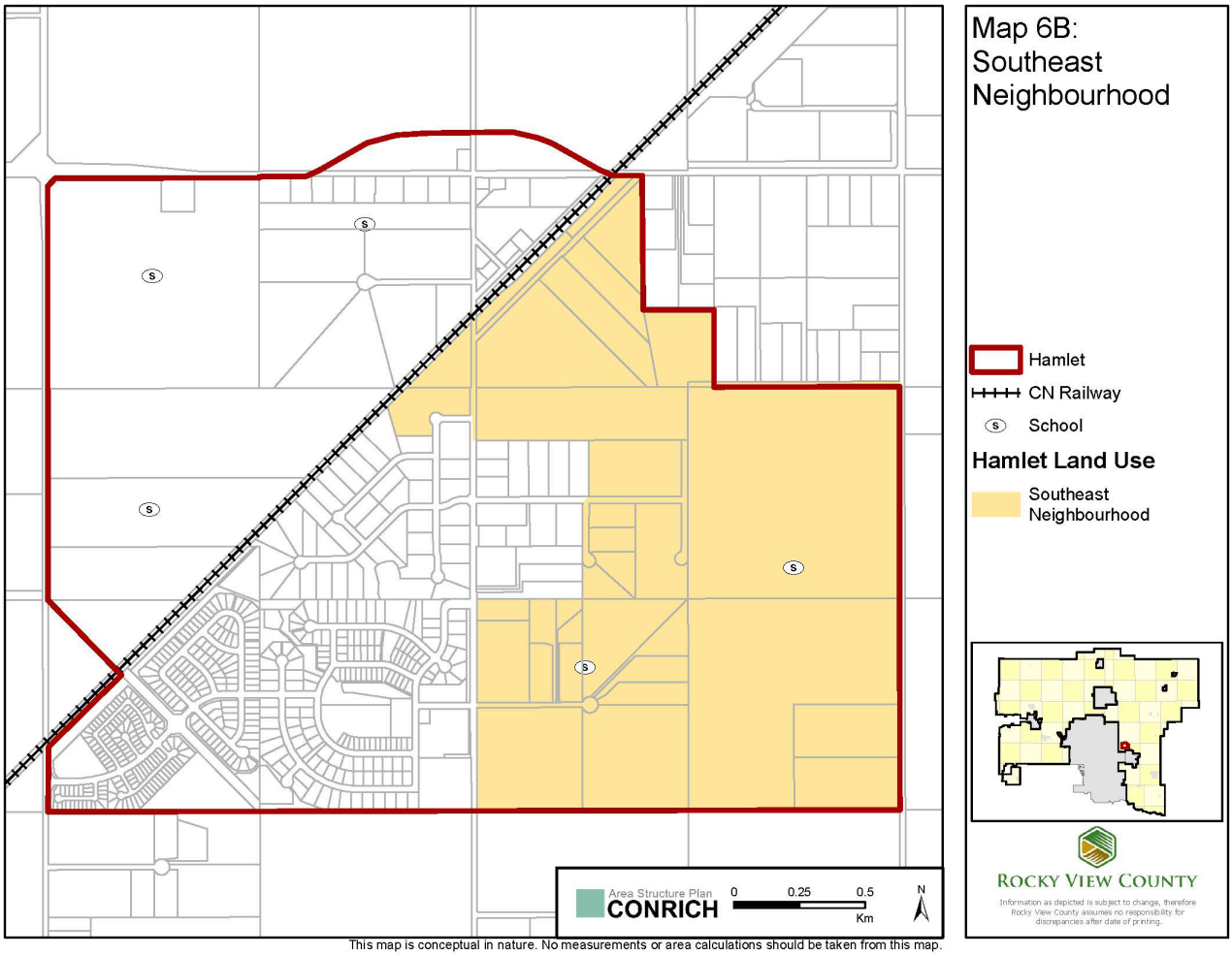
Map 6 B Southeast Neighbourhood



Southeast Neighbourhood

Southeast Neighbourhood Area is bounded by the CN rail line to the northwest, Conrich Road and existing development to the west, *country residential* to the northeast, and Range Road 283 to the east. Municipal servicing infrastructure exists within Southeast Neighbourhood and Conrich Road provides the primary transportation route.

The eastern portion of the Neighbourhood forms the Buffalo Hills Comprehensive Development Conceptual Scheme Area (Buffalo Hills). Adopted in 2006, Buffalo Hills was envisioned to be a mix of residential, business, institutional, recreational and park uses, no land development has occurred since its adoption.

Along the western boundary of the Neighbourhood, lands are more fragmented which will require careful planning to create a cohesive community. Appropriate interfaces with the existing *country residential* and Cambridge Park communities will need to be incorporated into the neighbourhood planning. The Southeast Neighbourhood Area provides an opportunity to develop a vibrant and active frontage with Conrich Road, the 'main street' of the community.

Policy:

8.61 The preparation of the *neighborhood plan* for Southeast Neighbourhood Area shall be guided by the following principles:

a. is characterized by a mix of housing with emphasis on single detached dwellings while supporting mixed-use or multi- unit dwellings clustered in nodes of higher density at appropriate locations;

b. is linked by a park and pedestrian pathway system;

c. provides for local retail and commercial uses at an appropriate scale determined through economic assessment;

d. provides for public, recreational, and institutional uses;

e. meets the density requirements per the policies of this Plan;

f. develops a sensitive interface to the existing country residential and low density urban communities;

g. provides for a vibrant frontage along Conrich Road supporting active transportation modes, connection to the Community Core and developing a high quality public realm through landscaping, street furniture and streetscape design for a pedestrian friendly environment;

h. provides appropriate screening and buffering from business and industrial areas as per the non-residential/residential interface policies of this Plan;

i. provides for buffering and screening from the CN Rail line as per Policy 8.6; and

j. is consistent with the policies and technical requirements of this Plan

8.62 Development adjacent to Conrich Road should present a positive appearance for drivers through the provisions of enhanced façades and landscaping.

8.63 Development adjacent to the Buffalo Hills should complement the proposed uses and development forms identified in the approved conceptual scheme.

8.64 Where multi-unit residential housing is appropriate, it should be directed towards the southern boundary of the Neighbourhood Area and the future Township Road 245 to ensure appropriate transition between residential uses within the Southeast Neighbourhood Area, the Buffalo Hills Conceptual Scheme, and the highway business uses on the south.

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CONRICH CROSSING

The Conrich Crossing Conceptual Scheme (2021) plans the bulk of the quarter section bordered to the south by Township Road 250 and to the east by Conrich Road. This plan includes a new residential neighbourhood north of the hamlet.

8.65 The Conrich Crossing Conceptual Scheme (Bylaw C-8178-2021) general land use concept and densities shall be supported by this Plan and subsequent *neighbourhood plan*.

8.66 Notwithstanding Policy 8.64, amendments to the Conrich Crossing Conceptual Scheme (Bylaw C-8178-2021) shall adhere to the requirements of this Plan.

BUFFALO HILLS

The Buffalo Hills Conceptual Scheme (2006) includes a mix of residential development located on the top two quarters sections, with a regional business and institutional centre to be developed on the southern quarter section.

8.67 The Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) general land use located within the Hamlet and the Southeast Neighbourhood Area shall be supported by this Plan.

8.68 Amendments to the Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) shall adhere to the requirements of this Plan.

COUNTRY RESIDENTIAL

Country residential development with lots ranging in size from 2 to 4 acres occurred adjacent to the original hamlet beginning in the mid-1960s (Figure 1) to the present. Many of the residents have a significant investment in their properties and a strong attachment to the area. The County supports the retention of these areas and may plan for infill development in the future.

8.69 *Local plans*, land use redesignation, and new subdivision shall not be supported within the *Country residential* lands shown on Map 6.

8.70 Notwithstanding Policy 8.68, redesignation and a new subdivision may be supported within the *Country residential* lands, if the following conditions are met:

a. redesignation to a land use district does not facilitate subdivision of lots smaller than 0.81 hectares (2.0 acres); or

b. where an existing lot holds a land use designation that permits further subdivision, proposals may be considered to create lots meeting the purpose and intent of that land use district subject to adhering to the policy within this Plan.

SOUTH CONRICH CONCEPTIONAL SCHEME (CAMBRIDGE PARK)

Development of the Cambridge Park community is guided by the South Conrich Conceptional Scheme (2007). The residential community is nearing full build out with lot size ranging from 0.25 to 1 acre, and includes community parks, and connecting trials.

8.71 The South Conrich Conceptual Scheme (Bylaw C-6401-2006 as amended) general land use concept and densities shall be supported in this Plan.

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PRINCE OF PEACE AREA

The Prince of Peace community, identified on Map 13, is a low to medium density residential area that has been designed to accommodate the needs of seniors. The *master site development plan* and associated land use allows for semi-detached homes, medium density condominiums, assisted living accommodation, and dementia accommodation.

Development of this area will comply with all relevant policies of this plan.

8.72 Residential development within the Prince of Peace area shall be in accordance with the Prince of Peace Master Site Development Plan, the Princeton Conceptual Scheme, and relevant policies of this plan.

OTHER AREAS

8.73 Map 5 identifies two areas referred to as 'residential – form to be determined' where the residential form is to be determined at the *local plan* stage. Options include *country residential* and/or residential densities equivalent to hamlet residential. Development in these areas shall be consistent with the relevant residential policies of this plan.

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9.0 COUNTRY RESIDENTIAL

Country residential development within The Plan area has occurred from the mid-1960s to the present. These areas are identified as *country residential* on Map 3: Existing Land Use. This plan supports the retention and build-out of certain existing *country residential* areas, while providing for the transition of other areas to new land uses.

Country residential development refers to the traditional residential acreages that have been created throughout the County since the early 1960s. Typically acreages have the land use designation residential one, two, or three district with a minimum of two (2), four (4) and ten (10) acre parcel size respectively. The lots may have been subdivided as part of a local plan or created on an individual basis. Wastewater is treated on-site through the use of a private sewage treatment system, while water is provided by well or a local water co-op.

Objectives

- Support some existing *country residential* areas to remain as viable communities.
- Support the retention of existing *country residential* areas identified as transition areas until change to an industrial or commercial use is deemed desirable.
- Ensure that the impact of commercial and industrial development on *country residential* development is minimized through the implementation of appropriate interface policies and design guidelines.

Policies

Map 5: Land Use Strategy shows the *country residential* areas within The Plan boundary that are expected to remain as *country residential* developments.

9.1 *Country residential* development within the hamlet of Conrich shall be supported in the areas identified as '*country residential*' on Map 5.

PLEASANT PLACE

Pleasant Place is a residential area located outside of the hamlet of Conrich that is intended to remain and expand as a residential area. The Pleasant Place community consists of 11 homes located one kilometre north of Township Road 250 and west of Conrich Road. The Plan recognizes the desire of its residents to remain as a viable residential community.

9.2 The existing *country residential* area known as Pleasant Place is identified on Map 5 as 'residential - form to be determined'. Expansion to the west and south of Pleasant Place is also identified as 'residential - form to be determined' on Map 5. The new residential development form within this area shall be determined at the time of *local plan* preparation and shall be consistent with the policies of this plan.

9.3 Industrial development adjacent to the existing or expanded Pleasant Place residential area shall be subject to the non-residential/residential interface policies and design guidelines of this plan (Map 7 and Section 14).

9.4 Development of land to the north of Pleasant Place, within the long term development area, shall be compatible with the existing Pleasant Place land use.

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RESIDENTIAL TRANSITION AREAS

Residential transition areas are those areas currently designated for *country residential* use where future industrial or commercial development is supported. This plan (Map 5) recognizes three transitional areas: (i) Township Road 244A (highway business transition), (ii) McKervey Place (industrial transition), and (iii) Township Road 250 (industrial transition).

9.5 The *country residential* uses on lands identified for industrial transition or highway business transition (Map 5) are allowed to continue until such time as a transition to industrial or highway business use is deemed desirable and a *local plan* has been prepared, in accordance with the policies of this plan.

9.6 Applications for highway businesses or industrial uses adjacent to transition areas shall be subject to the non-residential/residential interface policies of this plan (Section 14), unless otherwise determined by a *local plan* to not be necessary.

9.7 No redesignation or subdivision shall be approved on land within a Transition Area until a Conceptual Scheme providing a comprehensive plan for the entire Transition Area and aligning with the principles, policies, and intended future land use identified by this ASP has been completed and adopted by the County.

TOWNSHIP ROAD 250 TRANSITION AREA

With the development of the CN Rail facility, homes accessing Township Road 250 south of the CN logistics park have been impacted by increased truck traffic and facility operations. This plan provides for the transition of this area to industrial land use, which in turn may impact adjacent *country residential* development to the south. A conceptual scheme has been adopted by Council to mitigate the potential impacts on *country residential* residents.

9.8 Applications for industrial and residential development in the area identified on Map 13: Local plans as Township Road 250 shall be prepared in accordance with the provisions of the Township Road 250 Conceptual Scheme.

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10.0 COMMERCIAL

Commercial areas provide a wide range of services to Rocky View County residents and the region, while contributing to the fiscal sustainability of the County. This plan envisions two different forms of commercial development for the Conrich area; regional highway business development and hamlet commercial.

HIGHWAY BUSINESS

Highway business developments are moderate to large in size and primarily serve the needs of the:

- traveling public and tourists;
- regional population; and
- industrial and commercial employees from the region.

Uses may include a combination of grocery and retail stores, large format stores, shops, services to the public, offices, office parks, entertainment, and accommodation. Light industry may be considered if there are no nuisance factors outside of the enclosed building. Institutional uses are also appropriate in this area and may include schools, religious assemblies, campgrounds, medical treatment centres, and recreational uses. Highway business areas are to be comprehensively planned, attractively designed, landscaped, and include pedestrian-friendly parking areas. Where they are adjacent to existing or future residential areas, they must follow the non-residential/residential interface area policies (Section 14).

HAMLET COMMERCIAL

The hamlet commercial area should form part of the Community Core. Hamlet commercial contributes to the social aspect of the hamlet and the development of a sense of community for the Conrich area. It will add visual interest to the community and provide local services, a pedestrian orientated main street development, and casual meeting places for area residents.

Objectives

- Provide for attractive and high quality highway business and hamlet commercial development.
- Provide for an attractive commercial core that adds to the social fabric of the hamlet and provides a wide variety of services to residents.
- Promote the development of regional highway business development focused on Highway 1 and Stoney Trail that is of a high quality design and provides safe access and egress from adjacent highways.
- Provide guidance on development type and design.
- Ensure commercial uses are compatible with existing and future land uses.

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Policies

GENERAL

10.1 Highway Business and Hamlet Commercial development shall be located in the areas identified on Map 5 and Map 6.

10.2 Development areas should proceed in an orderly and efficient manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

LAND USE - HIGHWAY BUSINESS

10.3 The primary regional highway business land uses should be large format retail centres, shopping centres, outlet malls, office buildings, business parks, regional services, and tourist facilities that benefit from access to Highway 1 or Stoney Trail. Other acceptable uses include institutional uses, campgrounds, medical treatment centres, recreation facilities, and light industry where there are no nuisance factors outside of the enclosed building.

10.4 Highway business uses should primarily be carried on within an enclosed building, where the operation does not generate any significant nuisance or environmental factors such as noise, appearance, or odour outside of the enclosed building.

10.5 Outdoor storage as a primary use should not be permitted. Outside storage incidental to the primary use of the site shall be screened and located to the side or rear of the primary building.

10.6 Outside display areas are permitted provided they are limited to examples of equipment, products, or items related to the site's use.

10.7 Highway business areas shall be situated in a location that ensures safe and efficient access and egress from adjacent roadways.

10.8 Highway business uses located adjacent to existing or future residential or agriculture areas shall address the agriculture interface and non-residential/residential area policies of this plan (Sections 13, 14, and Map 7).

HIGHWAY BUSINESS/INDUSTRIAL - STONEY TRAIL

10.9 The land use for the area identified as highway business/industrial on Map 5 will be determined as part of the *local plan* preparation. The determination of land use shall be done at the quarter section scale and the relevant commercial or industrial polices of this plan shall apply.

LAND USE - HAMLET COMMERCIAL

10.10 Hamlet commercial uses should be small scale businesses and services that serve the residents of the hamlet and plan area.

10.11 The hamlet commercial area shall provide a range of local services that support the hamlet of Conrich and contribute to an attractive pedestrian environment and meeting places for residents.

10.12 The majority of the hamlet commercial area shall be located within the Community Core. Other neighbourhood commercial areas that are compatible and complement those within the Community Core shall be supported within the Neighbourhood Areas.

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10.13 *Local plans* proposing hamlet commercial abutting the future re-alignment of Township Road 250 shall provide appropriate noise assessment and mitigation techniques to limit the impact of the increase in heavy traffic through architectural controls implemented at the subdivision and development permit stage.

10.14 *Local plans* proposing hamlet commercial and/or institutional uses within the Community Core shall include design guidelines to allow for the development of an east/west main street that intersects with Conrich Road, which may be external to the *local plan* area. The design guidelines should provide for an overall consistent theme for the core and shall be appended to the *local plan.*

DESIGN

10.15 Commercial development shall be attractively designed, fit with existing development, and address the County's Commercial, Office, and Industrial Design Guidelines and the design requirements of Appendix B.

10.16 Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.

10.17 Buildings in the hamlet commercial area should be built close to the street with onsite parking located in the side and rear.

10.18 Wide sidewalks and angled parking are encouraged as design features consistent with rural prairie towns, in the hamlet commercial area.

10.19 All private lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

10.20 The use of fencing in commercial areas should not be permitted, other than for buffering adjacent lands in non-residential/residential interface areas, screening of outside storage, screening of garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

LOCAL PLANS

10.21 A *local plan* shall be required to support applications (see Section 27) for highway business development. The *local plan* should:

a. provide detailed planning and design policies and guidelines;

b. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines;

c. provide architectural and site guidelines in order to provide a consistent, thematic design to the commercial area;

d. where applicable, coordinate with the adjacent municipality to ensure effective transition across municipal boundaries;

e. where necessary, provide for current and future access requirements to Highway 1; and

f. where necessary, ensure vehicle and pedestrian connections are in general accordance with other *local plan* areas, and, with Maps 8 and 9 of this plan.

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11.0 INDUSTRIAL

Over the next three decades, Rocky View County is expected to capture a greater share of the region's industrial development due to demand, a growing urban market and labour force, competitive land values, and good transportation access.

The Conrich area is identified in the Rocky View *Municipal Development Plan* (Map 1: Managing Growth) as a regional business centre and is expected to see strong industrial development in the distribution sectors over the next decade. The associated employment growth that will come with this development will contribute to the evolution of a well-rounded living environment in the Conrich area.

The industrial policies support the development of a regional business centre that provides local and regional employment opportunities, increase the County's business assessment base, and contribute to the long-term financial sustainability of the County.

Objectives

- Support the development of well-designed industrial areas.
- Provide for the growth of local and regional employment opportunities.
- Support the development of industries associated with the provincial and regional economic base such as construction, manufacturing, transportation, warehousing, *distribution logistics*, and oil and gas services.
- Promote financial sustainability by increasing the County's business assessment base.

Policies

GENERAL

11.1 All industrial development shall be located in the areas identified on Map 5.

11.2 Development of industrial uses should proceed in an orderly manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

LAND USE

11.3 Industrial uses such as *distribution logistics*, warehousing, transportation, industrial services, construction, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage that do not have significant offsite nuisance factors are appropriate within the industrial area.

The term **distribution logistics** refers to the business and activities associated with the management, handling, and movement of goods and finished products from their point of origin and manufacture to their point of consumption.

11.4 Commercial and other business uses that are compatible with industrial uses, and have minimal impact on the local infrastructure, may be appropriate within an industrial area.

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11.5 Industrial uses with the potential for offsite impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods may be located in the area identified as heavy industrial on Map 5.

The County has identified the following broad sectors as emerging areas of growth potential based on employment and business trends:

- Transportation, warehousing, and distribution/wholesale trade, particularly rail and trucking transportation and support industries;
- Professional, scientific, and technical services, particularly engineering, consulting, and business services; and
- Oil and gas servicing industries.

LOCAL PLANS

11.6 A *local plan* shall be required to support applications for industrial development. The *local plan* shall:

a. ensure that the type of uses for the industrial area are consistent with those identified in Policies 11.3 to 11.5;

b. where necessary, provide a strategy to mitigate offsite impacts; including noise reduction due to operations;

c. address the policies of this plan regarding non-residential/residential interface areas, where required;

d. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines; and

e. provide landscaping, lot, and building design requirements that provide for high quality development.

11.7 All private lighting, including security and parking area lighting, shall be designed according to the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

11.8 Where appropriate and feasible, a *local plan* should incorporate policies that provide for green building techniques and energy efficient design.

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12.0 AGRICULTURE

The continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable. The policies support the retention and development of agriculture uses as described in the Rocky View *Municipal Development Plan* , while Section 13 provides direction on developing adjacent to agricultural operations in a manner that minimizes land use conflict.

Objectives

- Support agricultural operations until alternative forms of development are determined to be appropriate.
- Provide for appropriate development of farmsteads and first parcels out.

Policies

GENERAL

12.1 Existing agricultural operations within The Plan boundary are encouraged to continue until development of those lands to another use is deemed desirable and that use is determined to be in accordance with the policies of this plan.

12.2 The creation of a single lot from an un-subdivided quarter section for the purposes of a farmstead, first parcel out subdivision, or other agriculture development should be supported without the requirement of a *local plan* when it is in accordance with the relevant policies of this plan and the *Municipal Development Plan* .

12.3 Farmstead lot size shall meet the minimum and maximum size requirements of the *Municipal Development Plan* and be no larger than is necessary to encompass the existing residence, associated buildings, landscape improvements, and access.

12.4 Residential first parcels out shall be situated in a manner that minimizes the impact on future development of the site. Residential first parcels out:

a. shall meet the site requirements of the *Municipal Development Plan*;

b. shall meet the County's access management standards; and

c. should be located on the corners of the quarter section.

12.5 Applications for confined feeding operations shall not be supported in The Plan area.

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13.0 AGRICULTURE INTERFACE

Agriculture is a significant land use within the Conrich plan area and will continue until envisioned development occurs. It is important that agricultural uses are allowed to continue unimpeded until the land transitions to an alternate land use.

In accordance with the policies and actions of the *Municipal Development Plan* , agricultural boundary design guidelines are being developed. When completed, the guidelines will provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

Objective

- Ensure an appropriate interface between non-agricultural uses and agricultural land and operations, in order to avoid negative impacts on agriculture operations.

Policies

13.1 Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.

13.2 Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of The Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.

13.3 Agricultural buffering techniques may include a combination of the following:

a. barrier fencing to prevent access;
b. vegetated berms;
c. community agriculture plots;
d. stormwater management facilities;
e. ecological/vegetative buffers;
f. use of topographic barriers such as slopes, roads, watercourses or wetlands; and
g. increased setbacks for housing and other buildings.

13.4 Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the *open space* and pathway plan (Map 8).

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14.0 NON-RESIDENTIAL/RESIDENTIAL INTERFACE

The development of the Conrich area requires careful and sensitive integration of future business uses that are adjacent to existing and planned residential areas. The goals and policies of this section are intended to achieve a compatible interface and mitigate the impact of non-residential uses.

The term **non-residential** refers to commercial, industrial, or other types of business development.

The **non-residential/residential interface area** is meant to provide a compatible interface between business and residential development. The non-residential/residential interface area contains the land designated for industrial, commercial, or other business use adjacent to the residential interface. A compatible interface is achieved by providing for the appropriate land use, building setbacks, lot and building design, and landscaping within this area.

Objectives

- To minimize the impact of non-residential development on residential development.
- To provide edge conditions in non-residential/residential interface areas that are complementary to adjacent residential areas.

Policies

GENERAL

14.1 *Local plan*s for business uses adjacent to areas identified on Map 7 shall include an interface strategy that addresses the policies of this section.

14.2 The local road network within the non-residential area should be separated from and/or buffered from the adjacent residential areas.

BUSINESS USES

14.3 Business uses located in those areas identified on Map 7as non-residential/residential interface shall comply with the following requirements:

a. Acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance factor outside of the enclosed building. Business uses that interfere with the use and enjoyment of adjacent residential development because of the nature of the business use should not be permitted, even where the business activities may be fully enclosed within a building.

b. Outside storage is not an acceptable use in the non-residential/residential interface area.

SETBACK AREA

Spatial separation between non-residential and residential uses is achieved by providing setbacks for the non-residential buildings within the interface areas.

14.4 Where non-residential buildings are on lands adjacent to a residential area, the non-residential building shall be set back a minimum of 50 metres from the non-residential property line.

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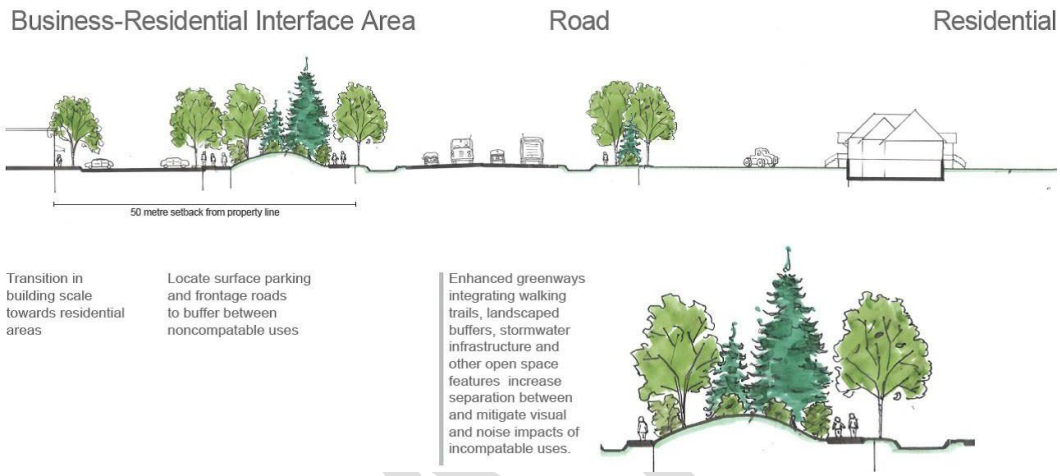
14.5 Where a trail or pathway is located within, or adjacent to, a non-residential/residential interface area, the pathway and associated *open space*, including municipal reserve, may be counted as part of the 50-metre building setback.

14.6 Notwithstanding Policy 14.4, setback area for non-residential and residential interface within the Hamlet Area as identified in Map 6: Hamlet of Conrich for complementary land uses shall be defined through buffering and interface strategies of their respective *local plans*.

Figure 4 Illustration of the Non-residential/Residential Interface area



SETBACK AREA USE AND LANDSCAPING

14.7 Uses within the setback of a non-residential/residential interface area may include:

a. landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks; and

b. surface parking where the parking is hidden from view by berms and/or landscaping.

14.8 High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback as part of a *local plan* that address the County's Land Use bylaw and the Appendix B guidelines.

14.9 Mass plantings and/or berms are required to minimize the visual impact of the commercial/industrial buildings within an interface area. The plantings and/or berms:

a. should incorporate natural contours and variations in height in order to achieve a natural landscaped appearance; and

b. may be located in either the non-residential/residential interface area or the municipal reserve, if provided.

BUILDING QUALITY AND APPEARANCE

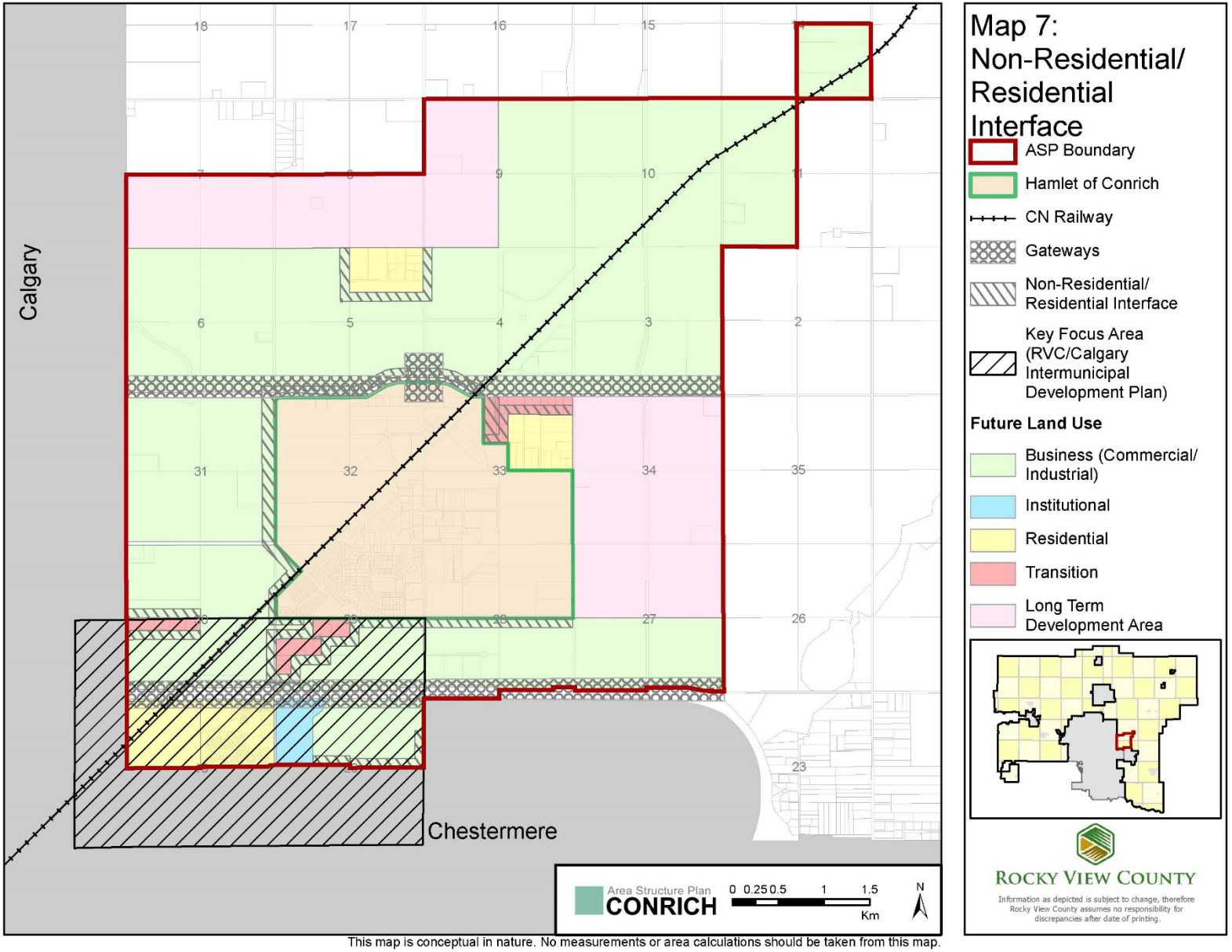
14.10 High quality building appearance should be emphasized where non-residential buildings face residential areas. Building design shall address the requirements of Appendix B of this plan.

14.11 The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres or lower, where required by the County's Land Use bylaw.

14.12 The lot coverage of buildings on lots adjacent to a residential area should be a maximum of 25 per cent.

14.13 Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area should not face the residential area.

MAP 7 Non-Residential/Residential Interface



15.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA

Gateways are important entrances, along major roads, entering and exiting a municipality and a community. They represent a 'community's welcome' and it is important that they are visually attractive and well maintained. Highway 1 forms a gateway between Rocky View County, the city of Calgary, and the city of Chestermere. The Rocky View/Calgary Intermunicipal Development Plan (IDP) identifies the Highway 1 East Corridor, as shown on Map 7, as a key focus area. The objective of the IDP key focus area is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area, particularly with respect to gateways, planning, and transportation.

Objectives

- Create attractive, orderly, and well maintained gateways through high quality development and landscaping.
- Ensure gateway development is coordinated with adjacent municipalities.
- Ensure Highway 1 East Corridor key focus area development is consistent with the IDP key focus area policies.

Policies

HIGHWAY 1 AND TOWNSHIP ROAD 250 (MCKNIGHT BOULEVARD)

15.1 Highway Business and industrial lands adjacent to Highway 1 and Township Road 250 (McKnight Boulevard), as shown on Map 7: Non-residential/Residential Interface, shall be subject to the gateway policies of this Plan.

15.2 Consideration shall be given to a high quality visual appearance when determining appropriate land use, siting, building design, and landscaping.

15.3 *Local plan* design guidelines for gateways should consider such factors as sight lines, noise attenuation, setbacks, natural land features, innovative building design, and high quality landscaping and signage.

15.4 Gateways and lands within the Highway 1 East Corridor key focus area should be developed in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

15.5 Planning and development within the Highway 1 East Corridor key focus area shall be subject to the policies of the IDP as well as the policies of this Plan.

15.6 Rocky View County will collaborate with Alberta Transportation, The City of Calgary, and the City of Chestermere to identify opportunities to create an attractive gateway along Highway 1.

RANGE ROAD 285

15.7 Industrial land adjacent to Range Road 285 that faces the hamlet of Conrich, as shown on Map 7 should achieve high quality visual appearance and develop in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

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B. SERVICES

16.0 SCHOOLS

Rocky View County and the school authorities in the County determine the number of schools required for the Conrich Area. For Rocky View School Division, a minimum of four elementary schools and a high school were identified, with the possibility that other authorities may also require additional facilities in the area. Locations identified on Map 6 are conceptual based on the initial discussions with the school boards, and will be finalized in accordance with demand, the policies of this plan, and further consultation with the school boards during *Neighbourhood Plan* preparation. Locational criteria and school size respect the reserves agreement in place with Rocky View Schools, Francophone School Board, and the Calgary Catholic Board of Education.

Objectives

- Identify future school needs and potential school sites in The Plan area.
- Collaborate with school authorities on site selection and development.
- Explore the feasibility of joint use community and school facilities with school authorities.

Policies

LOCATION AND SIZE

16.1 The location of the school sites shown on Map 6 are conceptual. Exact location, configuration, and size of future school sites shall be determined at Neighbourhood Plan and finalized at *local plan* stage in coordination with the County, school boards, and other relevant partners. Emphasis shall be given to early engagement with school boards at the stage of planning the *Neighbourhood Areas*.

16.2 As *local plan*s are prepared, consultation shall occur with the school boards and other relevant partners to confirm additional school needs and specific locations for future school sites.

a. The high school should be located in the Northwest Neighbourhood Area within the Community Core.

16.3 The amount of land dedicated for a future school site should be consistent with the size requirements delineated in the reserves agreement between Rocky View County and the school boards. Current size requirements are 10 acres for an elementary school, 15 acres for a middle school, and 25 acres for a high school.

16.4 Proposals for school sites that vary from the agreed upon size requirements (as per Policy 16.3) shall require the agreement of the appropriate school board and the County.

16.5 Redesignation and subdivision applications for school sites shall address land use compatibility matters, servicing needs, transportation requirements, and ensure the site is of sufficient size to accommodate parking needs.

16.6 School sites should provide suitable land for active playfields and park space to meet the needs of students and should be connected to the community through trails, pathways, and/or sidewalks.

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Land Suitability

16.7 Suitability of proposed school sites shall be evaluated by the school authority in consultation with the County.

JOINT USE

16.8 The County may partner with the school authorities to facilitate the creation of joint use facilities or amenities.

16.9 The County should encourage community groups and other organizations to consider collaboration with the school authorities and the County for joint-use opportunities on municipal land and school sites.

ACCESS

16.10 Rocky View County and the school authorities shall collaborate with CN to mitigate impacts of train movement on school access via bussing, walking, or other modes of transportation.

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17.0 RECREATION, CULTURAL, AND COMMUNITY USES

Community space and facilities for recreation, culture, and community uses are an important component of a hamlet and an integral part of growth and development of a community. Once the spaces are created, the recreation, cultural, institutional, and social programs can be supported through a variety of mechanisms.

The County's approved recreation, parks, and community plans identify the need for facilities and amenities on a County-wide and intermunicipal scale. In addition to providing recommendations on the required type, size, and scale of facilities and amenities, The Plan potential funding mechanisms and appropriate public/private partnerships to achieve desired services levels.

Objectives

- Provide public and private space for recreation, culture, and community uses that foster the quality of life, health, and social well-being of residents.
- Support recreation, culture, institutional, and community uses in accordance with the recommendations of the *Municipal Development Plan* and approved recreation, parks, and community plans.

Policies

RECREATION, CULTURE, INSTITUTIONAL, AND COMMUNITY FACILITIES

The following policies should be addressed in accordance with the *Municipal Development Plan* and the County's Recreation and Culture Master Plan.

17.1 *Local plan*s shall consider the appropriate type, size, and scale of recreation, cultural, and community facilities and/or amenities in accordance with recreational priorities established by the approved recreation, parks, and community plans, as amended.

17.2 *Local plan*s shall consider and, where required, provide for the location of lands for recreation, cultural, and community uses, in accordance with this plan by any such mechanism as may be approved by the County.

17.3 The County supports the development of recreation, cultural, and community facilities and amenities through appropriate funding mechanisms.

17.4 The County encourages both public and private partnerships to provide recreation, cultural, and community facilities and/or amenities.

17.5 When possible, the joint-use of sites for recreational, cultural, institutional, and community facilities is encouraged.

17.6 When possible, addition of outdoor amenities adjacent to recreation facilities is encouraged.

17.7 If deemed necessary, private development may be required to pay an off-site soft services levy required for the establishment of recreation facilities.

SUPPORT OF PROGRAMS

17.8 The County encourages and supports recreation, cultural, and community programs through appropriate mechanisms and public/private partnerships.

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INTERMUNICIPAL COLLABORATION

Given its close proximity to adjacent municipalities, it is anticipated that residents within The Plan area will not only rely on recreation facilities and community services within Rocky View County, but also the city of Calgary and city of Chestermere. At *local plan* preparation, regional recreation and community services will need to be addressed in collaboration with neighbouring municipalities.

17.9 The County shall collaborate with the City of Calgary and City of Chestermere on recreational, cultural and community services needed to support new residential development in Conrich.

17.10 The County shall, in collaboration with the City of Calgary and Chestermere, determine the potential impacts on regional recreational servicing provision and explore a cost contribution framework to offset development impacts.

17.11 At the *local plan* stage, the applicant shall work collaboratively with the County to review options to provide recreation facilities within The Plan area. The County should further explore mechanisms for cost recovery agreements and/or intermunicipal levies/user fees in collaboration with The City of Calgary and City of Chestermere to facilitate such services.

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18.0 OPEN SPACE AND PARKS

Open Space, Parks, Pathways, and Trails

Open space, parks, pathways, and trails contribute to community building by preserving rural landscapes and providing residents with opportunities for passive and active recreation. Communities need to have a wide range of accessible, connected, inviting, and safe parks and *open space*s to meet the diverse needs of residents, businesses, schools, and other institutions. Pathways that connect neighbouring municipalities are also important to provide regional connections to adjoining areas and amenities.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas, and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Objectives

- Promote, conserve, and enhance an interconnected *open space* system.
- Ensure that *open space* and parks have an ecological, social, cultural, recreational, and/or aesthetic function and that each space operates in a sustainable manner.
- Provide for a variety of parks that are well designed and accommodate residents' recreational and cultural needs.
- Provide for an interconnected regional and local network of pathway and trail connections.
- Provide pedestrian connections that link the hamlet's residential areas to the community core.
- Provide opportunities for passive recreation and alternative transportation modes within residential, industrial, and commercial areas.

Policies

OPEN SPACE

18.1 *Open space* shall be provided through such means as:

a. the dedication of reserve lands, environmental *reserves*, and public utility lots;

b. the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;

c. government lands for public use;

d. privately owned land that is accessible to the public;

e. publicly owned stormwater conveyance systems; and

f. other mechanisms as may be approved by the County.

18.2 *Open space* shall be planned and integrated into The Plan area so that the function of each space will provide a positive and safe social, cultural, and/or recreational experience for the community.

18.3 *Open space* shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.

18.4 Environmentally sensitive areas, as shown on Map 4 and Map 8, shall be protected through mechanisms such as Environmental Reserve or easements.

18.5 Open space systems within The Plan area shall incorporate linked linear systems of trails and pathways, which shall connect to existing or proposed active transportation networks in general accordance with Map 8:

PARKS, PATHWAYS, TRAILS, AND SIDEWALKS

18.6 Multi-purpose and joint use sites for schools, parks, and recreation facilities are encouraged, where needed.

18.7 The network of pathways, trails, and sidewalks should promote walking and cycling; the network should provide connections between residential, commercial, institutional, and industrial areas.

18.8 *Local Plans for* Residential development shall demonstrate how proposed parks are to be connected to existing park space and recreational facilities using pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.

18.9 The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and adhere to the County's servicing standards and the County's Parks and Open space Master Plan design criteria.

18.10 Hamlet development shall:

a. include sidewalks within the road right-of-way; and
b. provide for public parks that connect to the *open space* network.

18.11 *Local plan* preparation should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 8, and:

a. provide connections within, and external to, the *local plan* area;
b. wherever possible, be located within, or align with, a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area;
c. incorporate crime prevention through environmental design (CPTED) features; and
d. contribute to the regional trail and pathway system and, where possible, connect with other municipalities' pedestrian networks.

18.12 Where the regional pathway, trail, and sidewalk network cannot be located within a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area, it may be located within a road right-of-way in accordance with applicable County standards or in municipal reserve land adjacent to a road.

18.13 Where opportunities existing to provide open space and connection to existing or planned pathways, municipal reserve should be provided through dedication of land.

18.14 *Local plans* should incorporate the goals and policies of the County's parks, open space and active transportation master plans, intermunicipal pathway studies, and the Calgary – Chestermere Interface Intermunicipal Development Plan.

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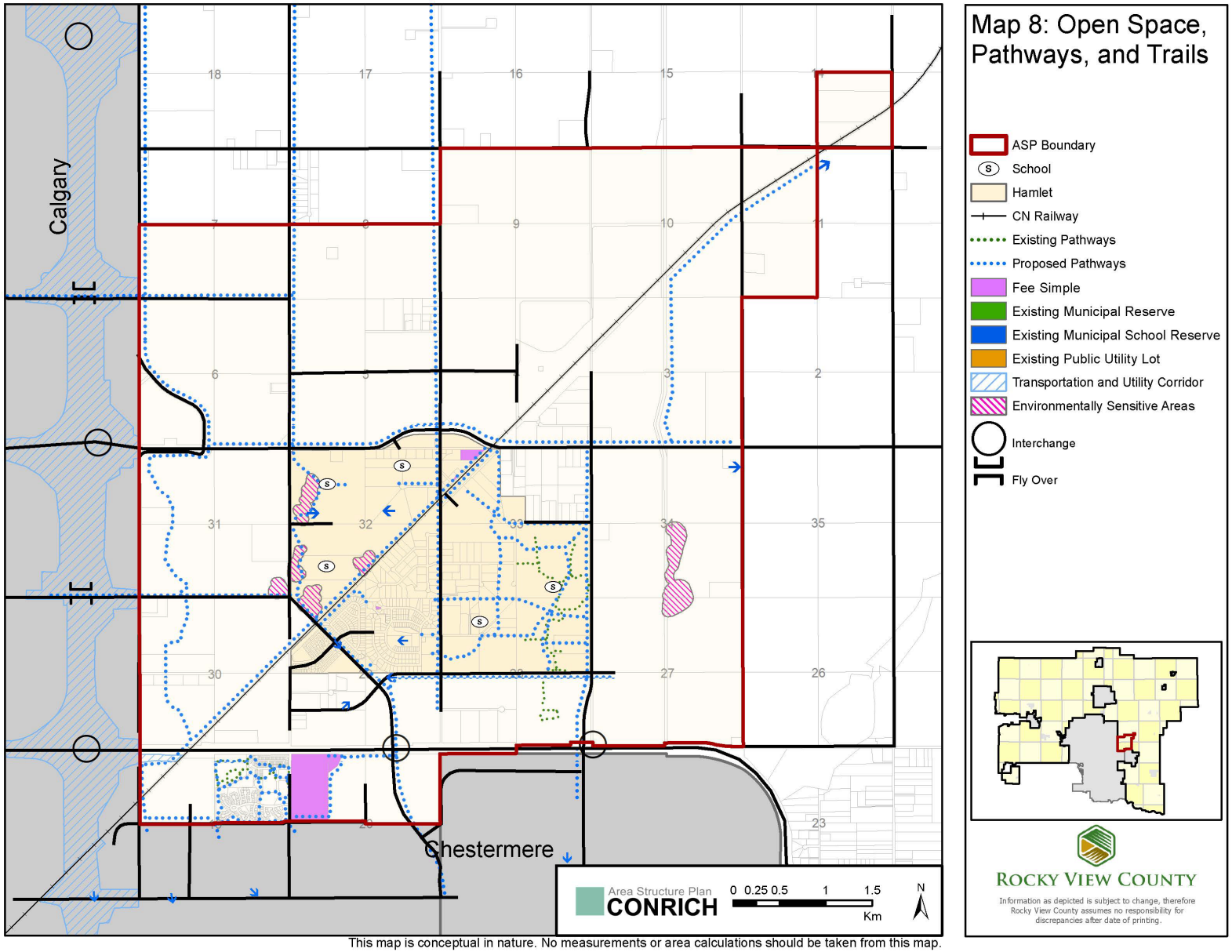
MAP 8 Open Space, Pathways, and Trails



19.0 NATURAL ENVIRONMENT

Scattered throughout the Conrich area are a number of wetland complexes, with a series of permanent wetlands, located in the southwest corner of the plan area. Natural drainage from Conrich is south to the Shepard Wetland complex and then to the Bow River. The purpose of these policies is to provide for the long term conservation of valued wetlands.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

A **wetland complex** is two or more permanent or intermittent wetlands connected by natural vegetation and drainage.

Riparian land is the vegetated (green zone) area adjacent to rivers, creeks, lakes, and wetlands. These areas have a distinct vegetative community that is a result of increased soil moisture and different soil types.

Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities.

Objectives

- Provide for the protection and enhancement of wetlands and wetland values.
- Ensure wetlands are assessed through the *local plan* preparation process.
- Provide for the protection and enhancement of riparian areas adjacent to wetlands and watercourses.
- Provide guidance regarding building and development in and through riparian areas.

Wetland value is based on the function of the wetland (e.g. abundance and biodiversity) and the benefits it provides to society (e.g. water quality improvement and flood protection).

Policies

WETLANDS

19.1 Wetland protection shall be guided by County and provincial policy.

19.2 The County shall require the use of the provincial system to determine wetland classification and relative wetland value.

19.3 *Local plan*s shall identify the classification and value of wetlands within the *local plan* area boundary. This shall be done as part of a wetland assessment, to be provided at the *local plan* preparation stage.

19.4 *Local plan*s shall determine, through consultation with the Province, whether wetlands are Crown-owned land.

The Province has published the “Guide for Assessing Permanence of Wetland Basins” as a tool to assist in the identification of Crown-owned land.

19.5 Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve or environmental reserve easement.

19.6 Wetlands that form part of a stormwater drainage conveyance system (Map 12) shall be retained.

19.7 Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with provincial policy.

RIPARIAN AREAS

19.8 Riparian area protection shall be guided by County and provincial policy.

19.9 The riparian setback area from a protected watercourse shall be determined using the Province's "Stepping Back from the Waters: A Beneficial Management Practices Guide For New Development Near Water Bodies in Alberta's Settled Region" or a similar provincial document which may replace this document.

19.10 The riparian setback area shall be protected as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the County.

19.11 Building and development in the riparian setback area shall be in accordance with the County's Land Use bylaw and policies .

19.12 The riparian setback area uses may include parks, pathways, and trails.

19.13 Public roads and private access roads are allowed in the riparian setback area but should be located, designed, and constructed so as to minimize disturbance to the riparian area.

19.14 The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.

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20.0 RESERVES

Reserves and *environmental reserves* are lands dedicated to the County as public land during the subdivision process. *Reserves* enhance the community by providing land for parks, schools, and recreational amenities. Environmental *reserves* protect the community and natural environment by preventing development in hazardous areas such as ravines and floodways.

Reserves are lands dedicated to the County by the developer through the subdivision process as defined in the *Municipal Government Act*. They include:

- municipal reserves;
- community services;
- school and municipal reserves;
- school reserves.

Instead of a land dedication, the County may accept the equivalent value of the land as money. Cash-in-lieu money is accessible to school boards subject to the approval of funding requests by County Council.

Community services reserves are defined in the *Municipal Government Act* as lands declared surplus by the school boards. Community services reserve land may be used for:

- a public library;
- a police station, a fire station, or an ambulance services facility;
- a non-profit day care facility, senior citizens facility, or special needs facility;
- a municipal facility providing service directly to the public; and
- affordable housing.

Environmental reserves are defined in the *Municipal Government Act* as lands dedicated to prevent development in hazard areas (e.g. floodways or escarpments), reduce water pollution, and provide access to lakes and rivers. Environmental reserves are dedicated as public land.

Objectives

- Provide for the dedication of *reserves* to meet the educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.

Policies

20.1 *Reserves* owing on a parcel of land shall be provided as:

a. municipal reserve, school reserve, or municipal and school reserve;

b. money in place of reserve land; or

c. a combination of land and money.

20.2 Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the *Municipal Government Act*.

20.3 Prior to the disposition of municipal or school reserve land declared surplus by the school board, the County will determine if the land is required for community services reserve land as provided for in the *Municipal Government Act*.

20.4 Voluntary dedication of reserve land beyond the maximum amount allowed by the *Municipal Government Act* may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.

20.5 All, or a portion of, reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.

20.6 The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the *Municipal Government Act*.

20.7 Provision and allocation of *reserves* shall be determined at the time of subdivision by the County's subdivision approving authority.

20.8 The dedication of *reserves* should meet the present or future needs of The Plan area by considering the recommendations of this area structure plan, approved recreation, parks, and community plans, *local plan*, school boards, and/or recreation boards.

20.9 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.

20.10 Where an identified park, trail, and pathway system (Map 8) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:

a. money in place of reserve land;

b. money from the sale of surplus reserve land; or

c. other sources of identified funding.

ENVIRONMENTAL RESERVES

20.11 Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the *Municipal Government Act*.

20.12 Other lands determined to be of environmental significance, but not qualifying as environmental reserve, should be protected in their natural state through alternative means as determined by the County.

20.13 *Environmental reserves* should be determined by conducting:

a. a biophysical impact analysis report;

b. a geotechnical analysis; and/or

c. other assessments acceptable to the County.

RESERVE ANALYSIS

20.14 A reserve analysis shall be required with the preparation of a *local plan* to determine the amount, type, and use of *reserves* owing within the *local plan* area.

20.15 The reserve analysis shall include a determination of:

a. the total gross area of the *local plan*;

b. the type and use of *reserves* to be provided within the *local plan* area;

c. other *reserves* owing on an ownership basis;

d. the location of the reserve types and amounts in relation to the *local plan* area's overall *open space* system, with this information to be shown on a map; and

e. the amount of residual *reserves* to be taken as money in place of land.

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21.0 EMERGENCY SERVICES

Emergency services within The Plan area include fire and protective service needs.

Objectives

- Ensure an appropriate and efficient level of fire and protective services is made available for current and future residents in order to provide for a safe and livable community.
- Ensure communities are designed and constructed to optimize the delivery of fire and protective services.

An **emergency services facility** is a site and building(s) containing the staff, equipment, and other apparatus required to deliver fire and/or protective services within the County and may include facilities and space for other related services.

Policies

21.1 In association with County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in The Plan area.

21.2 An emergency services facility site shall be required for the Conrich area and a potential location is identified on Map 5.

21.3 The specific site for an emergency services facility should:

a. be a minimum of 1.2 hectares (3.0 acres) in size;

b. not be located in a residential area;

c. allow for an all-turns access to a major road;

d. provide a minimum of two vehicular access points onto a road;

e. incorporate road signalization, where needed; and

f. provide an acceptable response time to all areas within the service district.

21.4 Policing will be provided by the RCMP as per the provincial Police Service Agreement, until such time as another policing solution is required or sought out.

21.5 Prior to the approval of a development that will result in the Conrich area's population exceeding 5,000 residents; the County will review the policing requirements for the Conrich area and identify additional resources needed.

21.6 All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression bylaw and the Alberta Building Code.

21.7 *Local plan*s shall address fire and protection response measures and on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, wildland fire protection, and fire control measures.

21.8 Crime prevention through environmental design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.

21.9 The County shall collaborate with CN to develop an emergency response plan to mitigate delays to emergency response due to train movements.

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C. INFRASTRUCTURE

22.0 TRANSPORTATION

The transportation network must develop in a manner that is safe, functional, and efficient. The network should minimize impacts on major wetlands and natural features, integrate development within the Conrich area, and provide regional opportunities for walking, cycling, and public transportation. Map 9: Transportation Network and Map 9a: East Stoney Trail Transportation Infrastructure show the provincial, regional, and some local transportation networks in the Conrich area, provide information on road classifications, special study areas, railway crossings, and highway interchanges and fly-overs.

Objectives

- Support a regional road network, based on the township and grid system, that:
  - efficiently accesses and aligns with the provincial and regional highway network; and
  - encourages the separation of residential, commercial, and industrial traffic.
- Provide for connections to a regional pathway and trail system.
- Provide for an internal road network that contributes to a high quality built environment and efficiently and safely aligns to the regional road network.
- Provide for an internal road network within the residential areas that:
  - facilitates connectivity within and between neighbourhoods; and
  - provides for a safe pedestrian and cycling environment.
- Provide opportunities for multi-modal transportation, such as transit and cycling.

Policies

GENERAL

22.1 A transportation impact assessment shall be required as part of the *local plan* preparation and/or subdivision application process.

22.2 All subordinate transportation analyses must align with the most recent Conrich Transportation Network Review.

REGIONAL TRANSPORTATION NETWORK

22.3 The regional transportation system should be developed in general accordance with Map 9: Transportation Network and Map 9a: East Stoney Trail Transportation Infrastructure. The classifications of the grid road network may be refined through further transportation analysis and/or at the *local plan* stage.

22.4 No new direct access shall be allowed from the Conrich Plan area to Stoney Trail or Highway 1, unless otherwise determined by the Province and County to be necessary.

22.5 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item 1 [see Section 28: Implementation].

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22.6 The existing at-grade intersections on Highway 1 at Garden Road, Conrich Road, and Rainbow Road are considered temporary and will ultimately be removed and replaced by grade separated interchanges at the locations indicated in Alberta Transportation's functional planning studies, as generally shown on Map 9.

22.7 The County will work with the Province to monitor the operation of the existing at-grade intersections on Highway 1 within The Plan area, and ensure that growth within The Plan area does not adversely affect the safe and effective operation of these intersections and/or the operation of Highway 1.

22.8 Subdivision and/or development within The Plan area that affect these at-grade intersections must be closely reviewed by Rocky View County and the Province to ensure the intersections operate safely on an interim basis. Infrastructure improvements to support subdivision/development are to be constructed by the proponent(s), and may consist of construction of upgrades to the existing at-grade intersections to improve safety and operations, or the redirection of traffic to an intersection location with additional capacity.

22.9 The County encourages and supports opportunities to connect to a regional public/private transportation system. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long term operation and maintenance requirements.

22.10 Where required *local plan*s shall:

a. Be designed to accommodate existing and/or potential changes in access to the provincial transportation network, as identified on Map 9; and

b. Identify the land required for future highway interchanges.

22.11 The County should collaborate with adjacent municipalities to ensure connections of streets, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.

22.12 The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the provincial highway interchange design and construction processes.

EAST STONEY TRAIL TRANSPORTATION INFRASTRUCTURE

The County and The City of Calgary recognize that further transportation planning analysis is required with respect to East Stoney Trail and its related transportation infrastructure and the impact and/or benefit related to the development of the Conrich Area Structure Plan area.

22.13 The County shall collaborate with The City of Calgary and the Province regarding regional road connections and interchange designs with respect to Stoney Trail and related transportation infrastructure as shown on Map 9a.

22.14 The County shall work collaboratively with The City of Calgary to identify transportation infrastructure needs along East Stoney Trail as identified in Map 9a and develop recommendations for transportation priorities and County cost contribution based upon impact and/or benefit related to the development of the Conrich Area Structure Plan area.

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22.15 Impacts on East Stoney Trail transportation infrastructure resulting from development within the Conrich Area Structure Plan area shall be evaluated in accordance with the policies of this Plan and Policy 13 of the Rocky View County/Calgary Intermunicipal Development Plan.

LOCAL TRANSPORTATION NETWORK - GENERAL

22.16 The design and construction of roadways within the local transportation network shall utilize sound access management principles and shall be in accordance with the County servicing standards.

22.17 The designation and design of local roads within the transportation network, including classification, street sizing, and intersection/access spacing, shall be determined at the time of *local plan* preparation. Local roads shall be designed in accordance with the urban or rural cross section requirements established by the County.

LOCAL ROADS - INDUSTRIAL AND COMMERCIAL

22.18 The type of road cross section (urban or rural) within industrial areas shall be determined at the time of *local plan* preparation.

22.19 Industrial areas should provide internal pathways and pathway connections to the regional trail network.

22.20 All roads within commercial areas should be designed to an urban road standard. Commercial development shall provide for safe and efficient pedestrian and bicycle circulation between buildings, sites, and, where applicable, adjacent areas.

LOCAL ROADS - RESIDENTIAL

22.21 The road network in residential areas shall be designed to support an interconnected road and pedestrian system.

22.22 All roads within The Hamlet shall be designed to an urban road standard and provide for pedestrian movement on at least side one side of the road.

22.23 The type of road cross section (urban or rural) for *country residential* development shall be determined at the time of *local plan* preparation.

22.24 *Local plans* for *country residential* development shall provide for pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.

TOWNSHIP ROAD 250

22.25 Township Road 250 between the northwest of Section 32 and the northeast of Section 31 will be relocated north (Map 9). The relocation will provide for better intersection design, a perpendicular crossing of the CN Rail line, and the movement of heavy truck traffic away from existing homes. A portion of Township Road 250 will be relocated to the north as per Map 9..

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SOUTH OF HIGHWAY 1

The Conrich Area Structure Plan is adjacent to the City of Calgary and the City of Chestermere in this area. This area requires coordinated transportation planning.

22.26 Further transportation planning analysis and design shall be required for the area identified as 'Intermunicipal Transportation Study Area' on Map 9prior to the approval of a *local plan* for lands within the area.

22.27 Rocky View County shall work collaboratively with The City of Calgary, the City of Chestermere, and Alberta Transportation to:

a. resolve transportation requirements within the 'Intermunicipal Transportation Study Area'; and

b. develop access that is safe, efficient, and consistent with the Conrich Land Use Strategy (Map 5).

84TH STREET

84th Street forms the west boundary of the Conrich Area Structure Plan. The roadway is under the jurisdiction of The City of Calgary and therefore collaboration will be required with respect to plans regarding this roadway.

22.28 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item 2 [see Section 27: Implementation].

22.29 Rocky View County shall work collaboratively with The City of Calgary and Alberta Transportation on the transportation requirements and connections to Stoney Trail within, and external to, The Plan area and County.

DEVELOPMENT ADJACENT TO THE RAILWAY LINE

22.30 Land uses (such as schools and child care services) which may be adversely affected by the safety and nuisance impacts of passing trains should not locate immediately adjacent to the railway.

22.31 Appropriate safety measures and methods to provide noise and vibration attenuation for development adjacent to the railway should include such elements as setbacks, berming, and landscaped screening in accordance with Policy 8.7.

22.32 Where a development site is located adjacent to the railway, the distance from the railway right-of-way to the closest part of any building should be in accordance with Canadian National Railway company policies and safety standards.

22.33 Where roads or pedestrian networks cross the railway, the County shall collaborate with CN to ensure that crossings are constructed according to appropriate safety standards and any necessary upgrades are undertaken to ensure a safe crossing.

TRANSIT

22.34 *Local plans* shall identify and plan infrastructure to accommodate future regional transit within the hamlet area in accordance with the policies of Section 8. The *local plan* shall:

a. propose a transit route and stop locations and catchment areas;

b. ensure the internal road network is suitable for establishing efficient transit service;

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c. provide connectivity to the transit system with a pedestrian friendly and walkable area that promotes direct access to the system; and

d. support higher density land uses in the vicinity of transit stops and where possible provide connections to schools, recreation facilities and local employment areas.

22.35 At the subdivision stage within the hamlet area as identified on Map 6: Hamlet of Conrich, the applicant shall work collaboratively with the County to review options to provide transit service within The Plan area. The County should further explore mechanisms for Cost Recovery Agreements and/or intermunicipal Levies/User fees in collaboration with The City of Calgary and City of Chestermere to facilitate such services.

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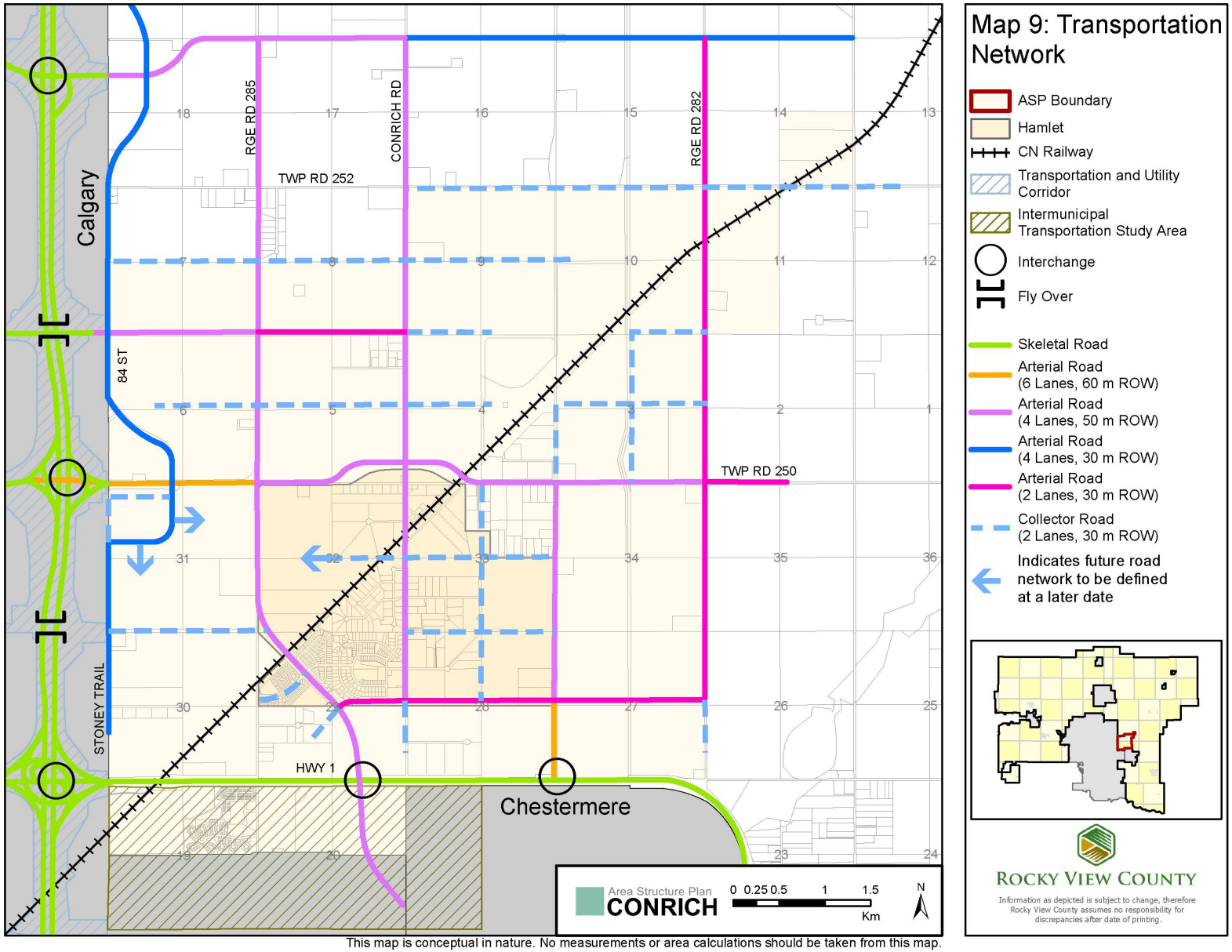
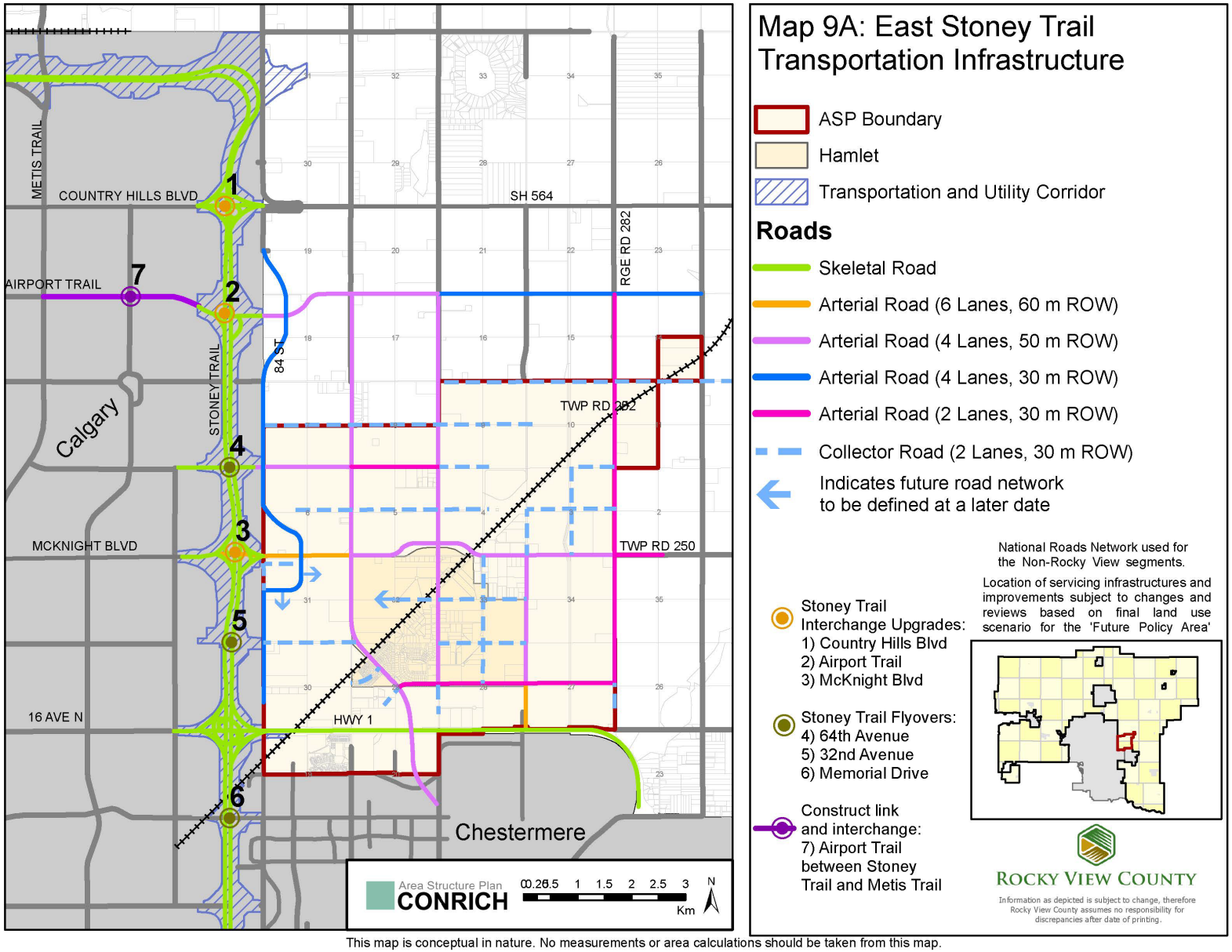
MAP 9 Transportation Network



MAP 9 A East Stoney Trail Transportation Infrastructure



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

23.0 UTILITY SERVICES

Utility Services

Well-designed and effective utility services are the foundation of a well-planned community and competitive business area. Traditionally, development in the Conrich area has relied on stand-alone utilities such as groundwater wells and septic fields. With the development of the Balzac East Regional Business Centre to the north of The Plan area and the CN Rail facility, piped utilities have been brought into the Conrich area. New development is expected to connect to the County utility system. The County's utility system supplies development with potable water as well as transmission lines and associated facilities to dispose of sewage and wastewater. Private companies provide shallow utilities such as gas, electricity, and telecommunications to the area.

Map 10: Water shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs. Map 11a: Wastewater Servicing Option 1 and Map 11b: Wastewater Servicing Option 2, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas. Two options for wastewater servicing are considered within the Conrich Wastewater Servicing Plan with the location and alignment of infrastructure to be finalized through *local plans* and subdivision approvals.

Objectives

- Ensure potable water and wastewater systems are provided to The Plan area in a safe, cost effective, and fiscally sustainable manner.
- Identify and protect utility service routes.
- Support water conservation.
- Ensure shallow private utility systems are provided to new development.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection within The Plan area.

Policies

SYSTEM CAPACITY

23.1 Land use applications relying on County utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.

23.2 The County shall determine servicing capacity requirements and allocation within, and external to, The Plan area.

23.3 Development requiring high water volumes may not be supported.

UTILITY LOCATION

23.4 Utility service development should support an orderly, logical, and sequential pattern of development.

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23.5 The provision, alignment, and capacity of the water distribution system shall be in general accordance with Map 10.

23.6 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with Map 11a and Map 11b as determined by the County at the *conceptual scheme* approval stage.

23.7 The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the *local plan* stage to the mutual satisfaction of the County, the developer, and the utility companies.

23.8 Utility rights-of-way and easements shall be provided to accommodate County utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

Water

23.9 All new development shall connect to the County's potable water system at the time of subdivision or development permit. Deferrals of piped servicing connections shall not be considered in subdivision or development approvals.

a. The requirement to connect to piped servicing for change of use applications within existing approved Conceptual Schemes shall be determined by the County, with consideration given to the intensity of the new use, the proximity and capacity of available piped servicing, and the effectiveness of existing private servicing serving the development.

23.10 A water use assessment conforming to the Conrich Potable Water Network Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine water demand and infrastructure required to meet that demand.

23.11 Notwithstanding Policy 23.9 and 23.10, the following uses may be allowed to attain their potable water from water wells in accordance with County and provincial requirements;

a. *country residential*, 'work/live', and agriculture land uses; and

b. golf course playing areas.

23.12 Potable water provided by the County utility system shall not be used for the irrigation of non-residential development areas, with the exception of:

a. areas within the hamlet of Conrich; and

b. new landscaped areas for a period of two years from occupancy.

The County encourages the use of stormwater to irrigate the above uses.

23.13 Development and buildings relying on potable water provided by the County utility system shall use low flow fixtures and appliances.

23.14 The County encourages the reduction and reuse of water in accordance with provincial laws and regulations.

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Wastewater

23.15 All new development shall be required to connect to the County's wastewater system at the time of subdivision or development permit. Deferrals of piped servicing connections shall not be considered in subdivision or development approvals.

a. The requirement to connect to piped servicing for change of use applications within existing approved Conceptual Schemes shall be determined by the County, with consideration given to the intensity of the new use, the proximity and capacity of available piped servicing, and the effectiveness of existing private servicing serving the development.

23.16 A wastewater servicing study conforming to the Conrich Wastewater Servicing Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine wastewater demand and infrastructure required to meet that demand.

23.17 Notwithstanding Policy 23.15 and 23.16, *country residential*, work/live', and agriculture land uses may provide wastewater service by a private sewage treatment system in accordance with County policy and provincial regulation.

23.18 Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.

Shallow Utilities and Regional Utility Corridors

23.19 All new residential and non-residential development shall be serviced with shallow utilities at the expense of the developer.

23.20 Commercial communications facilities should locate on land identified for industrial, commercial, or long term development use and be in accordance with County policy.

23.21 The location of regional and local transmission corridors, utility rights-of-way and easements, and related line assignments are identified on Map 4. *Local plans* in proximity to a regionally significant corridor should identify and protect the corridor to the satisfaction of the County, Utility company, and easement holder.

Emergency Service Infrastructure

23.22 All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression bylaw.

23.23 All water systems serving developments within the Conrich area shall be designed to provide adequate water pressure to combat fires.

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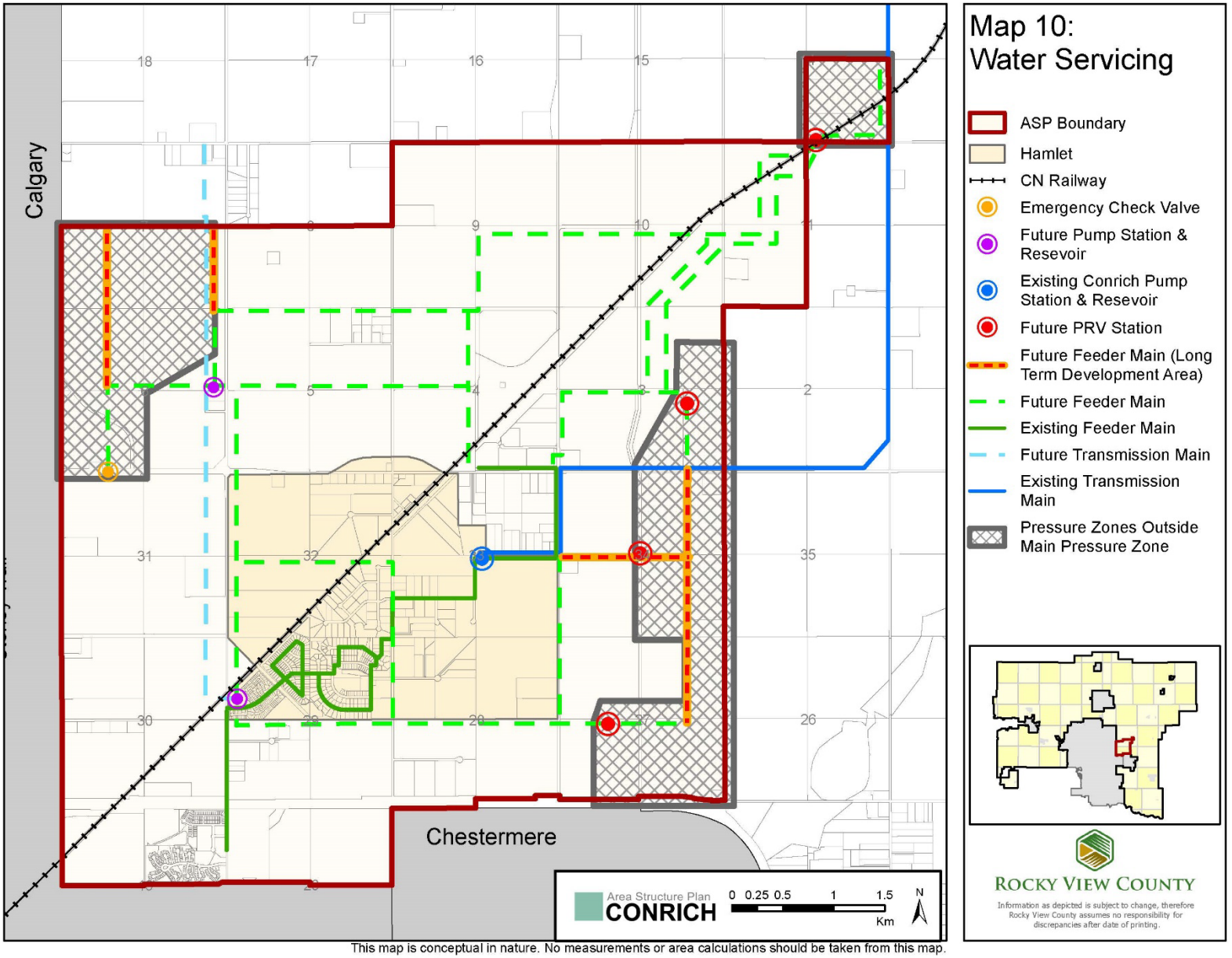
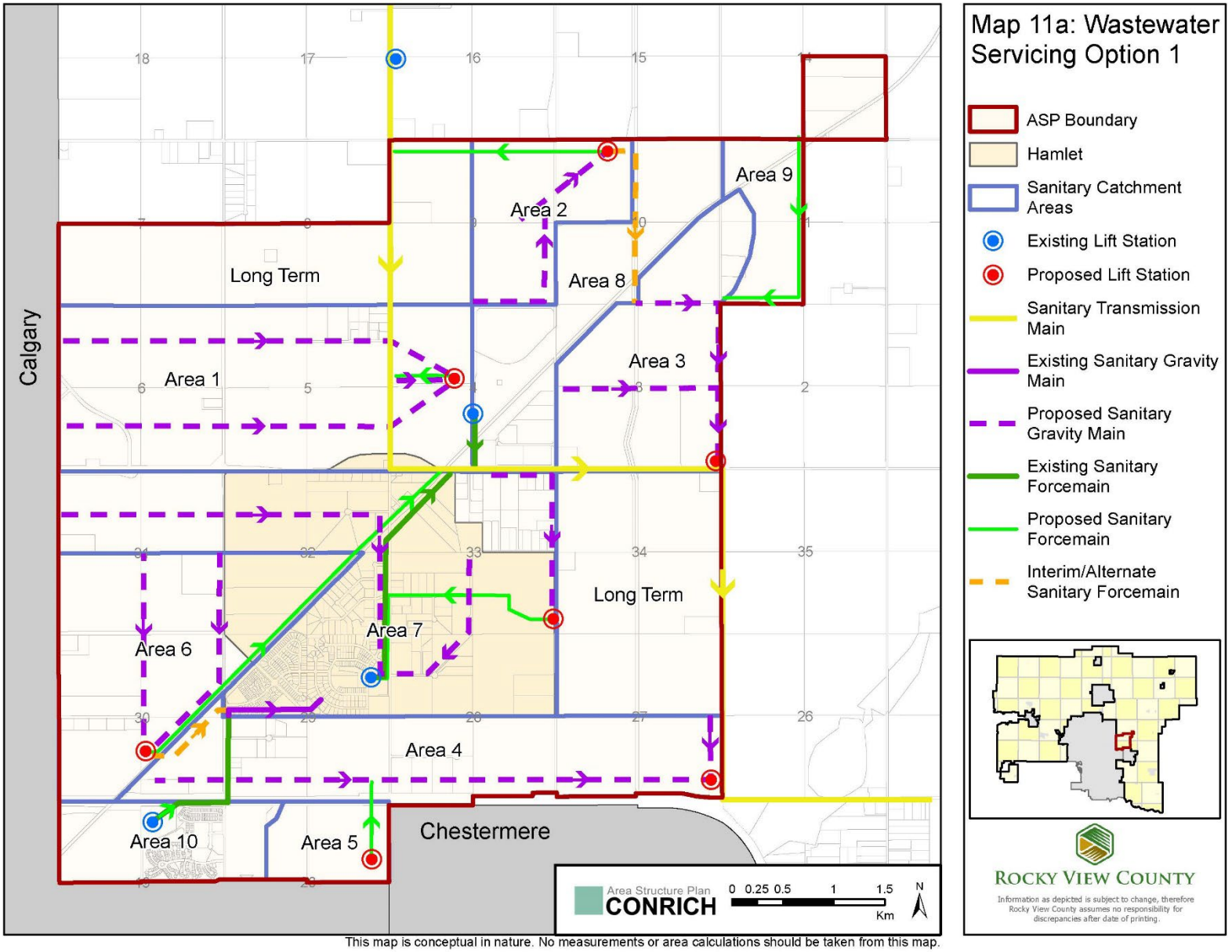
MAP 10 Water Servicing

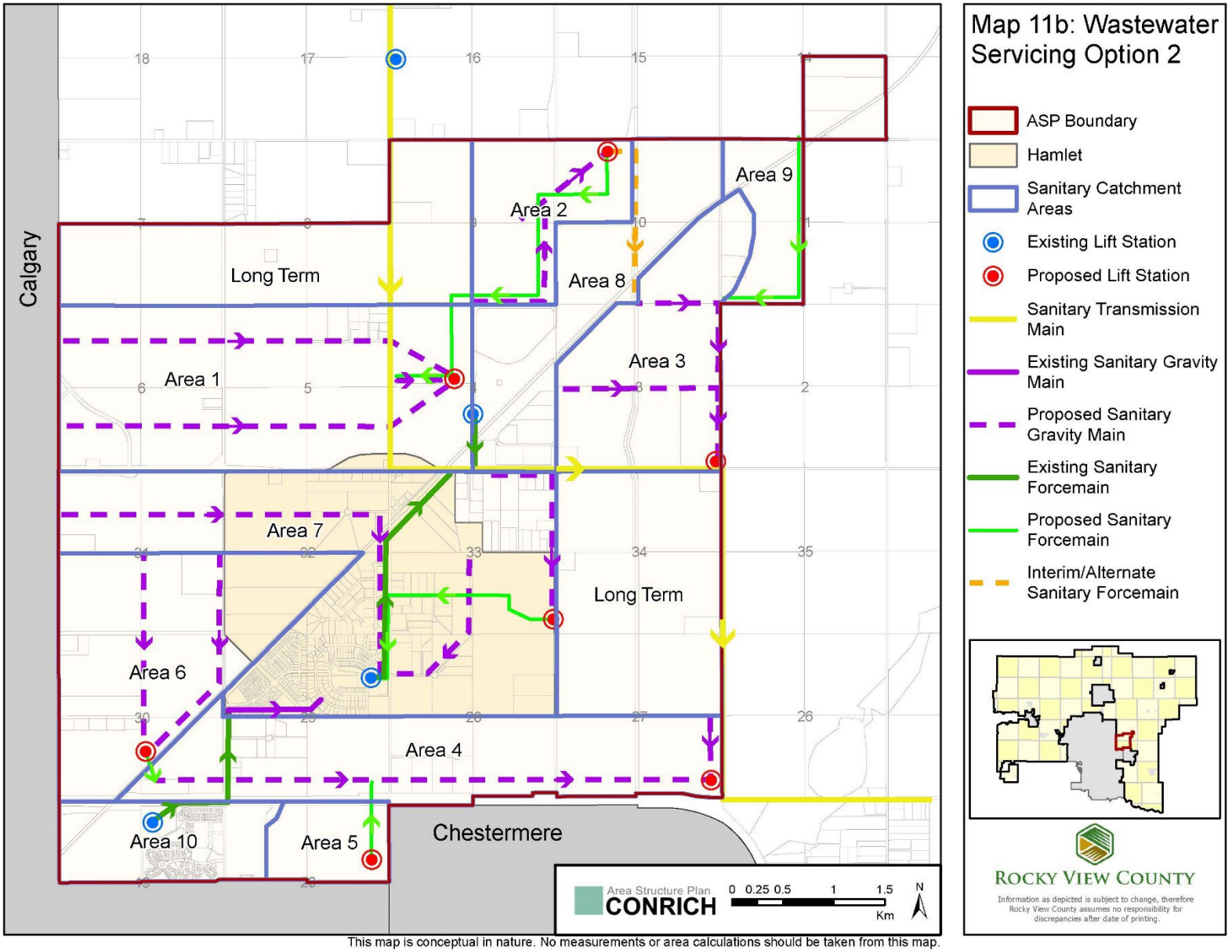


MAP 11A Wasterwater Servicing Option 1



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

MAP 11B: Wastewater Servicing Option 2



24.0 STORMWATER

The Conrich area is located within the Shepard Regional Drainage Basin which empties into the Bow River. Over time, the north to south movement of stormwater has been impeded by buildings, roadways, and irrigation canals. Significant further development requires the identification and construction of a regional conveyance and treatment system involving multi-jurisdictional partners.

Map 12 shows the main wetland areas and the existing and proposed stormwater conveyance routes in the Conrich area.

The Cooperative Stormwater Management Initiative (CSMI) is the County's post-development stormwater solution for The Plan area and the region. CSMI uses the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. The CSMI option is for an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation canal by utilizing WID rights-of-way to build a separate conveyance system that discharges to Weed Lake.

Objectives

- Ensure effective, sustainable, and responsible stormwater services to The Plan area.
- Provide and protect stormwater storage areas and conveyance routes.
- Maximize the use of natural stormwater drainage conveyance systems.
- Investigate and provide for stormwater reuse and recycling opportunities.
- Support innovative conservation methods and best management practices with respect to stormwater management.
- Preserve high value wetlands within The Plan area.

Policies

REGIONAL STORMWATER MANAGEMENT

24.1 The County shall work collaboratively with adjoining municipalities, the Western Irrigation District, and Alberta Environment to develop a comprehensive and regional approach to stormwater management and to reaching agreements where municipal infrastructure in another municipality is intended to be used for stormwater resulting from new development within the County.

DESIGN

24.2 The stormwater drainage system (local conveyance and storage areas) shall be designed to comply with the Cooperative Stormwater Management Initiative Plan, the Conrich Master Drainage Plan and the Western Headworks Stormwater Management Agreement (2013).

24.3 Stormwater management systems should be designed at a scale that services the *local plan* area. The County discourages stormwater ponds designed for individual lots.

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COOPERATIVE STORMWATER MANAGEMENT INITIATIVE (CSMI)

24.4 Stormwater shall be discharged to the east into the CSMI system, which will take water to Weed Lake once it becomes operational in accordance with the CSMI plan, or other plans that amend, replace, or add to that plan.

24.5 The County shall:

a. protect and require the acquisition of conveyance routes that are necessary to discharge into the CSMI system, as generally shown on Map 12: Stormwater; and

b. investigate and, if necessary, implement stormwater treatment standards necessary for discharge into the CSMI system.

24.6 The volume and rate of stormwater discharge to the CSMI system shall be in accordance with the CSMI plan and the Conrich Master Drainage Plan, or other plans that amend, replace, or add to those plans.

INTERIM DRAINAGE SOLUTIONS

On-site zero discharge is a potential interim method of stormwater management; it is the least preferred method. On-site treatment and retention of stormwater requires extensive dedication of land for stormwater ponds, active management of stormwater systems, and designated emergency downstream discharge routes.

24.7 Until such time as a permanent stormwater management system is constructed, interim solutions may be allowed as per the phasing plan (Map 14). Options include:

a. An interim stormwater facility designed to contain the accumulation of stormwater onsite on a continuing basis during the Western Irrigation District's irrigation season. Discharge to the canal system may be allowed at the end of the irrigation season, in accordance with Western Irrigation District's requirements and the CSMI plan.

b. An irrigation or evaporation system that operates under zero discharge conditions may be allowed if the Western Irrigation District system is not available for use.

Rocky View County **servicing standards** require zero discharge systems to provide a ratio of 1 m² of land dedicated to evaporation surface area for every 1 m² of impervious land area.

24.8 Where an interim stormwater solution is permitted, those portions of stormwater ponds identified for interim storage may remain as privately owned land if the land is designated to a land use district that is limited to utility and other complimentary uses.

24.9 Where a private interim storage pond is approved:

a. access to the stormwater pond shall be provided to the County;

b. a management and operation plan for the interim stormwater pond and local stormwater system shall be provided;

c. management and operation of the interim stormwater pond and local stormwater system is the responsibility of the private landowner; and

d. a transition plan that addresses the transfer of the stormwater infrastructure to the County, when an interim solution is no longer required is provided.

24.10 All costs, including public utility costs, associated with the re-purposing of a privately owned interim storage pond that is no longer needed, shall be the developer's responsibility.

LOCAL STORMWATER MANAGEMENT

24.11 The location of the natural stormwater drainage conveyance system shall be protected and acquired as part of the development process, in general accordance with Map 12 and the Master Drainage Plan.

24.12 Stormwater conveyance systems should develop in an orderly, logical, and sequential pattern of development.

24.13 Stormwater shall be conveyed downstream in a manner that protects downstream properties.

24.14 Where required, proponents of new development shall identify and secure, in consultation with the County, the downstream stormwater conveyance system.

24.15 Stormwater conveyance systems must provide a right-of-way of sufficient width to accommodate upstream stormwater flow.

STORMWATER PONDS, CONSTRUCTED WETLANDS, AND WETLANDS

A **stormwater pond** is an artificial pond that is designed to collect and treat stormwater to an acceptable County and provincial standard. The stormwater pond disposes of stormwater through controlled release, absorption into the ground, and/or evaporation.

A **constructed wetland** is an artificial wetland created as a new or restored habitat for native vegetation and wildlife; it provides the same function as a stormwater pond.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activities that are adapted to a wet environment.

24.16 *Stormwater ponds* or *constructed wetlands* should be located:

a. in general accordance with the locations identified in the Conrich Master Drainage Plan;

b. on an accessible public utility lot; and

c. outside of the riparian setback area.

A **Master Drainage Plan** is a plan that determines the rate and volume of stormwater flow and addresses the methods and infrastructure requirements for stormwater treatment and conveyance.

24.17 Natural wetlands and/or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the value of the wetland and the drainage course.

REDUCE, RECYCLE, AND REUSE

24.18 The County should explore and support the collection of stormwater at the sub-regional catchment level in order to filter and reclaim stormwater, bringing it to a purple pipe or potable water standard.

Purple pipe refers to the colour of pipe used to transport water that has been recycled from a stormwater retention area or municipal waste system. Reclaimed water is filtered and processed to a required provincial standard.

24.19 As part of preparation of a *local plan* and supporting sub-catchment master drainage plan, best management practices, and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity are required. Solutions may include:

a. design of stormwater facilities to incorporate source controls in order to reduce the amount of water moving down stream and the need for end-of-pipe stormwater treatment solutions;
b. use of low impact development methods, such as constructed wetlands and bio-swales;
c. reduction of impermeable surface runoff;
d. reuse of stormwater for irrigation; and
e. consideration of stormwater ponds at the sub-regional level to support the reuse of stormwater.

STANDARDS AND DESIGN

24.20 Stormwater infrastructure shall be constructed, operated, and maintained in accordance with the County servicing standards, County policy, and provincial regulations. The stormwater management system should be designed to:

a. operate on a gravity basis;
b. wherever possible, use the stormwater drainage conveyance system, as generally shown on Map 12;
c. accommodate stormwater flows from adjacent transportation networks;
d. preserve the value of existing wetlands; and
e. conform to an urban standard where a curb and gutter transportation system is provided.

24.21 Stormwater conveyance alignments and ponds are shown conceptually on Map 12. Alternate and more cost effective alignments may be considered at the *local plan* stage if it can be shown that the impact on wetlands within the identified conveyance system is reduced through the use of an alternative alignment.

24.22 As part of a *local plan* preparation process, the applicant shall submit a sub-catchment master drainage plan that is consistent with the approved Master Drainage Plan and the policies of this plan.

24.23 A sub-catchment master drainage plan for a *local plan* area shall comply with any new stormwater plans, management policies, and interim servicing policies that may be introduced after the adoption of this plan.

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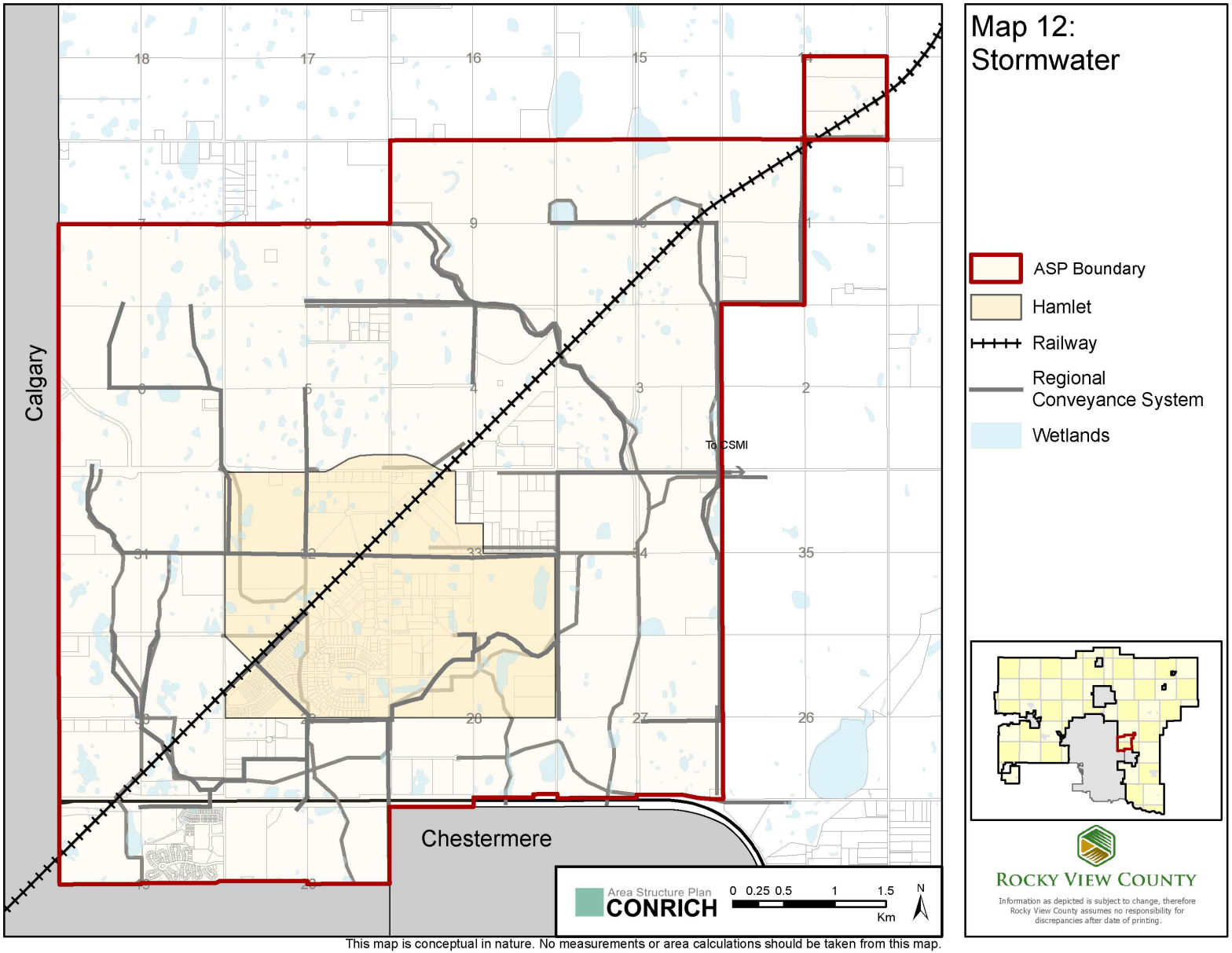
MAP 12 Stormwater



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

25.0 SOLID WASTE

Solid waste policies address the management of solid waste through all stages of development; from construction and demolition to full build-out. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements and the policies below provide guidance to developers and residents on effectively managing solid waste.

Objectives

- Ensure *local plan*s address solid waste management during all stages of development and are in alignment with the County's Solid Waste Master Plan.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Encourage solid waste management plans to have a diversion target of 50 per cent.
- Provide direction on the expected level of post-construction waste management service to be provided by Rocky View County.

Policies

GENERAL

25.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.

25.2 Waste minimization and waste diversion practices are encouraged in The Plan area. A diversion target of 50 per cent is recommended.

25.3 A *local plan* should:

a. address solid waste management through all stages of development, including occupancy;

b. identify the appropriate waste collection stations that serve the *local plan* area;

c. conform to the policies of the County's Solid Waste Master Plan; and

d. set a solid waste diversion target to inform the subdivision construction management plan.

The Province of Alberta has developed a provincial waste strategy document titled "Too Good to Waste: Making Conservation a Priority" in order to promote the diversion of waste from landfills through the reuse and recycling of materials.

INDUSTRIAL AND COMMERCIAL

25.4 Industrial and commercial business owners shall be responsible for providing their own solid waste services.

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COUNTRY RESIDENTIAL AND AGRICULTURE AREAS

25.5 Solid waste management shall be the responsibility of property owners in *country residential* and agriculture areas.

25.6 Waste collection stations should be used for the disposal of solid waste and recyclable materials.

HAMLET AREAS

County solid waste services will be considered for the hamlet of Conrich when the population approaches the threshold of 5,000 residents.

25.7 Solid waste management will be the responsibility of property owners within the hamlet of Conrich until such time as a County service is provided.

25.8 The Prince of Peace Community and The Hamlet shall be responsible for their solid waste management.

25.9 Lot owners' associations shall coordinate solid waste services in developing areas in The Hamlet and compact *country residential* areas until such time as a County service is provided.

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26.0 OIL AND GAS

Oil and gas facilities, infrastructure, and operations are industrial land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development in the Conrich area is an important consideration in the area's development.

Map 4 identifies the locations of gas lines and operating and abandoned oil and gas wells within The Plan area.

Objectives

- Ensure appropriate and safe land development in relationship to petroleum facilities and wells.
- Allow for the continued safe operation of petroleum facilities and wells.

Petroleum facilities are plants, pipelines, and batteries used to process and transport oil and gas. Petroleum wells are producing, suspended, or abandoned oil and gas wells.

Policies

GENERAL

26.1 Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this plan, and the directives and bulletins of the Alberta Energy Regulator (Appendix C).

Directives are documents that set out Alberta Energy Regulator (AER) requirements or processes for implementation. Licensees, permittees, and other approval holders under the jurisdiction of the AER are required to obey all directives.

Bulletins inform the energy industry and the public of an Alberta Energy Regulator activity, such as a consultation, new regulatory requirement, new program, or electronic submission of data.

26.2 At the time of subdivision or development, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, or abandoned well.

26.3 As part of a *local plan* preparation process, applicants shall obtain a land development information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the *local plan* area. In addition, the applicant must determine if an emergency planning zone has been established around a sour gas facility or well.

26.4 Prior to the preparation of a *local plan* to develop lands within 1.5 km of a petroleum facility that is situated within an emergency planning zone, the developer shall consult with the County and the operator of the facility to determine how an emergency response plan will be prepared, updated, or replaced.

26.5 The location, development setbacks, emergency planning zones, and emergency response planning regarding all petroleum facilities shall be identified in the *local plan* and included in any marketing information and other public communication materials for petroleum facilities.

ABANDONED OIL & GAS WELLS

Within The Plan area there are nine known abandoned well sites. The following policies apply for land located in proximity to an abandoned well site.

26.6 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is greater.

26.7 Vehicular access to an abandoned well site shall:

a. be determined through discussion with the abandoned well licensee;

b. be identified in the *local plan*; and

c. be protected by easements in favour of the County at the time of subdivision or development approval.

26.8 In conjunction with the preparation of a *local plan*, or a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide:

a. surveyed locations of abandoned wells and pipelines and confirmation of the setback requirements;

b. a phase I environmental site assessment specific to the abandoned well or pipeline; and

c. a phase II environmental site assessment specific to the abandoned well or pipeline, as deemed necessary by the County.

26.9 Public roads should not be located over an abandoned well.

26.10 During land development, all abandoned well sites shall be marked with temporary signage identifying the location of the abandoned well and providing contact information for the Alberta Energy Regulator. Such signage, as well as adequate fencing and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

PIPELINES

26.11 All setbacks from a pipeline shall be in accordance with provincial regulations.

26.12 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.

26.13 Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.

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26.14 Pathways and other recreational uses may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the approving authority.

DISCONTINUED/ABANDONED PIPELINE POLICIES

26.15 A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating and in compliance with provincial regulations.

26.16 An abandoned pipeline is one which will not be reactivated for service; therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way unless the pipeline has been removed.

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III Implementation

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27.0 IMPLEMENTATION

The Conrich Area Structure Plan outlines the vision for the future physical development of the Conrich area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this section is to describe The Plan implementation process, to provide detail on the phases of development, and to specify requirements to ensure the area structure plan policies and strategies are adhered to. The ASP introduces various levels of planning required within the area; for reference, Figure 5 shows the hierarchy of plans to be implemented for each stage of development.

Objectives

- Implement the Land Use Strategy and policies of the Conrich Area Structure Plan.
- Ensure the cost of infrastructure development is identified and provided.
- Provide for the logical phasing of development.
- Implement key actions to facilitate development, provide guidance to *local plan*s, and ensure a coordinated planning and implementation approach.
- Ensure *local plan*s adhere to the vision and policies of The Plan.
- Provide for the review and amendment of The Plan as required.

Policies

LOCAL PLANS, REDESIGNATION, SUBDIVISION, AND DEVELOPMENT APPLICATIONS

27.1 *Local plan*s are to be developed within the framework provided by this area structure plan. Policy sections identify the unique requirements that must be addressed in the *local plan* due to the location and specific conditions of the proposed development area. The standard technical requirements of a *local plan* are identified in the *Municipal Development Plan* (Section 29 and Appendix C).Applications for redesignation, subdivision, and/or development require the concurrent or prior adoption of a *local plan*, unless otherwise directed by the policies of this plan or determined by the County not to be required.

27.2 Notwithstanding Policy 27.1, applications for a development permit outside of what the County considers to be the principal use to the land shall require a *local plan*.

27.3 *Local plan*s shall address and adhere to the requirements of the Conrich Area Structure Plan. In support of *local plan*s and redesignation applications, the developer will be required to submit a rationale showing how their proposal is consistent with the vision and policies of the Conrich Area Structure Plan.

27.4 Subdivision and development applications shall address and adhere to the requirements of the *local plan* and the policies of the Conrich Area Structure Plan.

27.5 Where a *local plan* does not exist or is silent on a subject, the policies of the Conrich Area Structure Plan shall apply.

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27.6 Prior to approval of *local plan* and land use applications the County should consider the use of appropriate mechanisms, including but not limited to joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County in consultation with the adjacent municipality.

LOCAL PLAN BOUNDARIES

The boundaries of *local plan*s should be based on the natural and physical conditions in the Conrich area, as well as other factors such as the availability of servicing, parcel layout, and proposed transportation improvements. Map 13: Local Plans identifies the locations of existing *local plan*s, areas with predetermined *local plan* boundaries, and areas where *local plan*s are not required.

27.7 Municipal Development PlanMap 13: *Local Plans* identifies *local plan* boundaries that are required based on:

a. the existence of major transportation network components, including Highway 1 and the CN rail line (Highway 1);

b. the need to comprehensively plan the hamlet area; and

c. unique planning conditions associated with location along 84th Street, adjacent to residual lands within the city of Calgary, as identified in the Rocky View/Calgary Intermunicipal Development Plan.

27.8 Where the policies of an existing *local plan* conflict with the Conrich Area Structure Plan, the policies of the Conrich Area Structure Plan shall prevail.

NEIGHBOURHOOD PLAN

A *neighbourhood plan* is adopted by bylaw and appended to the area structure plan. Development of a *neighbourhood plan* is considered a major statutory plan amendment and will be guided through a Terms of Reference approved by Council to ensure strong community and landowner collaboration and to manage intermunicipal engagement. Development of a *neighbourhood plan* will be led by either the County or an applicant in partnership with the County. Subsequent *local plans* should be submitted by the applicant and will not require a Terms of Reference.

27.9 A *neighbourhood plan* shall be adopted by bylaw and appended to this Plan.

27.10 L*ocal plans* within a Neighbourhood Area shall be appended to the relevant *neighbourhood plan* as an appendix.

27.11 Development of a *neighbourhood plan* shall be guided through a terms of reference approved by Council.

a. A *neighbourhood plan* shall be prepared by the County or an applicant in partnership with the County.

b. *Local Plan* applications in a Neighbourhood Area will be processed in accordance with the County's standard policies and procedures for *local plan* amendments.

Community and Intermunicipal Collaboration

27.12 Development of a *neighbourhood plan* shall require thorough and inclusive engagement with landowners and residents within and adjoining the

Neighbourhood Area together with broader consultation with the Conrich community.

27.13 *Neighbourhood plans* shall, in collaboration with the City of Calgary and the City of Chestermere, plan for the provision of future regional transit within the Neighbourhood Area, including bus stops, parking, and other transit needs.

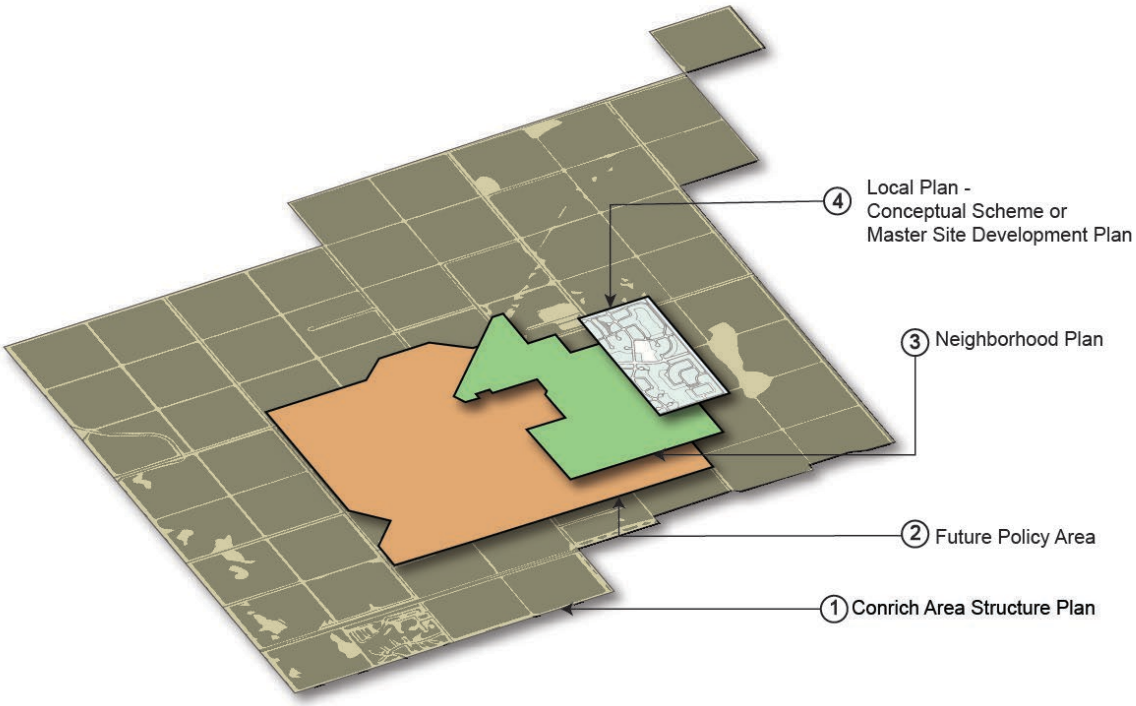

Figure 5 Conrich ASP Hierarchy of Plans

INFRASTRUCTURE COSTS AND LEVIES

The Conrich Plan recognizes development implementation will require infrastructure improvements within and external to The Plan area. The costs incurred by development of lands will be covered through a variety of revenue sources including developer improvements, development levies, County improvements, provincial contributions, and user fees.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Offsite Levies for transportation, water, wastewater, and stormwater servicing have or will be developed for the Conrich Area Structure Plan. All levies are subject to periodic review and include development costs associated with internal and external improvements to service The Plan area. Non-levy costs and improvements will be determined through periodic review of the master servicing documents and at the *local plan* preparation stage.

It is important to note that infrastructure costs do not represent the full costs to service The Plan area. Complete community costs also include costs associated with program and service delivery to residents and business owners (e.g. community recreation, fire and property protection, parks maintenance, waste and recycling operations, transit, etc.), which serve community needs and are an essential part of a community.

27.14 As part of the *local plan* approval process the identification, timing, and funding of any required off-site improvements is required. Off-site improvements that are:

a. internal to The Plan area will be determined to the satisfaction of the County; or

b. external to The Plan area, including provincial or adjacent municipal infrastructure will be determined to the satisfaction of the County, in consultation with the relevant municipality and/or provincial department.

27.15 Developers relying on regional County utility services (water, wastewater, and/or stormwater) shall be required to front-end the costs of utility service upgrades where deemed necessary by the County.

27.16 Costs associated with transportation and/or utility service improvements are the developer's responsibility.

27.17 Developers relying on transportation and/or utility infrastructure improvements (water, wastewater, and/or stormwater) provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.

27.18 Development proponents shall be required to pay the Rocky View County:

a. Water and Wastewater Off-Site Levy;

b. Stormwater Off-Site Levy;

c. Transportation Off-Site Levy and

d. any other applicable levies.

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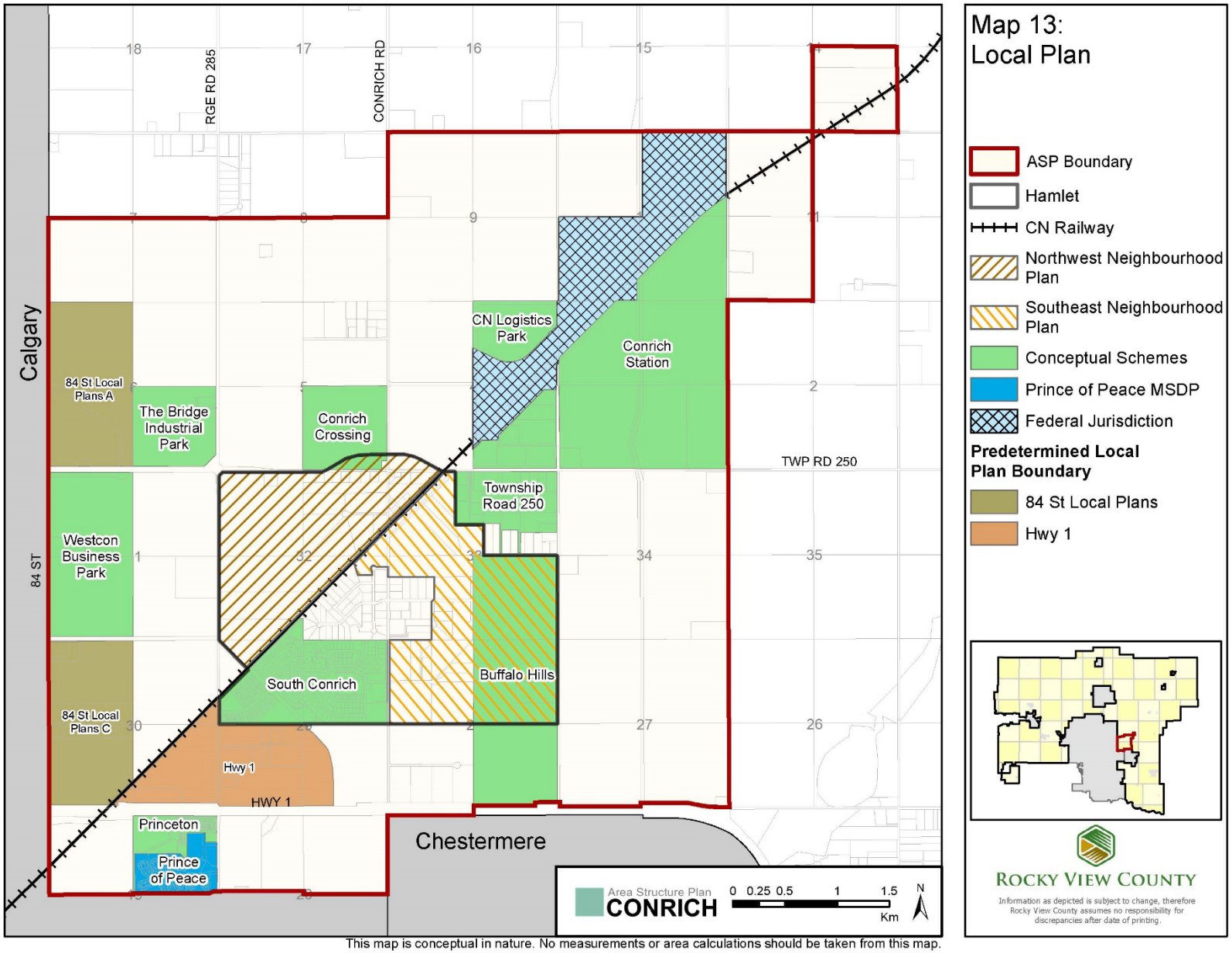
MAP 13 Local Plan



PHASING

27.19 The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Map 14: Phasing identifies four development phases for the growth of the Conrich area (Phase 1, Phase 2, Hamlet Area, and Long Term Development areas).Phasing of development in the Conrich Area Structure Plan area should be done in a logical and cost effective manner and shall be guided by the phasing strategy of this plan, as shown on Map 13.

Phase 1

Phase 1 lands are lands that may proceed with development. The identification of Phase 1 lands is based on:

- existing planning approvals;
- proximity to existing or near term transportation and/or utility infrastructure; and
- industrial land demand.

27.20 Phase 1 lands may proceed with development subject to the policies of this plan. If Phase 1 lands proceed to development, an irrigation or evaporation system under zero discharge conditions shall be constructed as referenced in Policies 24.11-24.14, mechanisms to implement the construction of the CSMI system have been identified.

Phase 2

Phase 2 lands are portions of The Plan area where industrial, highway business, or residential land may be required for development during the life of this Plan.

27.21 Phase 2 lands may proceed with development subject to the policies of this Plan and when:

a. market demand has been demonstrated; and

b. an appropriate governance system has been adopted for the CSMI system, and mechanisms to implement the construction of the system have been identified.

HAMLET POLICY AREA

Phasing within the Hamlet Policy Area should focus where there isavailability of servicing infrastructure and to establish the character of the hamlet which will then inform the further reaches of the hamlet area.

27.22 A *neighbourhood plan* shall be County-led or applicant-led in partnership with the County to manage the fragmented ownership of these areas and to ensure strong community and landowner collaboration.

27.23 The timing and sequence of a *neighborhood plan* development shall be reviewed under the County's Planning Project Prioritization policy and considered by Council for approval.

LONG TERM DEVELOPMENT

Long term development areas are portions of The Plan area where industrial, commercial, or residential land uses are not required for the life of this plan. Nevertheless, the protection of these areas from interim uses or fragmentation is deemed important in order to facilitate a future efficient development pattern.

27.24 Redesignation and/or subdivision in the long term development area to any new use, other than a farmstead, first parcel out, or an agricultural use shall require an amendment to this plan.

27.25 New uses within the long term development areas shall be compatible with existing adjoining uses.

27.26 Prior to amending this plan to allow for development within the long term development area:

a. a public engagement process shall be undertaken and an overall land use strategy and supporting policies for the amendment area shall be developed; and

b. a regional stormwater conveyance system has been adopted by Rocky View County.

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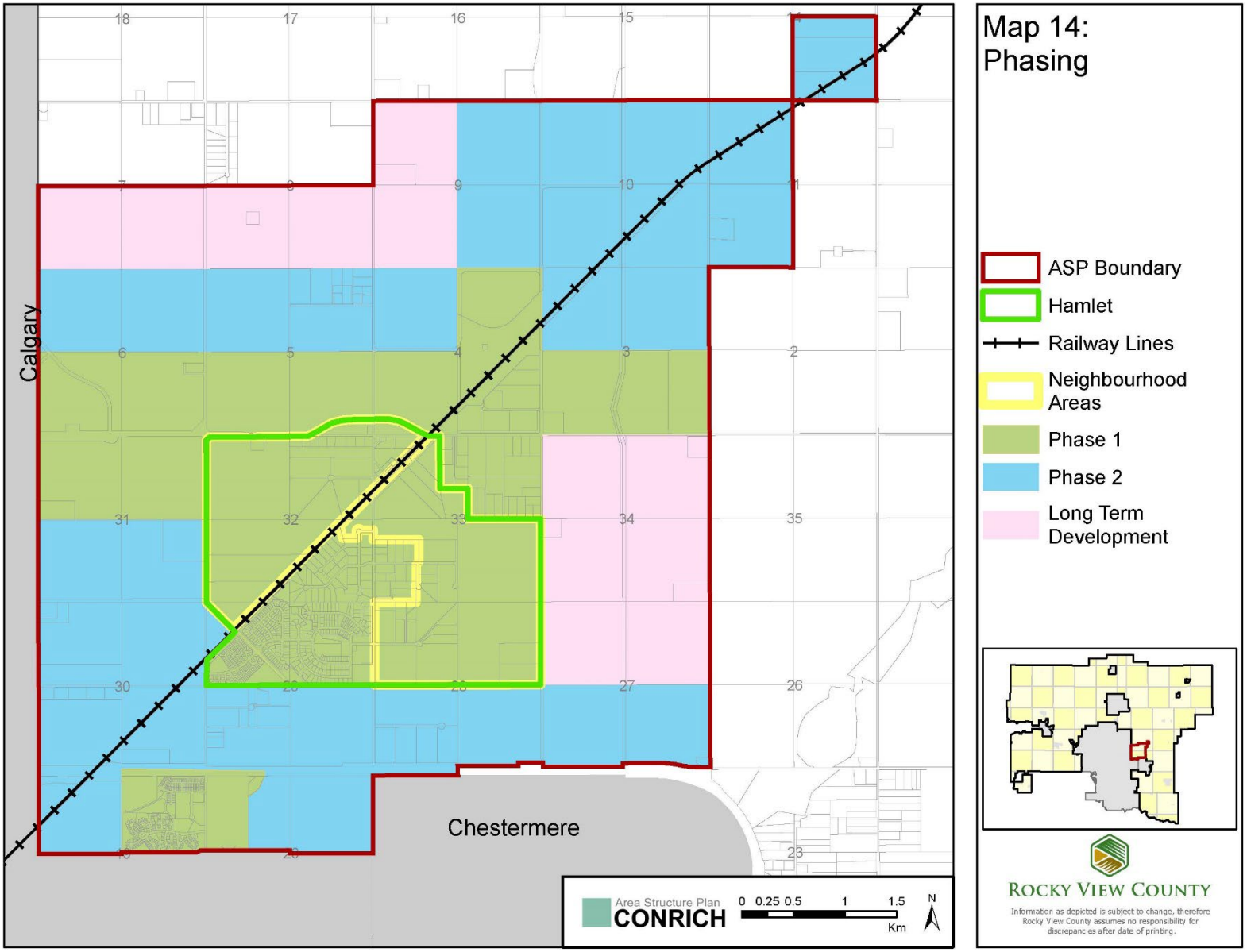
MAP 14 Phasing



TECHNICAL REQUIREMENTS AND SUBMISSIONS

The various policy sections in the Conrich Area Structure Plan identify specific requirements of a *local plan* (*conceptual scheme* or *master site development plan*) for the Conrich area. All other standard technical requirements of a *local plan* are identified in the *Municipal Development Plan* .

27.27 *Local plan*s shall address the requirements as set out in the policies of this plan and Section 29 and Appendix C of the *Municipal Development Plan* .

27.28 All planning or development applications, and any associated infrastructure construction, should meet the technical requirements of the *Municipal Development Plan* , County Land Use bylaw, Conrich Area Structure Plan and associated technical studies, relevant *local plan*, County servicing standards, County policy, and provincial and federal requirements.

MONITORING

The progress in implementing the Conrich Area Structure Plan will be monitored. Where necessary, County Administration will make recommendations as to how to manage growth in Conrich or how The Plan may be updated to meet changing circumstances.

27.29 County Administration will report to Council on implementation of the Conrich Area Structure Plan as part of Administration's yearly reporting on the overall implementation of the *Municipal Development Plan* .

PLAN REVIEW AND AMENDMENT

The future land use and development outlined in the Conrich Area Structure Plan is intended to address a 30-year plus build-out of the area. While the Area Structure Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Area Structure Plan may be required.

The County will undertake a plan assessment every 10 years to determine if a full review is required, as per the *Municipal Development Plan* . However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

27.30 The County may consider periodic review and occasional amendment of the Conrich Area Structure Plan in accordance with the *Municipal Development Plan* , County policy, and the *Municipal Government Act*.

27.31 The Conrich Area Structure Plan shall be subject to an assessment and possible review every 10 years subject to Administration recommendations and Council direction.

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ACTIONS

Actions are activities that need to be carried out by the County to achieve the goals, objectives, and policies of The Plan. The following are the recommended County actions to assist in the implementation of the Conrich Area Structure Plan.

1. Develop a terms of reference, with The City of Calgary, to direct a joint study to determine the ultimate configuration of 84th Street, including future alignment, access management, and right-of-way requirements (84th Street Study).
2. Prior to the hamlet of Conrich's population exceeding 5,000 residents, the County will:
    a. review the community's policing requirements and identify additional needed resources, if any (Policy 21.5); and
    b. consider providing the Conrich area with County managed solid waste services (Policy 25.7).
3. Consider a funding and design strategy for entryway signage for Rocky View hamlets.
4. Consider the adoption of a utility district for the designation of private stormwater ponds.
5. Work with The City of Calgary to amend the Rocky View/Calgary Intermunicipal Development Plan to determine appropriate land use, interface policies, and servicing strategies for the residual lands within Calgary that border the Conrich Area Structure Plan.
6. Monitor and report on The Plan implementation as part of the yearly *Municipal Development Plan* reporting (Policy 27.29).
7. Work with the City of Calgary and City of Chestermere to determine regional recreational needs and collaborate on joint applications for provincial grants.

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28.0 INTERMUNICIPAL COORDINATION AND COOPERATION

The Plan area is bordered by Calgary to the west and south, and Chestermere to the south and east. The Plan acknowledges the land use intent of these adjacent municipalities and provides for appropriate, compatible land use transitions at the interface areas. In addition, The Plan contains specific stormwater (Section 24), transportation (Section 22), *open space* (Section 18), business interface (Section 14), and intermunicipal (Section 28) policies that promote a coordinated and cooperative approach to planning.

Specific planning objectives were identified in the 2007 annexation agreement between Rocky View County and The City of Calgary in terms of the need for coordinated planning. Follow up consultation led to the identification of key focus (geographic) areas and planning principles for future planning endeavours. The coordinated approach to planning was later refined and formalized through the 2011 Rocky View/Calgary Intermunicipal Development Plan (IDP). The County is currently engaged with the City of Chestermere to develop a separate IDP that will provide direction on areas of interest, cooperation, and consultation.

In preparing amendments to the Conrich Area Structure Plan to facilitate the development of the Future Policy Area, the County worked collaboratively with the City of Calgary and City of Chestermere to identify shared issues and opportunities. The amendments address the comments and concerns identified by Calgary and Chestermere. Engagement with the municipalities was undertaken throughout the process to amend the area structure plan. An outline of the key intermunicipal engagement components is identified in Appendix C.

Objectives

- Ensure ongoing, meaningful consultation occurs between Rocky View County, The City of Calgary, and the City of Chestermere on matters related to the implementation of the Conrich Area Structure Plan.
- Ensure a coordinated and cooperative approach to planning with adjacent municipalities.

Policies

28.1 The County shall consult with The City of Calgary and City of Chestermere on planning processes affecting land that borders the adjacent municipality and/or on other matters identified through an Intermunicipal Development Plan as areas requiring planning coordination.

28.2 The County shall work with The City of Calgary and City of Chestermere to deliver a coordinated planning process and ensure continued meaningful communication between the three municipalities as subsequent *local plan*s are prepared.

28.3 Intermunicipal circulation of planning proposals shall comply with the *Municipal Government Act*, the Rocky View/Calgary Intermunicipal Development Plan, the interim circulation protocol identified in the Rocky View County and City of Chestermere Intermunicipal Development Plan Terms of Reference, and any other agreement(s) or new Intermunicipal Development Plan(s) jointly approved by adjacent municipal councils.

28.4 Prior to *local plan* and land use applications adjacent to another municipality, the County shall consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County in collaboration with the adjacent municipality.

ROCKY VIEW COUNTY - CITY OF CHESTERMERE

28.5 Development adjacent to the city of Chestermere shall be coordinated between Rocky View County and the City of Chestermere, or as otherwise required by any future Intermunicipal Development Plan.

ROCKY VIEW COUNTY – THE CITY OF CALGARY

28.6 The County shall implement the policies of this plan that apply to the interface areas adjacent to the residual long-term growth areas as identified in the Rocky View/Calgary Intermunicipal Development Plan.

28.7 Development within the key focus areas identified in the Rocky View/Calgary Intermunicipal Development Plan shall be subject to the policies of the Intermunicipal Development Plan as well as the policies of this plan.

28.8 Planning and development applications within the entire Conrich Area Structure Plan area shall be circulated to The City of Calgary for transportation review and comment in accordance with the circulation and response timelines as per the Rocky View County/City of Calgary Intermunicipal Development Plan.

28.9 The County shall implement the policies of this Plan that apply to the interface areas adjacent to the residual long-term growth areas along 84th Street, as identified in the Rocky View/Calgary Intermunicipal Development Plan (Action items 2 and 9 in Section 27).

28.10 Development applications within The Plan area together with all relevant supporting technical documents, shall be circulated in accordance with the Rocky View/City of Calgary Intermunicipal Development Plan; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on The City.

LOCAL PLANS, REDESIGNATION, AND SUBDIVISION

28.11 Rocky View County shall ensure that *local plan*s and applications for redesignation and subdivision of lands in areas adjacent to The City of Calgary and City of Chestermere address:

a. regional drainage to ensure the protection of required drainage corridors;

b. alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;

c. gateway and interface policies;

d. land use compatibility with adjacent municipal land uses; and

e. other appropriate policies of this plan.

28.12 Rocky View County, in collaboration with The City of Calgary, shall ensure that *local plan*s and applications for redesignation and subdivision of lands along 84th Street, as shown on Map 13, address:

a. access management and right-of-way requirements along 84th Street (Action Item 1 in Section 27);

b. consideration of adjacent lands within the city of Calgary as identified in the IDP;

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c. if the Terms of Reference for the 84th Street study has been completed (Action Item 1 in Section 27) but the 84th Street study has not yet been completed by The City and the County prior to the preparation of the *local plan*, then the 84th Street study must be prepared by the development proponent in conjunction with the *local plan* in accordance with the Terms of Reference; and

d. other appropriate policies of this Plan.

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IV Appendices

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APPENDIX A: DEFINITIONS

Co-operative Stormwater Management Initiative (CSMI) is a group of five partner municipalities working together with the Western Irrigation District (WID) to develop a regional stormwater solution for lands east of the City of Calgary.

Conceptual scheme has the same meaning as defined in the Municipal Development Plan.

Local plan is a term that refers to a *conceptual scheme* or *master site development plan*. A local plan will have unique planning requirements based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a *conceptual scheme* or *master site development plan* identified in the *Municipal Development Plan* (Section 29 and Appendix C) and within the policies of this Plan.

Master site development plan has the same meaning as defined in the Municipal Development Plan.

Neighbourhood Plan is a statutory plan that adopted by bylaw and appended to the area structure plan. A neighbourhood plan supports comprehensive planning within the hamlet. Neighbourhood plans provide detailed land use direction, subdivision design and development guidance to Council, Administration, and the public for a large area. Detailed development of lands within a Neighbourhood Area will be guided by local plans submitted by the applicant and reviewed by the County.

Open land means publicly or privately owned land within a comprehensively designed compact *country residential* neighbourhood or larger community, where the land is used for the primary purpose of conservation, recreation, or agriculture.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Developable land means privately owned land that has no natural or human caused constraints to residential development. Constraints to development include land determined to be unstable, hazardous, environmental reserve, contaminated, or regulatory setbacks as identified by the provincial or federal governments.

Recreational Use means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, cultural activities, sporting activities and other customary and usual recreational pursuits which may include, but are not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres and parks and playgrounds.

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APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES

To ensure that commercial or industrial development in the Conrich area has a consistent design theme and reflects the community's character and promotes interaction and connectivity, the following principles will guide development in this area until the Design Guidelines are established. The principles will provide a starting point for the development of the design guidelines.

1. Local plans shall consider the County's Land Use bylaw landscaping and screening requirements and the County's Commercial, Office, and Industrial Design Guidelines and document how the local plan meets those requirements and guidelines.
2. Where buildings are located adjacent to a residential area, the building design emphasis should be on those building elevations that are facing the residential area.
3. Within any single parcel, the colours, materials, and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
4. All buildings shall be permanent structures with good quality exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick, or stone masonry. Wood, unfinished concrete, and concrete block may be used as a secondary material only.
5. Façades of buildings that exceed 30 metres measured horizontally, and facing residential areas or roadways, shall incorporate wall plane projections or recesses having a depth of at least 3 per cent of the length of the façade and extending at least 20 per cent of the length of the façade.
6. Façades of buildings facing adjacent residential areas shall include at least three of the following architectural elements:
    a. colour change;
    b. texture change;
    c. material change; and
    d. expression of an architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
7. Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.
8. Roofs should have at least two of the following features:
    a. Parapets concealing flat roofs and/or rooftop mechanical and electrical equipment;
    b. Overhanging eaves extending past the supporting wall;
    c. Sloping or pitched roofs with two or more roof slope planes; and
    d. Roof-top gardens that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc.

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9. Each primary building shall have a clearly defined main entrance featuring at least two of the following:
   a. Canopy or portico;
   b. Overhang or arcade;
   c. Raised corniced parapet over the door;
   d. Outdoor amenity area;
   e. Upgraded window glazing areas;
   f. Integrated planters or landscaped sitting areas.
10. A minimum 3 metre landscaped area should be provided between the front of any primary building and any adjoining parking or lot area.
11. Landscape plans shall:
   a. promote the use of native plant material and plants proven for the climate of the region;
   b. not rely on potable water for irrigation once the landscaped areas are established;
   c. avoid species monoculture over large areas;
   d. provide for massing of plantings;
   e. ensure retaining walls and front yard fencing is decorative as well as functional; and
   f. provide attractive landscape designs at key public intersections and entryways.

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APPENDIX C: KEY ALBERTA ENERGY REGULATOR INFORMATION

- AER Bulletin 2013-03 Mandated Subdivision and Development Application Referrals, Setback Relaxations, Land Development Information Package, and Abandoned Well Information.
- Interim Directive ID 81-3: Minimum Distance Requirements Separating New Sour Gas Facilities from Residential and Other Developments.
- Directive 026: Setback Requirements for Oil Effluent Pipelines
- Directive 079: Surface Development in Proximity to Abandoned Wells
- Directive 056: Energy Development Applications and Schedules
- EnerFAQs: Explaining AER Setbacks - This EnerFAQs explains setbacks in the energy industry, how they are determined, and how they may affect Alberta citizens and their communities.

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APPENDIX D: KEY INTERMUNICIPAL ENGAGEMENT EVENTS

The County worked with the City of Calgary and City of Chestermere at key milestones of the Future Policy Area project to identify shared issues and opportunities. The following table includes information from the engagement undertaken for both the City of Calgary and City of Chestermere. Engagement was adapted according to the differing issues presented by each municipality on the amendments.

Phase	Date	Engagement
Phase 1 – Project Launch	April – July, 2019	The County prepared a bespoke intermunicipal engagement plan for each neighbouring municipality. The plans identified how the County would engage with the neighbouring municipalities at key milestones of the projects. The plans were revised at the request of neighbouring municipalities to reflect the level of engagement each sought for the project.
	June 2019	The City of Calgary and City of Chestermere were notified of the County's public engagement event that was held to gather feedback from affected stakeholders. Representatives from the City of Calgary attended the event.
Phase 2 – Identification of Key Cross-Boundary Matters and Draft Land Use Strategies	July, 2019	The County provided the draft land use scenario to the City of Calgary and City of Chestermere for comment, along with anticipated density and population at full buildout of the Hamlet of Conrich. No comments with respect to the draft land use scenario were provided.
	July, 2019	The County met with the City of Calgary for a technical workshop to examine issues and opportunities with respect to the draft land use scenario prepared. There were 10 staff in attendance, and discussions were held on the following areas: a. Planning; b. Transportation; c. Servicing and Stormwater; and d. Fire Service provision. Following the meeting, 12 action items were agreed to be addressed within the area structure plan amendments and through separate intermunicipal projects and communication.

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	July, 2019	Rocky View County and the City of Chestermere held a telephone conference to discuss the draft land use scenario. It was confirmed that the City had circulated the draft scenario internally, with preliminary comments addressing stormwater identified. Further comments were to be provided on the draft plan. Four action items were agreed to be addressed within the area structure plan and through separate intermunicipal projects and communication.
Phase 4 – Draft Plan	July – October 2024	The City of Calgary and the City of Chestermere were circulated the final draft Plan. Additional comments were submitted by the City of Calgary and no further comments were provided by the City of Chestermere. Minor changes to The Plan and updated information were included in the studies to address Calgary's concerns.
	May – June 2025	Further refinements were completed on The Plan, The City of Calgary and the City of Chestermere were re-circulated.

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APPENDIX E: Neighbourhood Plan Requirements:

*Neighbourhood Plan*s should address the following items:

a. A future land use scenario including the general location for residential, commercial and institutional uses;

b. Residential density composition and distribution;

c. The supported development forms and typologies;

d. The projected residential and employment population at full-build out;

e. A preferred open space and park network considering active and passive recreation and pathway linkages to areas external to the neighbourhood area or community core;

f. Preferred areas for municipal reserve, environmental reserve, and/or conservation reserve dedications, and where applicable, other appropriate means of protecting environmentally significant areas;

g. Location of schools, in consultation with the area school divisions;

h. Community design policies that address architectural themes relating to building appearance, lot layout, landscaping, streetscape and street-orientated design;

i. Interface and buffering policies to ensure that proposed development respects adjacent existing land uses;

j. The major road layout (collector and arterial roads) including linkages to areas external to the neighbourhood area or community core;

k. Accommodation of future transit routes/corridors in accordance with section 22;

l. The major water distribution and wastewater collection network;

m. The major stormwater system and facilities;

n. A phasing plan to ensure the logical progression of development and extension of infrastructure;

o. Guidance regarding for the role of homeowners' associations (HOAs), condominium boards, or similar bodies to be created to assume responsibility for common amenities within the neighbourhood area or community core, and to manage items including, but not limited to, construction and maintenance of all public facing areas, including fencing, landscaping, signage, outside uses in residential portions of each lot, and enforcement of registered architectural controls and easements.

p. Development cells for detailed planning of specific areas and phases; and

q. Any other matters The County deems necessary.

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APPENDIX F: Local Plan Requirements:

Applications for *local plans* within a *Neighbourhood Area* should address the following:

a. A detailed land use scenario including lot design, configuration and parcel sizes;

b. Specific residential density for the development cell and how it aligns with the density policies of this plan;

c. The projected residential and employment population at full-build out;

d. The open space and park network identifying active and passive recreation amenities and pathway linkages to areas external to the neighbourhood area or community core;

e. Details for municipal reserve, environmental reserve, or conservation reserve dedications and where applicable, other appropriate means of protecting environmentally significant areas;

f. Community design policies that should provide for:

   i. Street-oriented urban design;

   ii. A variety of lot sizes to accommodate varying housing options and commercial opportunities;

   iii. Parks and pedestrian connections to adjacent areas;

   iv. Sidewalks on both sides of the roadway;

   v. Vehicular connections to other areas within the hamlet; and

   vi. Dark sky friendly street lighting

g. Support for well designed public gathering places that:

   i. Are safe, accessible and attractive with considerations for crime prevention through environmental design (CPTED) principles;

   ii. Are centrally located;

   iii. Respect and enhance community identity and character; and

   iv. Encourage social interaction.

h. A landscaping concept for all public spaces, including, but not limited to:

   i. Municipal reserve (including school sites);

   ii. Road right-of-ways;

   iii. Pathways; and

   iv. Stormwater features.

i. Interface and buffering details to existing land uses;

j. The local road network (neighbourhood streets) including connections to the major road network;

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k. A transit plan for future service if the development cell is large enough to warrant further consideration from the *neighbourhood plan*;

l. The local water distribution and wastewater collection network including connections to the major servicing network;

m. The minor stormwater system and facilities including connections to the major stormwater system;

n. Details of homeowners' associations, condominium boards, or similar bodies to be created to manage architectural controls and common amenities;

o. Any other matters The County deems necessary.

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APPENDIX G: Local Plans in Conrich

Local Plan	Bylaw	Approval Date	Development
Westcon Business Park	C-8343-2022	January 24, 2023	Business Commercial/Industrial
The Bridge Industrial Park	C-8476-2024	May 14, 2024	Business Commercial/Industrial
Conrich Crossing	C-8178-2021	July 20, 2021	Residential and Business Industrial/Commercial
Princeton	C-8440-202	December 5, 2023	Residential
South Conrich	C-6401-2006	July 31, 2007	Residential
Township Road 250	C-7893-2019	June 25, 2019	Residential and Business Commercial
Conrich Station	C-7517-2015	September 9, 2015	Business Industrial
Buffalo Hills Comprehensive Development	C-6288-2006	July 11, 2006	Residential and Business Commercial

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ROCKY VIEW COUNTY
Cultivating Communities

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ROCKY VIEW COUNTY

SPECIAL COUNCIL MEETING AGENDA

Date: Wednesday, July 9, 2025
Time: 9:00 AM
Location: Council Chambers
262075 Rocky View Point
Rocky View County, AB T4A 0X2

Pages

A. CALL MEETING TO ORDER

B. UPDATES/APPROVAL OF AGENDA

C. APPROVAL OF MINUTES

D. PUBLIC HEARINGS / APPOINTMENTS

The following public hearings were advertised on June 10, 2025 and June 17, 2025 on the Rocky View County website in accordance with the *Municipal Government Act* and *Public Notification Bylaw C-7860-2019.*

MORNING PUBLIC HEARINGS / APPOINTMENTS 9:00 AM

1. **Division 6 - Bylaw C-8569-2024 - Conrich Area Structure Plan - Future Policy Area Amendments** 2

   File: 1012-100

E. CLOSED SESSION

F. ADJOURN THE MEETING

ROCKY VIEW COUNTY

COUNCIL REPORT

Conrich Area Structure Plan – Future Policy Area Amendments

Electoral Division: 6 File: 1012-100

Date:	July 9, 2025
Presenter:	Althea Panaguiton, Senior Planner
Department:	Planning

REPORT SUMMARY

The purpose of this report is to present the Conrich Area Structure Plan (ASP) Future Policy Area (FPA) amendments for Council's consideration, which are intended to facilitate development of the Future Policy Area (FPA). When the ASP was first adopted in 2015, the FPA contemplated an expanded hamlet boundary, a Community Core, and residential areas, to be planned at a future time. Amendments have been prepared that achieve this vision, so that a complete community can be developed within the expanded hamlet area.

On October 16, 2024, Administration presented the proposed FPA policies and associated revisions to the ASP to Council at a public hearing. At that meeting, Council referred the document back to complete additional revisions with consideration for Council's direction and comments received from the public at the public hearing. Highlights of the revisions made to the draft since the last public hearing include:

1. Setting a lower average density target of 5 units per acre for the new planned development areas;
2. Limiting the scale and location of multi-family development within the ASP area;
3. Additional policies guiding architectural controls, including building heights and transitions between building forms;
4. Revised Neighbourhood Area boundaries and consolidating the Community Core within the Northwest Neighbourhood Area;
5. Revision to the phasing of the Hamlet area now focuses development sequence based on servicing availability;
6. Removing references to the Calgary Metropolitan Growth Board;
7. Providing an effective date of Bylaw C-8569-2024; and
8. Minor clerical amendments to the documents to update and align with recent approvals and terminology.

Attachment D of the report provides a summary of the affected sections of the ASP and the rationale behind each proposed change.

The proposed plan continues to identify a Long-Term Development Area that protects lands east of the Hamlet Policy Area from interim uses or fragmentation to ensure future efficient development pattern. Policies from this section remain the same as previous version of the draft plan.

The revised Conrich ASP has been prepared in accordance with Section 633 of the *Municipal Government Act* (MGA) and in alignment with the policies set out the Rocky View County / City of Calgary Intermunicipal Development Plan (IDP), the Municipal Development Plan (MDP), and with the revised Terms of Reference (TOR) adopted by Council on May 6, 2025.

Conrich Area Structure Plan – Future Policy Area Amendments

ADMINISTRATION'S RECOMMENDATION

THAT Bylaw C-8569-2024 be amended in accordance with Attachment A.

THAT Bylaw C-8569-2024 be given first reading.

THAT Bylaw C-8569-2024 be given second reading.

THAT Bylaw C-8569-2024 be considered for third reading.

THAT Bylaw C-8569-2024 be given third and final reading.

BACKGROUND

Location

The Conrich FPA, covering approximately 1,100 hectares (2,717 acres), includes the hamlet of Conrich and considers an expanded hamlet boundary, neighbourhood areas, and a Long-Term Development Area.

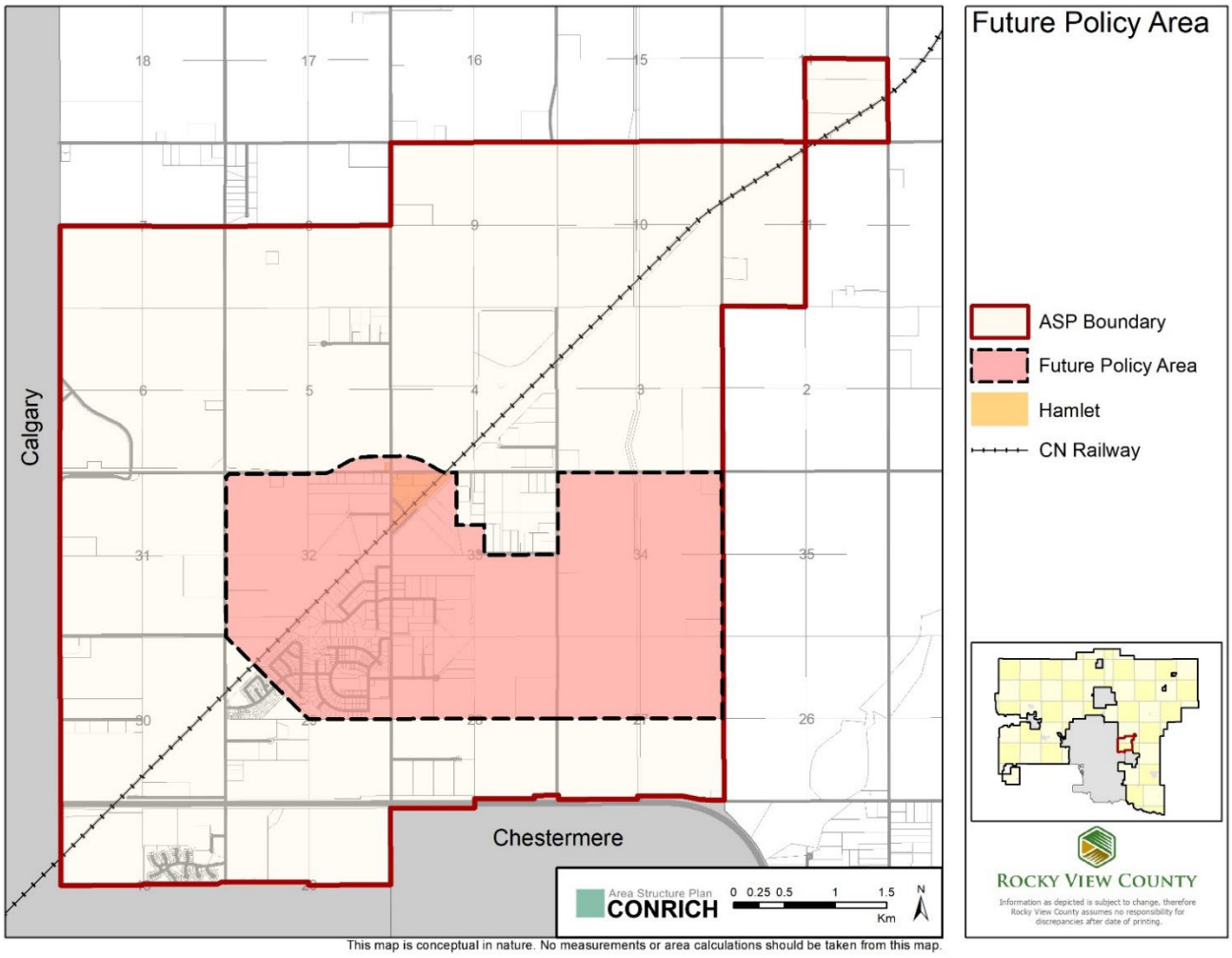

Figure 1 *Future Policy Area*

Project Context and Timeline

The existing Conrich ASP was adopted in December 2015 (effective 2017 following Municipal Government Board decision), and the area currently contains a mix of residential, industrial, and

agricultural uses. The Conrich ASP provides a comprehensive planning and technical framework for a development area identified in the County Plan as a Full-Service Hamlet and Regional Business Centre.

The adopted ASP identified a Future Policy Area (Figure 1) to be planned at a future time. On November 27, 2018, Council approved terms of reference for the development of these identified lands. The project has been ongoing for the past several years and on October 16, 2024, Administration presented the draft of the Conrich Area Structure Plan for approval at a public hearing, outlining the changes proposed within the FPA. Council referred the FPA document back to Administration to complete further revisions to the plan in concert with a review of the wider Conrich ASP.

On December 10, 2024, Council voted to rescind the resolution adopted at the October 16, 2024 public hearing and instead, directed Administration to complete further refinements to the Plan incorporating feedback that was heard at the public hearing, especially with respect to the phasing strategy, long-term development area, and distribution of residential densities throughout the Future Policy Area to be presented by Q2 of 2025.

On April 15, 2025, Administration provided an update on the project to the Governance Committee, introducing the revisions to date. At that meeting, the Committee recommended that the terms of reference be updated for the project to achieve the following objectives:

- Revised residential density target within the Neighbourhood area from the 7.25 UPA to 5.0 UPA;
- Prioritize single-family dwellings as the predominant residential development form;
- Limit multi-family residential land uses to less than 10% of the residential area; and
- Focus multi-unit development in proximity to the Community Core.

Council approved the amended TOR on May 6, 2025. Administration amended the Draft ASP according to the updated TOR, and circulated the new draft to adjacent municipalities, external agencies, and landowners.

Intermunicipal and Agency Circulation (Attachment C)

The revised draft of the Conrich ASP was circulated to all relevant agencies including The City of Calgary, City of Chestermere, and Alberta Transportation and Economic Corridors (ATEC). A portion of the ASP is located within the Rocky View County / City of Calgary IDP Policy Area, and therefore, the ASP is subject to the policies of that statutory plan. The City of Calgary provided several comments to clarify policies on intermunicipal collaboration and mapping issues; Administration reviewed these comments and revised aspects of the draft to address these concerns.

The City of Chestermere was also circulated the revised draft; however, the County did not receive any response to the circulation.

Landowner Circulation (Attachment D & E)

The proposed Conrich ASP was circulated to 941 landowners located within the ASP boundary for the period from May 6, 2025, to May 27, 2025, in accordance with the MGA and Council Policy C-327. During this circulation period, four submissions were received with recommendations for revision and concerns relating to the updated density requirements. One letter received noted concerns with impact to the wider ASP and the transportation network. No letters were received in support of the ASP.

ANALYSIS

Guiding Policy Framework

The proposed Conrich ASP is required to align with the higher-level policies and requirements of the Rocky View County / City of Calgary Intermunicipal Development Plan, and the Municipal Development Plan.

Conrich Area Structure Plan – Future Policy Area Amendments

Intermunicipal Development Plan

City of Calgary

The purpose of the Rocky View County / City of Calgary IDP is to identify areas of mutual interest, minimize land use conflict across municipal borders, provide opportunities for collaboration and communication, and outline processes for resolution of issues. The IDP includes policy regarding development interfaces between the two municipalities, coordination of utilities, transportation, open space and recreation, watersheds and source water.

The proposed Conrich ASP FPA project addresses the policy items of the IDP by:

- Providing opportunity for intermunicipal collaboration to address cross boundary impacts prior to local plan and land use applications.
- Modernizing and strengthening policy on integrated regional and local active transportation network and interconnected open space and policy committing to continued collaboration with Calgary on recreational amenities.

Municipal Development Plan (MDP)

The proposed Conrich ASP FPA remains in alignment with the current County's MDP, which supports the development of a full-service hamlet in Conrich, providing a range of land uses, housing types, and rural services to their residents and local area.

The County is also in the process of developing a new MDP and the current draft identifies Conrich as a Growth Hamlet. Within the context of the FPA project, the Hamlet Area promotes a range of housing types, encourages local businesses within each neighbourhood area, and also identifies a Community Core to be developed within the Northwest Neighbourhood, aligning with the Hamlet Core polices of the draft MDP.

Land Use Strategy

The primary revision made in the ASP specific to the FPA is through the introduction of the Hamlet Policy Area and the Long-Term Development Area.

Hamlet Policy Area

The Hamlet Policy Area encompasses existing and new residential development with an expanded boundary beyond its historical surveyed area; this in turn provided an opportunity to introduce two neighbourhood areas with a future Community Core, including linkages between existing and new developments, as well as community amenities.

Neighbourhood Area

The draft plan presented to Council in October 2024 presented four areas including three neighbourhood areas and a Community Core along Conrich Road. The revised land use strategy has merged the previously proposed area boundaries to create just two Neighbourhood Areas. The revised boundaries reflect the physical separation of the Hamlet by the railway, with the "Northwest Neighbourhood" being northwest of the rail line, and "Southeast Neighbourhood" being southeast of the rail line as shown on Figure 2 Hamlet Area map. The Neighbourhood Areas will be planned through two separate neighbourhood plans that will be led by the County or in partnership with a developer. These plans could be prepared concurrently depending on servicing availability and any additional justification as provided by prospective applicants.

The Community Core is now to be incorporated into the Northwest Neighbourhood, with final location and design to be determined at the neighbourhood planning stage. Hamlet policies direct multi-unit or other forms of higher density development within the Community Core of the Northwest Neighbourhood.

Southeast Neighbourhood includes the existing Buffalo Hills Conceptual Scheme. Planning of this Neighbourhood will seek to integrate new communities into existing planned areas by including logical

connections to the road and pathway network as planned in Buffalo Hills. The Southeast Neighbourhood may include small local amenities to serve residents.

The primary residential built-form in the Hamlet will be single-detached residences, with nodes of higher density to be primarily focused within the northwest neighbourhood in proximity to the future Community Core. These residential forms may consist of rowhouses, semi-detached units, mixed-use, or other similar forms of development. This pattern of development aligns with community feedback that there should be a variety of housing choices available in Conrich, with the majority of residences being single detached residences. To support well designed communities, the ASP also requires that community design include architectural controls that address building appearance, lot layout, landscaping, streetscape, and street-oriented design, and to also include interface and buffering to ensure that proposed developments take into consideration adjacent and existing land uses.

New developments within the Hamlet will achieve an average density of 5.0 units per acre. This density is intended to achieve community objectives such as housing affordability and variety, and efficient servicing. Local commercial and community amenities are also encouraged within the neighbourhood plans to ensure residents have access to these services within their community.

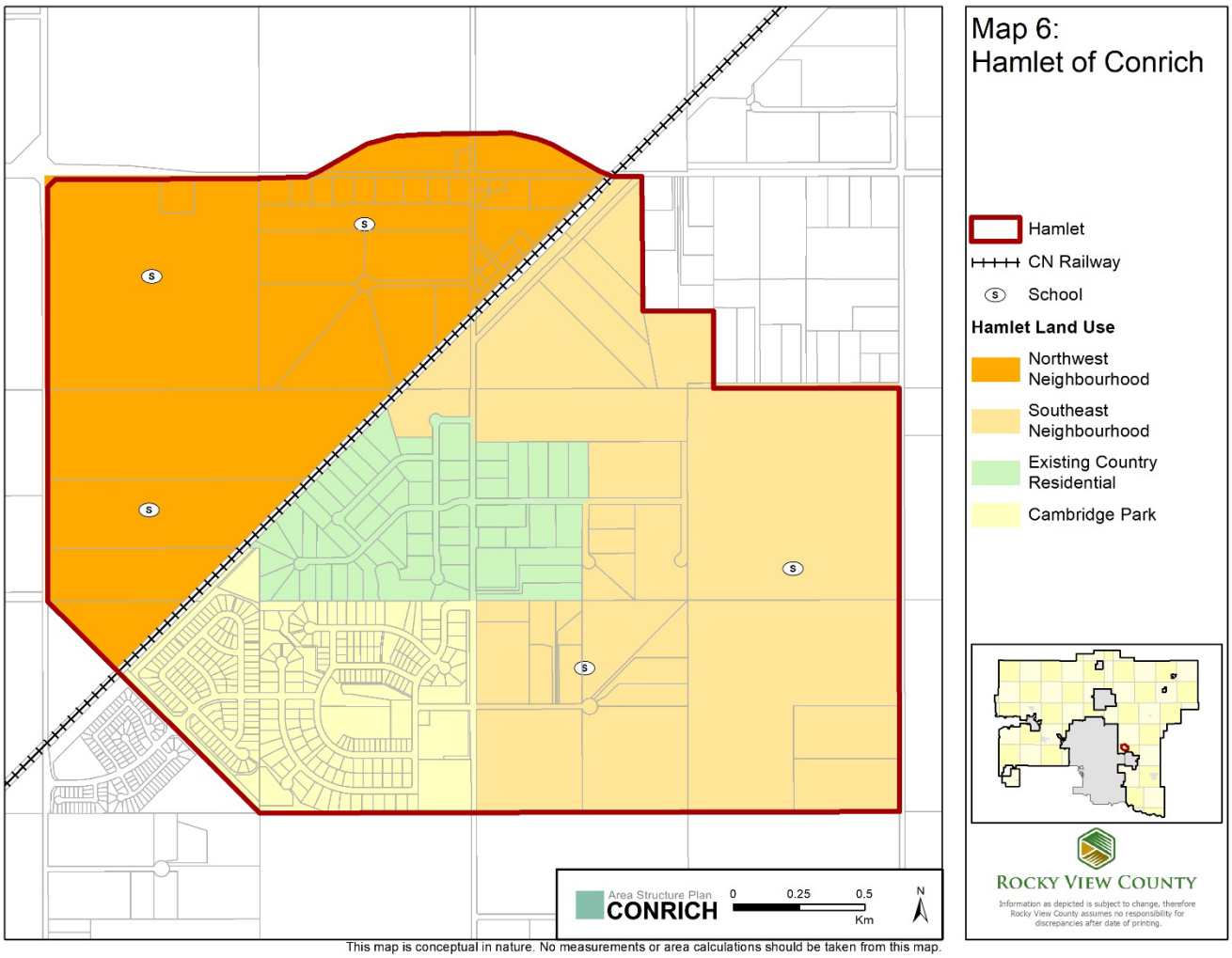

Figure 2 *Hamlet Area*

Long Term Development Area

The easternmost portion of the Conrich ASP FPA continues to be identified as a Long-Term Development Area, which requires further planning and ASP amendments. It is anticipated that there will not be a demand

for these lands for an extended period of time, and, it is important to protect these areas from interim uses or fragmentation. In order to commence development in the Long Term Development, an amendment to the ASP will be required.

Technical Items

The Conrich ASP FPA is supported by the following technical studies:

- Environmental Screening Report (December 2022)
- Conrich Master Drainage Plan (May 2024)
- Conrich ASP Transportation Network Review (May 2024)
- Conrich Wastewater Servicing Study (May 2024)
- Conrich Potable Water Servicing Plan (May 2024)

The Environmental Screening Report was completed to determine existing environmental conditions of the Plan area, and to assess environmental impacts that may occur resulting from the proposed type of development. Information provided by the report is used to inform development and natural environment policies of the proposed ASP.

The Master Drainage Plan provides recommendations to manage stormwater runoff. The study identifies potential constraints, opportunities, and design parameters for managing current and future drainage infrastructure and provide guidelines to developers and the County. The study informs the stormwater policies, and the recommendations are implemented by the ASP.

The Conrich ASP Transportation Network Review examined existing traffic volumes in the ASP, forecasted future traffic volumes, and identified the ultimate transportation network to support the full build out of the community based on the proposed land uses. Further, the study provides information on long term transportation improvements required to support the ASP.

The Conrich Wastewater Servicing Study and the Conrich Potable Water Servicing Plan were completed to analyze future wastewater collection and potable water distribution to the Conrich area. Both studies were completed to develop a strategy for the ASP and are used as background information.

Proposed revisions to the FPA policies did not require updates to the technical studies however, further analysis and technical review will be completed instead at the neighbourhood planning stage. The neighbourhood plan is envisioned to provide detailed design of each neighbourhood area which will be developed through supporting technical studies. Additionally, as each development progresses through various planning stages, update to the technical studies above will be required.

COMMUNICATIONS / ENGAGEMENT

Various public engagement sessions have been conducted for the Conrich ASP FPA review project since its initialization in 2018. Below is a brief synopsis of the engagement conducted:

- May 2019: The official public launch of the project and includes engagement with the public and municipal neighbours to set the community vision, objectives, and high-level land use strategy. Several further rounds of engagement were held as various iterations of the draft ASP were released for public input.
- October – November 2023: A comprehensive engagement program was undertaken following the release of a revised draft plan, which included an in-person open house and workshop sessions, a virtual open house, surveys, and written submissions.
- July 2024: Two one-and-a-half hour online sessions during the public circulation period to inform of the proposed ASP and answer questions.

Conrich Area Structure Plan – Future Policy Area Amendments

The draft plans have also been circulated to various internal and external agencies as well as to landowners within the ASP Plan area. Furthermore, Administration regularly posted news and updates on the website and e-newsletter.

IMPLICATIONS

Financial

No financial implications have been identified at this time.

STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Thoughtful Growth	TG1: Clearly defining land use policies and objectives for the County –including types, growth rates, locations, and servicing strategies	TG1.2: Complete Area Structure Plans (ASPs) in alignment with the Regional Growth Plan and Council priorities	The proposed Conrich ASP has been prepared in alignment the County's Municipal Development Plan and the approved Terms of Reference as directed by Council.
Thoughtful Growth	TG2: Defined land use policies and objectives are being met and communicated	TG2.1: Land use approvals that are supported/aligned with the Regional Growth Plan & MDP	The proposed Conrich ASP FPA has been prepared in alignment with the Municipal Development Plan and regional growth policies.

ALTERNATE DIRECTION

THAT Council refers Bylaw C-8569-2025 to Administration to allow Council to submit proposed amendments to the draft bylaw.

AND THAT Administration be directed to return with Bylaw C-8569-2025, and Council's proposed amendments, for consideration at a public hearing held no later than July 17, 2025.

ATTACHMENTS

Attachment A: Bylaw C-8569-2024
Attachment B: Conrich Area Structure Plan (Red Line)
Attachment C: Conrich Area Structure Plan (Clean Copy)
Attachment D: Proposed ASP Revisions and Rationale
Attachment E: Agency Responses
Attachment F: Landowner Circulation Map
Attachment G: Public Submissions

APPROVALS

Manager:	Dominic Kazmierczak, Executive Director, Community Services
Executive Director/Director:	Dominic Kazmierczak, Executive Director, Community Services
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer

ROCKY VIEW COUNTY

BYLAW C-8569-2024

A Bylaw of Rocky View County to amend Bylaw C-7468-2015, known as the Conrich Area Structure Plan, pursuant to Section 191 of the *Municipal Government Act*.

The Council of Rocky View County enacts as follows:

Title

1 This bylaw may be cited as *Bylaw C-8569-2024*.

Definitions

2 Words in this Bylaw have the same meaning as those set out in the *Land Use Bylaw* and *Municipal Government Act* except for the definitions provided below:

(1) **"Council"** *means* the duly elected Council of Rocky View County;

(2) **"*Land Use Bylaw"*** means Rocky View County Bylaw C-8000-2020, being the *Land Use Bylaw*, as amended or replaced from time to time*;*

(3) **"*Municipal Government Act*"** means the *Municipal Government Act,* RSA 2000, c M-26, as amended or replaced from time to time; and

(4) **"Rocky View County"** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

Effect

3 THAT Bylaw C-7468-2015 be amended as detailed in the attached Schedule 'A' forming part of this Bylaw.

Effective Date

4 Bylaw C-8569-2024 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

5 All applications received on or after the effective date of the Bylaw shall be processed and considered upon the provisions outlined herein.

6 Despite Section 5, all subdivision applications deemed complete prior to the effective date of this Bylaw shall be processed based on the policies within 'Bylaw C-7468-2015' prior to the approval of this Bylaw, unless the Applicant requests in writing that the application be processed based on the regulations of this Bylaw.

READ A FIRST TIME this _____ day of _____, 202_

READ A SECOND TIME this _____ day of _____, 202_

READ A THIRD AND FINAL TIME this _____ day of _____, 202_

_____
Reeve

_____
Chief Administrative Officer

_____
Date Bylaw Signed

SCHEDULE 'A'

FORMING PART OF BYLAW C-7468-2015

NOTICE TO READER:

- **Red text**: Proposed amendments from October 16, 2024 Public Hearing
- **Blue text**: Amendments made to the draft after October 16, 2024

DRAFT

Area Structure Plan
CONRICH

APPROVED DECEMBER 8, 2015
BYLAW C-7468-2015

AMENDED MAY 10, 2017 BY MGB ORDER 020/17

AMENDED MAY 31, 2022 PURSUANT TO SECTION 633 OF THE MGA

AMENDED (DATE)
BYLAW C-8569-2024

ROCKY VIEW COUNTY
Cultivating Communities

013-0809 © ROCKY VIEW COUNTY

OFFICE CONSOLIDATION

This document has been consolidated for convenience only. A copy of the original Bylaw and all amending Bylaws can be obtained from Rocky View County. This office consolidation comprises the following Bylaws:

Bylaw	Amendment Type	Date of Approval
C-7468-2015	Original Bylaw	December 8, 2015
C-8194-2021	Amendment to change a portion of the subject lands from Highway-Business to Residential	May 31, 2022
C-8441-2023	Amendment to Policy 8.12	December 5, 2023
C-8569-2024	Amendment to include the Hamlet Policy Area	_____, 2025

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Table of Contents

Table of Contents 3

Introduction 5
1.0 PLAN PURPOSE 6
2.0 PLAN ORGANIZATION 8
3.0 PLAN AREA 9
4.0 CONRICH TODAY 14
5.0 PLANNING FOR TOMORROW 21
6.0 CONRICH VISION AND GOALS 25

Plan Policies 27

A. LAND USE 28
7.0 CONRICH DEVELOPMENT STRATEGY 28
8.0 HAMLET DEVELOPMENT 39
9.0 COUNTRY RESIDENTIAL 55
10.0 COMMERCIAL 58
11.0 INDUSTRIAL 62
12.0 AGRICULTURE 64
13.0 AGRICULTURE INTERFACE 65
14.0 NON-RESIDENTIAL/RESIDENTIAL INTERFACE 66
15.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA 71

B. SERVICES 72
16.0 SCHOOLS 72
17.0 RECREATION, CULTURAL, AND COMMUNITY USES 74
18.0 OPEN SPACE AND PARKS 76
19.0 NATURAL ENVIRONMENT 80
20.0 RESERVES 82
21.0 EMERGENCY SERVICES 85

C. INFRASTRUCTURE 87
22.0 TRANSPORTATION 87
23.0 UTILITY SERVICES 96
24.0 STORMWATER 104
25.0 SOLID WASTE 111
26.0 OIL AND GAS 113

Implementation 116
27.0 IMPLEMENTATION 117
28.0 INTERMUNICIPAL COORDINATION AND COOPERATION 130

Appendices 133
APPENDIX A: DEFINITIONS 134
APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES 136
APPENDIX C: KEY ALBERTA ENERGY REGULATOR INFORMATION 138
APPENDIX D: KEY INTERMUNICIPAL ENGAGEMENT EVENTS 139
APPENDIX E: Neighbourhood Plan Requirements: 141
APPENDIX F: Local Plan Requirements: 142
APPENDIX G: Local Plans in Conrich 144

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FIGURES

Figure 1 Survey of the Conrich area circa 1910 14
Figure 2 Non-Residential And Business Interface 32
Figure 3 Railway interface concept 41
Figure 4 Illustration of the Non-residential/Residential Interface area 67
Figure 5 Conrich ASP Hierarchy of Plans 119

MAPS

MAP 1 Plan Area Location 11
MAP 2 Aerial Photo 13
MAP 3 Existing Land Use 18
MAP 4 Existing Conditions and Utility Corridors 20
MAP 5 Land Use Strategy 35
MAP 6 Hamlet of Conrich 366
Map 6A Northwest Neighbourhood 47
Map 6B Southeast Neighbourhood 51
MAP 7 Non-Residential/Residential Interface 70
MAP 8 Open Space, Pathways, and Trails 79
MAP 9 Transportation Network 93
MAP 9 A East Stoney Trail Transportation Infrastructure 95
MAP 10 Water Servicing 100
MAP 11A Wasterwater Servicing Option 1 102
MAP 11B Wastewater Servicing Option 2 103
MAP 12 Stormwater 110
MAP 13 Local Plan 122
MAP 14 Phasing 126

TABLES

Table 1 Conrich Area Population And Density At Full Build-Out 30
Table 2 Approximate gross areas of the land use types 32

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1 Introduction

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1.0 PLAN PURPOSE

What Is an Area Structure Plan?

An area structure plan is a statutory document approved by Council and adopted by bylaw. An area structure plan outlines the vision for the future physical development of an area with regard to such things as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An area structure plan provides Council with a road map for considering land use changes, subdivision, and development. When making decisions regarding development within an area structure plan, Council must consider the plan and a wide range of other factors such as the economic goals of the County, County-wide growth, and the ability to provide servicing.

An area structure plan does not predict the rate of development within the plan area; ultimately growth is determined by market demand which reflects the overall economic climate of the region.

Through the process of preparing an area structure plan, citizens are provided with opportunities, at various stages in the process, to have input into the development of policy. It is important that the vision, goals, and policies contained in the plan address the interests of residents and stakeholders in the plan area, as well as the interests of those in other parts of the County.

The Alberta *Municipal Government Act* states an area structure plan must describe:

- proposed land uses;
- density of population and sequence of development;
- general location of major transportation routes and public utilities; and
- any other matters Council considers necessary.

The policies in an area structure plan form a bridge between the general planning policies contained in the ~~*County Plan*~~ *Municipal Development Plan* and the more detailed planning and design direction contained in a *conceptual scheme* or a *master site development plan*. Area structure plan policies must align with the ~~*County Plan*~~ *Municipal Development Plan* and applicable County policies. The area structure plan must be based on sound planning principles and respond to the particular natural and built form of the plan area.

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Local Plans

For brevity, this document uses the term *local plan* to refer to a *conceptual scheme* or *master site development plan*. The County anticipates the majority of *local plan*s within the area structure plan boundary will be submitted as *conceptual scheme*s.

*Local plan*s are developed within the framework provided by an area structure plan. Based on this framework, the *local plan* must demonstrate how development in the local area will retain the integrity of the overall area structure plan planning concept and how development will be connected and integrated with adjacent areas. Policy sections in the area structure plan identify the unique requirements that must be addressed in the *local plan* due to the location and specific development conditions of the area. The standard technical requirements of a *conceptual scheme* or *master site development plan* are identified in the Rocky View ~~*County Plan*~~ *Municipal Development Plan* (Section 29 and Appendix C).

Local plan is a term that refers to a *conceptual scheme* or master site development plan. A local plan will have unique planning requirements, based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a *conceptual scheme* or master site development plan identified in the ~~*County Plan*~~ *Municipal Development Plan* (Section 29 and Appendix C).

A **conceptual scheme** is ~~a non-statutory plan~~, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. *Conceptual scheme*s provide detailed land use direction, subdivision design, and development guidance to Council, administration, and the public.

If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as development cells.

A **master site development plan** is a non-statutory plan that is adopted by Council resolution. A *master site development plan* accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A *master site development plan* addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

Plan Interpretation

The following describes the meaning of some of the key words that are contained in a policy:

Shall: a directive term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion, by Administration, the developer, the development authority, and subdivision authority.

Should: a directive term that indicates a strongly preferred course of action by Council, Administration, and/or the developer but one that is not mandatory. Typically, applications will be required to comply with a “should” policy unless the proponent provides a valid rationale for why the policy cannot be complied with.

May: a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and/or application.

2.0 PLAN ORGANIZATION

The Conrich Area Structure Plan (The Plan) is organized in three parts followed by three appendices.

Part I: Introduction: This part outlines The Plan's purpose, boundaries, policy terminology, relationship to other plans, the public engagement process, and key issues, opportunities, and design ideas that informed the plan preparation process. It also contains a description of the development of the Conrich area from its early beginnings to today. Finally, it presents a vision of what Conrich could be like 30 plus years into the future and provides 10 broad goals that will guide the development of the area over this period.

Part II: Plan Policies: This part is the core of The Plan, containing the policy direction to guide development in the Conrich area. This part contains ~~19~~ 20 sections, each section dealing with specific land uses, services, or infrastructure in the subject area. Each of these sections contains an overall purpose statement, a list of objectives, introductory paragraphs, and a series of policies addressing the subject area. Where a purpose statement or introductory paragraph introduces a series of policies, it is provided for information to enhance the understanding of the policies.

Part III: Implementation and Monitoring: This part presents The Plan implementation process; provides information on *local plan* areas, costs and levies, phasing, specific requirements to ensure the Conrich Area Structure Plan policies and strategies are adhered to; and provides direction regarding the process for the review and amendment of the plan. This part also addresses the need and method for intermunicipal coordination and cooperation.

~~Appendix A contains definitions of technical terms used in the Plan. Appendix B provides a list of design guidelines for commercial and industrial development. Appendix C provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure.~~

Part IV: Appendices: Appendix A contains definitions of technical terms used in The Plan. Appendix B provides a list of design guidelines for commercial and industrial development. Appendix C provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure. Appendix D provides an overview of the intermunicipal engagement undertaken in amending the Future Policy Area. Appendix E provides application submission requirements for a *Neighbourhood Plan* ~~while Appendix F outlines development cell requirements~~.

3.0 PLAN AREA

The Conrich Area Structure Plan applies to the area within the defined boundary as shown on Map 1: Plan Area Location and Map 2: Plan Area Aerial Photo.

The Plan area is centred on the hamlet of Conrich and encompasses ~~68~~ 67quarter sections (including road allowances) for a total of approximately 4,404 hectares (10,884 acres) (Table 2). The study area includes the following elements:

- the existing hamlet of Conrich located at the intersection of Conrich Road and Township Road 250 (Map 1);
- developed or developing areas with approved *conceptual schemes* or *master site development plans* as shown on Map 13. ~~These include Cambridge Park (South Conrich), CN Logistics Park, Buffalo Hills, and the Prince of Peace community;~~
- lands bordering the city of Calgary to the west and south, with the need to address transition, co-ordination, and compatibility;
- lands bordering the city of Chestermere to the south and southeast, with the need to address transition, co-ordination, and compatibility; and
- lands adjacent to expected regional transportation infrastructure (Highway 1, Stoney Trail, and the CN Rail line).

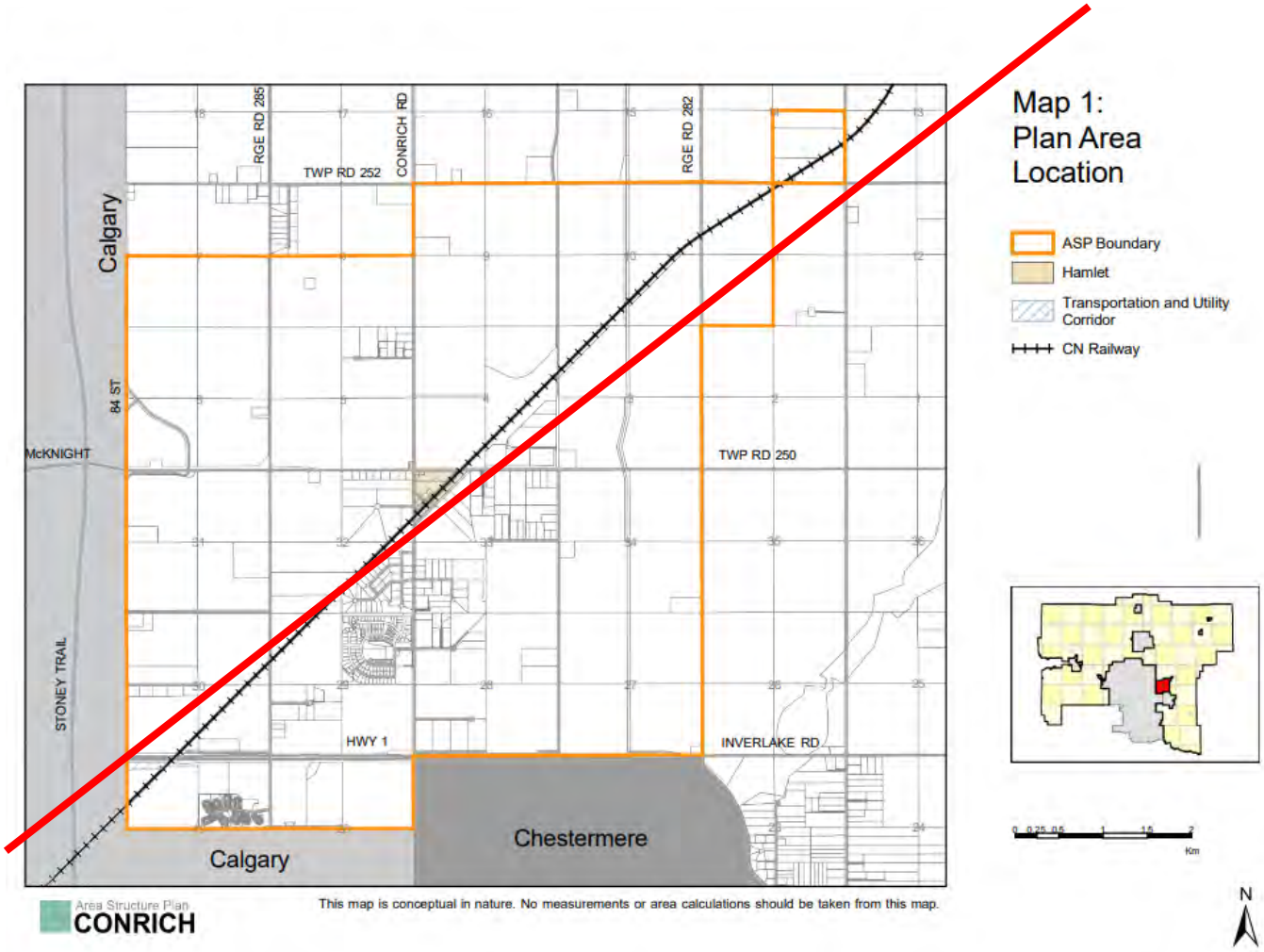
A **hamlet** is an unincorporated community, governed by the rules and regulations of the County with boundaries approved by Council.

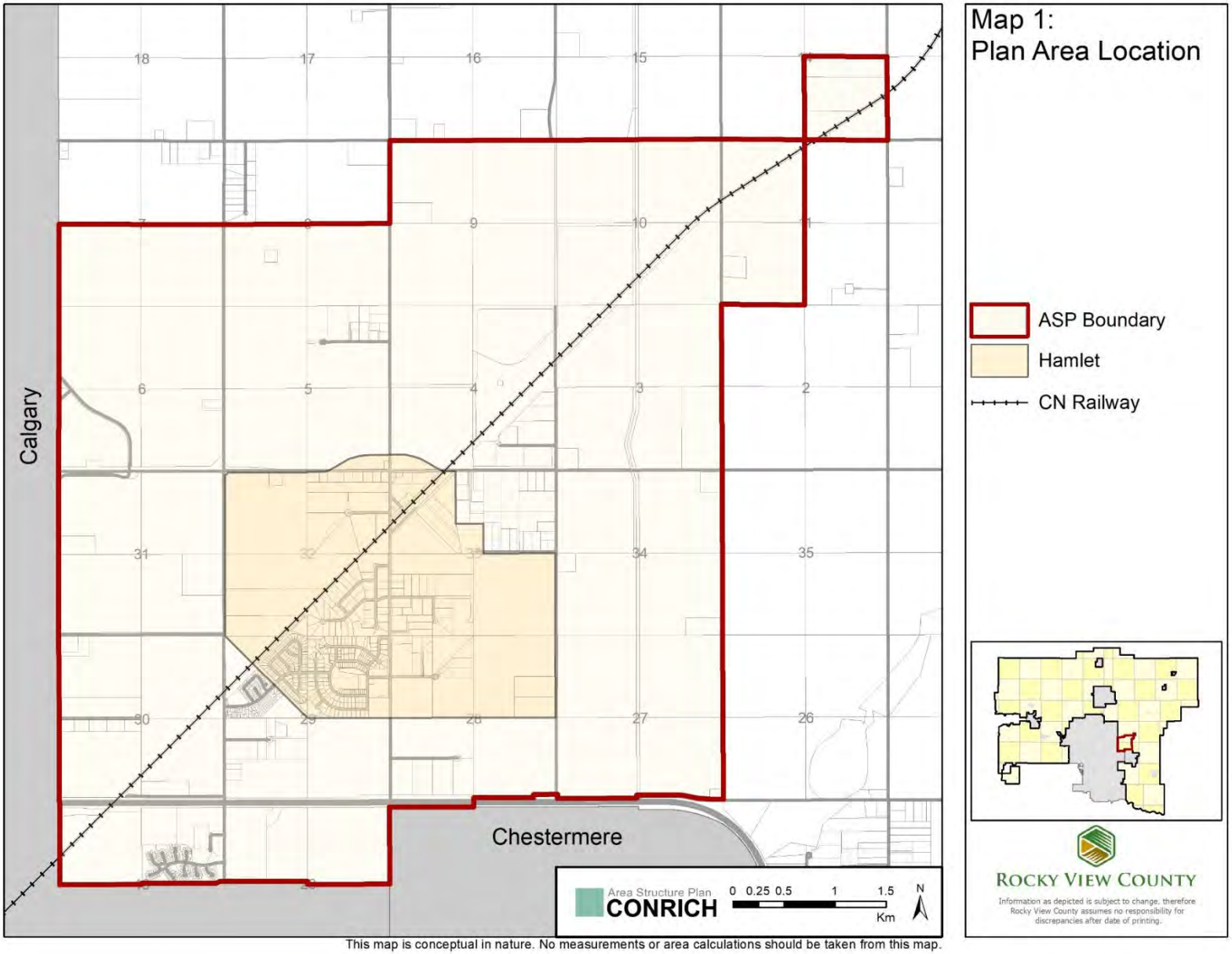
The form of a hamlet may vary from a small cluster of houses to a mixed use community with houses, a commercial main street, a central gathering area or park, and possibly a school or a place of worship. The ~~*County Plan*~~ *Municipal Development Plan* identifies the hamlet of Conrich as a full service rural community with a range of land uses, housing types, rural services, and associated businesses. A full service hamlet may have a population that ranges from 5,000 to 10,000 residents.

Plan Area Maps

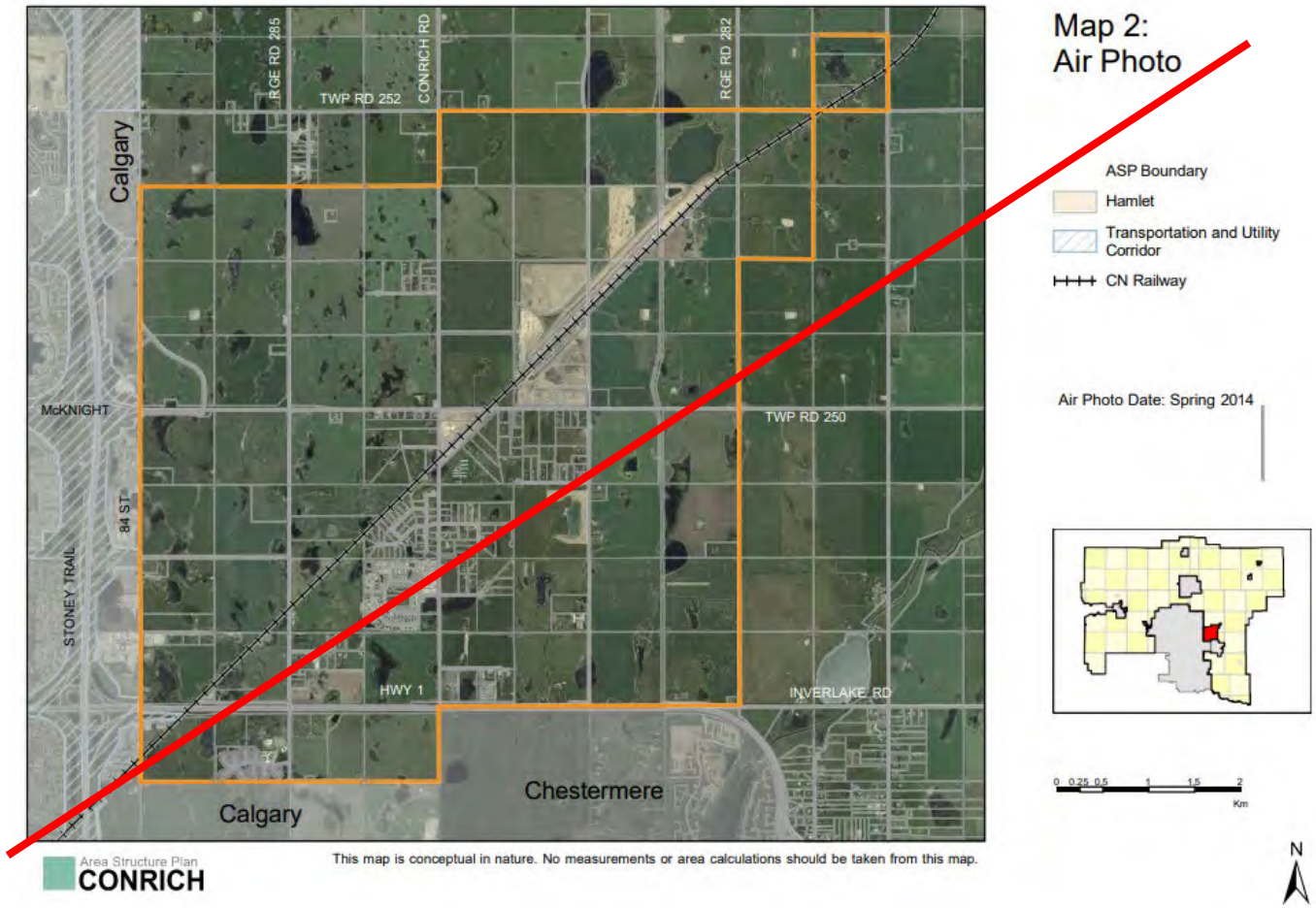
The boundaries and locations of areas shown on the maps within The Plan boundary are not intended to define exact areas except where they coincide with clearly recognizable features or fixed boundaries such as municipal boundaries, property lines, or road or utility rights-of-way. Furthermore, the locations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

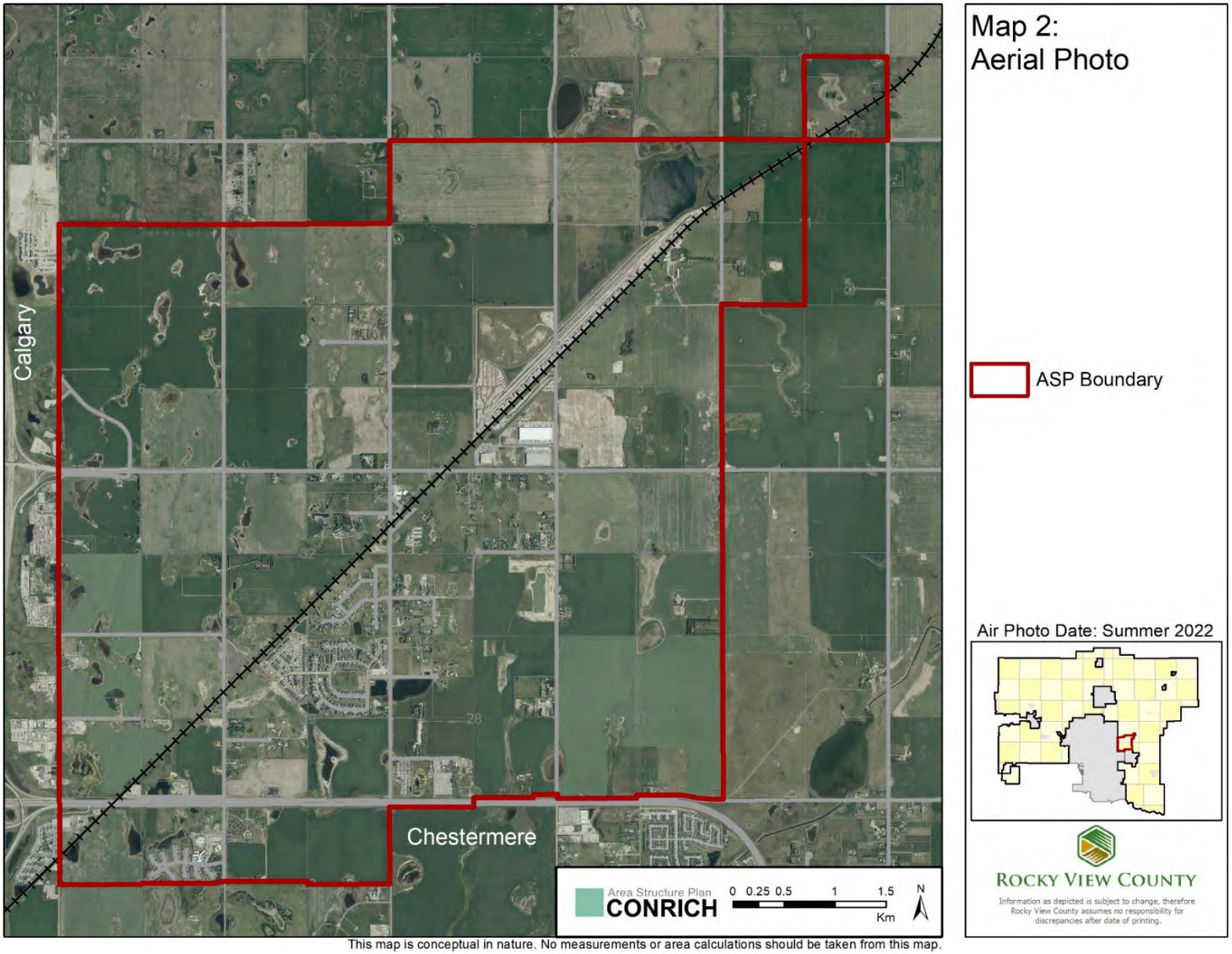
MAP 1 Plan Area Location




Map 1:
Plan Area Location
ASP Boundary
Hamlet
CN Railway
Calgary
Chestermere
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
N
ROCKY VIEW COUNTY
Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

MAP 2 Aerial Photo




Map 2:
Aerial Photo
ASP Boundary
Air Photo Date: Summer 2022
Calgary
Chestermere
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
N
ROCKY VIEW COUNTY
Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

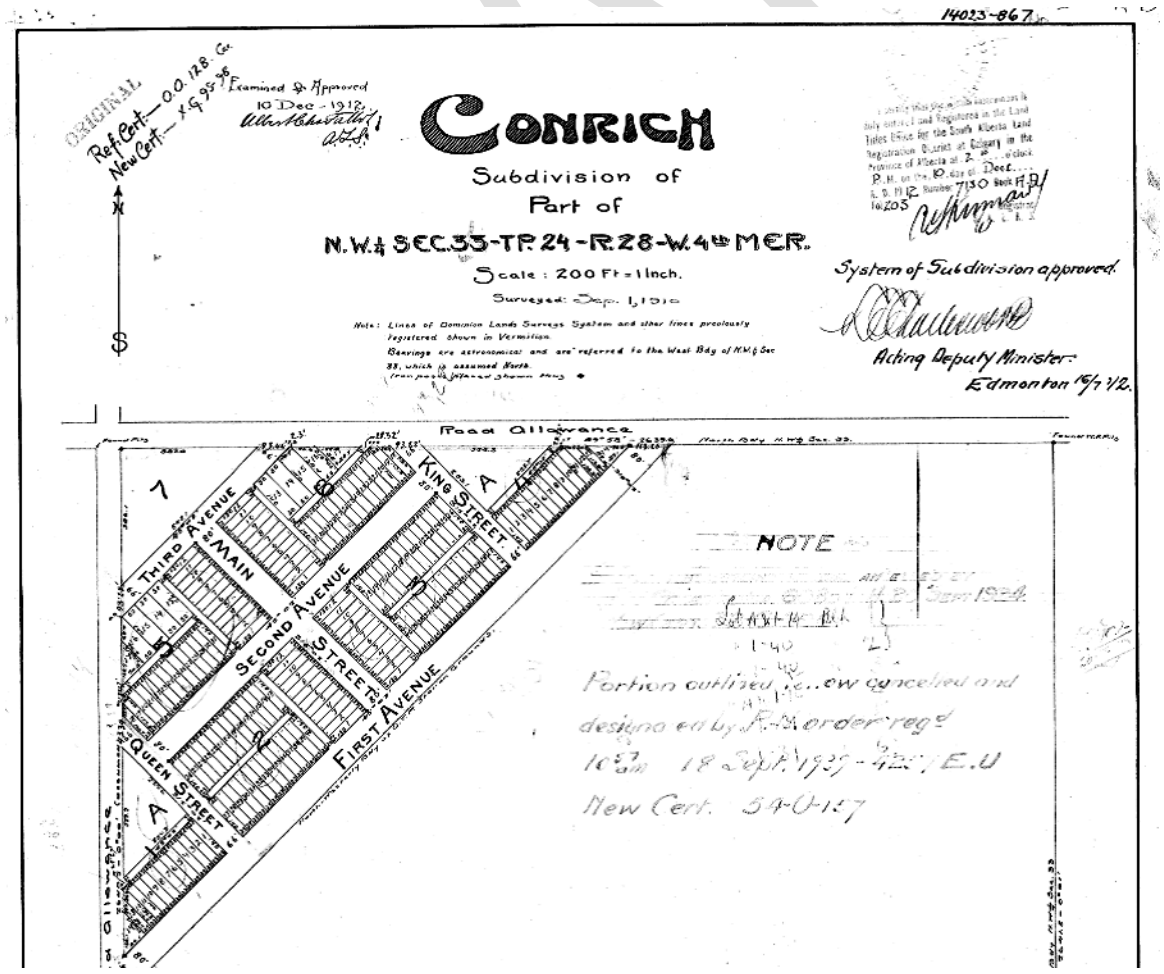
4.0 CONRICH TODAY

Early Beginnings

The Conrich area is located in the central east region of Rocky View County. It lies immediately to the east of Calgary and north of Chestermere. This settlement area was identified as a hamlet in 1913 with the building of a grain loading platform for the Grand Trunk Pacific Railway. It was named after two real estate developers active in the area; Connacher and Richardson.

The initial plan of survey was registered with the Province in 1910. The original plan has the hamlet adjacent to Conrich Road and Township Road 250 with a grid street network, a main street, and an industrial area centered on the rail line. The survey plan marks the current hamlet boundary with Queen Street, the only existing street that corresponds to the survey. A gas station has been in the area since 1920 and a local school, constructed in 1955, is still in operation (Khalsa School). Until the late 1950s and early 1960s, the Conrich area remained a predominantly agricultural area with a few residential lots in the hamlet and scattered acreages in the wider area. At that time, the demand for acreages and smaller agriculture lots adjacent to the hamlet began to occur.

Figure 1 Survey of the Conrich area circa 1910



Back to Table of Contents

1960s to Today

The existing land uses of the Conrich plan area are illustrated on Map 3: Existing Land Use. Map 4: Existing Conditions and Utility Corridors identifies such elements as individual homes, institutions, the CN Rail Facility, Crown land, and water bodies. A description of existing conditions in the Conrich area is provided below.

AGRICULTURE AND THE NATURAL ENVIRONMENT

Agriculture continues to be the dominant form of development in the Conrich area, although it is gradually transitioning to residential and industrial uses. Agriculture is characterized by large-and small-scale operations interspersed with informal residential and small agricultural subdivisions.

Conrich, like much of east Rocky View County, is characterized by tilled soils, remnant prairie grasslands, wetland complexes, waterfowl migration routes, a high water table, and groundwater discharge areas. Relative to the western parts of the County, this region has decreased precipitation and a longer growing season; a change that results in fertile growing conditions for cereal crops, oil seeds, and hay production.

Topography is slightly rolling with the few defined drainage courses ~~(Map 11)~~ forming part of the Shepard sub-basin that flows south to the Bow River. Existing development has adopted rural stormwater management practices incorporating culverts, ditches, and natural conveyance systems. This site-specific form of development has resulted in stormwater flooding and conveyance problems. The preservation of wetlands and the regional management of stormwater are the primary natural challenges to the successful development of the Conrich area.

RESIDENTIAL

In 2025, at the time of amending the ASP ~~of plan writing~~ there are ~~442~~ 788 homes within The Plan area boundaries. The majority of these homes have been built since the 1960s, with about half located in the vicinity of the original hamlet. Many of the residents have a significant investment in their properties and a strong attachment to the area.

Residential development adjacent to the hamlet has been ad-hoc in nature. Small acreages have developed along Township Road 250, with comprehensively planned acreage development south of Township Road 250 being approved and/or built in the last decade. Cambridge Park is the most significant smaller lot residential development in the area. In general, these neighbourhoods situated close to the hamlet have not been well connected and there has been no focus on developing a cohesive community core and identity for the broader hamlet area. Currently, the population in, or near, the original hamlet is approximately 687 residents.

Another significant residential development in The Plan area is the Prince of Peace community (463 residents), located south of Highway 1. The community began with the creation of a school in 1995 and now includes a church, villas, a supportive living facility for seniors, and a dementia care facility. With the addition of other smaller residential developments such as Pleasant Place, the overall population in the Conrich plan area was estimated to be 1,358 residents in 2013.

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INDUSTRIAL, COMMERCIAL, AND INSTITUTIONAL USES

In 2012, Canadian National (CN) received federal approval to relocate its railway facility to the Conrich area. Situated adjacent to the railway, within CN's logistics park, the facility allows for loading of sea containers entering and leaving the Calgary region. The facility provides easy access for CN's customers to retrieve their merchandise and is expected to result in a demand for a variety of warehouses and light industrial development in the Conrich area.

Prior to the building of the CN logistics park, non-agricultural business was limited to the Conrich hog and poultry farm (now closed), the Conrich gas station, Mountain View campground, and the Frankonia RV and boat storage yard. Within Calgary, on the west boundary of The Plan area, are a number of temporary developments including recreational vehicle storage and heavy equipment sales.

The Conrich area is home to a number of regional institutional uses such as the Prince of Peace care facility and associated church and school, the Chestermere Christian Fellowship Church, the K to 9 Khalsa School (a Sikh faith private school with 375 students), and the Rocky View Garden of Peace Cemetery.

TRANSPORTATION NETWORK

Transportation infrastructure frames the pattern of development in the Conrich area. The development of the CN line (Grand Trunk Pacific Railway), connecting Calgary to the CN mainline, triggered the hamlet's residential development. The angled north-east orientation of the rail line and its numerous road crossings provides a challenge to the safe and efficient movement of local traffic. Recent development of the Stoney Trail ring road and its interchange connection to Highway 1 created a nearby high speed vehicular transportation network. These major network improvements acted as a catalyst for the relocation of the CN Rail facility from Calgary to the Conrich area.

The successful development of an efficient transportation network that minimizes impacts on existing and future residential development is one of the main challenges to successful development in The Plan area.

Recent industrial development and the resultant increase in traffic has directly impacted existing residential areas along Township Road 250 and indirectly affected most residential areas through offsite impacts such as noise and lights.

Summary

In summary, the Conrich area is defined by both its natural and built environment. The greatest challenge to the future physical development of the Conrich area is to create and implement a comprehensive long-term plan that will result in an attractive, safe, and cohesive rural community.

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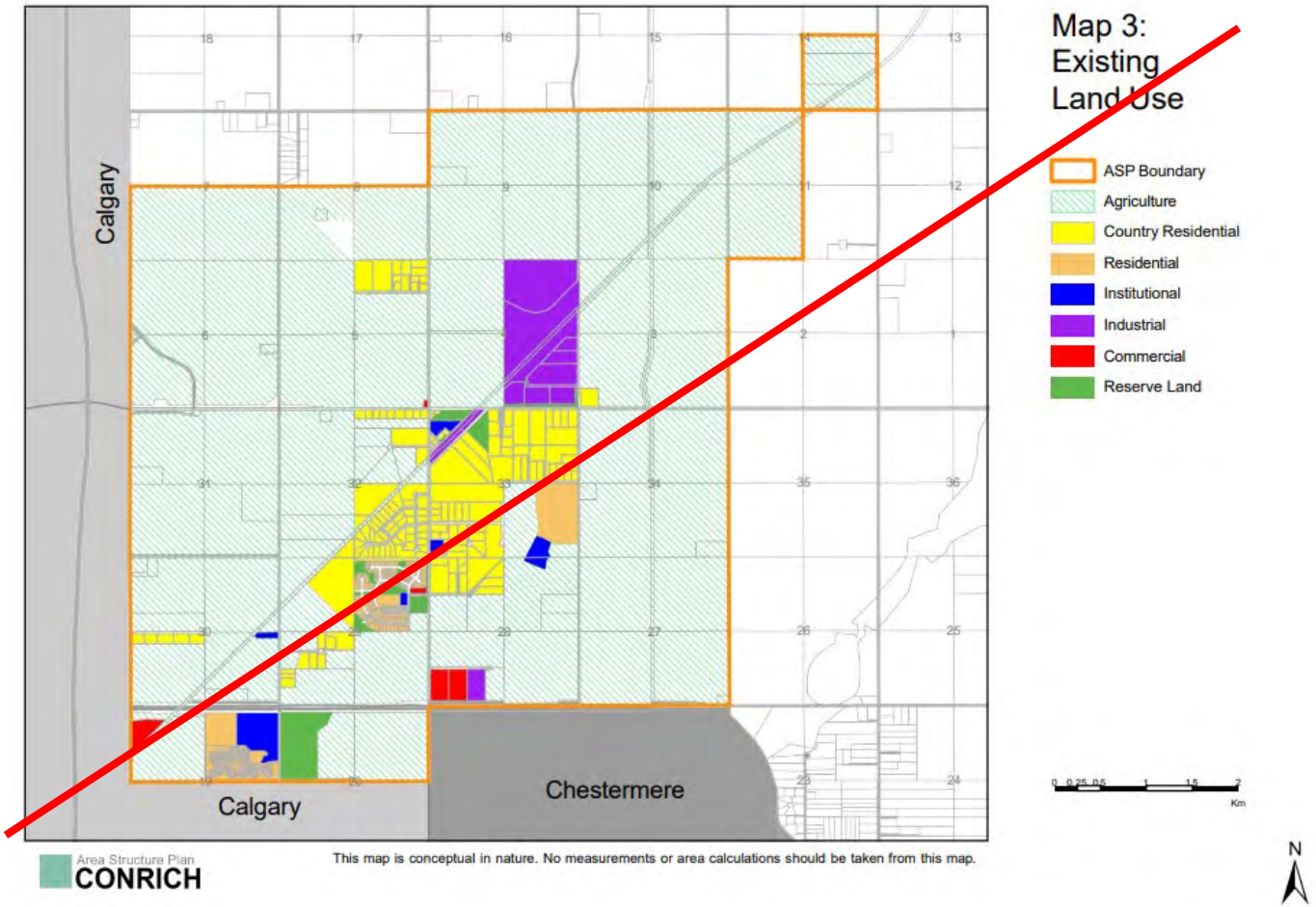
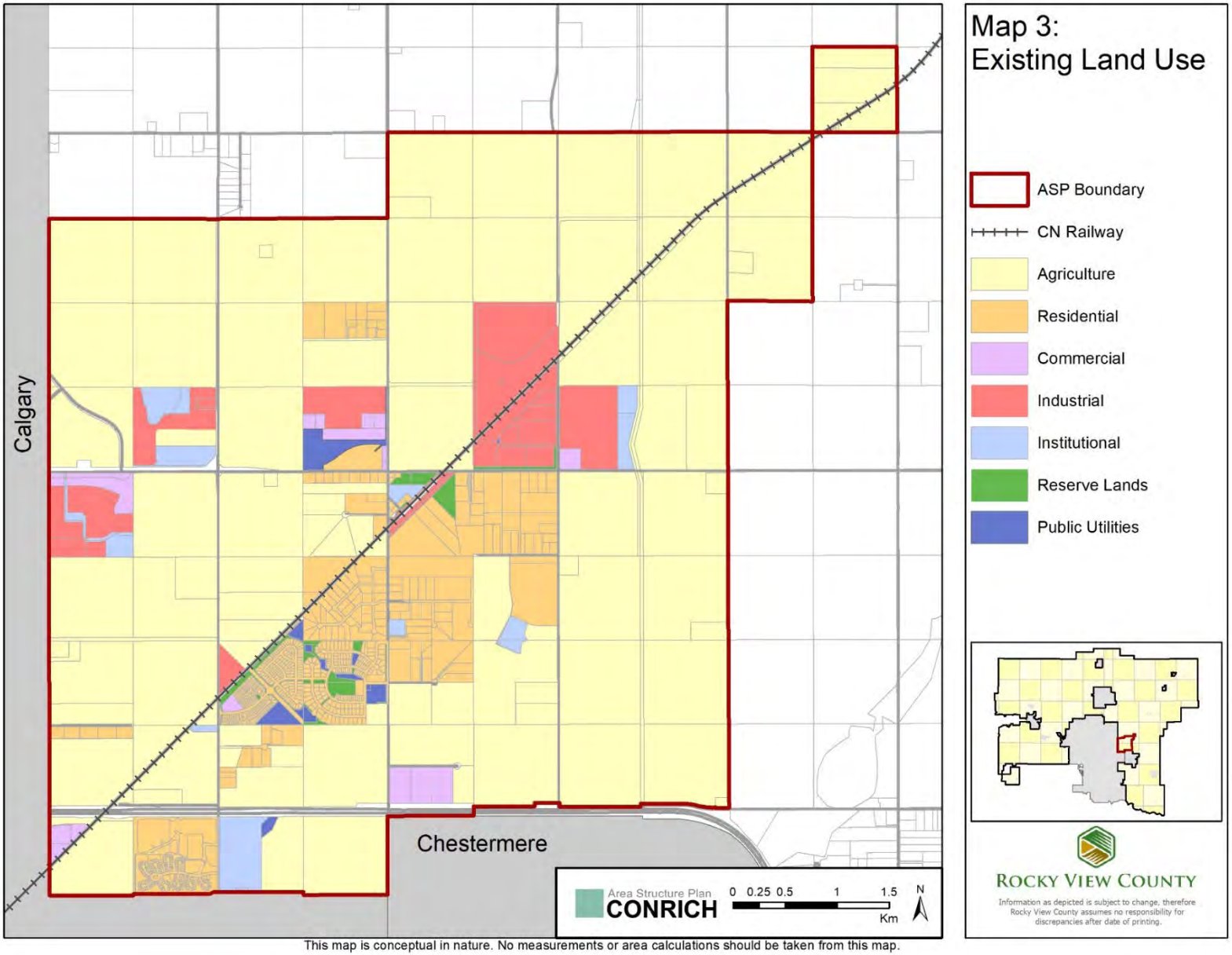
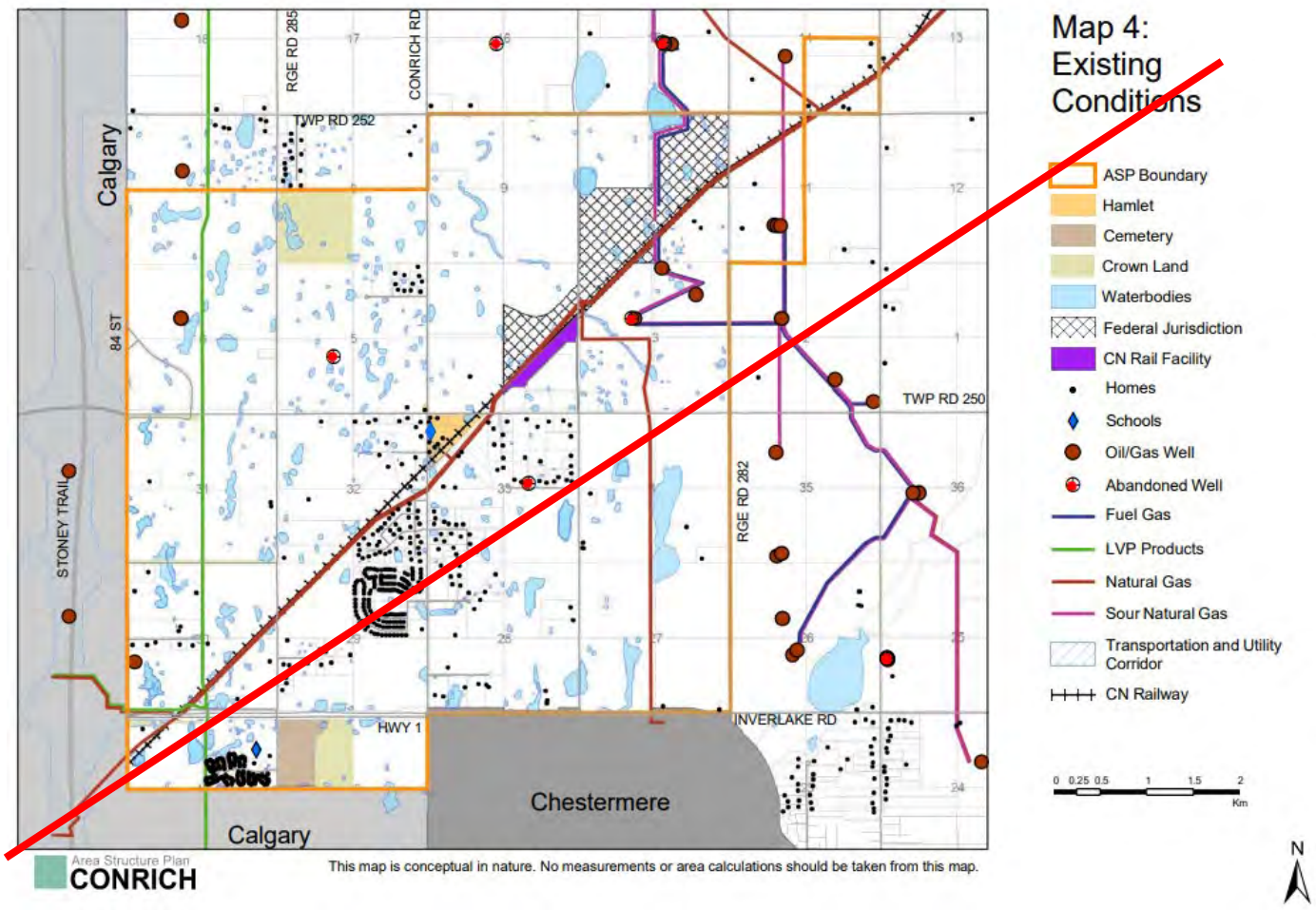
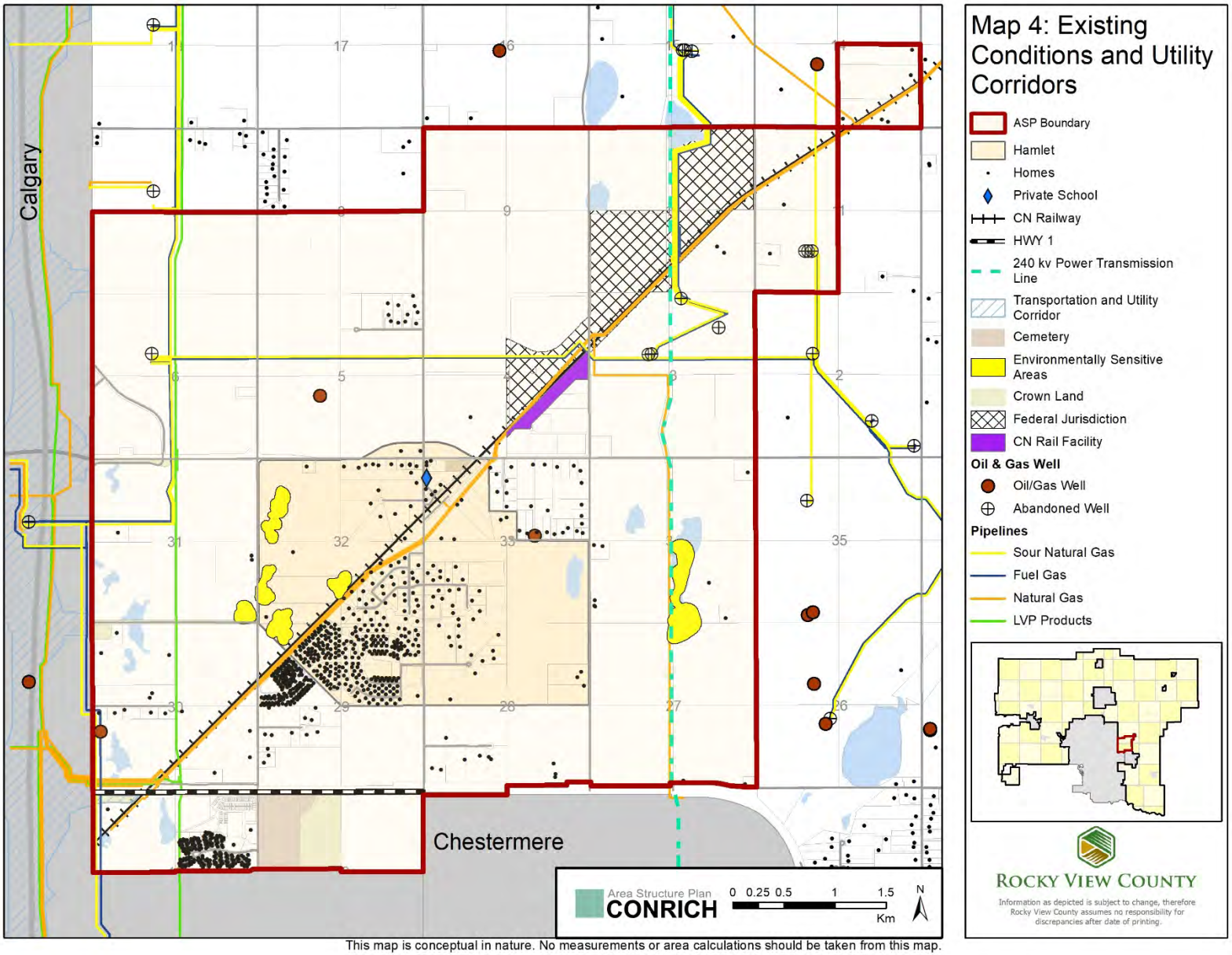
MAP 3 Existing Land Use




Map 3:
Existing Land Use
ASP Boundary
CN Railway
Agriculture
Residential
Commercial
Industrial
Institutional
Reserve Lands
Public Utilities
Calgary
Chestermere
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
N
ROCKY VIEW COUNTY
Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

MAP 4 Existing Conditions and Utility Corridors





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

5.0 PLANNING FOR TOMORROW

Overview

The need for the Conrich Area Structure Plan has been determined based on a number of factors including recent annexations, development pressure, public concern, changing conditions in adjacent municipalities, and the need for land use policy to align with the recently adopted ~~*County Plan*~~ *Municipal Development Plan* and other County policies.

The preparation of the Conrich Area Structure Plan was a multi-faceted process that considered a number of elements including:

- strategic directions and policy of the ~~*County Plan*~~ *Municipal Development Plan* and other applicable adopted County policies;
- ideas and input gathered throughout the public and stakeholder engagement process;
- key issues and opportunities identified by Administration, residents, landowners, stakeholders, and municipal neighbours; and
- physical constraints and attributes of the area.

An overview of the first three key factors informing the preparation of the Conrich Area Structure Plan is outlined below, while physical constraints and attributes are discussed in Section 4 (Conrich Today).

When the Conrich Area Structure Plan was approved in 2015, lands within the hamlet and surrounding area were placed into a future policy area to be planned as a separate process. Planning for this area was undertaken from 2019 to 2025 and a land use plan for community core and residential development areas have been amended into the Plan.

Policy Direction from Other Plans

~~*COUNTY PLAN*~~ *MUNICIPAL DEVELOPMENT PLAN*

The Conrich Area Structure Plan takes its main policy direction from the Rocky View ~~*County Plan*~~ *Municipal Development Plan* regarding its economic role in the region, its land use, its growth rate, and other high level policy directions. The ~~*County Plan*~~ *Municipal Development Plan* provides the overall policy framework for development in the Conrich area on matters ranging from the development of residential, commercial, and industrial areas to the provision of emergency services and infrastructure.

The Conrich area is identified in the ~~*County Plan*~~ *Municipal Development Plan* as a hamlet and a regional business centre. Being identified as a hamlet means the County supports residential growth in the Conrich area and expects such development to occur through the expansion of the existing hamlet. By classifying the Conrich area as a regional business centre, it means the County supports the growth of the area from primarily agriculture to a mixed use industrial- commercial area.

The ~~*County Plan*~~ *Municipal Development Plan* identifies Conrich as a ***regional business centre*** having the following characteristics:

- a concentration of commercial and / or industrial businesses;
- an efficient road connection to the provincial highway network;
- significant scale and scope of operations; and
- infrastructure with the potential to service the proposed development.

Back to Table of Contents

CALGARY-CHESTERMERE CORRIDOR AREA STRUCTURE PLAN

Historically, detailed planning in the Conrich area was directed by the Calgary-Chestermere Corridor Area Structure Plan. The need for a new area structure plan for the Conrich area was recognized due to The City of Calgary's and City of Chestermere's annexations of large portions of the Calgary-Chestermere Corridor Area Structure Plan area, the approval of the relocation of the CN Rail facility by the Canadian Transport Agency, and the introduction of piped services into the Conrich area.

ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN

Portions of the Conrich Area Structure Plan area are affected by the Rocky View/Calgary Intermunicipal Development Plan (IDP). Most significantly, the IDP identifies a key focus area within the Conrich area adjacent to Highway 1 between Chestermere and Calgary. The objective of identifying key focus areas in the IDP is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area and to collaborate in creating attractive entranceways for the benefit of residents and the traveling public. In addition, the IDP identifies residual long-term growth areas within the city of Calgary on the west boundary of the Conrich Area Structure Plan area. The IDP provides direction on the use and design of this area.

CITY OF CHESTERMERE

A portion of the Conrich Plan area borders Chestermere. Intermunicipal coordination with the City of Chestermere, in the absence of an Intermunicipal Development Plan, will address issues related to interface planning, land use compatibility, and joint infrastructure requirements affecting both municipalities. An Intermunicipal Development Plan may be adopted in the near future.

Public Engagement Process

Rocky View County's commitment to an open, transparent, and inclusive process with respect to the preparation of the Conrich Area Structure Plan included the implementation of an engagement strategy that provided stakeholders, landowners, adjacent municipalities, and the general public with several opportunities for meaningful discussion and input. A summary of this engagement is described below:

Phase 1 - Awareness, Issues, and Goals: The initial start-up phase began in October 2013. The first engagement session was intended to raise awareness of the plan preparation process. This phase included an online questionnaire and workshop to explore residents' ideas with respect to 'Hopes & Fears', 'Conrich Today', and the 'Future Conrich'. Over 120 people attended the workshop.

Phase 2 - Evaluating Options and Setting Direction: This phase began in December 2013 with a workshop and online survey to help confirm the vision for the plan and to explore areas where policy direction was still unclear. This workshop engaged participants in discussing (i) the vision and goals generated from workshop 1, (ii) 'big ideas' such as land use, economic development, traffic and mobility, community, and *open space*, and (iii) ideas regarding the re-design of the hamlet of Conrich and surrounding area. Over 70 people attended this workshop.

Phase 3 - Draft Policies and Actions: In this phase, (January - April, 2014) key policy directions were developed and presented at an open house to over 100 participants, who were then invited to provide comment on the session online. Policy areas included:

- An overall land use strategy;
- A preferred concept for the hamlet;
- Stormwater management;
- Transportation, including parks and pathways;
- Non-residential/residential interface.

Phase 4 - Plan Completion and Adoption: In this phase, the draft plan was released. The draft plan was refined through further public consultation, intermunicipal discussion, agency circulation, and technical review. Following these changes, a final open house and public hearing was held.

Future Policy Area: To create a land use strategy and supporting policies for the Future Policy Area (Hamlet), further public engagement was undertaken in May and June of 2019, in October 2023, and in July 2024. Engagement included an interactive workshop, open houses, virtual open house, online survey, written submissions and individual landowner meetings. The intent of the engagement was to develop the land use strategy for the Future Policy Area and to inform stakeholders of the revisions made to The Plan.

Key Issues, Opportunities, and Design Ideas

A number of key issues, opportunities, and design ideas were identified during the public and stakeholder engagement and are summarized below.

1. Hamlet Development and Design

Issue/Opportunity: Incremental development of residential areas to the south and east of the historic hamlet area has resulted in a disconnected community with no central focus.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- Identify the hamlet as a distinct community. Community identity may be achieved through signage, identifiable boundaries, and the development of a community core/ main street.
- Identify Neighbourhood areas and a Community Core for comprehensive planning.

2. Land Use

Issue/Opportunity: There was strong support for allowing lands to be converted to commercial and industrial land uses by landowners wishing to take advantage of opportunities presented by the development of the CN Rail facility and highway transportation network. Conversely, residents who have been impacted by the traffic, noise, and lights were concerned about the prospects of additional development.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- address the non-residential/residential interface in a manner that mitigates the impact on residential areas;

- provide for the development of a hamlet core that will strengthen the identity of Conrich and provide local commercial services to residents;
- arrange land uses that take advantage of commercial and industrial growth opportunities, while minimizing the impact on residential development; and
- provide for the development of a land use pattern that results in cost effective infrastructure systems, public facilities, and community services.

3. Stormwater Management

Issue/Opportunity: The Conrich area is generally flat and contains multiple wetlands. The need for comprehensive stormwater management was recognized in light of the local flooding issues experienced in the spring of 2013. Historically, the Conrich area discharged stormwater south to the Bow River. However, the development of homes and new roads south of the hamlet has impeded drainage in the area and this has proved to be a major challenge to the successful development of an effective stormwater management system.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to comprehensively and regionally address stormwater management and implement the provincial and County goals of wetland protection.

4. Transportation

Issue/Opportunity: Increased truck traffic associated with the operation of the CN Rail facility was identified as a key issue; additional development will add significantly to the traffic volume.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to identify transportation corridors and provide the planning to ensure increased traffic volumes, access, and costs are accounted for and impacts are minimized to the greatest extent possible.

5. Infrastructure Servicing

Issue/Opportunity: County water and wastewater services have been provided to The Plan area. However, there are utility service constraints that must be addressed before the development area reaches its full potential.

Plan Policy Direction: The Plan allows for the long range planning of utility upgrades, while ensuring adequate capacity is available before development is allowed to proceed.

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6.0 CONRICH VISION AND GOALS

Conrich Vision

The following vision statement provides an idea of what the Conrich area could look like 30 years into the future:

The Conrich area is known as a dynamic residential-industrial-commercial hub within Rocky View County and is seen as an important contributor to the economic vitality of the County. The hamlet is a well-planned, healthy community with diverse rural neighbourhoods existing in close harmony with a thriving industrial hub centred on the CN logistics park. Bordering the hamlet on the south, stretched out along Highway 1, is a major shopping destination serving the region.

The hamlet of Conrich has grown into a distinct and vital residential community, with a variety of ~~rural~~ urban style neighbourhoods linked together by beautiful natural open spaces, parks, and pathways. The new ~~hamlet~~ Community Core is an attractive, pedestrian oriented zone with tree-lined sidewalks and a number of different businesses and services including a hair salon, restaurant, bank, small grocery store, places of worship, and a walk-in coffee shop. The local area businesses thrive because of the demand not only from local residents, but also from warehouse workers and other employees from the area who stop in at lunch and on their way home from work.

The attractiveness of locating near the CN Rail facility, with its opportunities for co-locating warehouses near a distribution centre has drawn a large number of light industries into the area. In addition to the warehousing, a wide range of industries related to the manufacturing, storage, and oilfield service sectors, have taken advantage of the area's large industrial lots. Access to a fully functional regional transportation network has resulted in a development that serves not only local markets, but businesses from Winnipeg to Vancouver.

There has been substantial highway business development on the western and southern boundaries of Conrich. Several large format retail stores have developed adjacent to Stoney Trail, and major businesses along Highway 1 are developing now that highway interchanges are in place.

Conrich residents have work opportunities within a short distance from their homes and all County residents benefit from the financial contribution the area makes to the County's economic sustainability. Although development has resulted in extensive changes to the landscape, the sensitive environmental areas have been protected and the presence of an above ground regional stormwater system has allowed the retention of many of the area's original wetlands.

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Goals

There are 10 goals that guide the development of the Conrich Area Structure Plan. These goals are based on policy direction of the ~~*County Plan*~~ *Municipal Development Plan*, the existing physical characteristics of the area, and the key issues, constraints, and opportunities identified during the planning process. The goals are as follows:

1. Facilitate the development of the hamlet of Conrich as a vital and distinct community ~~that retains its rural heritage~~ ~~and~~ provides residents with
   a. ~~a range of housing choices;~~ single detached dwellings as the predominant housing type with support for other housing options;
   b. a community focal point with public gathering places, parks, schools, other institutional uses, and local commercial services;
   c. attractive streets, pedestrian pathways, and linked *open space*s that facilitate a physically connected community; and
   d. community facilities and services that promote a socially connected community.
2. Support the development of the Conrich area as a regional business centre by providing opportunities for well-designed commercial and industrial areas and taking advantage of the inter-provincial transportation network (roads and rail).
3. Create a well-designed, safe, and interconnected transportation network that addresses the needs of residents, motorists, pedestrians, and cyclists.
4. Provide for attractive and high quality gateways along Highway 1, Conrich Road, and Township Road 250.
5. Protect existing and future residential areas with appropriate land use transition and design measures.
6. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
7. Provide for potable water, wastewater, and stormwater systems in The Plan area in a safe, cost effective, and fiscally sustainable manner.
8. Successfully manage stormwater through the development of a regional stormwater conveyance system and innovative stormwater management solutions.
9. Protect wetlands through the integration of wetlands as part of a sustainable stormwater solution.
10. Phase development in a manner that makes efficient use of road and utility infrastructure, while providing sufficient land to meet market demand.

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II Plan Policies

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A. LAND USE

7.0 CONRICH DEVELOPMENT STRATEGY

The Conrich development strategy is a holistic approach to implementing the Conrich Area Structure Plan's vision and goals. The strategy identifies general land uses, the approximate boundaries of the land use areas, and policies that guide development. ~~The strategy is discussed in general terms below, shown on Map 5: Land Use Strategy, with related maps and policies in Sections 8 to 28.~~ The strategy is discussed in general terms below, shown on Map 5 and Map 6, with related maps and policies in Sections 8 to 29.

The strategy has ~~four~~ five primary components:

1. The expansion of the hamlet of Conrich and its evolution as a diverse, vital residential community. ~~The hamlet location and land use will be developed as a separate process following adoption of this plan and amended into the Conrich Area Structure Plan at a later date.~~
2. The development of the Conrich area as a regional business centre with more than half of The Plan area devoted to industrial and commercial uses.
3. The integration of residential and business uses in a manner that provides for the transition of land uses, promotes land use compatibility, and mitigates impacts on adjacent lands.
4. The identification of agricultural land that will remain in production until such time as it is required for other uses and the protection of the natural environment in the face of significant growth.
5. To support a complete community in the hamlet that is comprehensively planned and provides neighbourhoods with a mix of housing types and land uses along with commercial, institutional, and recreational amenities in an urban form.

In addition, the strategy has a number of sub-components that address other residential areas within The Plan boundaries, transition areas (residential to business use), and phasing.

1. Hamlet of Conrich

The strategy supports the expansion of the hamlet of Conrich as an attractive residential community with a community core as a focal point that helps to provide a distinct community identity. ~~There are a number of options for the location of a community core and hamlet residential development areas. The final land use plan for the hamlet will be developed as a separate process and amended into this plan. The study area for the hamlet is referred to as a future policy area and is shown on Map 5.~~

~~Key components to establish community identity in the hamlet include:~~

Objectives:

a. Define an expanded hamlet area beyond the historical surveyed area to encompass existing and new residential development, institutional as well as commercial uses. In doing so, the Plan proposes a Community Core, comprehensively planned neighbourhood areas, linkages between existing and new developments, parks, amenities, and institutional spaces.

b. Provide for a mix of housing types principally focused on single-detached dwellings, with complementary supporting commercial, institutional, and recreational uses

located within walking distance of new residential development.

c. Phase the development to allow communities to evolve over time with ~~pockets of~~ opportunities to build higher densities and a greater mix of uses.

d. Implement architectural controls, design codes, appropriate signage styles, identifiable boundaries, and the development of main streets.

e. Accommodate changing demographics and market demands through flexibility in The Plan.

f. Establish a Community Core that connects the community through pedestrian and other active transportation modes.

g. Respect the existing *country residential* areas within the expanded hamlet boundaries through appropriate development transitions and interfaces.

Policies

7.1 *Local Plans* shall be prepared in accordance with the policies of this Plan.

7.2 Notwithstanding Policy 7.1, development consistent with Section 12: Agriculture of this Plan shall be permitted without a *local plan*.

7.3 Each Neighbourhood Area shall be planned through *Neighbourhood Plans* adopted by bylaw and appended to The Plan.

7.4 Subdivisions approved, prior to the adoption of Bylaw C-8569-2024 (Future Policy Area amendments), within the expanded hamlet area may proceed.

~~*FUTURE POLICY AREA*~~

~~A future policy area is identified on the lands south of Township Road 252 and north of the highway business zone (Map 5). The future policy will include a hamlet boundary, a community core, and residential areas. It is not expected that all of the land within the future policy area will form part of the hamlet. Land not located within the final hamlet boundary will be identified for other uses that are consistent with the Conrich Area Structure Plan.~~

~~**Objectives**~~

~~Limit land use and development to agricultural redesignation, approved subdivisions, and allowed uses until the current land use districts, the hamlet of Conrich boundaries, community core, residential development areas, and other land uses are determined.~~

~~**Policies**~~

~~*7.1 Local plans*, land use redesignation, and new subdivision shall not be supported within the future policy area, as shown on Map 5.~~

~~7.2 Notwithstanding Policy 7.1, development consistent with Section 12: Agriculture of this plan shall be allowed.~~

~~7.3 Subdivisions approved prior to the adoption of this plan within the future policy area may proceed.~~

POPULATION

The approximate estimated population density for The Plan area is shown in Table 1. Final densities will be determined ~~with amendments to the future policy area and preparation of~~

at *Neighbourhood Plans* and *local plans* stage.

~~**Table 1. Conrich area population and density at full build-out.**~~

~~Development Area~~	~~Gross Area hectares (ac)~~	~~Gross Residential Area[1] hectares (ac)~~	~~Units[2] per hectare (ac)~~	~~Population~~	~~Population Density[2] per hectare (ac)~~
~~Future Policy Area[3]~~	~~To be determined~~	~~To be determined~~	~~To be determined~~	~~To be determined~~	~~To be determined~~
~~Prince of Peace~~	~~59.7 (147)~~	~~40 (98.8)~~	~~48.6 (19.7)~~	~~3507~~	~~87.65 (35.5)~~
~~Pleasant Place~~	~~43 (106)~~	~~43 (106)~~	~~6.9 (2.8)~~	~~420~~	~~10 (4)~~

~~[1]Gross residential area = gross area - regional uses such as *open space*, commercial centres, institutional sites, business parks, express ways and environmental reserve.~~

~~[2]Units and population density per hectare are based on gross area.~~

~~[3]Population and density to be determined based on development within the future policy area.~~

~~[4]Population and density is based on a portion of the area (106 acres) being developed as hamlet residential. Final numbers may be higher or lower, based on chosen residential form.~~

Table 1 Conrich Area Population and Density at Full Build-Out

Development Area	Gross Area Hectares (Acres)	Net Residential Area Hectares (Acres)[1]	Units per Hectares (Acre)	# of Residential Units	Population	Population Density[2] per gross Hectare (Acre)
Hamlet Area						
Northwest Neighbourhood	235.25 (581.30)	164.68 (406.91)	12.36 (5.00)	2,035	5,493	23.35 (9.45)
Southeast Neighbourhood	287.58 (710.60)	201.31 (497.42)	12.36 (5.00)	2,487	6,715	23.35 (9.45)
Cambridge Park (Phase 1 - 3)	94.28 (232.97)	66.00 (163.079)	2.77 (1.12)	70	189	2.00 (0.81)
Country Residential	71.20 (175.94)	49.84 (123.158)	0.99 (0.40)	260	702	9.86 (3.99)
Hamlet Subtotal	**688.31 (1,700.81)**	**481.82 (1,190.57)**	**9.87 (3.99)**	**4,852**	**13,099**	**19.03 (7.70)**
Greater Conrich ASP Area						
Cambridge Park (Phase 4)	27.56 (68.1)	27.56 (68.10)	5.56 (2.25)	153	413	14.99 (6.07)
Country Residential	41.72 (103.09)	41.72 (103.09)	0.99 (0.40)	40	108	2.59 (1.05)
Prince of Peace	59.60 (147.27)	59.60 (147.27)	16.31 (6.60)	654	1,766	29.63 (11.99)
West Prince of Peace	59.66 (147.43)	59.66 (147.43)	17.92 (7.25)	668	1,804	30.23 (12.23)
Pleasant Place	44.69 (110.42)	44.69 (110.42)	8.65 (3.50)	372	1,004	22.47 (9.10)
Greater Conrich ASP Sub Total	**233.23 (576.31)**	**233.23 (576.31)**	**11.24 (4.55)**	**1887**	**5,095**	**21.84 (8.84)**
ASP Total	**921.54 (2,277.12)**	**715.05 (1,766.88)**	**10.21 (4.13)**	**6,739**	**18,194**	**19.74 (7.99)**

[1] 30% of the gross area, accounting for open space, MR, and internal roads
[2] assumption based on 5.0 UPA for new residential developments

2. Regional Business Centre

The strategy supports the development of the Conrich area as a regional business centre with commercial and industrial land uses that take advantage of the regional transportation network and the development of the CN Rail facility.

The majority of industrial uses are located to the north and west of the hamlet. Expected uses are those that will not have significant offsite impacts such as noise, odour, and dust e.g. warehousing and transportation. An area to the northeast of the hamlet may be used for development that results in offsite impacts. It is estimated that the amount of land dedicated to industrial uses will provide sufficient opportunities for industrial demand for 30 plus years.

The strategy identifies two highway business zones intended to serve the regional market. These are located along Highway 1 and at the intersection of Stoney Trail and Township Road 250 (McKnight Blvd.). Potential uses include regional grocery and retail stores, large format stores, shops, offices, business parks, entertainment, and accommodation.

This plan supports the development of these business areas through such measures as:

- Requiring detailed *local plan*s to address non-residential/residential interface issues related to development;
- Providing for cost effective improvements to the County's infrastructure;
- Providing for a transportation network that separates residential, commercial, and industrial traffic.

~~**Table 2. Approximate gross areas of the land use types**~~

~~Land Use Type~~	~~Gross area hectares (ac)~~
~~Residential~~	~~232 (575)~~
~~Future Policy Area~~	~~1,100 (2,717)~~
~~Industrial~~	~~1,957 (4,836)~~
~~Highway Business/Industrial~~	~~131 (324)~~
~~Highway Business~~	~~557 (1,376)~~
~~Institutional~~	~~32 (78)~~
~~Long Term Development~~	~~393 (970)~~
~~**Total**~~	~~**4,402 (10,876)**~~

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Table 2 Approximate gross areas as identified in Map 5

Land Use	Gross Area Hectares	Gross Area Acres
Hamlet	692.07	1,710.13
Long Term Development Area	789.36	1,950.55
Country Residential	43.13	106.58
Industrial	1,641.78	4,056.93
Heavy Industrial	291.71	720.82
Industrial Transition	38.44	94.98
Institutional	31.09	76.82
Low Density Urban Housing	21.97	54.29
Highway Business Transition	20.34	50.27
Prince of Peace Area	61.17	151.16
Residential-Density to be determined	104.62	258.53
Highway Business/Industrial	131.47	324.88
Highway Business	537.72	1,328.74
Total	**4,404.87**	**10,884.66**

3. Residential and Business Interface

The emergence of Conrich as a regional business centre provides a challenge to developing a vital and attractive community. The strategy addresses this challenge by requiring the implementation of non-residential/residential interface policies to mitigate the impact of commercial/industrial development through land use, building height, coverage, design, and landscaping.

Figure 2 Non-Residential And Business Interface

4. Agriculture and the Natural Environment

Agriculture is supported within The Plan area until such time as an alternative development is required. The Plan limits further fragmentation of these agriculture areas but allows for the development of a farmstead, first parcel out, or other agricultural land uses. The Plan also supports the protection of wetlands and riparian areas, particularly those associated with natural stormwater conveyance systems.

SUB-COMPONENTS

Other residential areas

- The Prince of Peace community intends to expand its long-term care facility, increase its residential capacity, and provide local commercial services to its residents. The Conrich development strategy supports this direction and allows for residential development to the west of the Prince of Peace community.

Transition

The land use strategy (Map 5) identifies three residential areas within The Plan area that may transition to regional highway business or industrial uses and provides policy to support this transition. The identified areas are: (i) Township Road 244A, (ii) McKervey Place, and (iii) Township Road 250 ~~(Map 5)~~.

Phasing

The Plan recognizes that development within The Plan area should progress in a logical and efficient manner. The phasing concept (Map ~~13~~ 14: Phasing) identifies the following areas for the first phase of development:

- lands adjacent to Township Road 250;
- lands within the hamlet;
- South Conrich Cell D;
- Prince of Peace (Princeton); and
- lands within SE-14-25-28-W04M.

~~*Hamlet Sub-Phasing*~~

~~The phasing within the Hamlet Boundary as identified on Map 6 and Map 14, should progress as part of Phase 1 of The Plan.~~

Development within all phases should be allowed to proceed when logical extensions of infrastructure are made available by Rocky View County or a developer, a market demand is identified, and a commitment is made to implement a regional stormwater conveyance system, subject to the policies of this plan. The Plan identifies a highway business area along Highway 1, where the final business uses will be determined at the time of *local plan* preparation. Approval to proceed in this area will require, among other things, a plan amendment and a market analysis to confirm demand. Finally, the phasing plan identifies long term development areas. It is anticipated that there will not be a demand for the use of these for an extended period of time. Development of the long term development area will also require an amendment to this plan.

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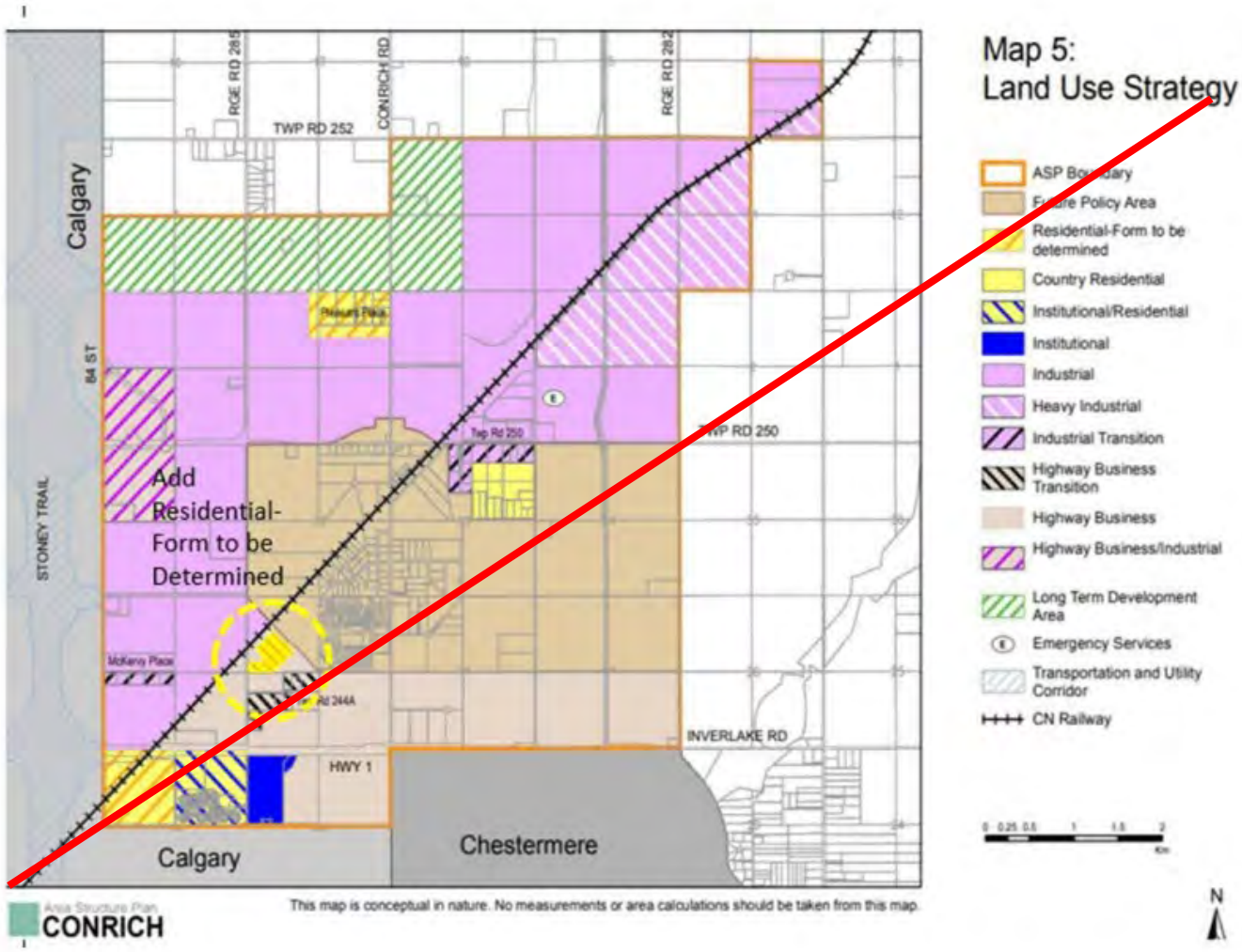
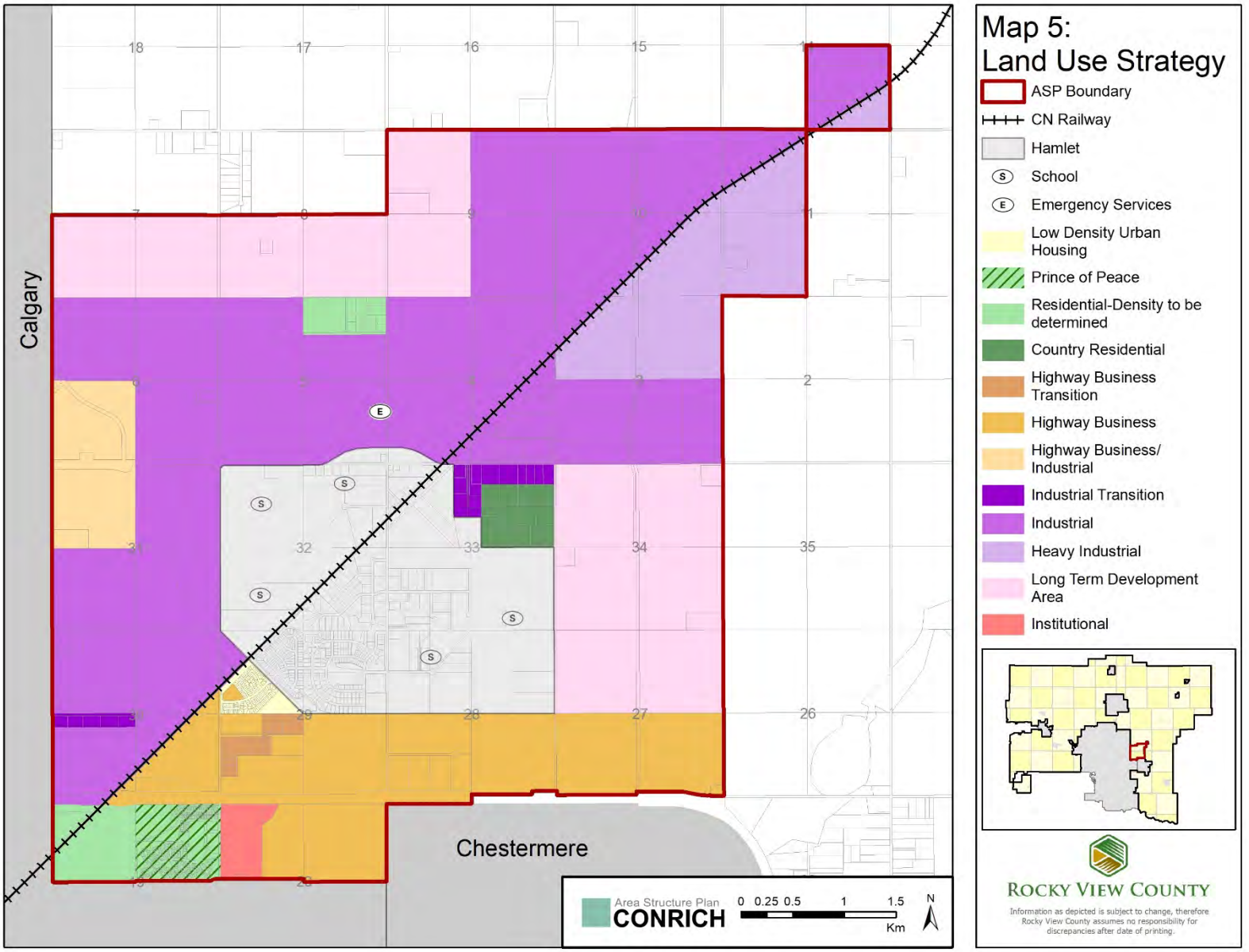
MAP 5 Land Use Strategy




Map 5:
Land Use Strategy
ASP Boundary
CN Railway
Hamlet
School
Emergency Services
Low Density Urban Housing
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Residential-Density to be determined
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Highway Business
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CONRICH
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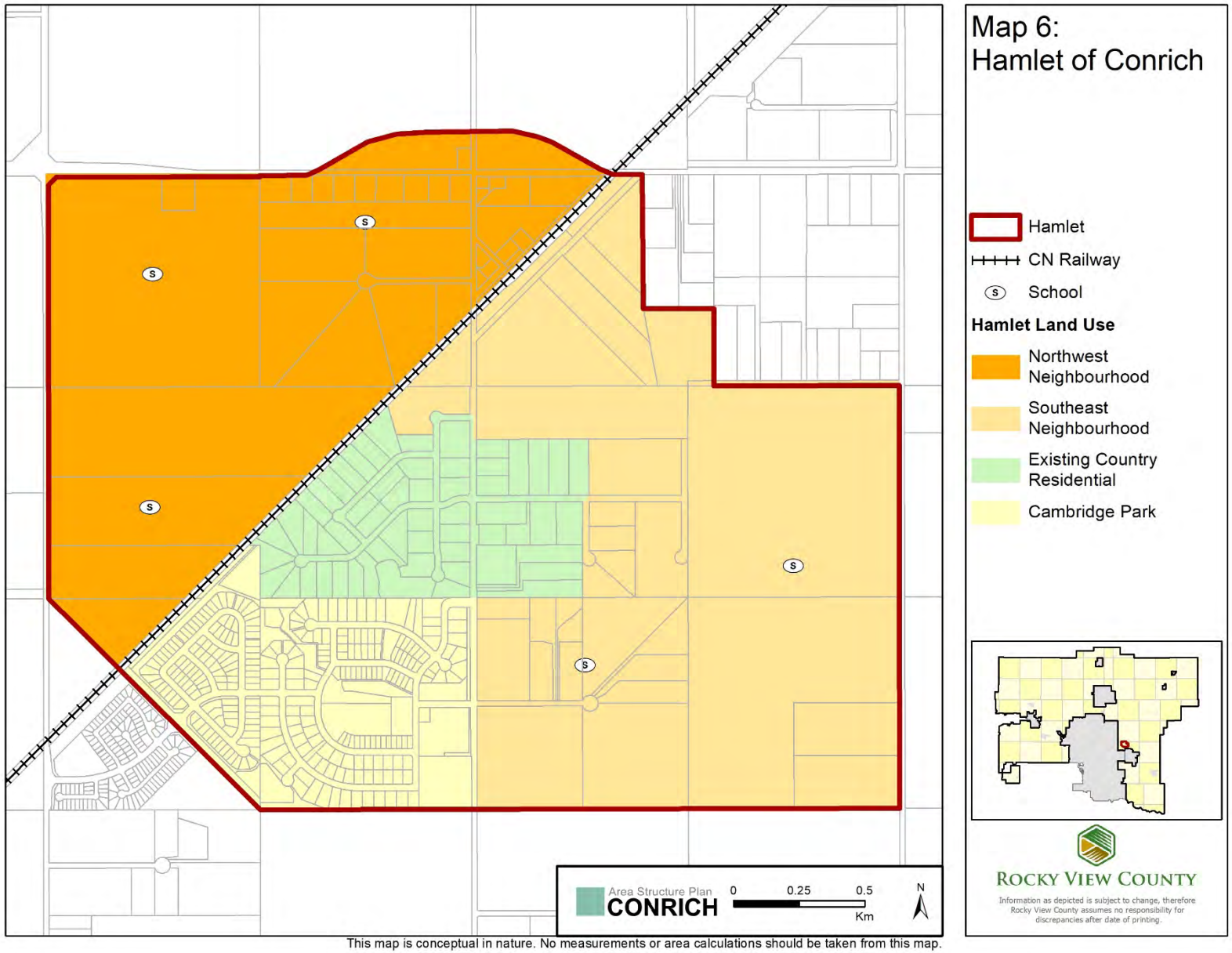
Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

MAP 6 Hamlet of Conrich



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

8.0 HAMLET RESIDENTIAL

The purpose of hamlet residential is to accommodate and expand a form of residential development that has occurred in the Conrich area through the approval of Cambridge Park and Buffalo Hills Conceptual Schemes in 2007 and 2006 respectively (Map 12: Local Plans).

These hamlet residential areas are compatible with adjacent *country residential* areas within the hamlet, while providing an expanded range of housing choices for residents. *Local plans* will ensure consideration is given to providing compatible uses such as parks and pathways, as well as schools, where appropriate. While the predominant residential dwelling type will be single detached homes, all developments should include a range of residential options.

Objectives

- Support the development of comprehensively designed residential neighbourhoods that promote interaction between residents.
- Require neighbourhoods to have an integrated parks, *open space*, and trail system that promotes walking and cycling and provides for a positive recreational and/or cultural experience for residents.
- Ensure hamlet residential areas within the hamlet provide for an efficient internal transportation network, with connections to other neighbourhoods and the hamlet's core area.
- Provide for a range of lot sizes and housing types to accommodate the varying needs and incomes of Rocky View County residents.
- Provide for human scale design and attractive hamlet residential areas through the use of architectural and community design guidelines.

Policies

8.1 The predominant land use within the hamlet residential area shall be single detached residences; multi-family residences such as semi-detached homes, row houses, and townhouses shall also be allowed.

8.2 A comprehensive *local plan* shall be required to support applications for hamlet residential development.

8.3 The following uses in the hamlet residential area may be allowed where they are determined to be compatible and appropriate:

a. public, recreational, and institutional uses; and

b. local commercial uses.

DENSITY

8.4 The gross residential density of the hamlet residential area should be 9.63 units per hectare (3.9 units per acre).

8.5 Medium density residential (townhomes, row houses, and multi-unit) land use should comprise at least 10 per cent of the net *developable* area within a hamlet residential area.

Gross residential density calculations include land for residential lots and local uses such as hamlet commercial businesses, local parks, elementary schools, local roads, and small institutional sites such as daycares.

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COMMUNITY DESIGN

8.6 A hamlet residential area should provide:

a. street-oriented residential design;

b. a variety of lot widths and home sizes;

c. parks and pedestrian connections to adjacent areas;

d. sidewalks on at least one side of the roadway;

e. vehicular connections to other neighbourhoods within the hamlet; and

f. dark sky friendly street lighting.

Street-oriented design affects the character of the street and how neighbours interact with each other. A vital street with good design encourages activity by providing a safe and inviting pedestrian environment, a home design that encourages interaction, and a road design that calms traffic movement.

8.7 Medium density residential development should:

a. be oriented to the public street with parking located in the rear or side;

b. be located in proximity to community amenity areas such as *open space*, a park, or the main street; and

c. provide landscaped open areas that are safe and secure for residents and integrate private outdoor living areas with public *open space*.

8.8 Local plans should provide architectural design guidelines that promote neighbourly interaction by:

a. promoting front yard aesthetics;

b. providing street trees and street-oriented porches or patios; and

c. requiring garages to be located in the rear of residences, contiguous, or recessed from the front façade.

8.9 Local plans should encourage rural identity through the use of:

a. street names;

b. architectural controls that emphasize a rural look and feel; and

c. landscaping that uses local/native plant species.

8.10 Local plans shall provide an analysis of *open space* and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and *open space* within a hamlet residential area.

8.11 Local plans shall provide a transportation analysis addressing the need for an efficient vehicular and pedestrian network within, and external to, the Hamlet Residential area.

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8.0 HAMLET DEVELOPMENT

The purpose of the hamlet development policies is to create a cohesive development vision for the Hamlet by providing a framework for comprehensive planning that establishes a strong community character. There are existing residential uses in the Hamlet area, such as Cambridge Park (South Conrich), lots from the historic hamlet boundary, and *country residential* lots with potential for further subdivision.

The hamlet will develop an urban form providing for local services, parks and open space, and local commercial uses, with access to these amenities through an interconnected transportation network and pathway system. ~~Single detached housing remains the primary and desired development form in the Hamlet; however, development policies also provide for nodes of higher density specifically within Northwest Neighborhood Area. These may consist of townhomes, semi-detached units, multi-family or similar forms of development, to ensure that The Plan meet regional density requirements and offer a range of housing types.~~ Single detached housing remains the primary development form, with housing forms such as rowhouses, semi-detached units, multi-unit or similar forms of development providing other residential options.

Within the community of Conrich there is a general trend of multi-generational living. Taking advantage of large country residential lots, extended families have built large houses in which several generations live together. This means that the average household size in Conrich is larger than the average in other parts of the County, and so even though the residential density (measured in dwelling-units-per-acre) is typical of other country residential communities, the population density (measured people-per-square-kilometre) may be higher.

Objectives

- Support the development of comprehensively designed residential neighbourhoods that offer a range of lot sizes and housing types to accommodate the varying needs and incomes of current and future Rocky View County residents.
- Provide a mix of residential development forms to offer diverse housing choice, while supporting single detached dwellings as the predominant form.
- Provide for a community core to establish community amenities and services in a mixed-use area that offers commercial, office, institutional and medium-density residential uses in a compact pedestrian and transit friendly environment.
- Develop an integrated parks, open space, and trail system that promotes walking and cycling and provides for a positive recreational and/or cultural experience for residents.
- Ensure that open space, wetlands, riparian areas, and other areas of environmental significance become an identifying feature of the community and a place for residents to enjoy passive recreational pursuits.
- Develop an interconnected street network to support all modes of transportation including pedestrian and transit.
- Provide for human scale design and attractive hamlet areas along with minimizing the impact of new development on existing residential development through interface policies and design guidelines.
- Encourage innovative design for new neighbourhood residential areas and for the Community Core.

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Hamlet Development Policies

General

8.1 Development shall be in accordance with Map 5: Land Use Strategy and Map 6: Hamlet of Conrich and shall be consistent with the policies of this section.

8.2 Where new development is proposed in proximity to existing residential neighbourhoods, the design should provide an acceptable transition to the existing areas through a low-rise housing form that implements appropriate height, massing, and architectural design to integrate with the context of the surrounding community.

8.3 All development shall follow the servicing requirements and policies of this Plan.

8.4 The primary residential development form within the hamlet shall be single detached dwellings.

8.5 Residential built forms such as rowhouses, semi-detached units and multi-unit development shall be supported in locations within the Community Core or adjacent to Neighbourhood Commercial uses.

8.6 Outdoor lighting for all development, including landscaping designs for public spaces, shall follow dark sky lighting principles and shall be consistent with the dark sky policies, standards, or regulations adopted by the County.

8.7 Development abutting the railway shall provide sufficient buffering, safety, and noise control techniques to mitigate the impact on residential development in accordance with the 'Guidelines for New Development in Proximity to Railway Operations', in an effort to mitigate the impact of new residential development in proximity to the railway. At a minimum, this should include a:

a. 30.0 metre setback from the railway right-of-way;

   (i) pathways and open space connections are acceptable uses within the 30 metre setback as shown in Figure 3.

b. 2.5 metre high earthen berm that separates the residential development from the rail line; and

c. 1.83 metre fence installed and maintained along the mutual property line. A conceptual depiction of appropriate buffering in proximity to the railway is shown on Figure 3.

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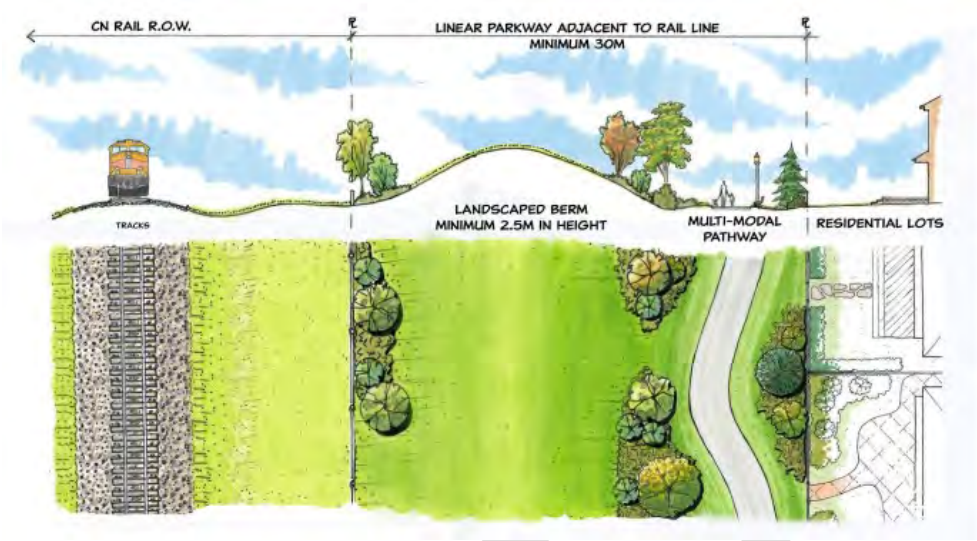
Figure 3 Railway interface concept



DENSITY

8.8 The average gross residential density for new developments within each Neighbourhood Area ~~the hamlet residential area~~ should be 2.02 units per hectare (5.0 units per acre).

8.9 ~~Townhomes~~ Rowhouses, duplex, multi-unit residential land use should not exceed 10 per cent of the Hamlet area.

a. Density within an area should vary to address planning context in alignment with the policies of this Plan.

b. Neighbourhood Plans or applications for residential development with greater density than the target average density dwelling units per acre may be supported if it is demonstrated that the greater density will not unduly affect the character of the hamlet, transportation and servicing requirements.

8.10 *Neighbourhood Plans* shall specify the density composition and distribution within a Neighbourhood Area.

Gross residential density calculations include land for residential lots and local uses such as hamlet commercial businesses, local parks, elementary schools, local roads, and small institutional sites such as daycares.

LOCAL PLANS

8.11 Redesignation, subdivision and development applications within The Hamlet shall be guided by a *local plan* prepared in accordance with the policies of this Plan;

a. notwithstanding Section 8.4, a *local plan* is not required for a development application that is supplemental, accessory to, or secondary, to an approved principal use, should that use been approved prior to amending Bylaw C-8567-2024.

8.12 The creation of a single lot from an un-subdivided quarter section for the purposes of a first parcel out, or other agricultural development may be supported within the hamlet area without a *local plan* in accordance with the policies of this Plan and the Municipal Development Plan.

Servicing and Infrastructure

8.13 *Local plans* in the Hamlet shall provide a servicing proposal in accordance with the County Servicing Standards and Section 23 of this Plan, with connection to the municipal piped water and wastewater system.

8.14 *Local plans* in the Hamlet shall provide stormwater and drainage solutions that are consistent with the Conrich Master Drainage Plan and in accordance with Section 24.

8.15 *Local plans* in the Hamlet shall provide transportation studies including a transportation impact assessment (TIA) in accordance with the County Servicing Standards and in accordance with section 22.

ARCHITECTURAL CONTROLS

8.16 To ensure aesthetically coordinated development, design guidelines and architectural controls shall be implemented and enforced by the Home Owners' Association (HOA), or similar entity within *local plan* areas.

8.17 *Local plans* in the Hamlet should support the hamlet's identity through the use of street names, architectural controls, an effective interconnected network of parks and open spaces, and landscaping.

8.18 *Local plans* in the Hamlet should provide high quality design through consistent architectural themes relating to building appearance, lot layout, landscaping, streetscape and street-orientated design.

Street-oriented design affects the character of the street and how neighbours interact with each other. A vital street with good design encourages activity by providing a safe and inviting pedestrian environment, a home design that encourages interaction, and a road design that calms traffic movement.

OPEN SPACE AND RECREATION

8.19 *Local plans* in the Hamlet should identify and protect environmentally sensitive areas and cultural assets.

8.20 *Local plans* in the Hamlet shall provide an analysis of *open space* and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and *open space* within the hamlet development areas;

a. Where the opportunity exists to provide connections to an existing or planned active transportation route, municipal reserve dedication in residential areas should be provided by dedication of land to facilitate the establishment of fully functional pathways and open space areas within a development.

8.21 *Local plans* in the Hamlet should identify and implement mechanisms by which *open space*, wetlands, riparian areas, and other areas of environmental significance not qualifying as Environmental Reserve will be permanently preserved, and any privately owned portions not subject to further development.

Open Space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas, and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

TRANSITION AND INTERFACE

8.22 *Local plans* in the Hamlet shall include transition and interface policies in accordance with Section 13, Section 14, and Map 7: Non-Residential / Residential Interface of this Plan and the County's Agricultural Boundary Design Guidelines.

TOWNSHIP ROAD 250

8.23 *Local plans* in the Hamlet abutting the future re-alignment of Township Road 250 shall provide appropriate noise attenuation techniques to mitigate the impact of the increase in heavy vehicle traffic.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):
A multi-disciplinary approach for reducing crime through urban and environmental design and the management of the built environments. The four basic strategies in CPTED include:

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

NEIGHBOURHOOD AREA

The hamlet has been divided into Neighbourhood Areas to facilitate comprehensive planning on lands that have experienced limited fragmentation. The Neighbourhood Areas shown on Map 6 will offer a mix of housing with emphasis on single detached dwellings and include complementary land uses supporting local services, neighbourhood amenities and institutions. These will take on an urban form allowing for efficient use of infrastructure and services, as well as promoting an interconnected street network to support active transportation and transit.

Planning will be done through a *Neighbourhood Plan* prepared by the County or an applicant in partnership with the County. The *Neighbourhood Plan* will be an amendment to the ASP that will provide detailed land use direction, subdivision design and development that covers the entirety of the relevant Neighbourhood Area and establishes a general structure including the collector/arterial road layout, water and wastewater servicing networks, stormwater facilities, parks and open space network, community design policies, and other details.

Detailed development of lands will be guided by *local plans* submitted by the applicant and reviewed by the County.

Neighbourhood plan is a statutory plan that adopted by bylaw and appended to the area structure plan. ~~A neighbourhood plan is a type of conceptual scheme to~~ It supports comprehensive planning within the hamlet. ~~Neighbourhood plans provide~~ providing detailed land use direction, subdivision design and development guidance to Council, Administration, and the public for a large area. Detailed development of lands within a Neighbourhood Area will be guided by local plans submitted by the applicant and reviewed by the County.
~~A neighbourhood plan will identify development cells as smaller sub-areas for detailed planning of specific areas and phases. A development cell plan *Local Plans* will be prepared for these areas to support development. Upon approval, a development cell plan will be amended into the neighbourhood plan as an appendix.~~

Objectives:

- Support infrastructure and public realm improvements in the Neighbourhood Areas necessary to create an efficient and cohesive development pattern that promotes pedestrian activity and interactions between public and private spaces.
- Provide a variety of housing options in a manner that integrates residential use with the activity centre.

General Policy:

8.24 Residential development shall be the primary use in the Neighbourhood Areas in a form and composition that achieves the density requirements of Policy 8.7.

8.25 The Neighbourhood Area should provide a broad range of housing choices covering a mix of built forms to support density requirements and changing demographics within the Community.

8.26 A Neighbourhood Area should convey a distinct identity by implementing elements such as:

a. street names and signage that reflect the Area's historical features and/or natural context;

b. branding of neighbourhood parks and features; and

c. high quality architectural controls.

8.27 Each Neighbourhood Area shall include *neighbourhood commercial* uses to serve the needs of residents and provide local employment in the area.

a. *Neighbourhood commercial* areas should be small to medium sized developments ranging from 600 sq. m. (6458 sq. ft.) to approximately 6,000 sq. m. (64,583 sq. ft.).

Neighbourhood commercial is intended to provide services to the local residential community that is immediately in the vicinity of the commercial area. Neighbourhood commercial is intended to be small to medium sized development ranging from 600 m^2 (6458 ft^2) to approximately 6,000 m^2 (64,583 ft^2). Proposals for this type of development will be required to submit a market demand study to show the demand for the use and to provide evidence that the neighbourhood commercial development would not negatively impact the Community Core commercial services.

8.28 The following uses within the Neighbourhood Areas may be allowed where they are determined to be compatible, appropriate, and consistent with the policies of this Plan:

a. public, recreational, and institutional uses such as schools, childcare facilities, religious assemblies, and

b. seniors housing.

8.29 A *neighbourhood plan* ~~and a *development cell plan* specific to the development area~~ must be prepared prior to redesignation, subdivision, or development of any land within the Neighbourhood Areas as shown on Map 6~~: Hamlet of Conrich~~.

Seniors housing can be supportive housing/assisted living, and long-term care. There is a desire within the hamlet for people of all ages to be able to remain in their community as they age. The Conrich ASP is supportive of senior housing proposals provided the development is located near local shops and services to provide ease of access for this demographic. Seniors housing may be considered as institutional or residential land use according to the level of care and independence the housing provides.

Neighbourhood Plans

8.30 A *neighbourhood plan* shall be prepared for each Neighbourhood Area, as shown on Map 6, in accordance with the policies of this Plan.

a. A *neighbourhood plan* shall cover the extent of the relevant Neighbourhood Area as shown in Map 6.

b. A *neighbourhood plan* must adhere to the distinct policies provided within this Plan for the relevant Neighbourhood Area.

c. *Neighbourhood plans* shall be developed to connect and interface with other Neighbourhood Areas. This includes ensuring infrastructure connectivity, appropriate development transitions, compatible architectural style and an interconnected open space and parks network.

~~d. A *neighbourhood plan* shall identify development cells for detailed planning of specific areas and phases by *development cell plans*. The boundary of a development cell will be confirmed by the *development cell plan*.~~

~~8.20 A *neighbourhood plan* is considered a *local plan* and Policies 8.9 to 8.15 shall apply when preparing a *neighbourhood plan* or *development cell plan*.~~

8.31 A *neighbourhood plan* shall provide a general structure for the relevant Neighbourhood Area and contain requirements identified in Policy 27.11 to 27.15 and Appendix E of this Plan.

8.32 The preparation of the *neighborhood plan* shall be guided by the following principles:

a. is characterized by a mix of housing with emphasis on single detached dwellings while supporting mixed-use or multi-unit dwellings clustered in nodes of higher density at appropriate locations;

b. is linked by a park and pedestrian pathway system;

c. provides for local retail and commercial uses at an appropriate scale determined through economic assessment;

d. provides for public, recreational, and institutional uses;

e. meets the density requirements per the policies of this Plan for the overall Neighbourhood Area;

f. develops a sensitive interface to the existing country residential and low density urban communities;

g. provides for a vibrant frontage along Conrich Road supporting active transportation modes, connection to the Community Core and developing a high-quality public realm through landscaping, street furniture and streetscape design for a pedestrian friendly environment;

h. provides appropriate screening and buffering from industrial areas as per the non-residential/residential interface policies of this Plan;

i. provides for buffering and screening from the CN Rail line as per the policies of this Plan; and

j. is consistent with the policies and technical requirements of this Plan.

8.33 Multiple types of housing should be integrated into the Neighbourhood Areas to meet the density requirements.

a. Notwithstanding Policy 8.33, mixed use development shall only be focused within the Community Core or neighbourhood commercial areas.

8.34 A market demand study shall be conducted as part of the *neighbourhood plan* to support the proposed size of the *neighbourhood commercial* area and to demonstrate that the proposed development will not compromise the viability of similar uses in the Community

Core or elsewhere in the ASP area. ~~to demonstrate that the neighbourhood commercial development would not negatively impact the would Community Core commercial development~~

8.35 The servicing strategy and transportation network shall be updated at the time of neighbourhood plan preparation to reflect the proposed land uses and established density.

Local Plans ~~*Development Cell Plan*~~

8.36 ~~*A development cell plan*~~ *Local plans* in the Neighbourhood Area shall be comprehensively planned and shall provide detailed planning ~~for development cells identified~~ as identified within a specific Neighbourhood Area and ~~requirements identified~~ in Appendix F.

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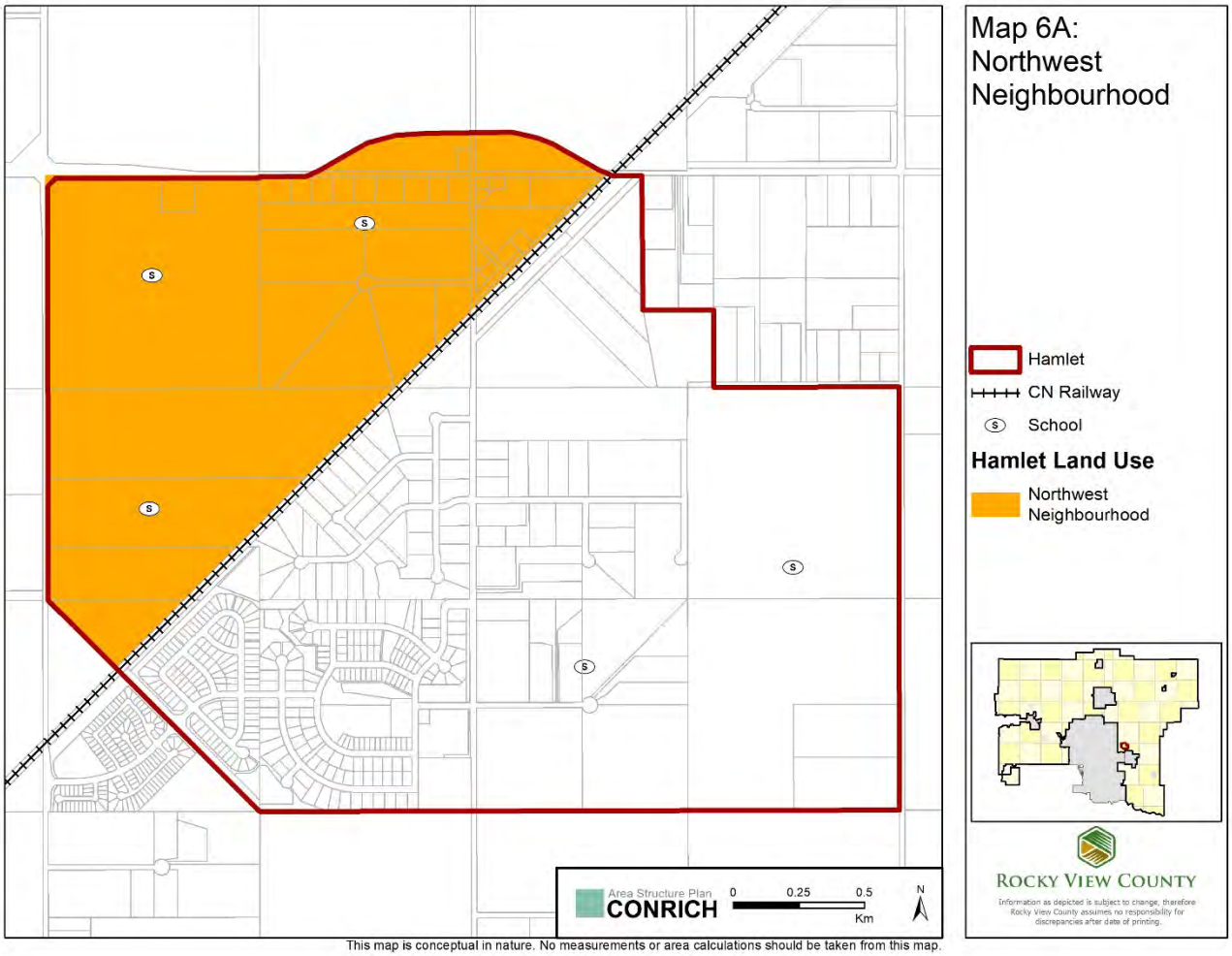
Map 6 A Northwest Neighbourhood



Northwest Neighbourhood

Northwest Neighbourhood Area is located, as the name suggests, in the north-west part of the hamlet bounded by Range Road 285 to the west, Township Road 250 to the north, the CN rail line to the south-east. This neighbourhood area has excellent access to the regional highway network providing efficient access to Highway 1 with proximity to Stoney Trail and the proposed re-alignment of Garden Road. These lands are the first encountered when travelling from Calgary and will act as a gateway into the hamlet area. Northwest Neighbourhood Area offers opportunities to create large development cells for effective comprehensive planning including the development of the Community Core.

The extension of municipal servicing infrastructure from the east side of the CN rail line to this area is needed to support development of Northwest Neighbourhood Area and other planned industrial development. Northwest Neighbourhood Area contains areas identified as environmentally sensitive, which will require planning for protection and integration into a parks and open space network. This area is also somewhat isolated from the remaining communities in Conrich by the CN rail line, which runs diagonally through the hamlet area.

Innovative planning solutions will be needed to create meaningful connections from Northwest Neighbourhood Area to other areas of the hamlet.

Policy:

8.37 Preparation of the *neighbourhood plan* for Northwest Neighbourhood Area should provide appropriate screening and buffering from Township Road 250 and the industrial areas as per the non-residential/residential interface policies of this Plan.

8.38 Preparation of the *neighbourhood plan* should enhance natural areas by retaining and integrating natural features into the subdivision design, to the County's satisfaction.

8.39 ~~Areas of environmental significance~~ Environmentally Sensitive Areas as identified on map 8 should be retained and protected.

8.40 The *neighbourhood plan* for Northwest Neighbourhood Area should provide for buffering and screening from the CN Rail line as per Policy 8.6.

8.41 Preparation of the *neighbourhood plan* for Northwest Neighbourhood Area shall include the development of a Community Core.

8.42 The Community Core should be the focal point of the Northwest Neighbourhood Area and preparation of the *neighbourhood plan* should address appropriate transition and interface of residential areas from the Community Core.

8.43 Higher density residential development should be located closer to community amenity areas such as open space, a park, ~~Community Core~~, institutional, or neighbourhood commercial within the Community Core.

8.44 The Community Core should support some limited areas of mixed-use development providing opportunities for varying types of housing to meet density requirements.

Community Core

The Community Core acts as a central gathering place for the community, with opportunities for people to interact with each other at local businesses, community institutions, and public spaces.

Results from public engagement identified the desire to create a community activity centre located near the traditional heart of Conrich along Conrich Road, between Township Road 250 and the CN rail line. The Community Core is to be incorporated into Neighbourhood Northwest with the final location and design to be determined during the neighbourhood planning stage.

Planning for the Northwest Neighbourhood Area will require thoughtful integration towards the more intensive uses of the Community Core, appropriate transitions and interface should be considered to ensure planning is integrated with the surrounding areas. The development of the Community Core should:

- Establish a community activity centre by supporting development of institutional, commercial and community services within the ~~central area of the~~ hamlet.
- Promote active transportation routes through and within the Community Core to ensure that the area is accessible from other parts of the Conrich community.
- Establish strong design criteria to ensure that public spaces and private development celebrate the character of the Conrich community.

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- Allow opportunities for the provision of complementary residential and local commercial uses that contribute to a vibrant and thriving Community Core.
- Enhance and further establish the hamlet's identity and unique character.
- Act as a gateway and gathering space for the Conrich community.

Policy:

8.45 The *neighbourhood plan* shall identify general location of the Community Core to enhance the Hamlet's identity and unique character as a distinct area.

8.46 The Community Core shall provide a range of local commercial services for residents that contribute to an attractive pedestrian environment and meeting places for residents.

8.47 The Community Core should create a vibrant and pedestrian friendly space that supports all transportation modes through landscaping, street furniture, and streetscape design.

8.48 Development of the Community Core should implement improvements to the public realm through a variety of mechanisms, including where appropriate, financial contribution and/or cost recovery agreements.

8.49 The Community Core shall provide pedestrian connections that links to the rest of the hamlet's residential areas.

8.50 The Community Core should be comprehensively planned and shall provide a mix of uses including hamlet commercial, institutional, and community services.

8.51 Rowhouses, semi-detached units, multi-unit or similar forms of development ~~Medium density residential and mixed-use developments~~ should be considered in the Community Core to meet the density requirements of The Plan.

8.52 Institutional and community service uses should be the prominent development form fronting Conrich Road and Township Road 250.

8.53 Development adjacent to Township Road 250 and Conrich Road should present a positive appearance for drivers entering the hamlet through the provisions of enhanced façades and landscaping.

8.54 Design of institutional and commercial uses should be compatible with the design of surrounding residential uses.

Institutional and Community Services in the Community Core

8.55 Development in the Community Core shall allocate sufficient lands for the future development or expansion of schools and municipal services through appropriate phasing and dedication of municipal reserve lands;

8.56 Institutional and community service uses within the Community Core should be broadly identified at the time of preparing a *neighbourhood plan* while allowing for flexibility at further development stages, and shall align with all other relevant policies set out within this Plan.

8.57 Institutional and community services use shall be restricted to the following within the Community Core area:

a. Arts and Cultural Centre;

b. Athletic and Recreation Services;
c. Community Agriculture Uses;
d. Childcare Facilities;
e. Indoor Participant Recreation Services;
f. Medical Treatment Services;
g. Museums;
h. Private Clubs and Organizations;
i. Public or Quasi-Public Buildings;
j. Public Parks, Open Spaces, or Environmental Reserve;
k. Religious Assembly;
l. Schools~~, including accessory dormitories~~;
m. Senior Care Facilities; and
n. Tourism.

Commercial Uses in the Community Core

8.58 Commercial development shall be supported within the Community Core, subject to the development meeting the policies set out within Section 10 of this Plan and the following criteria:

a. commercial development shall be focused on complementing existing or planned institutional and community services, through the specific uses proposed and integration of features such as building design, parking areas, pathways, and open spaces; and
b. commercial services shall be located and oriented to interface with public roads and spaces as well as provide a consistent and high quality design that contributes to the appearance of the Community Core.

8.59 Commercial development shall establish architectural controls that follow the design guidelines for local commercial areas as set out in the County's Commercial, Office, and Industrial Design Guidelines, the design requirements of Appendix B and other adopted County design standards

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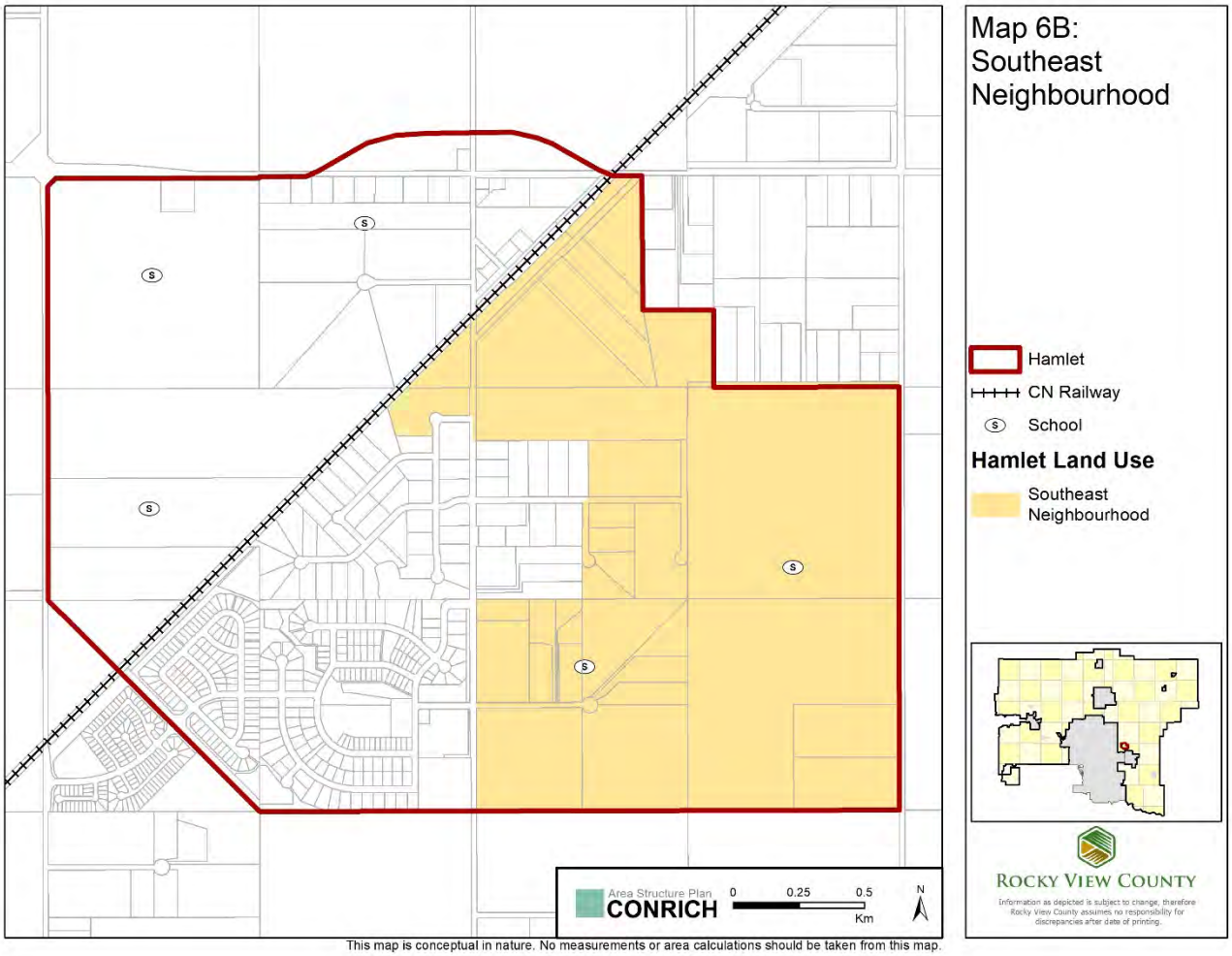
Map 6 B Southeast Neighbourhood



Southeast Neighbourhood

Southeast Neighbourhood Area is bounded by the CN rail line to the northwest, Conrich Road and existing development to the west, *country residential* to the northeast, and Range Road 283 to the east. Municipal servicing infrastructure exists within Southeast Neighbourhood and Conrich Road provides the primary transportation route.

The eastern portion of the Neighbourhood forms the Buffalo Hills Comprehensive Development Conceptual Scheme Area (Buffalo Hills). Adopted in 2006, Buffalo Hills was envisioned to be a mix of residential, business, institutional, recreational and park uses, no land development has occurred since its adoption.

Along the western boundary of the Neighbourhood, lands are more fragmented which will require careful planning to create a cohesive community. Appropriate interfaces with the existing *country residential* and Cambridge Park communities will need to be incorporated into the neighbourhood planning. The Southeast Neighbourhood Area provides an opportunity to develop a vibrant and active frontage with Conrich Road, the 'main street' of the community.

Policy:

8.60 The preparation of the *neighborhood plan* for Southeast Neighbourhood Area shall be guided by the following principles:

8.20.1 is characterized by a mix of housing with emphasis on single detached dwellings while supporting mixed-use or multi-~~family~~ unit dwellings clustered in nodes of higher density at appropriate locations;

8.20.2 is linked by a park and pedestrian pathway system;

8.20.3 provides for local retail and commercial uses at an appropriate scale determined through economic assessment;

8.20.4 provides for public, recreational, and institutional uses;

8.20.5 meets the density requirements per the policies of this Plan;

8.20.6 develops a sensitive interface to the existing *country residential* and low density urban communities;

8.20.7 provides for a vibrant frontage along Conrich Road supporting active transportation modes, connection to the Community Core and developing a high quality public realm through landscaping, street furniture and streetscape design for a pedestrian friendly environment;

8.20.8 provides appropriate screening and buffering from business and industrial areas as per the non-residential/residential interface policies of this Plan;

8.20.9 provides for buffering and screening from the CN Rail line as per Policy 8.6; and

8.20.10 is consistent with the policies and technical requirements of this Plan

8.61 Development adjacent to Conrich Road should present a positive appearance for drivers through the provisions of enhanced façades and landscaping.

8.62 Development adjacent to the Buffalo Hills should complement the proposed uses and development forms identified in the approved conceptual scheme.

8.63 Where multi-unit residential housing is appropriate, it should be directed towards the southern boundary of the Neighbourhood Area and the future Township Road 245 to ensure appropriate transition between residential uses within the Southeast Neighbourhood Area, the Buffalo Hills Conceptual Scheme, and the highway business uses on the south.

CONRICH CROSSING

The Conrich Crossing Conceptual Scheme (2021) plans the bulk of the quarter section bordered to the south by Township Road 250 and to the east by Conrich Road. This plan includes a new residential neighbourhood north of the hamlet.

8.64 The Conrich Crossing Conceptual Scheme (Bylaw C-8178-2021) general land use

concept and densities shall be supported by this Plan and subsequent *neighbourhood plan*.

8.65 Notwithstanding Policy ~~8.39~~ 8.64, amendments to the Conrich Crossing Conceptual Scheme (Bylaw C-8178-2021) shall adhere to the requirements of this Plan.

BUFFALO HILLS

~~The Buffalo Hills Conceptual Scheme (2006) makes up the entirety of the Neighbourhood 3 area. The Conceptual Scheme includes a residential development within the two northernmost quarters sections of the Plan, with a regional business and institutional centre developed on the southern quarter section.~~

The Buffalo Hills Conceptual Scheme (2006) includes a mix of residential development located on the top two quarters sections, with a regional business and institutional centre to be developed on the southern quarter section.

~~8.41 The Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) general land use located within the Hamlet of Conrich as identified on Map 6 shall not be supported. An amendment to the Conceptual Scheme is required to align with this Plan and a subsequent *neighbourhood plan*.~~

8.66 The Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) general land use located within the Hamlet and the Southeast Neighbourhood Area ~~of the Hamlet of Conrich as identified on Map 6~~ shall be supported by this Plan.

8.67 ~~Notwithstanding Policy 8.42,~~ Amendments to the Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) ~~located outside the Hamlet of Conrich as identified on Map 6~~ shall adhere to the requirements of this Plan.

~~*NEIGHBOURHOOD RESIDENTIAL TRANSITION AREA*~~

~~The Neighbourhood Residential Transition Area shown in Map 6 is an area of approximately 18 acres bounded by the CN rail line to the north, existing *country residential* development to the south, and Conrich Road to the east. This land is comprised of two sizeable parcels that may be effectively developed similar to the Neighbourhood Areas. These parcels offer an opportunity to establish a transition from the CN rail line and Neighbourhood Areas to the existing *country residential* development.~~

~~8.44 Lands identified as Neighbourhood Residential Transition in Map 6 shall require a local plan and may develop in accordance with Policies 8.1 to 8.8.~~

~~8.45 Development within the Neighbourhood Residential Transition shall not require a *neighbourhood plan*.~~

~~8.46 Development within the Neighbourhood Residential Transition shall ensure an appropriate transition from the existing *country residential* area by establishing compatible low density uses within the southern portion of the area.~~

COUNTRY RESIDENTIAL

Country residential development with lots ranging in size from 2 to 4 acres occurred adjacent to the original hamlet beginning in the mid-1960s (Figure 1) to the present. Many of the residents have a significant investment in their properties and a strong attachment to the area. The County supports the retention of these areas and may plan for infill development in

the future.

8.68 *Local plans*, land use redesignation, and new subdivision shall not be supported within the *Country residential* lands shown on Map 6.

8.69 Notwithstanding Policy 8.68, redesignation and a new subdivision may be supported within the *Country residential* lands, if the following conditions are met:

8.20.11 redesignation to a land use district does not facilitate subdivision of lots smaller than 0.81 hectares (2.0 acres); or

8.20.12 where an existing lot holds a land use designation that permits further subdivision, proposals may be considered to create lots meeting the purpose and intent of that land use district subject to adhering to the policy within this Plan.

LOW DENSITY URBAN HOUSING (CAMBRIDGE PARK)

Development of the Cambridge Park community is guided by the South Conrich Conceptional Scheme (2007). The residential community is nearing full build out with lot size ranging from 0.25 to 1 acre, and includes community parks, and connecting trials.

8.70 The South Conrich Conceptual Scheme (Bylaw C-6401-2006 as amended) general land use concept and densities shall be supported in this Plan.

PRINCE OF PEACE AREA

The Prince of Peace community, identified on Map ~~12~~ 13, is a low to medium density residential area that has been designed to accommodate the needs of seniors. The *master site development plan* and associated land use allows for semi-detached homes, medium density condominiums, assisted living accommodation, and dementia accommodation.

Development of this area will comply with all relevant policies of this plan.

8.71 Residential development within the Prince of Peace area shall be in accordance with the Prince of Peace Master Site Development Plan, the Princeton Conceptual Scheme, and relevant policies of this plan.

OTHER AREAS

8.72 Map 5 identifies two areas referred to as 'residential – form to be determined' where the residential form is to be determined at the *local plan* stage. Options include *country residential* and/or residential densities equivalent to hamlet residential. Development in these areas shall be consistent with the relevant residential policies of this plan.

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9.0 COUNTRY RESIDENTIAL

Country residential development within The Plan area has occurred from the mid-1960s to the present. These areas are identified as *country residential* on Map 3: Existing Land Use. This plan supports the retention and build-out of certain existing *country residential* areas, while providing for the transition of other areas to new land uses.

Country residential development refers to the traditional residential acreages that have been created throughout the County since the early 1960s. Typically acreages have the land use designation residential one, two, or three district with a minimum of two (2), four (4) and ten (10) acre parcel size respectively. The lots may have been subdivided as part of a local plan or created on an individual basis. Wastewater is treated on-site through the use of a private sewage treatment system, while water is provided by well or a local water co-op.

Objectives

- Support some existing *country residential* areas to remain as viable communities.
- Support the retention of existing *country residential* areas identified as transition areas until change to an industrial or commercial use is deemed desirable.
- Ensure that the impact of commercial and industrial development on *country residential* development is minimized through the implementation of appropriate interface policies and design guidelines.

Policies

Map 5: Land Use Strategy shows the *country residential* areas within The Plan boundary that are expected to remain as *country residential* developments.

9.1 *Country residential* development within the hamlet of Conrich shall be supported in the areas identified as '*country residential*' on Map 5.

PLEASANT PLACE

Pleasant Place is a residential area located outside of the hamlet of Conrich that is intended to remain and expand as a residential area. The Pleasant Place community consists of 11 homes located one kilometre north of Township Road 250 and west of Conrich Road. The Plan recognizes the desire of its residents to remain as a viable residential community.

9.2 The existing *country residential* area known as Pleasant Place is identified on Map 5 as 'residential - form to be determined'. Expansion to the west and south of Pleasant Place is also identified as 'residential - form to be determined' on Map 5. The new residential development form within this area shall be determined at the time of *local plan* preparation and shall be consistent with the policies of this plan.

9.3 Industrial development adjacent to the existing or expanded Pleasant Place residential area shall be subject to the non-residential/residential interface policies and design guidelines of this plan (Map ~~6~~ 7 and Section 14).

9.4 Development of land to the north of Pleasant Place, within the long term development area, shall be compatible with the existing Pleasant Place land use.

RESIDENTIAL TRANSITION AREAS

Residential transition areas are those areas currently designated for *country residential* use where future industrial or commercial development is supported. This plan (Map 5) recognizes three transitional areas: (i) Township Road 244A (highway business transition), (ii) McKervey Place (industrial transition), and (iii) Township Road 250 (industrial transition).

9.5 The *country residential* uses on lands identified for industrial transition or highway business transition (Map 5) are allowed to continue until such time as a transition to industrial or highway business use is deemed desirable and a *local plan* has been prepared, in accordance with the policies of this plan.

9.6 Applications for highway businesses or industrial uses adjacent to transition areas shall be subject to the non-residential/residential interface policies of this plan (Section 14), unless otherwise determined by a *local plan* to not be necessary.

9.7 Notwithstanding the intended highway business or industrial land uses for the transition area, the County may consider a 'work/live' land use without the preparation of a *local plan*.

9.8 Subdivision of an industrial transition or highway business transition area into additional residential or additional 'work/live' lots shall not be supported.

A '***work/live***' land use would allow a business to operate on the same property as a private residence. Creating this land use permits a greater intensity of business use than is currently contemplated under existing residential districts or home based businesses.

This land use may be of benefit to homeowners within a transition area that are impacted by business development but are unable to transition to a commercial or industrial land use because of a lack of market interest.

The County does not have a '*work/live*' land use district as envisioned in this plan but will consider the adoption of such as district as part of the plan implementation (Section 27).

TOWNSHIP ROAD 250 TRANSITION AREA

With the development of the CN Rail facility, homes accessing Township Road 250 south of the CN logistics park have been impacted by increased truck traffic and facility operations. This plan provides for the transition of this area to industrial land use, which in turn may impact adjacent *country residential* development to the south. ~~Due to the complex land use and design issues in this transition area, The Plan recommends future design work to be carried out by the County.~~ A conceptual scheme has been adopted by Council to mitigate the potential impacts on *country residential* residents.

~~9.9 Applications for industrial and residential development in the area identified on Map 12: Local Plans as Township Road 250 requires a *local plan*. Due to the fragmented nature of the area, the County shall prepare the *local plan*, following consultation with the landowners.~~

Applications for industrial and residential development in the area identified on Map 13: *Local plans* as Township Road 250 shall be prepared in accordance with the provisions of the Township Road 250 Conceptual Scheme.

OTHER TRANSITION AREAS

The Plan recognizes other transition areas as land:

- where future industrial or commercial development is supported;
- contain a residence; and
- have been impacted by the loading and shuttling of rail cars associated with the CN Rail facility.

9.10 Notwithstanding the intended commercial or industrial land uses for these lands, the County may consider a 'work/live' land use without the preparation of a *local plan*.

9.11 Subdivision of transition areas into additional 'work/live' lots shall not be supported.

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10.0 COMMERCIAL

Commercial areas provide a wide range of services to Rocky View County residents and the region, while contributing to the fiscal sustainability of the County. This plan envisions two different forms of commercial development for the Conrich area; regional highway business development and hamlet commercial.

HIGHWAY BUSINESS

Highway business developments are moderate to large in size and primarily serve the needs of the:

- traveling public and tourists;
- regional population; and
- industrial and commercial employees from the region.

Uses may include a combination of grocery and retail stores, large format stores, shops, services to the public, offices, office parks, entertainment, and accommodation. Light industry may be considered if there are no nuisance factors outside of the enclosed building. Institutional uses are also appropriate in this area and may include schools, religious assemblies, campgrounds, medical treatment centres, and recreational uses. Highway business areas are to be comprehensively planned, attractively designed, landscaped, and include pedestrian-friendly parking areas. Where they are adjacent to existing or future residential areas, they must follow the non-residential/residential interface area policies (Section 14).

HAMLET COMMERCIAL

~~The hamlet commercial area should form part of the community core and will be determined as part of the future policy area review.~~ The hamlet commercial area should form part of the Community Core ~~and will be centered at the intersection of Conrich Road and Township Road 250 as shown on Map 5 and Map 6.~~ Hamlet commercial contributes to the social aspect of the hamlet and the development of a sense of community for the Conrich area. It will add visual interest to the community and provide local services, a pedestrian orientated main street development, and casual meeting places for area residents.

Objectives

- Provide for attractive and high quality highway business and hamlet commercial development.
- Provide for an attractive commercial core that adds to the social fabric of the hamlet and provides a wide variety of services to residents.
- Promote the development of regional highway business development focused on Highway 1 and Stoney Trail that is of a high quality design and provides safe access and egress from adjacent highways.
- Provide guidance on development type and design.
- Ensure commercial uses are compatible with existing and future land uses.

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Policies

GENERAL

10.1 ~~Highway business development shall be located in the areas identified on Map 5.~~ Highway Business and Hamlet Commercial development shall be located in the areas identified on Map 5 and Map 6.

10.2 Development areas should proceed in an orderly and efficient manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

LAND USE - HIGHWAY BUSINESS

10.3 The primary regional highway business land uses should be large format retail centres, shopping centres, outlet malls, office buildings, business parks, regional services, and tourist facilities that benefit from access to Highway 1 or Stoney Trail. Other acceptable uses include institutional uses, campgrounds, medical treatment centres, recreation facilities, and light industry where there are no nuisance factors outside of the enclosed building.

10.4 Highway business uses should primarily be carried on within an enclosed building, where the operation does not generate any significant nuisance or environmental factors such as noise, appearance, or odour outside of the enclosed building.

10.5 Outdoor storage as a primary use should not be permitted. Outside storage incidental to the primary use of the site shall be screened and located to the side or rear of the primary building.

10.6 Outside display areas are permitted provided they are limited to examples of equipment, products, or items related to the site's use.

10.7 Highway business areas shall be situated in a location that ensures safe and efficient access and egress from adjacent roadways.

10.8 Highway business uses located adjacent to existing or future residential or agriculture areas shall address the agriculture interface and non-residential/residential area policies of this plan (Sections 13, 14, and Map ~~6~~ 7).

HIGHWAY BUSINESS/INDUSTRIAL - STONEY TRAIL

10.9 The land use for the area identified as highway business/industrial on Map 5 will be determined as part of the *local plan* preparation. The determination of land use shall be done at the quarter section scale and the relevant commercial or industrial polices of this plan shall apply.

LAND USE - HAMLET COMMERCIAL

10.10 Hamlet commercial uses should be small scale businesses and services that serve the residents of the hamlet and plan area.

10.11 The hamlet commercial area shall provide a range of local services that support the hamlet of Conrich and contribute to an attractive pedestrian environment and meeting places for residents.

10.12 ~~While the majority of local area commercial shall should be located within the hamlet core, other local neighbourhood commercial development may be allowed within the hamlet's neighbourhoods.~~

The majority of the hamlet commercial area shall be located within the Community Core. Other neighbourhood commercial areas that are compatible and complement

those within the Community Core shall be supported within the Neighbourhood Areas.

10.13 *Local plans* proposing hamlet commercial abutting the future re-alignment of Township Road 250 shall provide appropriate noise assessment and mitigation techniques to limit the impact of the increase in heavy traffic through architectural controls implemented at the subdivision and development permit stage.

10.14 *Local plans* proposing hamlet commercial and/or institutional uses within the Community Core ~~as shown on Map 5 and Map 6~~ shall include design guidelines to allow for the development of an east/west main street that intersects with Conrich Road, which may be external to the *local plan* area. The design guidelines should provide for an overall consistent theme for the core and shall be appended to the *local plan.*

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DESIGN

10.15 Commercial development shall be attractively designed, fit with existing development, and address the County's Commercial, Office, and Industrial Design Guidelines and the design requirements of Appendix B.

10.16 Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.

10.17 Buildings in the hamlet commercial area should be built close to the street with onsite parking located in the side and rear.

10.18 Wide sidewalks and angled parking are encouraged as design features consistent with rural prairie towns, in the hamlet commercial area.

10.19 All private lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

10.20 The use of fencing in commercial areas should not be permitted, other than for buffering adjacent lands in non-residential/residential interface areas, screening of outside storage, screening of garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

LOCAL PLANS

10.21 A *local plan* shall be required to support applications (see Section 27) for highway business development. The *local plan* should:

a. provide detailed planning and design policies and guidelines;

b. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines;

c. provide architectural and site guidelines in order to provide a consistent, thematic design to the commercial area;

d. where applicable, coordinate with the adjacent municipality to ensure effective transition across municipal boundaries;

e. where necessary, provide for current and future access requirements to Highway 1; and

f. where necessary, ensure vehicle and pedestrian connections are in general accordance with other *local plan* areas, and, with ~~Maps 7 and 8~~ Maps 8 and 9 of this plan.

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11.0 INDUSTRIAL

Over the next three decades, Rocky View County is expected to capture a greater share of the region's industrial development due to demand, a growing urban market and labour force, competitive land values, and good transportation access.

The Conrich area is identified in the Rocky View ~~*County Plan*~~ *Municipal Development Plan* (Map 1: Managing Growth) as a regional business centre and is expected to see strong industrial development in the distribution sectors over the next decade. The associated employment growth that will come with this development will contribute to the evolution of a well-rounded living environment in the Conrich area.

The industrial policies support the development of a regional business centre that provides local and regional employment opportunities, increase the County's business assessment base, and contribute to the long-term financial sustainability of the County.

Objectives

- Support the development of well-designed industrial areas.
- Provide for the growth of local and regional employment opportunities.
- Support the development of industries associated with the provincial and regional economic base such as construction, manufacturing, transportation, warehousing, *distribution logistics*, and oil and gas services.
- Promote financial sustainability by increasing the County's business assessment base.

Policies

GENERAL

11.1 All industrial development shall be located in the areas identified on Map 5.

11.2 Development of industrial uses should proceed in an orderly manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

LAND USE

11.3 Industrial uses such as *distribution logistics*, warehousing, transportation, industrial services, construction, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage that do not have significant offsite nuisance factors are appropriate within the industrial area.

The term **distribution logistics** refers to the business and activities associated with the management, handling, and movement of goods and finished products from their point of origin and manufacture to their point of consumption.

11.4 Commercial and other business uses that are compatible with industrial uses, and have minimal impact on the local infrastructure, may be appropriate within an industrial area.

11.5 Industrial uses with the potential for offsite impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods may be located in the area identified as heavy industrial on Map 5.

The County has identified the following broad sectors as emerging areas of growth potential based on employment and business trends:

- Transportation, warehousing, and distribution/wholesale trade, particularly rail and trucking transportation and support industries;
- Professional, scientific, and technical services, particularly engineering, consulting, and business services; and
- Oil and gas servicing industries.

LOCAL PLANS

11.6 A *local plan* shall be required to support applications for industrial development. The *local plan* shall:

a. ensure that the type of uses for the industrial area are consistent with those identified in Policies 11.3 to 11.5;

b. where necessary, provide a strategy to mitigate offsite impacts; including noise reduction due to operations;

c. address the policies of this plan regarding non-residential/residential interface areas, where required;

d. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines; and

e. provide landscaping, lot, and building design requirements that provide for high quality development.

11.7 All private lighting, including security and parking area lighting, shall be designed according to the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

11.8 Where appropriate and feasible, a *local plan* should incorporate policies that provide for green building techniques and energy efficient design.

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12.0 AGRICULTURE

The continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable. The policies support the retention and development of agriculture uses as described in the Rocky View ~~*County Plan*~~ *Municipal Development Plan* , while Section 13 provides direction on developing adjacent to agricultural operations in a manner that minimizes land use conflict.

Objectives

- Support agricultural operations until alternative forms of development are determined to be appropriate.
- Provide for appropriate development of farmsteads and first parcels out.

Policies

GENERAL

12.1 Existing agricultural operations within The Plan boundary are encouraged to continue until development of those lands to another use is deemed desirable and that use is determined to be in accordance with the policies of this plan.

12.2 The creation of a single lot from an un-subdivided quarter section for the purposes of a farmstead, first parcel out subdivision, or other agriculture development should be supported without the requirement of a *local plan* when it is in accordance with the relevant policies of this plan and the ~~*County Plan*~~ *Municipal Development Plan* .

12.3 Farmstead lot size shall meet the minimum and maximum size requirements of the ~~*County Plan*~~ *Municipal Development Plan* and be no larger than is necessary to encompass the existing residence, associated buildings, landscape improvements, and access.

12.4 Residential first parcels out shall be situated in a manner that minimizes the impact on future development of the site. Residential first parcels out:

a. shall meet the site requirements of the ~~*County Plan*~~ *Municipal Development Plan*;

b. shall meet the County's access management standards; and

c. should be located on the corners of the quarter section.

12.5 Applications for confined feeding operations shall not be supported in The Plan area.

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13.0 AGRICULTURE INTERFACE

Agriculture is a significant land use within the Conrich plan area and will continue until envisioned development occurs. It is important that agricultural uses are allowed to continue unimpeded until the land transitions to an alternate land use.

In accordance with the policies and actions of the ~~*County Plan*~~ *Municipal Development Plan* , agricultural boundary design guidelines are being developed. When completed, the guidelines will provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

Objective

- Ensure an appropriate interface between non-agricultural uses and agricultural land and operations, in order to avoid negative impacts on agriculture operations.

Policies

13.1 ~~Until such time as the Agricultural Boundary Design Guidelines are adopted, the policies of this Plan shall guide the design of developments bordering agricultural lands.~~

Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.

13.2 Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of The Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.

13.3 Agricultural buffering techniques may include a combination of the following:

a. barrier fencing to prevent access;
b. vegetated berms;
c. community agriculture plots;
d. stormwater management facilities;
e. ecological/vegetative buffers;
f. use of topographic barriers such as slopes, roads, watercourses or wetlands; and
g. increased setbacks for housing and other buildings.

13.4 Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the *open space* and pathway plan (Map ~~7~~8).

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14.0 NON-RESIDENTIAL/RESIDENTIAL INTERFACE

The development of the Conrich area requires careful and sensitive integration of future business uses that are adjacent to existing and planned residential areas. The goals and policies of this section are intended to achieve a compatible interface and mitigate the impact of non-residential uses.

The term **non-residential** refers to commercial, industrial, or other types of business development.

The **non-residential/residential interface area** is meant to provide a compatible interface between business and residential development. The non-residential/residential interface area contains the land designated for industrial, commercial, or other business use adjacent to the residential interface. A compatible interface is achieved by providing for the appropriate land use, building setbacks, lot and building design, and landscaping within this area.

Objectives

- To minimize the impact of non-residential development on residential development.
- To provide edge conditions in non-residential/residential interface areas that are complementary to adjacent residential areas.

Policies

GENERAL

14.1 *Local plans* for business uses adjacent to areas identified on Map ~~6~~7 shall include an interface strategy that addresses the policies of this section.

14.2 The local road network within the non-residential area should be separated from and/or buffered from the adjacent residential areas.

BUSINESS USES

14.3 Business uses located in those areas identified on Map ~~6~~7as non-residential/residential interface shall comply with the following requirements:

a. Acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance factor outside of the enclosed building. Business uses that interfere with the use and enjoyment of adjacent residential development because of the nature of the business use should not be permitted, even where the business activities may be fully enclosed within a building.

b. Outside storage is not an acceptable use in the non-residential/residential interface area.

SETBACK AREA

Spatial separation between non-residential and residential uses is achieved by providing setbacks for the non-residential buildings within the interface areas.

14.4 Where non-residential buildings are on lands adjacent to a residential area, the non-residential building shall be set back a minimum of 50 metres from the non-residential property line.

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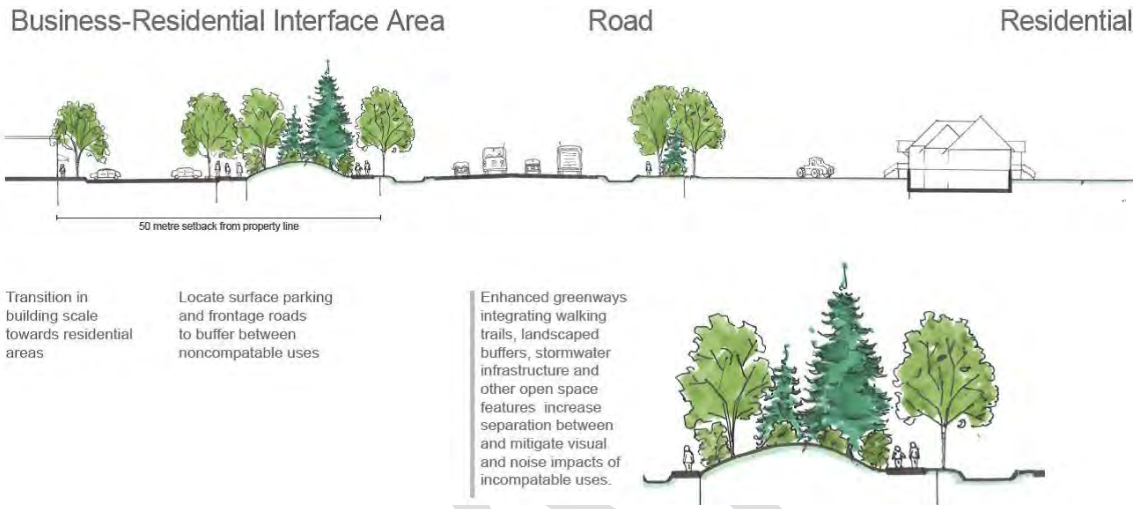
14.5 Where a trail or pathway is located within, or adjacent to, a non-residential/residential interface area, the pathway and associated *open space*, including municipal reserve, may be counted as part of the 50-metre building setback.

14.6 Notwithstanding Policy 14.4, setback area for non-residential and residential interface within the Hamlet Area as identified in Map 6: Hamlet of Conrich for complementary land uses shall be defined through buffering and interface strategies of their respective *local plans*.

Figure 4 Illustration of the Non-residential/Residential Interface area



SETBACK AREA USE AND LANDSCAPING

14.7 Uses within the setback of a non-residential/residential interface area may include:

a. landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks; and

b. surface parking where the parking is hidden from view by berms and/or landscaping.

14.8 High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback as part of a *local plan* that address the County's Land Use bylaw and the Appendix B guidelines.

14.9 Mass plantings and/or berms are required to minimize the visual impact of the commercial/industrial buildings within an interface area. The plantings and/or berms:

a. should incorporate natural contours and variations in height in order to achieve a natural landscaped appearance; and

b. may be located in either the non-residential/residential interface area or the municipal reserve, if provided.

BUILDING QUALITY AND APPEARANCE

14.10 High quality building appearance should be emphasized where non-residential buildings face residential areas. Building design shall address the requirements of Appendix B of this plan.

14.11 The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres or lower, where required by the County's Land Use bylaw.

14.12 The lot coverage of buildings on lots adjacent to a residential area should be a maximum of 25 per cent.

14.13 Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area should not face the residential area.

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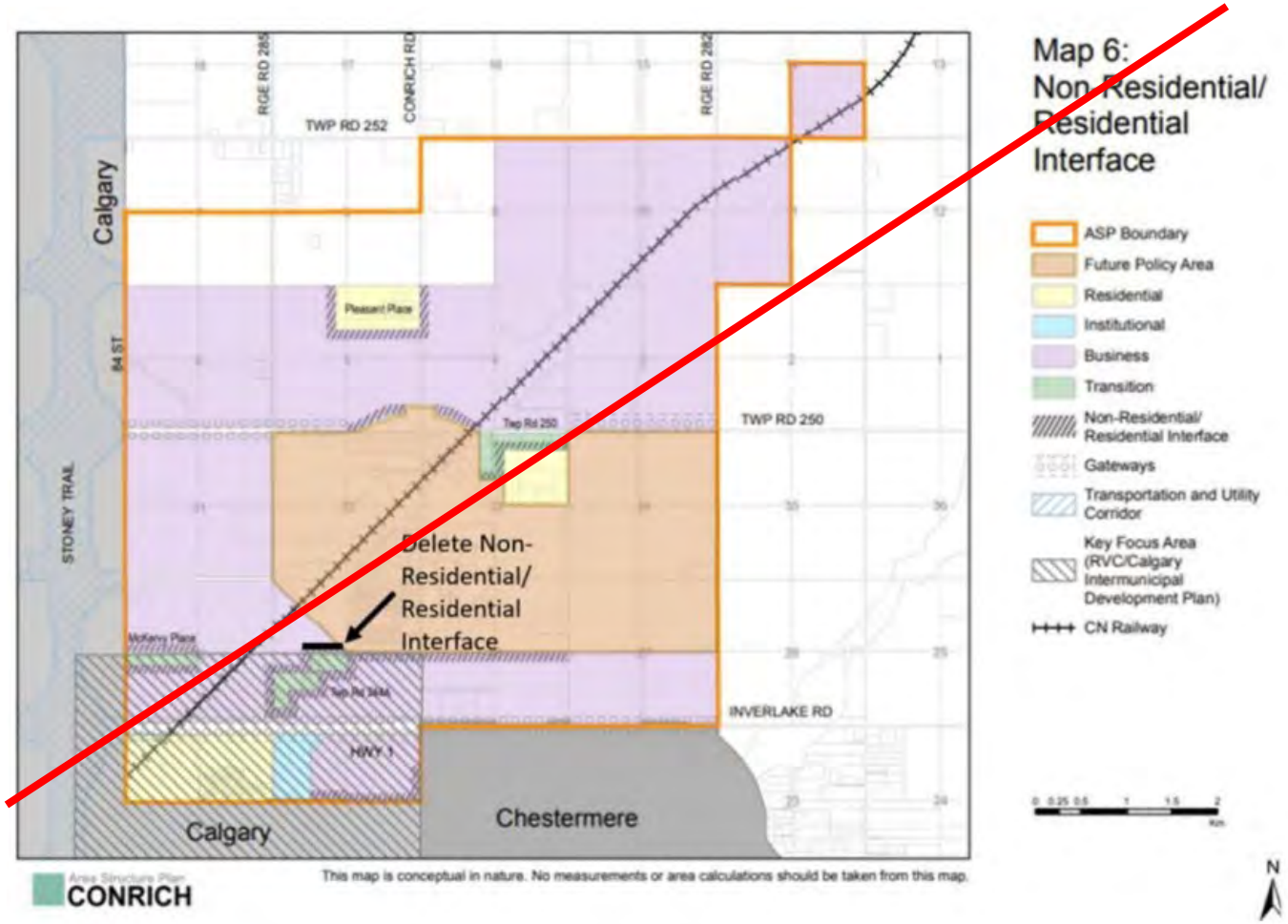
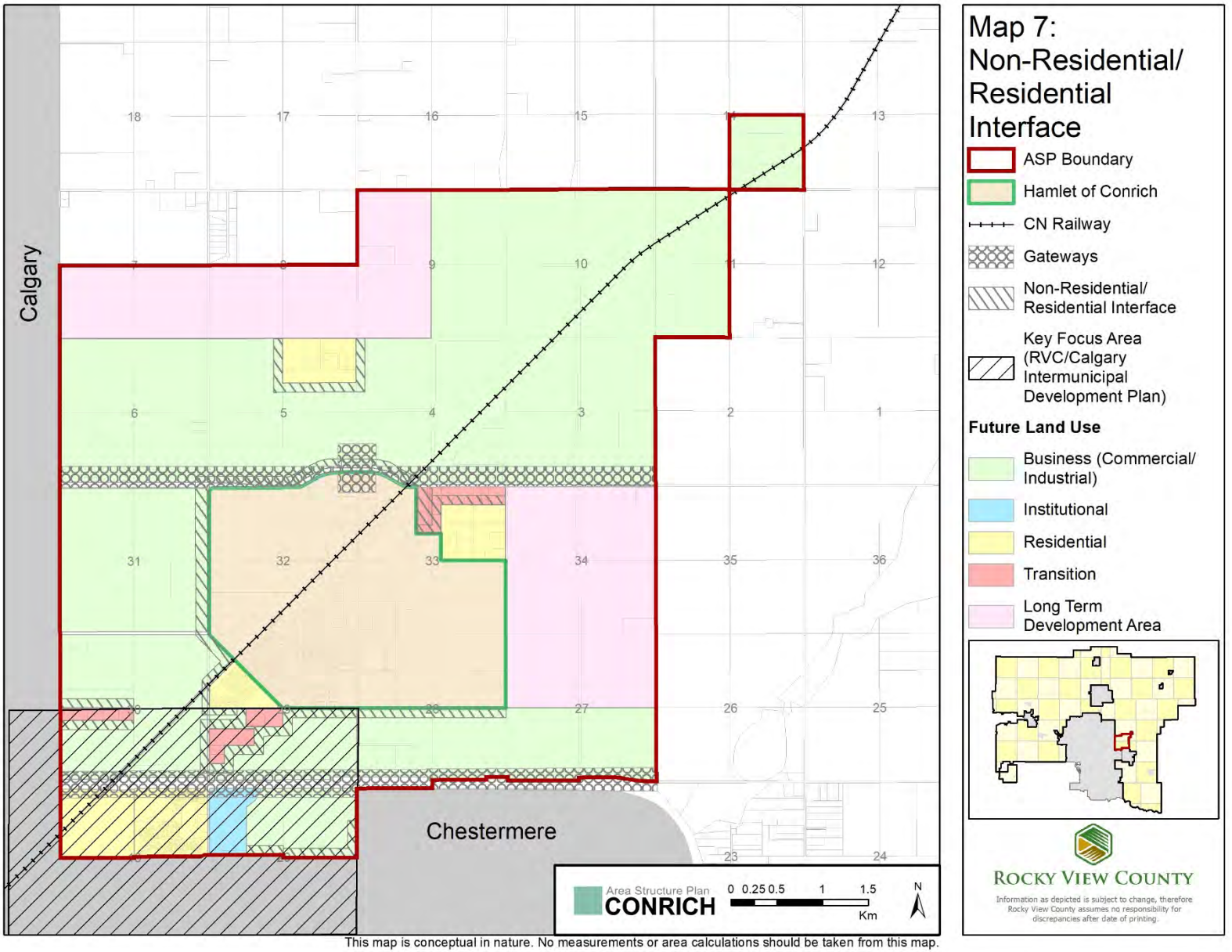
MAP 7 Non-Residential/Residential Interface





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

15.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA

Gateways are important entrances, along major roads, entering and exiting a municipality and a community. They represent a 'community's welcome' and it is important that they are visually attractive and well maintained. Highway 1 forms a gateway between Rocky View County, the city of Calgary, and the city of Chestermere. The Rocky View/Calgary Intermunicipal Development Plan (IDP) identifies the Highway 1 East Corridor, as shown on Map ~~6~~7, as a key focus area. The objective of the IDP key focus area is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area, particularly with respect to gateways, planning, and transportation.

Objectives

- Create attractive, orderly, and well maintained gateways through high quality development and landscaping.
- Ensure gateway development is coordinated with adjacent municipalities.
- Ensure Highway 1 East Corridor key focus area development is consistent with the IDP key focus area policies.

Policies

HIGHWAY 1 AND TOWNSHIP ROAD 250 (MCKNIGHT BOULEVARD)

15.1 Highway Business and industrial lands adjacent to Highway 1 and Township Road 250 (McKnight Boulevard), as shown on Map ~~6~~7: Non-residential/Residential Interface, shall be subject to the gateway policies of this Plan.

15.2 Consideration shall be given to a high quality visual appearance when determining appropriate land use, siting, building design, and landscaping.

15.3 *Local plan* design guidelines for gateways should consider such factors as sight lines, noise attenuation, setbacks, natural land features, innovative building design, and high quality landscaping and signage.

15.4 Gateways and lands within the Highway 1 East Corridor key focus area should be developed in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

15.5 Planning and development within the Highway 1 East Corridor key focus area shall be subject to the policies of the IDP as well as the policies of this Plan.

15.6 Rocky View County will collaborate with Alberta Transportation, The City of Calgary, and the City of Chestermere to identify opportunities to create an attractive gateway along Highway 1.

RANGE ROAD 285

15.7 Industrial land adjacent to Range Road 285 that faces the hamlet of Conrich, as shown on Map ~~6~~7 should achieve high quality visual appearance and develop in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

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B. SERVICES

16.0 SCHOOLS

~~Rocky View County and the school authorities administering the schools in the County have determined that three elementary schools and a high school may be required for the Conrich area. Locations will be determined as part of the future policy area review in accordance with demand and the policies of this plan.~~

Rocky View County and the school authorities in the County determine the number of schools required for the Conrich Area. For Rocky View School Division, a minimum of four elementary schools and a high school were identified, with the possibility that other authorities may also require additional facilities in the area. Locations identified on Map 6 are conceptual based on the initial discussions with the school boards, and will be finalized in accordance with demand, the policies of this plan, and further consultation with the school boards during ~~*local plan*~~ *Neighbourhood Plan* preparation. Locational criteria and school size respect the reserves agreement in place with Rocky View Schools, Francophone School Board, and the Calgary Catholic Board of Education.

Objectives

- Identify future school needs and potential school sites in The Plan area.
- Collaborate with school authorities on site selection and development.
- Explore the feasibility of joint use community and school facilities with school authorities.

Policies

LOCATION AND SIZE

16.1 ~~The location of future school sites shall be determined as part of the future policy area review. The location of future school sites should be as generally shown on Map 6.~~

The location of the school sites shown on Map 6 are conceptual. Exact location, configuration, and size of future school sites shall be determined at Neighbourhood Plan and finalized at *local plan* stage in coordination with the County, school boards, and other relevant partners. Emphasis shall be given to early engagement with school boards at the stage of planning the *Neighbourhood Areas*.

16.2 As *local plan*s are prepared, consultation shall occur with the school boards and other relevant partners to confirm additional school needs and specific locations for future school sites. ~~The preferred location for a high school at the present time is on land within the highway business area south of the hamlet of Conrich.~~

a. The high school should be located in the Northwest Neighbourhood Area within the Community Core.

16.3 The amount of land dedicated for a future school site should be consistent with the size requirements delineated in the reserves agreement between Rocky View County and the school boards. Current size requirements are 10 acres for an elementary school, 15 acres for a middle school, and 25 acres for a high school.

16.4 Proposals for school sites that vary from the agreed upon size requirements (as per Policy 16.3) shall require the agreement of the appropriate school board and the County.

16.5 Redesignation and subdivision applications for school sites shall address land use compatibility matters, servicing needs, transportation requirements, and ensure the site is of sufficient size to accommodate parking needs.

16.6 School sites should provide suitable land for active playfields and park space to meet the needs of students and should be connected to the community through trails, pathways, and/or sidewalks.

Land Suitability

16.7 Suitability of proposed school sites shall be evaluated by the school authority in consultation with the County.

JOINT USE

16.8 The County may partner with the school authorities to facilitate the creation of joint use facilities or amenities.

16.9 The County should encourage community groups and other organizations to consider collaboration with the school authorities and the County for joint-use opportunities on municipal land and school sites.

ACCESS

16.10 Rocky View County and the school authorities shall collaborate with CN to mitigate impacts of train movement on school access via bussing, walking, or other modes of transportation.

DRAFT

17.0 RECREATION, CULTURAL, AND COMMUNITY USES

Community space and facilities for recreation, culture, and community uses are an important component of a hamlet and an integral part of growth and development of a community. Once the spaces are created, the recreation, cultural, institutional, and social programs can be supported through a variety of mechanisms.

The County's ~~is developing a Recreation and Culture Master Plan that will consider the requirements for~~ approved recreation, parks, and community plans identify the need for facilities and amenities on a County-wide and intermunicipal scale. In addition to providing recommendations on the required type, size, and scale of facilities and amenities, The Plan ~~will identify~~ potential funding mechanisms and appropriate public/private partnerships to achieve desired services levels.

Objectives

- Provide public and private space for recreation, culture, and community uses that foster the quality of life, health, and social well-being of residents.
- Support recreation, culture, institutional, and community uses in accordance with the recommendations of the ~~*County Plan*~~ *Municipal Development Plan* and ~~the County's Recreation and Culture Master Plan once adopted~~ approved recreation, parks, and community plans.

Policies

RECREATION, CULTURE, INSTITUTIONAL, AND COMMUNITY FACILITIES

The following policies should be addressed in accordance with the ~~*County Plan*~~ *Municipal Development Plan* and the County's Recreation and Culture Master Plan.

17.1 *Local plan*s shall consider the appropriate type, size, and scale of recreation, cultural, and community facilities and/or amenities in accordance with recreational priorities established by the approved recreation, parks, and community plans, as amended.

17.2 *Local plan*s shall consider and, where required, provide for the location of lands for recreation, cultural, and community uses, in accordance with this plan by any such mechanism as may be approved by the County.

17.3 The County supports the development of recreation, cultural, and community facilities and amenities through appropriate funding mechanisms.

17.4 The County encourages both public and private partnerships to provide recreation, cultural, and community facilities and/or amenities.

17.5 When possible, the joint-use of sites for recreational, cultural, institutional, and community facilities is encouraged.

17.6 When possible, addition of outdoor amenities adjacent to recreation facilities is encouraged.

17.7 If deemed necessary, private development may be required to pay an off-site soft services levy required for the establishment of recreation facilities.

SUPPORT OF PROGRAMS

17.8 ~~17.5~~ The County encourages and supports recreation, cultural, and community programs through appropriate mechanisms and public/private partnerships.

DRAFT

INTERMUNICIPAL COLLABORATION

Given its close proximity to adjacent municipalities, it is anticipated that residents within The Plan area will not only rely on recreation facilities and community services within Rocky View County, but also the city of Calgary and city of Chestermere. At *local plan* preparation, regional recreation and community services will need to be addressed in collaboration with neighbouring municipalities.

17.9 The County shall collaborate with the City of Calgary and City of Chestermere on recreational, cultural and community services needed to support new residential development in Conrich.

17.10 The County shall, in collaboration with the City of Calgary and Chestermere, determine the potential impacts on regional recreational servicing provision and explore a cost contribution framework to offset development impacts.

17.11 At the *local plan* stage, the applicant shall work collaboratively with the County to review options to provide recreation facilities within The Plan area. The County should further explore mechanisms for cost recovery agreements and/or intermunicipal levies/user fees in collaboration with The City of Calgary and City of Chestermere to facilitate such services.

DRAFT

18.0 OPEN SPACE AND PARKS

Open Space, Parks, Pathways, and Trails

Open space, parks, pathways, and trails contribute to community building by preserving rural landscapes and providing residents with opportunities for passive and active recreation. Communities need to have a wide range of accessible, connected, inviting, and safe parks and *open spaces* to meet the diverse needs of residents, businesses, schools, and other institutions. Pathways that connect neighbouring municipalities are also important to provide regional connections to adjoining areas and amenities.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas, and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Objectives

- Promote, conserve, and enhance an interconnected *open space* system.
- Ensure that *open space* and parks have an ecological, social, cultural, recreational, and/or aesthetic function and that each space operates in a sustainable manner.
- Provide for a variety of parks that are well designed and accommodate residents' recreational and cultural needs.
- Provide for an interconnected regional and local network of pathway and trail connections.
- Provide pedestrian connections that link the hamlet's residential areas to the community core.
- Provide opportunities for passive recreation and alternative transportation modes within residential, industrial, and commercial areas.

Policies

OPEN SPACE

~~18.1 An interconnected system of *open space* shall be provided in The Plan area that is in general accordance with Map 7: Open Space, Pathways, and Trails.~~

18.2 *Open space* shall be provided through such means as:

a. the dedication of reserve lands, environmental *reserves*, and public utility lots;

b. the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;

c. government lands for public use;

d. privately owned land that is accessible to the public;

e. publicly owned stormwater conveyance systems; and

~~f. land purchases, endowment funds, land swaps, and donations; and/or~~

g. other mechanisms as may be approved by the County.

18.3 *Open space* shall be planned and integrated into The Plan area so that the function of each space will provide a positive and safe social, cultural, and/or recreational experience for the community.

18.4 *Open space* shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.

18.5 ~~Areas of environmental significance~~ Environmentally sensitive areas, as shown on Map 4 and Map 8, shall be protected through mechanisms such as Environmental Reserve or easements.

18.6 Open space systems within The Plan area shall incorporate linked linear systems of trails and pathways, which shall connect to existing or proposed active transportation networks in general accordance with Map 8:

PARKS, PATHWAYS, TRAILS, AND SIDEWALKS

18.7 Multi-purpose and joint use sites for schools, parks, and recreation facilities are encouraged, where needed.

18.8 The network of pathways, trails, and sidewalks should promote walking and cycling; the network should provide connections between residential, commercial, institutional, and industrial areas.

18.9 *Local Plans for* Residential development shall ~~provide for~~ demonstrate how proposed parks are to be connected to existing park space and recreational facilities using pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.

18.10 The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and adhere to the County's servicing standards and the County's Parks and Open space Master Plan design criteria.

18.11 Hamlet ~~residential~~ development shall:

a. include sidewalks within the road right-of-way; and

b. provide for public parks that connect to the *open space* network.

18.12 *Local plan* preparation should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map ~~7~~8, and:

a. provide connections within, and external to, the *local plan* area;

b. wherever possible, be located within, or align with, a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area;

c. incorporate crime prevention through environmental design (CPTED) features; and

d. contribute to the regional trail and pathway system and, where ~~required~~ possible, connect with other municipalities' pedestrian networks.

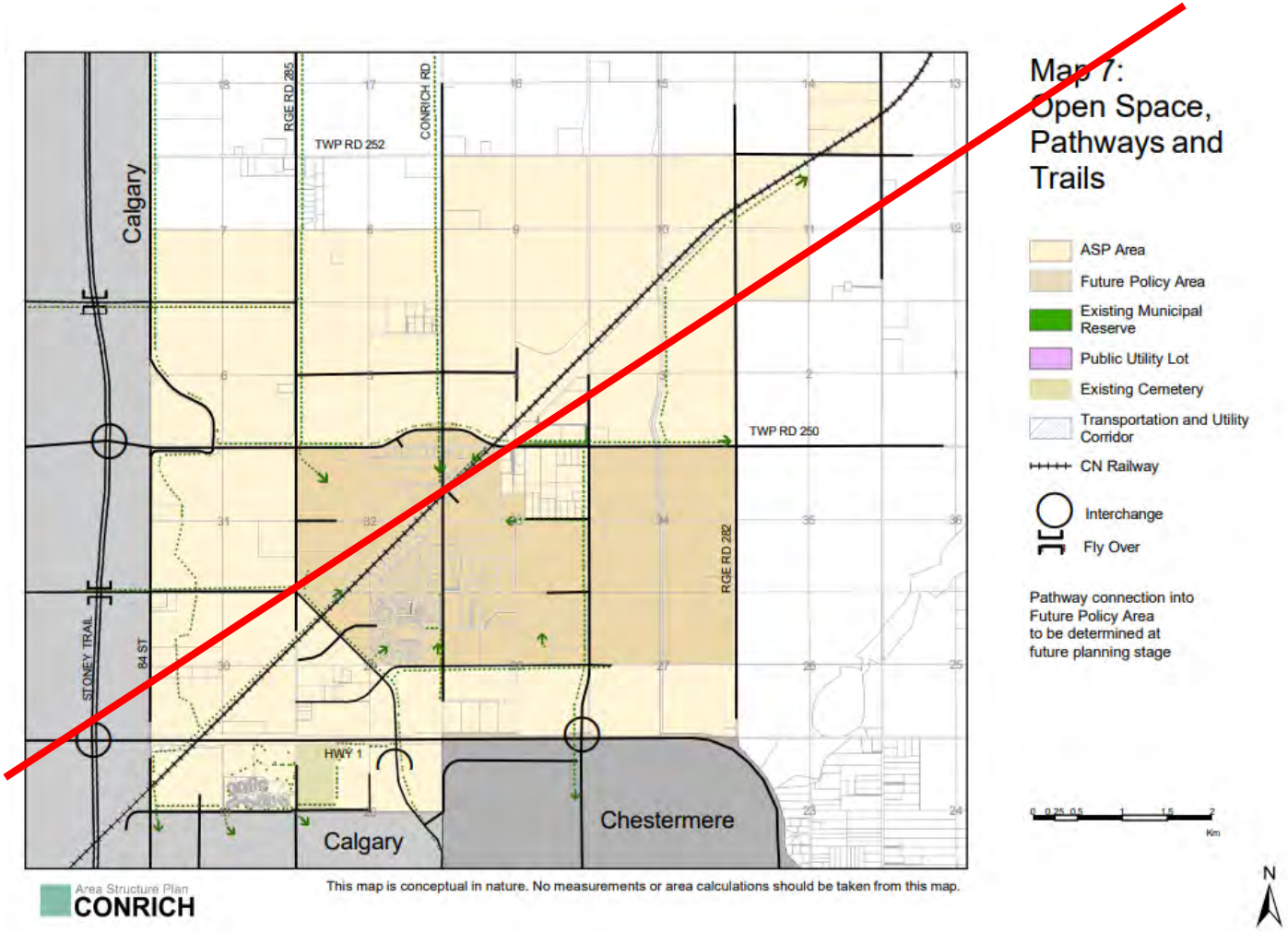
18.13 Where the regional pathway, trail, and sidewalk network cannot be located within a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area, it may be located within a road right-of-way in accordance with applicable County standards or in municipal reserve land adjacent to a road.

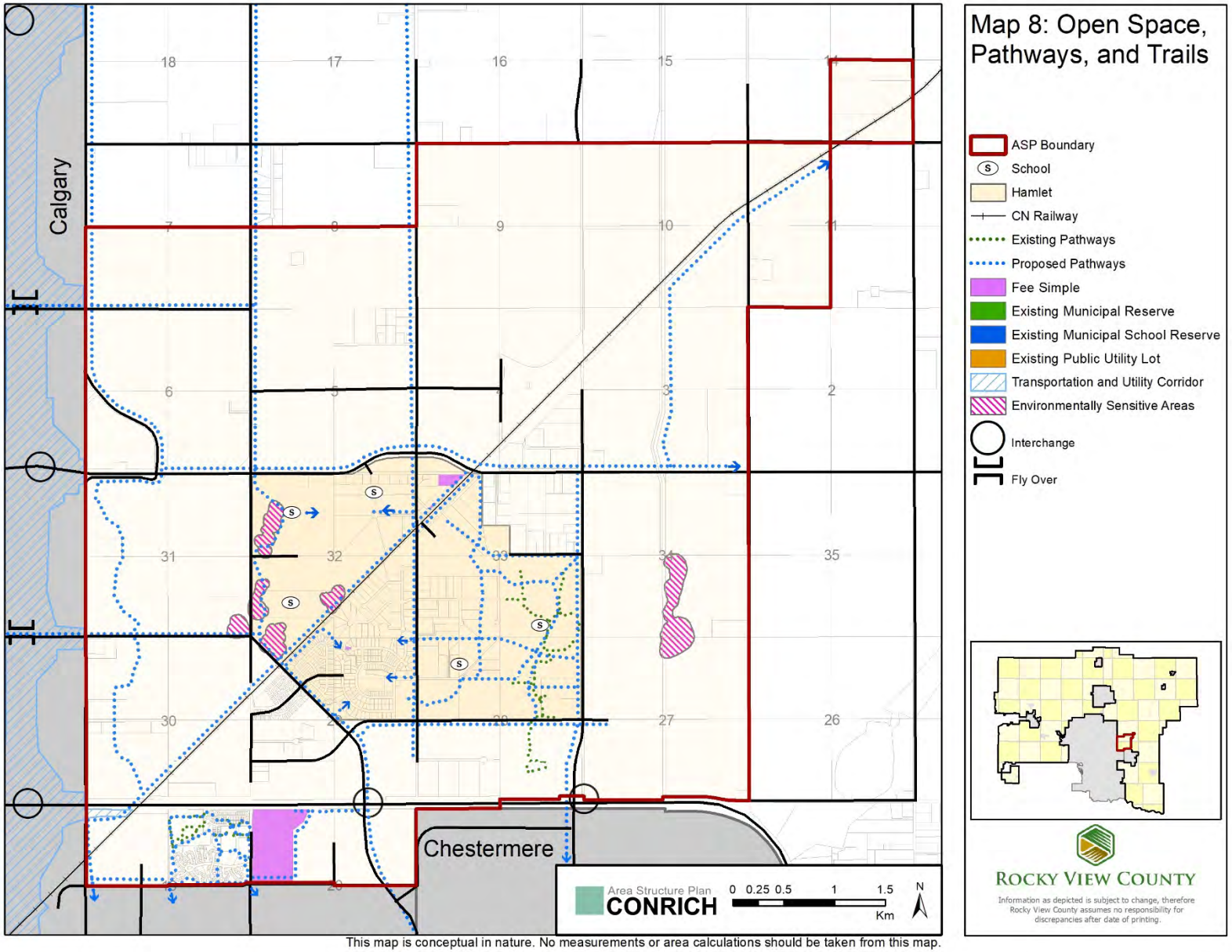
18.14 Where opportunities existing to provide open space and connection to existing or planned pathways, municipal reserve should be provided through dedication of land.

18.15 *Local plans* should incorporate the goals and policies of the County's parks, open space and active transportation master plans, intermunicipal pathway studies, and the Calgary – Chestermere Interface Intermunicipal Development Plan.

DRAFT

MAP 8 Open Space, Pathways, and Trails




Map 8: Open Space, Pathways, and Trails
ASP Boundary
School
Hamlet
CN Railway
Existing Pathways
Proposed Pathways
Fee Simple
Existing Municipal Reserve
Existing Municipal School Reserve
Existing Public Utility Lot
Transportation and Utility Corridor
Environmentally Sensitive Areas
Interchange
Fly Over
Calgary
Chestermere
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
N
ROCKY VIEW COUNTY
Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

19.0 NATURAL ENVIRONMENT

Scattered throughout the Conrich area are a number of wetland complexes, with a series of permanent wetlands, located in the southwest corner of the plan area. Natural drainage from Conrich is south to the Shepard Wetland complex and then to the Bow River. The purpose of these policies is to provide for the long term conservation of valued wetlands.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

A **wetland complex** is two or more permanent or intermittent wetlands connected by natural vegetation and drainage.

Riparian land is the vegetated (green zone) area adjacent to rivers, creeks, lakes, and wetlands. These areas have a distinct vegetative community that is a result of increased soil moisture and different soil types.

Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities.

Objectives

- Provide for the protection and enhancement of wetlands and wetland values.
- Ensure wetlands are assessed through the *local plan* preparation process.
- Provide for the protection and enhancement of riparian areas adjacent to wetlands and watercourses.
- Provide guidance regarding building and development in and through riparian areas.

Wetland value is based on the function of the wetland (e.g. abundance and biodiversity) and the benefits it provides to society (e.g. water quality improvement and flood protection).

Policies

WETLANDS

19.1 Wetland protection shall be guided by County and provincial policy.

19.2 The County shall require the use of the provincial system to determine wetland classification and relative wetland value.

19.3 *Local plan*s shall identify the classification and value of wetlands within the *local plan* area boundary. This shall be done as part of a wetland assessment, to be provided at the *local plan* preparation stage.

19.4 *Local plan*s shall determine, through consultation with the Province, whether wetlands are Crown-owned land.

The Province has published the “Guide for Assessing Permanence of Wetland Basins” as a tool to assist in the identification of Crown-owned land.

19.5 Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve or environmental reserve easement.

19.6 Wetlands that form part of a stormwater drainage conveyance system (Map ~~11~~12) shall be retained.

19.7 Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with provincial policy.

RIPARIAN AREAS

19.8 Riparian area protection shall be guided by County and provincial policy.

19.9 The riparian setback area from a protected watercourse shall be determined using the Province's "Stepping Back from the Waters: A Beneficial Management Practices Guide For New Development Near Water Bodies in Alberta's Settled Region" or a similar provincial document which may replace this document.

19.10 The riparian setback area shall be protected as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the County.

19.11 Building and development in the riparian setback area shall be in accordance with the County's Land Use bylaw and policies ~~the County's Riparian Setback policy~~.

19.12 The riparian setback area uses may include parks, pathways, and trails.

19.13 Public roads and private access roads are allowed in the riparian setback area but should be located, designed, and constructed so as to minimize disturbance to the riparian area.

19.14 The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.

DRAFT

20.0 RESERVES

Reserves and *environmental reserves* are lands dedicated to the County as public land during the subdivision process. *Reserves* enhance the community by providing land for parks, schools, and recreational amenities. Environmental *reserves* protect the community and natural environment by preventing development in hazardous areas such as ravines and floodways.

Reserves are lands dedicated to the County by the developer through the subdivision process as defined in the *Municipal Government Act*. They include:

- municipal reserves;
- community services;
- school and municipal reserves;
- school reserves.

Instead of a land dedication, the County may accept the equivalent value of the land as money. Cash-in-lieu money is ~~shared between the school boards and the recreation districts~~ accessible to school boards subject to the approval of funding requests by County Council.

Community services reserves are defined in the *Municipal Government Act* as lands declared surplus by the school boards. Community services reserve land may be used for:

- a public library;
- a police station, a fire station, or an ambulance services facility;
- a non-profit day care facility, senior citizens facility, or special needs facility;
- a municipal facility providing service directly to the public; and
- affordable housing.

Environmental reserves are defined in the *Municipal Government Act* as lands dedicated to prevent development in hazard areas (e.g. floodways or escarpments), reduce water pollution, and provide access to lakes and rivers. Environmental reserves are dedicated as public land.

Objectives

- Provide for the dedication of *reserves* to meet the educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.

Policies

20.1 *Reserves* owing on a parcel of land shall be provided as:

a. municipal reserve, school reserve, or municipal and school reserve;

b. money in place of reserve land; or

c. a combination of land and money.

20.2 Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the *Municipal Government Act*.

20.3 Prior to the disposition of municipal or school reserve land declared surplus by the school board, the County will determine if the land is required for community services reserve land as provided for in the *Municipal Government Act*.

20.4 Voluntary dedication of reserve land beyond the maximum amount allowed by the *Municipal Government Act* may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.

20.5 All, or a portion of, reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.

20.6 The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the *Municipal Government Act*.

20.7 Provision and allocation of *reserves* shall be determined at the time of subdivision by the County's subdivision approving authority.

20.8 The dedication of *reserves* should meet the present or future needs of The Plan area by considering the recommendations of this area structure plan, ~~the Parks and Open Space Master Plan, Recreation and Culture Master Plan~~ approved recreation, parks, and community plans, *local plan*, school boards, and/or recreation boards.

20.9 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.

20.10 Where an identified park, trail, and pathway system (Map ~~7~~8) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:

a. money in place of reserve land;

b. money from the sale of surplus reserve land; or

c. other sources of identified funding.

ENVIRONMENTAL RESERVES

20.11 Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the *Municipal Government Act*.

20.12 Other lands determined to be of environmental significance, but not qualifying as

environmental reserve, should be protected in their natural state through alternative means as determined by the County.

20.13 *Environmental reserves* should be determined by conducting:

a. a biophysical impact analysis report;

b. a geotechnical analysis; and/or

c. other assessments acceptable to the County.

RESERVE ANALYSIS

20.14 A reserve analysis shall be required with the preparation of a *local plan* to determine the amount, type, and use of *reserves* owing within the *local plan* area.

20.15 The reserve analysis shall include a determination of:

a. the total gross area of the *local plan*;

b. the type and use of *reserves* to be provided within the *local plan* area;

c. other *reserves* owing on an ownership basis;

d. the location of the reserve types and amounts in relation to the *local plan* area's overall *open space* system, with this information to be shown on a map; and

e. the amount of residual *reserves* to be taken as money in place of land.

DRAFT

21.0 EMERGENCY SERVICES

Emergency services within The Plan area include fire and protective service needs.

Objectives

- Ensure an appropriate and efficient level of fire and protective services is made available for current and future residents in order to provide for a safe and livable community.
- Ensure communities are designed and constructed to optimize the delivery of fire and protective services.

An **emergency services facility** is a site and building(s) containing the staff, equipment, and other apparatus required to deliver fire and/or protective services within the County and may include facilities and space for other related services.

Policies

21.1 In association with County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in The Plan area.

21.2 An emergency services facility site shall be required for the Conrich area and a potential location is identified on Map 5.

21.3 The specific site for an emergency services facility should:

a. be a minimum of 1.2 hectares (3.0 acres) in size;

b. not be located in a residential area;

c. allow for an all-turns access to a major road;

d. provide a minimum of two vehicular access points onto a road;

e. incorporate road signalization, where needed; and

f. provide an acceptable response time to all areas within the service district.

21.4 Policing will be provided by the RCMP as per the provincial Police Service Agreement, until such time as another policing solution is required or sought out.

21.5 Prior to the approval of a development that will result in the Conrich area's population exceeding 5,000 residents; the County will review the policing requirements for the Conrich area and identify additional resources needed.

21.6 All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression bylaw and the Alberta Building Code.

21.7 *Local plan*s shall address fire and protection response measures and on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, wildland fire protection, and fire control measures.

21.8 Crime prevention through environmental design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.

21.9 The County shall collaborate with CN to develop an emergency response plan to mitigate delays to emergency response due to train movements.

DRAFT

C. INFRASTRUCTURE

22.0 TRANSPORTATION

22.0 The transportation network must develop in a manner that is safe, functional, and efficient. The network should minimize impacts on major wetlands and natural features, integrate development within the Conrich area, and provide regional opportunities for walking, cycling, and public transportation. Map ~~89~~: Transportation Network and Map ~~89~~a: East Stoney Trail Transportation Infrastructure show the provincial, regional, and some local transportation networks in the Conrich area, provide information on road classifications, special study areas, railway crossings, and highway interchanges and fly-overs.

Objectives

- Support a regional road network, based on the township and grid system, that:
  - efficiently accesses and aligns with the provincial and regional highway network; and
  - encourages the separation of residential, commercial, and industrial traffic.
- Provide for connections to a regional pathway and trail system.
- Provide for an internal road network that contributes to a high quality built environment and efficiently and safely aligns to the regional road network.
- Provide for an internal road network within the residential areas that:
  - facilitates connectivity within and between neighbourhoods; and
  - provides for a safe pedestrian and cycling environment.
- Provide opportunities for multi-modal transportation, such as transit and cycling.

Policies

GENERAL

22.1 A transportation impact assessment shall be required as part of the *local plan* preparation and/or subdivision application process.

22.2 All subordinate transportation analyses must ~~respect and conform to the Conrich Master Transportation Plan~~ align with the most recent Conrich Transportation Network Review.

REGIONAL TRANSPORTATION NETWORK

22.3 The regional transportation system should be developed in general accordance with Map ~~89~~: Transportation Network and Map ~~89~~a: East Stoney Trail Transportation Infrastructure. The classifications of the grid road network may be refined through further transportation analysis and/or at the *local plan* stage.

22.4 No new direct access shall be allowed from the Conrich Plan area to Stoney Trail or Highway 1, unless otherwise determined by the Province and County to be necessary.

22.5 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item ~~21~~ [see Section ~~27~~28: Implementation].

DRAFT

22.6 The existing at-grade intersections on Highway 1 at Garden Road, Conrich Road, and Rainbow Road are considered temporary and will ultimately be removed and replaced by grade separated interchanges at the locations indicated in Alberta Transportation's functional planning studies, as generally shown on Map ~~8~~9.

22.7 The County will work with the Province to monitor the operation of the existing at-grade intersections on Highway 1 within The Plan area, and ensure that growth within The Plan area does not adversely affect the safe and effective operation of these intersections and/or the operation of Highway 1.

22.8 Subdivision and/or development within The Plan area that affect these at-grade intersections must be closely reviewed by Rocky View County and the Province to ensure the intersections operate safely on an interim basis. Infrastructure improvements to support subdivision/development are to be constructed by the proponent(s), and may consist of construction of upgrades to the existing at-grade intersections to improve safety and operations, or the redirection of traffic to an intersection location with additional capacity.

22.9 The County encourages and supports opportunities to connect to a regional public/private transportation system. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long term operation and maintenance requirements.

22.10 Where required *local plan*s shall:

a. Be designed to accommodate existing and/or potential changes in access to the provincial transportation network, as identified on Map ~~8~~9; and

b. Identify the land required for future highway interchanges.

22.11 The County should collaborate with adjacent municipalities to ensure connections of streets, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.

22.12 The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the provincial highway interchange design and construction processes.

EAST STONEY TRAIL TRANSPORTATION INFRASTRUCTURE

The County and The City of Calgary recognize that further transportation planning analysis is required with respect to East Stoney Trail and its related transportation infrastructure and the impact and/or benefit related to the development of the Conrich Area Structure Plan area.

22.13 The County shall collaborate with The City of Calgary and the Province regarding regional road connections and interchange designs with respect to Stoney Trail and related transportation infrastructure as shown on Map ~~8~~9a.

22.14 The County shall work collaboratively with The City of Calgary to identify transportation infrastructure needs along East Stoney Trail as identified in Map ~~8~~9a and develop recommendations for transportation priorities and County cost contribution based upon impact and/or benefit related to the development of the Conrich Area Structure Plan area.

DRAFT

22.15 Impacts on East Stoney Trail transportation infrastructure resulting from development within the Conrich Area Structure Plan area shall be evaluated in accordance with the policies of this Plan and Policy 13 of the Rocky View County/Calgary Intermunicipal Development Plan.

LOCAL TRANSPORTATION NETWORK - GENERAL

22.16 The design and construction of roadways within the local transportation network shall utilize sound access management principles and shall be in accordance with the County servicing standards.

22.17 The designation and design of local roads within the transportation network, including classification, street sizing, and intersection/access spacing, shall be determined at the time of *local plan* preparation. Local roads shall be designed in accordance with the urban or rural cross section requirements established by the County.

LOCAL ROADS - INDUSTRIAL AND COMMERCIAL

22.18 The type of road cross section (urban or rural) within industrial areas shall be determined at the time of *local plan* preparation.

22.19 Industrial areas should provide internal pathways and pathway connections to the regional trail network.

22.20 All roads within commercial areas should be designed to an urban road standard. Commercial development shall provide for safe and efficient pedestrian and bicycle circulation between buildings, sites, and, where applicable, adjacent areas.

LOCAL ROADS - RESIDENTIAL

22.21 The road network in residential areas shall be designed to support an interconnected road and pedestrian system.

22.22 All roads within ~~the hamlet residential area~~ The Hamlet shall be designed to an urban road standard and provide for pedestrian movement on at least side one side of the road.

22.23 The type of road cross section (urban or rural) for *country residential* development shall be determined at the time of *local plan* preparation.

22.24 *Local plans* for *country residential* development shall provide for pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.

TOWNSHIP ROAD 250

Township Road 250 between the northwest of Section 32 and the northeast of Section 31 will be relocated north (Map ~~89~~). The relocation will provide for better intersection design, a perpendicular crossing of the CN Rail line, and the movement of heavy truck traffic away from existing homes. ~~The relocation of Township Road 250 provides the opportunity for the development of an east/west main street that intersects with Conrich Road. Identified as the Community Core, the intended uses in this area are institutional, hamlet commercial, existing residential, parks and playing fields. Further transportation planning and design guidance for the core area is required at the *local plan* stage.~~

22.25 A portion of Township Road 250 will be relocated to the north as per Map ~~89~~.

22.26 ~~Local plans proposing hamlet commercial and / or institutional uses within the Community Core as identified on Map 5 shall include design guidelines in accordance with Section 8~~.

SOUTH OF HIGHWAY 1

The Conrich Area Structure Plan is adjacent to the City of Calgary and the City of Chestermere in this area. This area requires coordinated transportation planning.

22.27 Further transportation planning analysis and design shall be required for the area identified as 'Intermunicipal Transportation Study Area' on Map ~~8~~9prior to the approval of a *local plan* for lands within the area.

22.28 Rocky View County shall work collaboratively with The City of Calgary, the City of Chestermere, and Alberta Transportation to:

a. resolve transportation requirements within the 'Intermunicipal Transportation Study Area'; and

b. develop access that is safe, efficient, and consistent with the Conrich Land Use Strategy (Map 5).

84TH STREET

84th Street forms the west boundary of the Conrich Area Structure Plan. The roadway is under the jurisdiction of The City of Calgary and therefore collaboration will be required with respect to plans regarding this roadway.

22.29 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item 2 [see Section 27: Implementation].

22.30 Rocky View County shall work collaboratively with The City of Calgary and Alberta Transportation on the transportation requirements and connections to Stoney Trail within, and external to, The Plan area and County.

DEVELOPMENT ADJACENT TO THE RAILWAY LINE

22.31 Land uses (such as schools and child care services) which may be adversely affected by the safety and nuisance impacts of passing trains should not locate immediately adjacent to the railway.

22.32 Appropriate safety measures and methods to provide noise and vibration attenuation for development adjacent to the railway should include such elements as setbacks, berming, and landscaped screening in accordance with Policy 8.7.

22.33 Where a development site is located adjacent to the railway, the distance from the railway right-of-way to the closest part of any building should be in accordance with Canadian National Railway company policies and safety standards.

22.34 Where roads or pedestrian networks cross the railway, the County shall collaborate with CN to ensure that crossings are constructed according to appropriate safety standards and any necessary upgrades are undertaken to ensure a safe crossing.

TRANSIT

22.35 *Local plans* shall identify and plan infrastructure to accommodate future regional transit within the hamlet area in accordance with the policies of Section 8. The *local plan* shall:

a. propose a transit route and stop locations and catchment areas;

b. ensure the internal road network is suitable for establishing efficient transit service;

c. provide connectivity to the transit system with a pedestrian friendly and walkable area that promotes direct access to the system; and

d. support higher density land uses in the vicinity of transit stops and where possible provide connections to schools, recreation facilities and local employment areas.

22.36 At the subdivision stage within the hamlet area as identified on Map 6: Hamlet of Conrich, the applicant shall work collaboratively with the County to review options to provide transit service within The Plan area. The County should further explore mechanisms for Cost Recovery Agreements and/or intermunicipal Levies/User fees in collaboration with The City of Calgary and City of Chestermere to facilitate such services.

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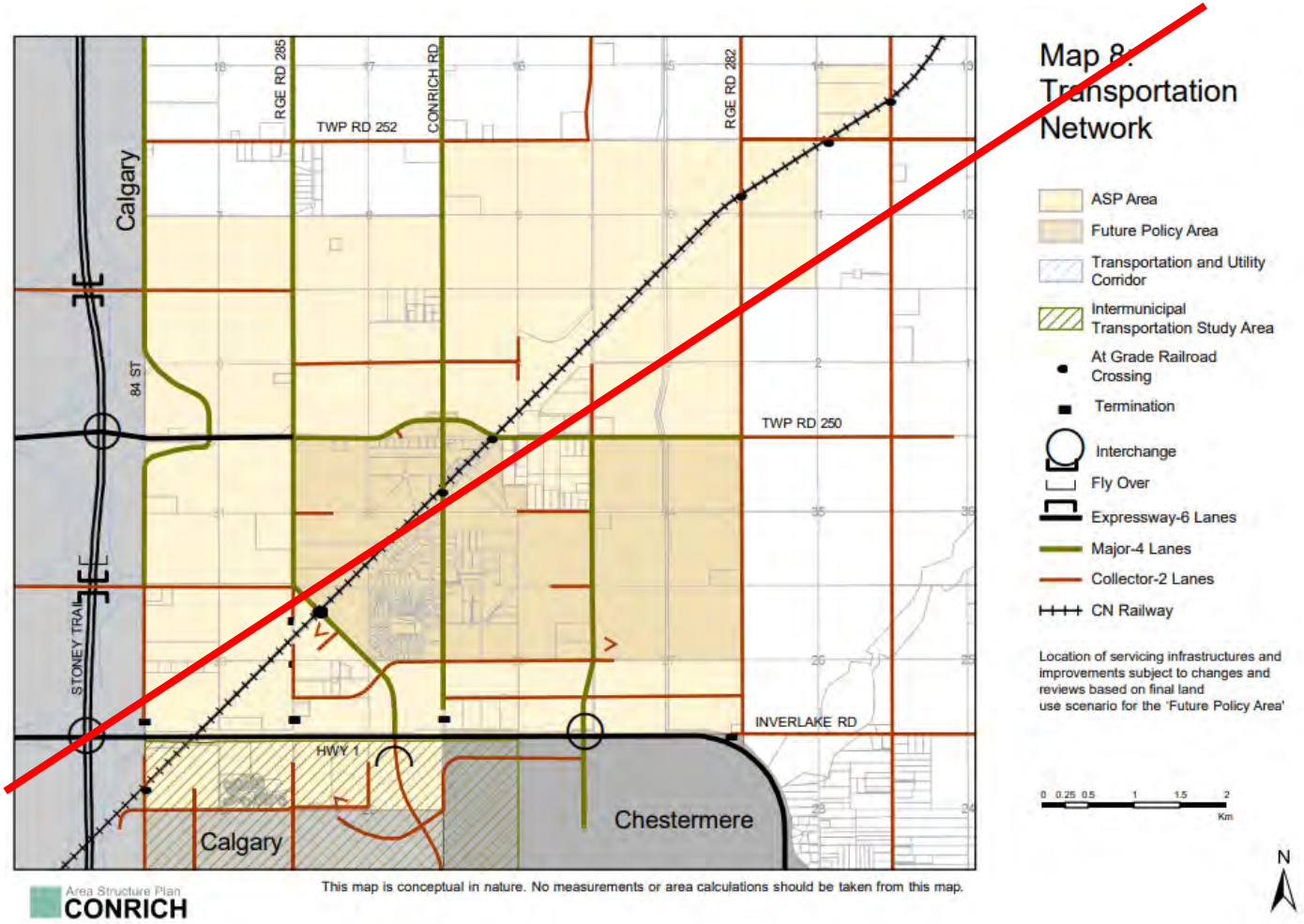
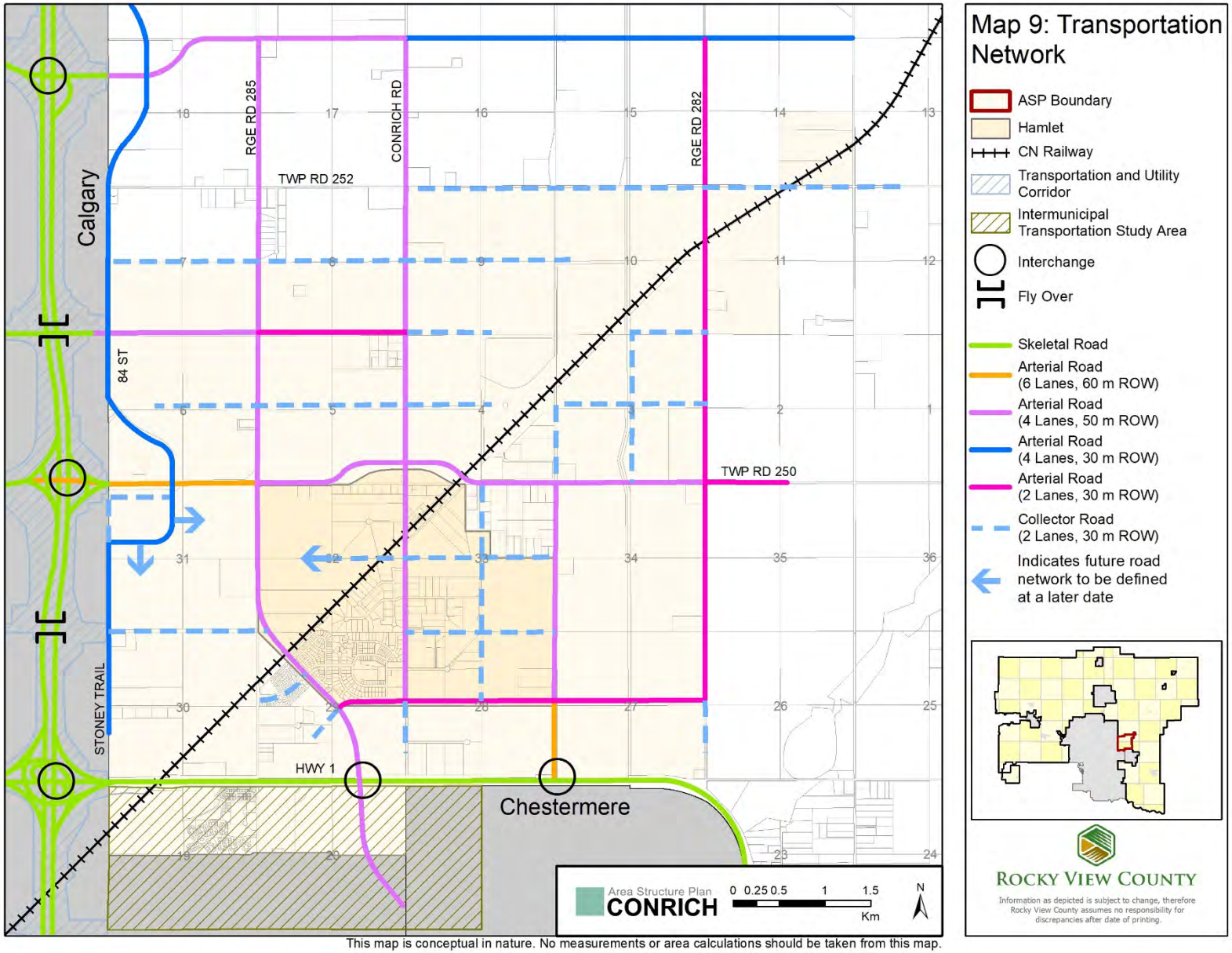
MAP 9 Transportation Network




Map 9: Transportation Network
ASP Boundary
Hamlet
CN Railway
Transportation and Utility Corridor
Intermunicipal Transportation Study Area
Interchange
Fly Over
Skeletal Road
Arterial Road (6 Lanes, 60 m ROW)
Arterial Road (4 Lanes, 50 m ROW)
Arterial Road (4 Lanes, 30 m ROW)
Arterial Road (2 Lanes, 30 m ROW)
Collector Road (2 Lanes, 30 m ROW)
Indicates future road network to be defined at a later date
Calgary
RGE RD 285
CONRICH RD
RGE RD 282
TWP RD 252
84 ST
TWP RD 250
STONEY TRAIL
HWY 1
Chestermere
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
N
ROCKY VIEW COUNTY
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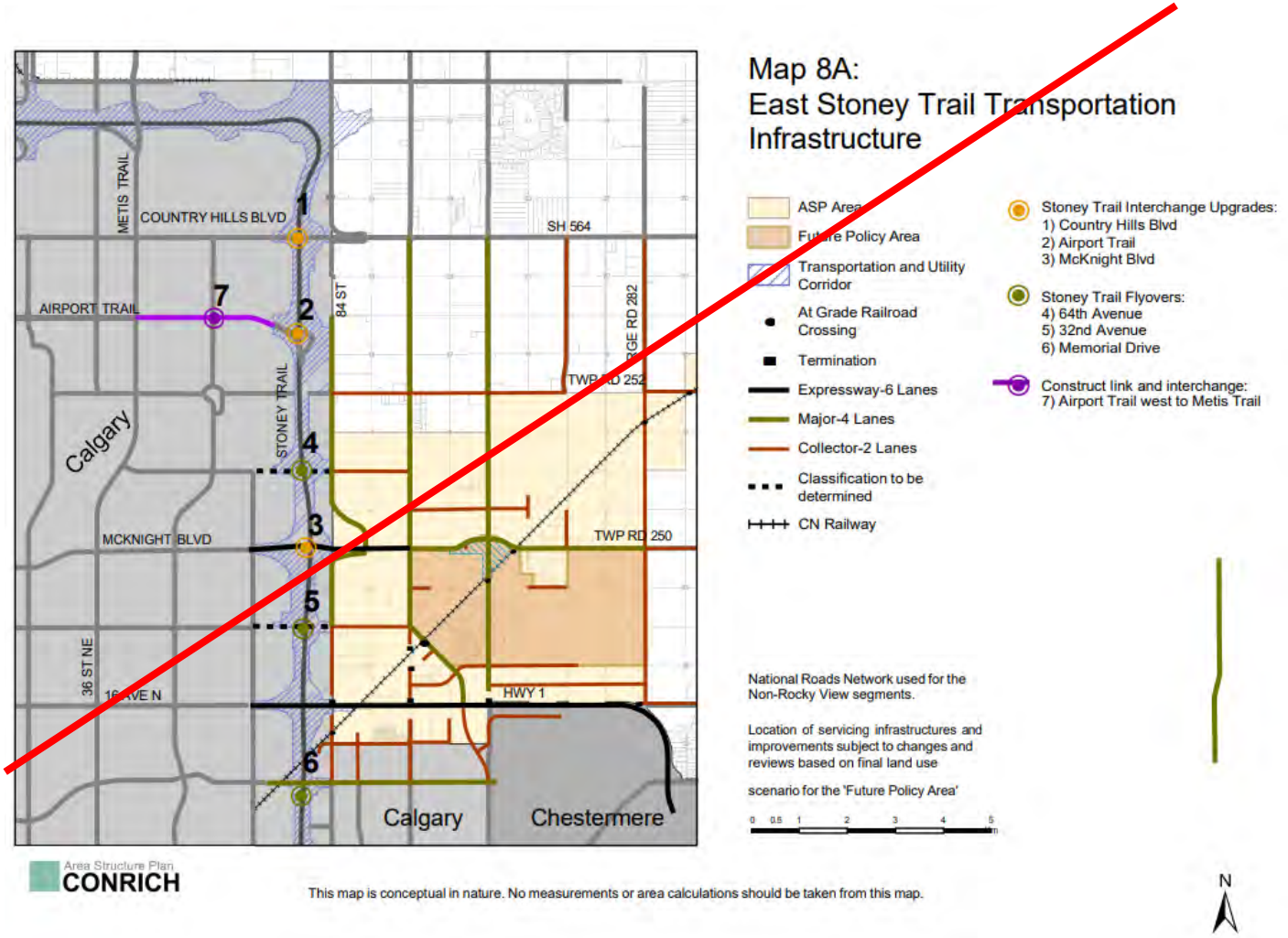
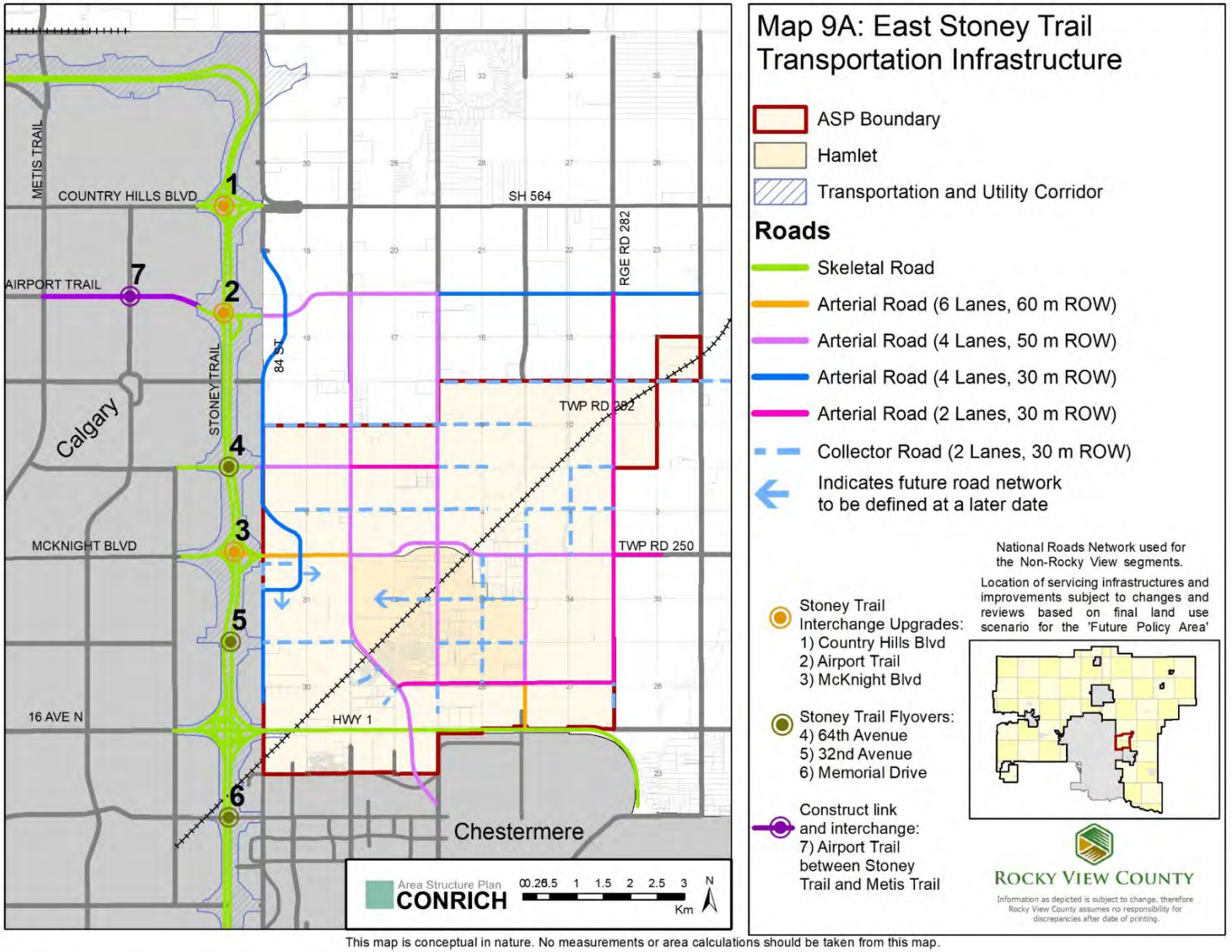
MAP 9 A East Stoney Trail Transportation Infrastructure





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23.0 UTILITY SERVICES

Utility Services

Well-designed and effective utility services are the foundation of a well-planned community and competitive business area. Traditionally, development in the Conrich area has relied on stand-alone utilities such as groundwater wells and septic fields. With the development of the Balzac East Regional Business Centre to the north of The Plan area and the CN Rail facility, piped utilities have been brought into the Conrich area. New development is expected to connect to the County utility system. The County's utility system supplies development with potable water as well as transmission lines and associated facilities to dispose of sewage and wastewater. Private companies provide shallow utilities such as gas, electricity, and telecommunications to the area.

~~Map 9: Water, shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs in the Conrich area. Map 10: Wastewater, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas in the Conrich area.~~

Map 10: Water, shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs. Map 11a: Wastewater Servicing Option 1 and Map 11b: Wastewater Servicing Option 2, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas. Two options for wastewater servicing are considered within the Conrich Wastewater Servicing Plan with the location and alignment of infrastructure to be finalized through *local plans* and subdivision approvals.

Objectives

- Ensure potable water and wastewater systems are provided to The Plan area in a safe, cost effective, and fiscally sustainable manner.
- Identify and protect utility service routes.
- Support water conservation.
- Ensure shallow private utility systems are provided to new development.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection within The Plan area.

Policies

SYSTEM CAPACITY

23.1 Land use applications relying on County utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.

23.2 The County shall determine servicing capacity requirements and allocation within, and external to, The Plan area.

23.3 Development requiring high water volumes may not be supported.

UTILITY LOCATION

23.4 Utility service development should support an orderly, logical, and sequential pattern of development.

23.5 The provision, alignment, and capacity of the water distribution system shall be in general accordance with ~~Map 9 Water~~ Map 10.

23.6 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with ~~Map 10~~ Map 11a and Map 11b as determined by the County at the *conceptual scheme* approval stage.

23.7 The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the *local plan* stage to the mutual satisfaction of the County, the developer, and the utility companies.

23.8 Utility rights-of-way and easements shall be provided to accommodate County utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

Water

23.9 All new development shall connect to the County's potable water system at the time of subdivision or development permit. Deferrals of piped servicing connections shall not be considered in subdivision or development approvals.

a. The requirement to connect to piped servicing for change of use applications within existing approved Conceptual Schemes shall be determined by the County, with consideration given to the intensity of the new use, the proximity and capacity of available piped servicing, and the effectiveness of existing private servicing serving the development.

23.10 A water use assessment conforming to the Conrich Potable Water Network Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine water demand and infrastructure required to meet that demand.

23.11 Notwithstanding Policy 23.9 and 23.10, the following uses may be allowed to attain their potable water from water wells in accordance with County and provincial requirements;

a. *country residential*, 'work/live', and agriculture land uses; and

b. golf course playing areas.

23.12 Potable water provided by the County utility system shall not be used for the irrigation of non-residential development areas, with the exception of:

a. areas within the hamlet of Conrich; and

b. new landscaped areas for a period of two years from occupancy.

The County encourages the use of stormwater to irrigate the above uses.

23.13 Development and buildings relying on potable water provided by the County utility system shall use low flow fixtures and appliances.

23.14 The County encourages the reduction and reuse of water in accordance with provincial laws and regulations.

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Wastewater

23.15 All new development shall be required to connect to the County's wastewater system at the time of subdivision or development permit. Deferrals of piped servicing connections shall not be considered in subdivision or development approvals.

a. The requirement to connect to piped servicing for change of use applications within existing approved Conceptual Schemes shall be determined by the County, with consideration given to the intensity of the new use, the proximity and capacity of available piped servicing, and the effectiveness of existing private servicing serving the development.

23.16 A wastewater servicing study conforming to the Conrich Wastewater Servicing Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine wastewater demand and infrastructure required to meet that demand.

23.17 Notwithstanding Policy 23.15 and 23.16, *country residential*, work/live', and agriculture land uses may provide wastewater service by a private sewage treatment system in accordance with County policy and provincial regulation.

23.18 Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.

Shallow Utilities and Regional Utility Corridors

23.19 All new residential and non-residential development shall be serviced with shallow utilities at the expense of the developer.

23.20 Commercial communications facilities should locate on land identified for industrial, commercial, or long term development use and be in accordance with County policy.

23.21 The location of regional and local transmission corridors, utility rights-of-way and easements, and related line assignments are identified on Map 4. *Local plans* in proximity to a regionally significant corridor should identify and protect the corridor to the satisfaction of the County, Utility company, and easement holder.

Emergency Service Infrastructure

23.22 ~~23.21~~ All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression bylaw.

23.23 ~~23.22~~ All water systems serving developments within the Conrich area shall be designed to provide adequate water pressure to combat fires.

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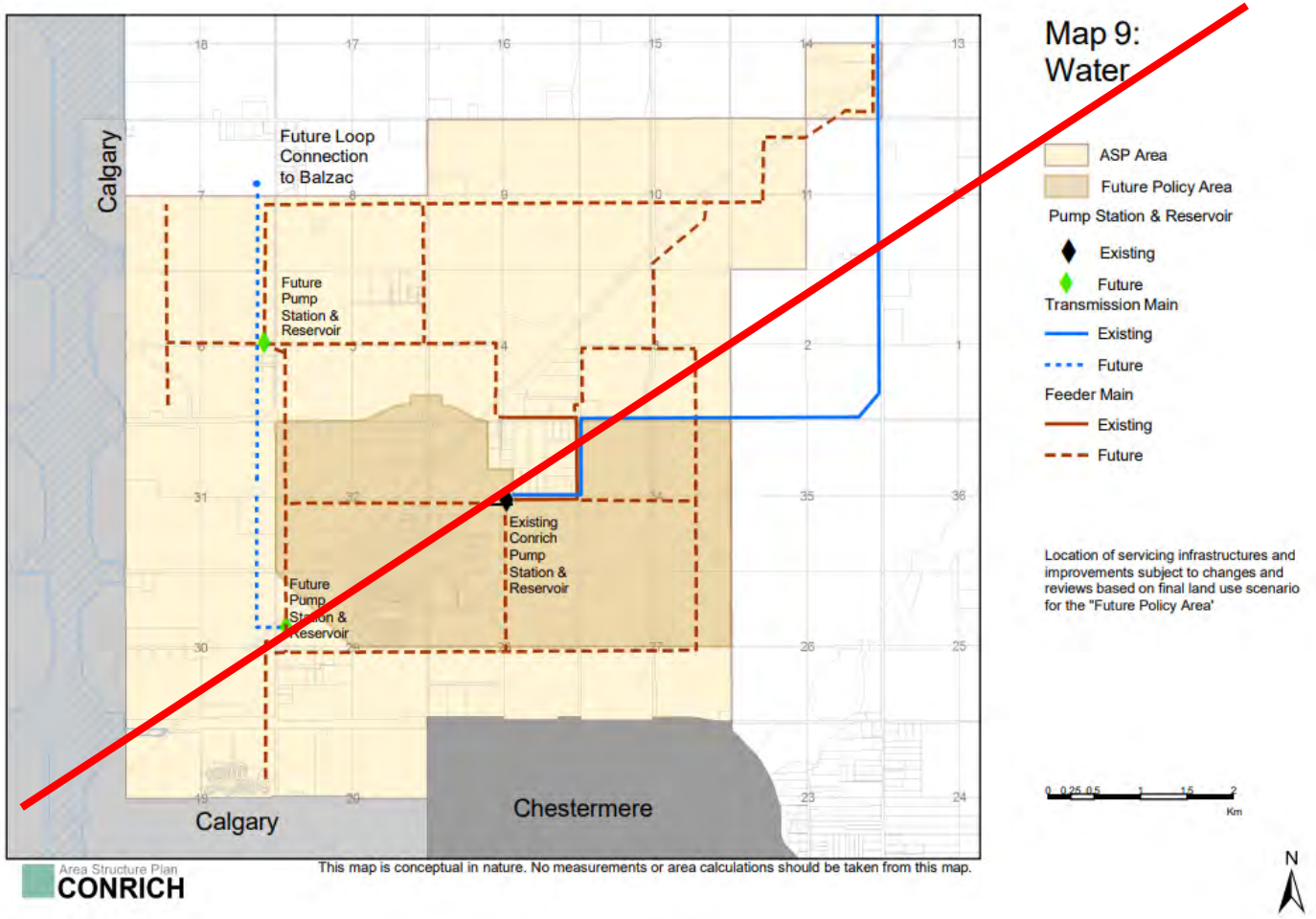
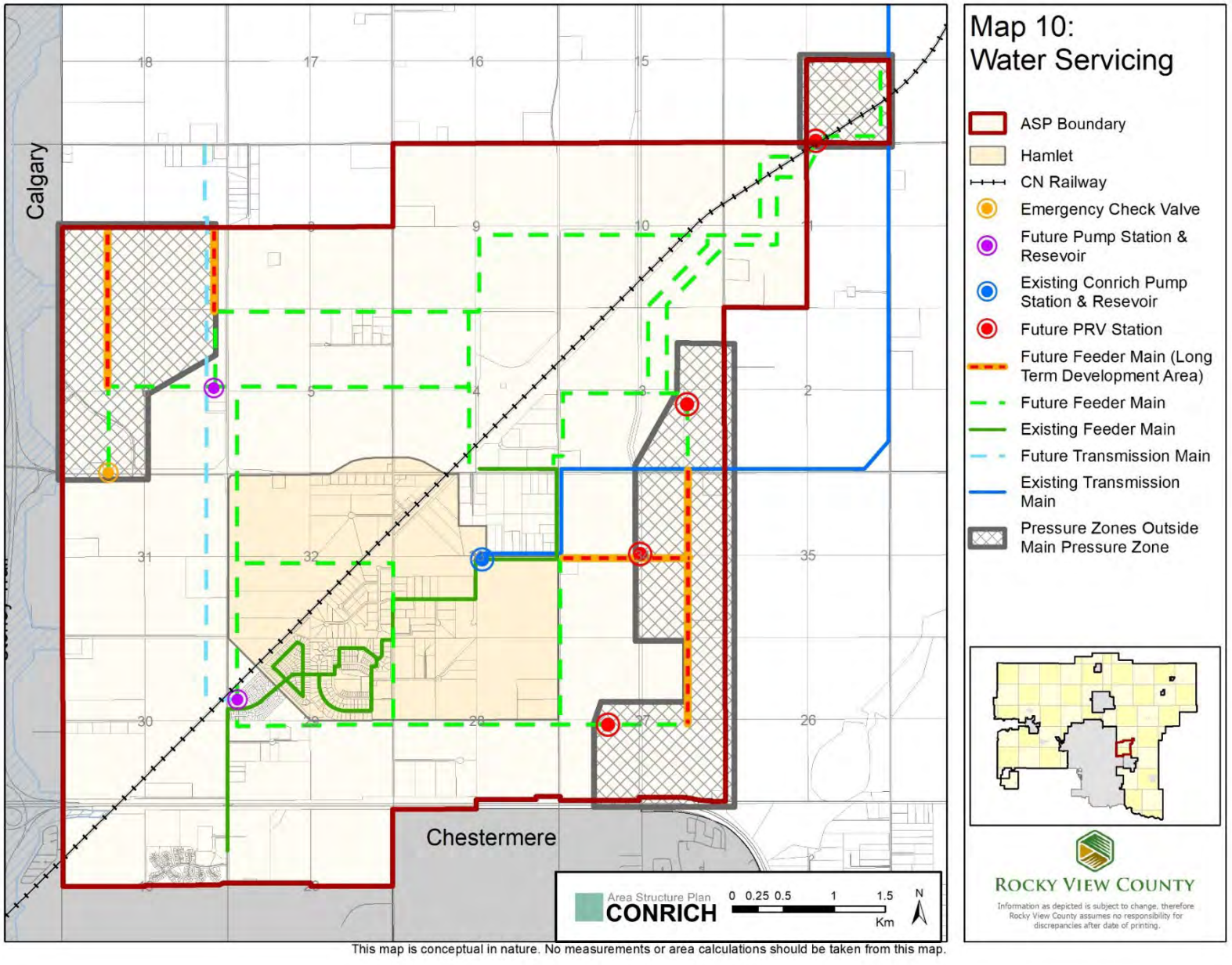
MAP 10 Water Servicing




Map 10:
Water Servicing
ASP Boundary
Hamlet
CN Railway
Emergency Check Valve
Future Pump Station & Resevoir
Existing Conrich Pump Station & Resevoir
Future PRV Station
Future Feeder Main (Long Term Development Area)
Future Feeder Main
Existing Feeder Main
Future Transmission Main
Existing Transmission Main
Pressure Zones Outside Main Pressure Zone
Calgary
Chestermere
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
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ROCKY VIEW COUNTY
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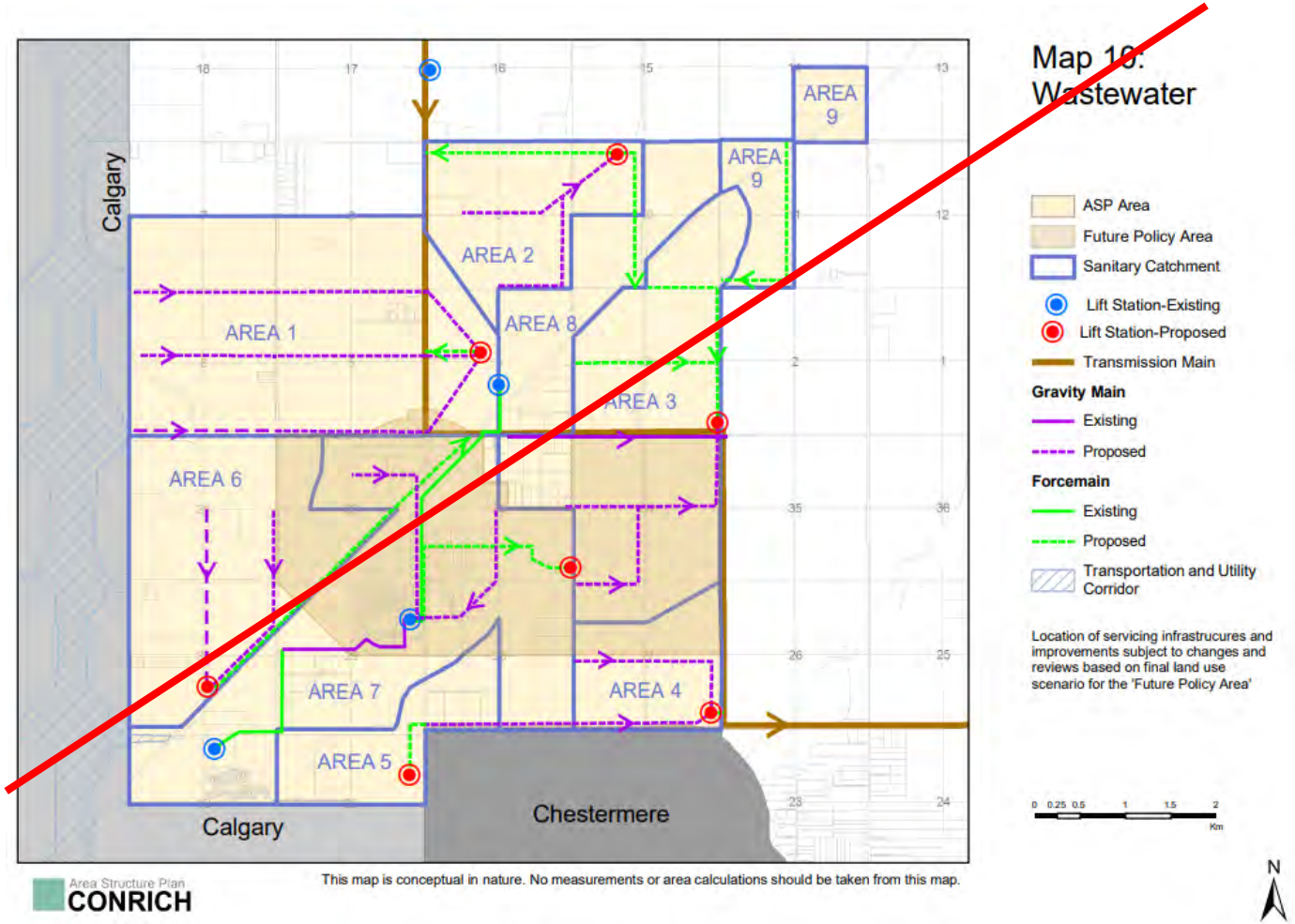
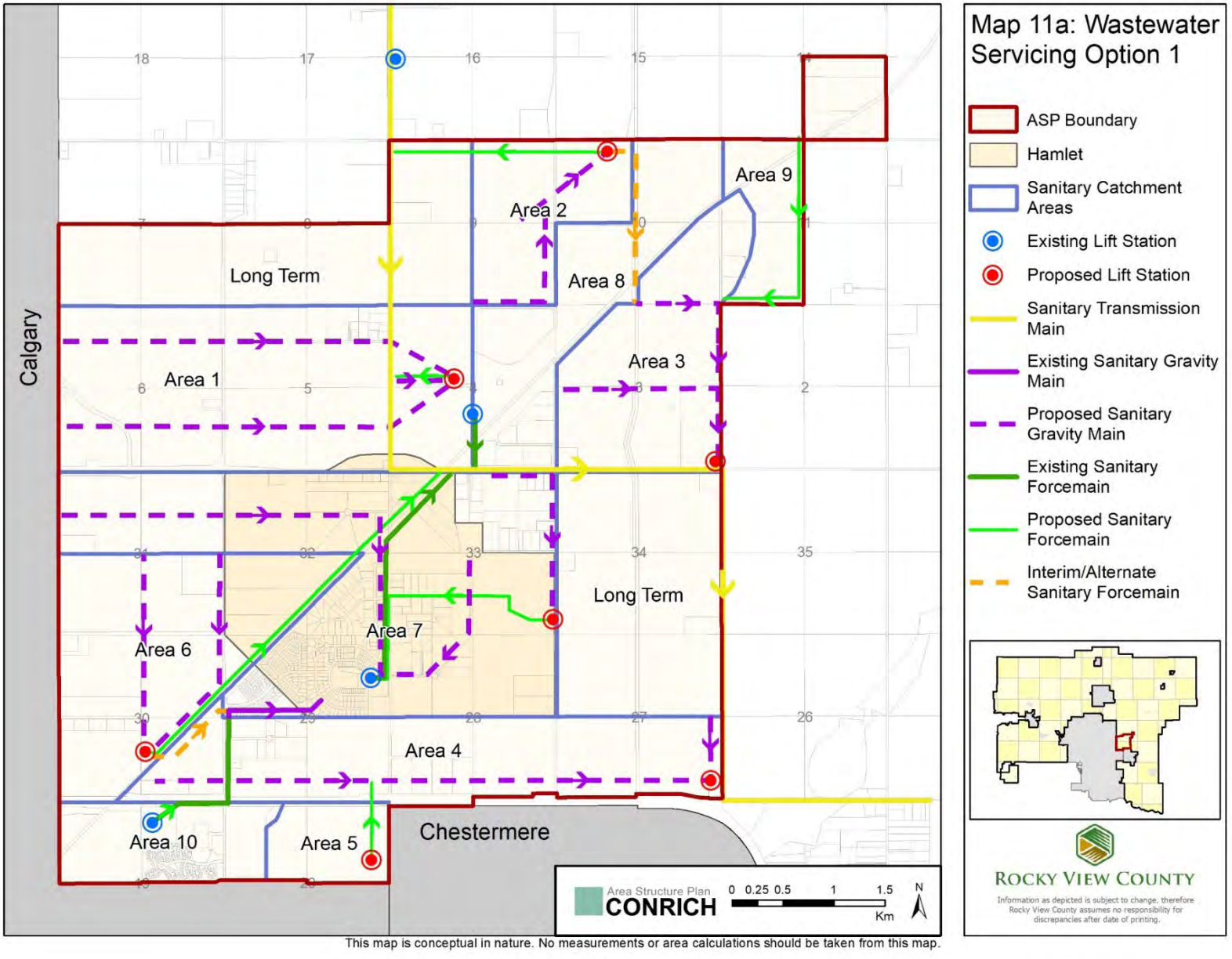
MAP 11A Wasterwater Servicing Option 1




Map 11a: Wastewater Servicing Option 1
ASP Boundary
Hamlet
Sanitary Catchment Areas
Existing Lift Station
Proposed Lift Station
Sanitary Transmission Main
Existing Sanitary Gravity Main
Proposed Sanitary Gravity Main
Existing Sanitary Forcemain
Proposed Sanitary Forcemain
Interim/Alternate Sanitary Forcemain
Calgary
Chestermere
Area 1
Area 2
Area 3
Area 4
Area 5
Area 6
Area 7
Area 8
Area 9
Area 10
Long Term
Long Term
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
Km
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ROCKY VIEW COUNTY
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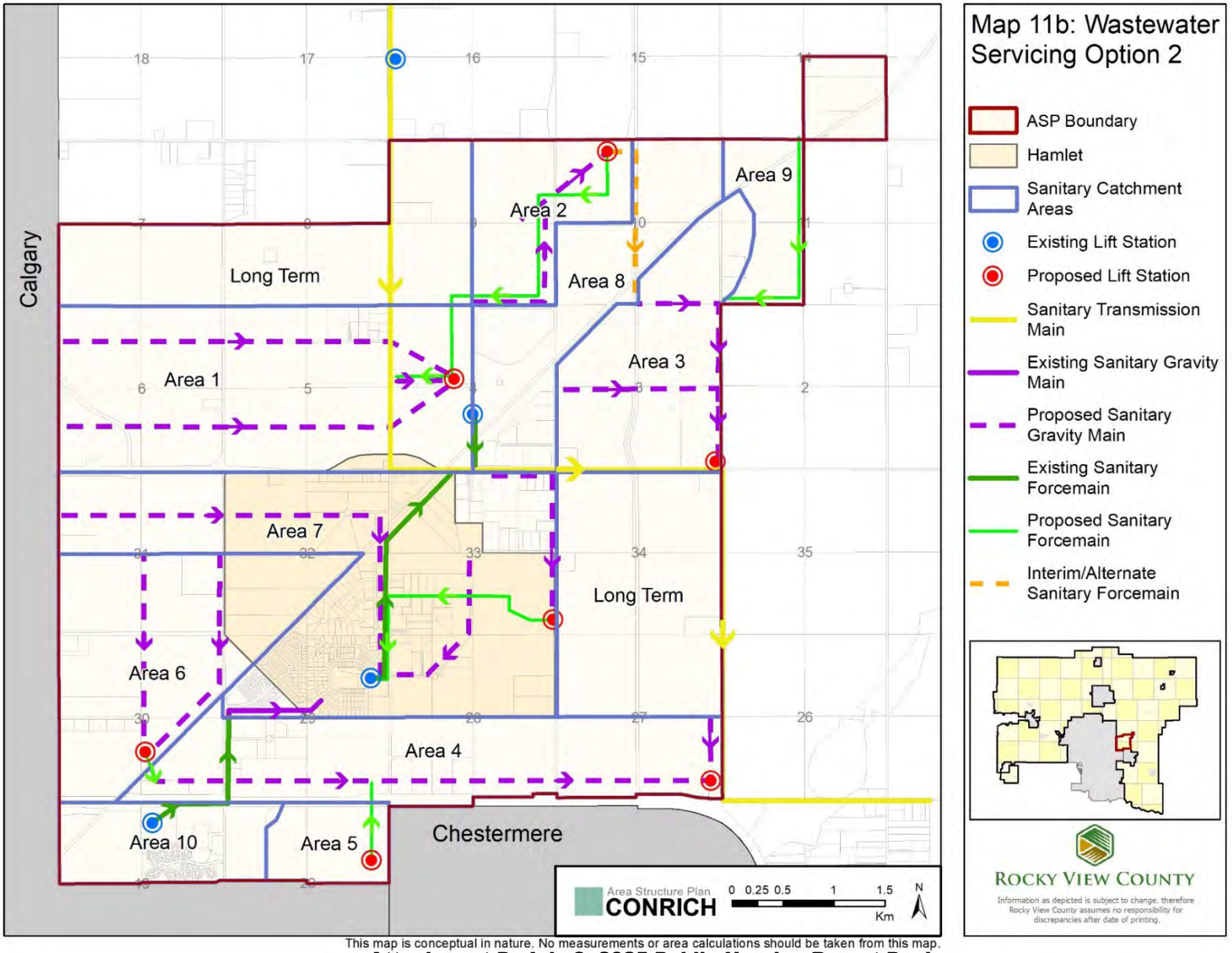
MAP 11B: Wastewater Servicing Option 2



24.0 STORMWATER

The Conrich area is located within the Shepard Regional Drainage Basin which empties into the Bow River. Over time, the north to south movement of stormwater has been impeded by buildings, roadways, and irrigation canals. Significant further development requires the identification and construction of a regional conveyance and treatment system involving multi-jurisdictional partners.

Map ~~11~~12 shows the main wetland areas and the existing and proposed stormwater conveyance routes in the Conrich area.

~~Two alternative regional stormwater conveyance and treatment systems were investigated at the time this area structure plan was being prepared. These are the:~~

- ~~Cooperative Stormwater Management Initiative, which proposes to take water east and north to the Red Deer River drainage basin.~~
- ~~Shepard Regional Drainage Plan, which proposes to take water south to the Bow River.~~

The Cooperative Stormwater Management Initiative (CSMI) is the County's post-development stormwater solution for The Plan area and the region. ~~proposes the use of~~ CSMI uses the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. The CSMI option is for an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation canal by utilizing WID rights-of-way to build a separate conveyance system that discharges to Weed Lake. ~~This initiative may result in a stormwater management system that complements the Shepard Regional Drainage Plan system or, alternatively, replaces the Shepard Regional Drainage Plan. The CSMI option is the County's preferred solution.~~

~~The Shepard Regional Drainage Plan proposes to treat and move water southward through a series of natural and constructed conveyance systems. This solution is long term and costly, particularly for upstream development areas such as Conrich.~~

Objectives

- Ensure effective, sustainable, and responsible stormwater services to The Plan area.
- Provide and protect stormwater storage areas and conveyance routes.
- Maximize the use of natural stormwater drainage conveyance systems.
- Investigate and provide for stormwater reuse and recycling opportunities.
- Support innovative conservation methods and best management practices with respect to stormwater management.
- Preserve high value wetlands within The Plan area.

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Policies

REGIONAL STORMWATER MANAGEMENT

24.1 The County shall work collaboratively with adjoining municipalities, the Western Irrigation District, and Alberta Environment~~, and Ducks Unlimited~~ to develop a comprehensive and regional approach to stormwater management and to reaching agreements where municipal infrastructure in another municipality is intended to be used for stormwater resulting from new development within the County.

DESIGN

24.2 ~~Until such time as a regional conveyance system is finalized, the~~ The stormwater drainage system (local conveyance and storage areas) shall be designed to comply with ~~the Shepard Regional Drainage Plan,~~ the Cooperative Stormwater Management Initiative Plan, the Conrich Master Drainage Plan and the Western Headworks Stormwater Management Agreement (2013).

24.3 Stormwater management systems should be designed at a scale that services the *local plan* area. The County discourages stormwater ponds designed for individual lots.

COOPERATIVE STORMWATER MANAGEMENT INITIATIVE (CSMI)

24.4 Stormwater shall be discharged to the east into the CSMI system, which will take water to Weed Lake once it becomes operational in accordance with the CSMI plan, or other plans that amend, replace, or add to that plan.

24.5 The County shall:

a. protect and require the acquisition of conveyance routes that are necessary to discharge into the CSMI system, as generally shown on Map ~~11~~12: Stormwater; and

b. investigate and, if necessary, implement stormwater treatment standards necessary for discharge into the CSMI system.

24.6 The volume and rate of stormwater discharge to the CSMI system shall be in accordance with the CSMI plan and the Conrich Master Drainage Plan, or other plans that amend, replace, or add to those plans.

~~*SHEPARD REGIONAL DRAINAGE PLAN*~~

~~24.7 Stormwater may be discharged to the south into the Shepard Ditch once it becomes operational in accordance with the Shepard Regional Drainage Plan, or other plans that amend, replace, or add to that plan.~~

~~24.8 The County shall protect and acquire conveyance routes that are necessary to discharge into the Shepard Regional Drainage system, in general accordance with Map 11.~~

~~24.9 The volume and rate of stormwater discharge shall be in accordance with the Shepard Regional Drainage Plan, Conrich Master Drainage Plan, or as otherwise agreed to by the municipal partners.~~

~~24.10 Rocky View County shall work with the City of Chestermere to determine the amount of stormwater diverted southward to the City of Chestermere.~~

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INTERIM DRAINAGE SOLUTIONS

On-site zero discharge is a potential interim method of stormwater management; it is the least preferred method. On-site treatment and retention of stormwater requires extensive dedication of land for stormwater ponds, active management of stormwater systems, and designated emergency downstream discharge routes.

24.11 Until such time as a permanent stormwater management system is constructed, interim solutions may be allowed as per the phasing plan (Map ~~13~~14). Options include:

a. An interim stormwater facility designed to contain the accumulation of stormwater onsite on a continuing basis during the Western Irrigation District's irrigation season. Discharge to the canal system may be allowed at the end of the irrigation season, in accordance with Western Irrigation District's requirements and the CSMI plan.

b. An irrigation or evaporation system that operates under zero discharge conditions may be allowed if the Western Irrigation District system is not available for use.

Rocky View County **servicing standards** require zero discharge systems to provide a ratio of 1 m² of land dedicated to evaporation surface area for every 1 m² of impervious land area.

24.12 Where an interim stormwater solution is permitted, those portions of stormwater ponds identified for interim storage may remain as privately owned land if the land is designated to a land use district that is limited to utility and other complimentary uses.

24.13 Where a private interim storage pond is approved:

a. access to the stormwater pond shall be provided to the County;

b. a management and operation plan for the interim stormwater pond and local stormwater system shall be provided;

c. management and operation of the interim stormwater pond and local stormwater system is the responsibility of the private landowner; and

d. a transition plan that addresses the transfer of the stormwater infrastructure to the County, when an interim solution is no longer required is provided.

24.14 All costs, including public utility costs, associated with the re-purposing of a privately owned interim storage pond that is no longer needed, shall be the developer's responsibility.

LOCAL STORMWATER MANAGEMENT

24.15 The location of the natural stormwater drainage conveyance system shall be protected and acquired as part of the development process, in general accordance with Map ~~11~~12 and the Master Drainage Plan.

24.16 Stormwater conveyance systems should develop in an orderly, logical, and sequential pattern of development.

24.17 Stormwater shall be conveyed downstream in a manner that protects downstream properties.

24.18 Where required, proponents of new development shall identify and secure, in consultation with the County, the downstream stormwater conveyance system.

24.19 Stormwater conveyance systems must provide a right-of-way of sufficient width to accommodate upstream stormwater flow.

STORMWATER PONDS, CONSTRUCTED WETLANDS, AND WETLANDS

A **stormwater pond** is an artificial pond that is designed to collect and treat stormwater to an acceptable County and provincial standard. The stormwater pond disposes of stormwater through controlled release, absorption into the ground, and/or evaporation.

A **constructed wetland** is an artificial wetland created as a new or restored habitat for native vegetation and wildlife; it provides the same function as a stormwater pond.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activities that are adapted to a wet environment.

24.20 *Stormwater ponds* or *constructed wetlands* should be located:

a. in general accordance with the locations identified in the Conrich Master Drainage Plan;

b. on an accessible public utility lot; and

c. outside of the riparian setback area.

A **Master Drainage Plan** is a plan that determines the rate and volume of stormwater flow and addresses the methods and infrastructure requirements for stormwater treatment and conveyance.

24.21 Natural wetlands and/or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the value of the wetland and the drainage course.

REDUCE, RECYCLE, AND REUSE

24.22 The County should explore and support the collection of stormwater at the sub-regional catchment level in order to filter and reclaim stormwater, bringing it to a purple pipe or potable water standard.

Purple pipe refers to the colour of pipe used to transport water that has been recycled from a stormwater retention area or municipal waste system. Reclaimed water is filtered and processed to a required provincial standard.

24.23 As part of preparation of a *local plan* and supporting sub-catchment master drainage plan, best management practices, and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity are required. Solutions may include:

a. design of stormwater facilities to incorporate source controls in order to reduce the amount of water moving down stream and the need for end-of-pipe stormwater treatment solutions;

b. use of low impact development methods, such as constructed wetlands and bio-swales;

c. reduction of impermeable surface runoff;

d. reuse of stormwater for irrigation; and

e. consideration of stormwater ponds at the sub-regional level to support the reuse of stormwater.

STANDARDS AND DESIGN

24.24 Stormwater infrastructure shall be constructed, operated, and maintained in accordance with the County servicing standards, County policy, and provincial regulations. The stormwater management system should be designed to:

a. operate on a gravity basis;

b. wherever possible, use the stormwater drainage conveyance system, as generally shown on Map ~~11~~12;

c. accommodate stormwater flows from adjacent transportation networks;

d. preserve the value of existing wetlands; and

e. conform to an urban standard where a curb and gutter transportation system is provided.

24.25 Stormwater conveyance alignments and ponds are shown conceptually on Map ~~11~~12. Alternate and more cost effective alignments may be considered at the
local plan stage if it can be shown that the impact on wetlands within the identified conveyance system is reduced through the use of an alternative alignment.

24.26 As part of a *local plan* preparation process, the applicant shall submit a sub-catchment master drainage plan that is consistent with the approved Master Drainage Plan and the policies of this plan.

24.27 A sub-catchment master drainage plan for a *local plan* area shall comply with any new stormwater plans, management policies, and interim servicing policies that may be introduced after the adoption of this plan.

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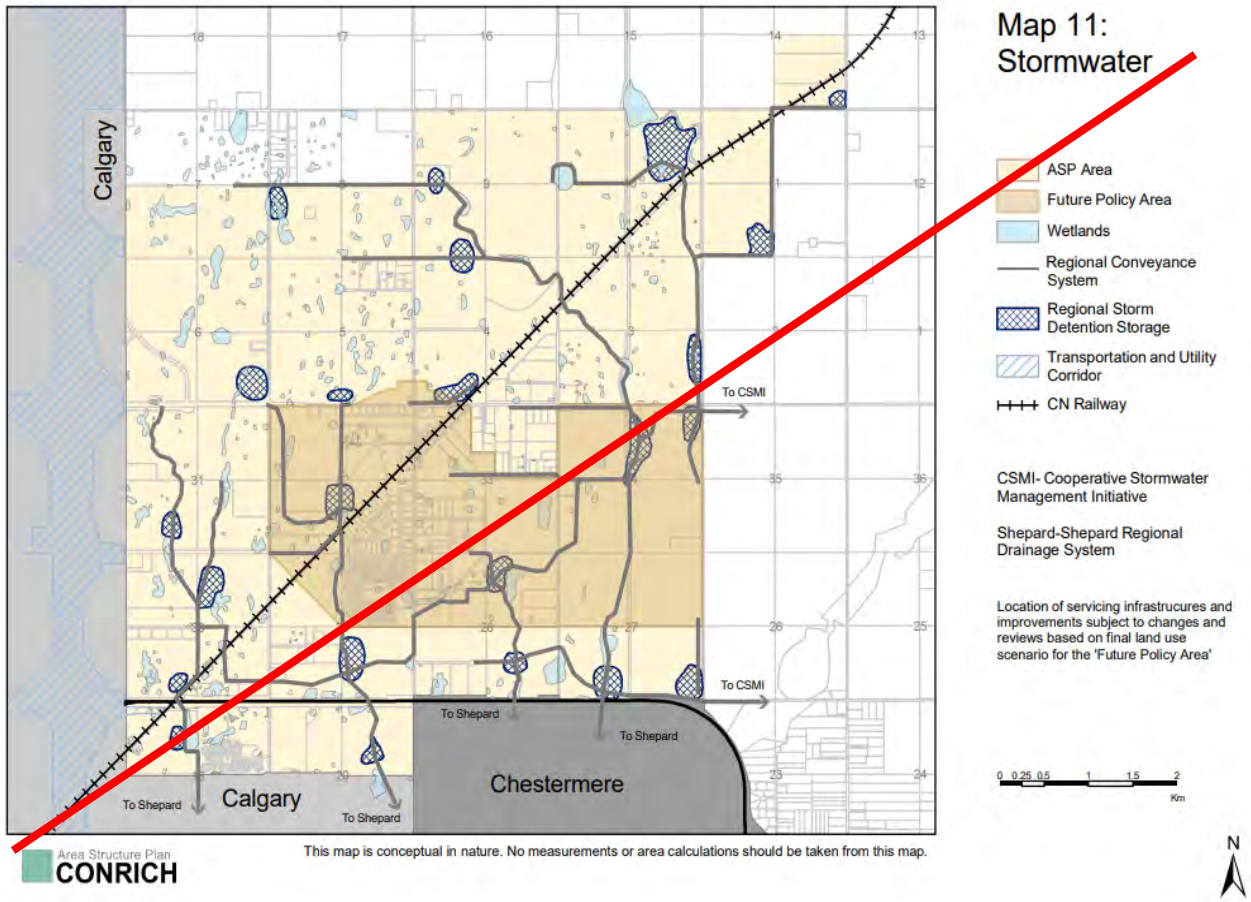
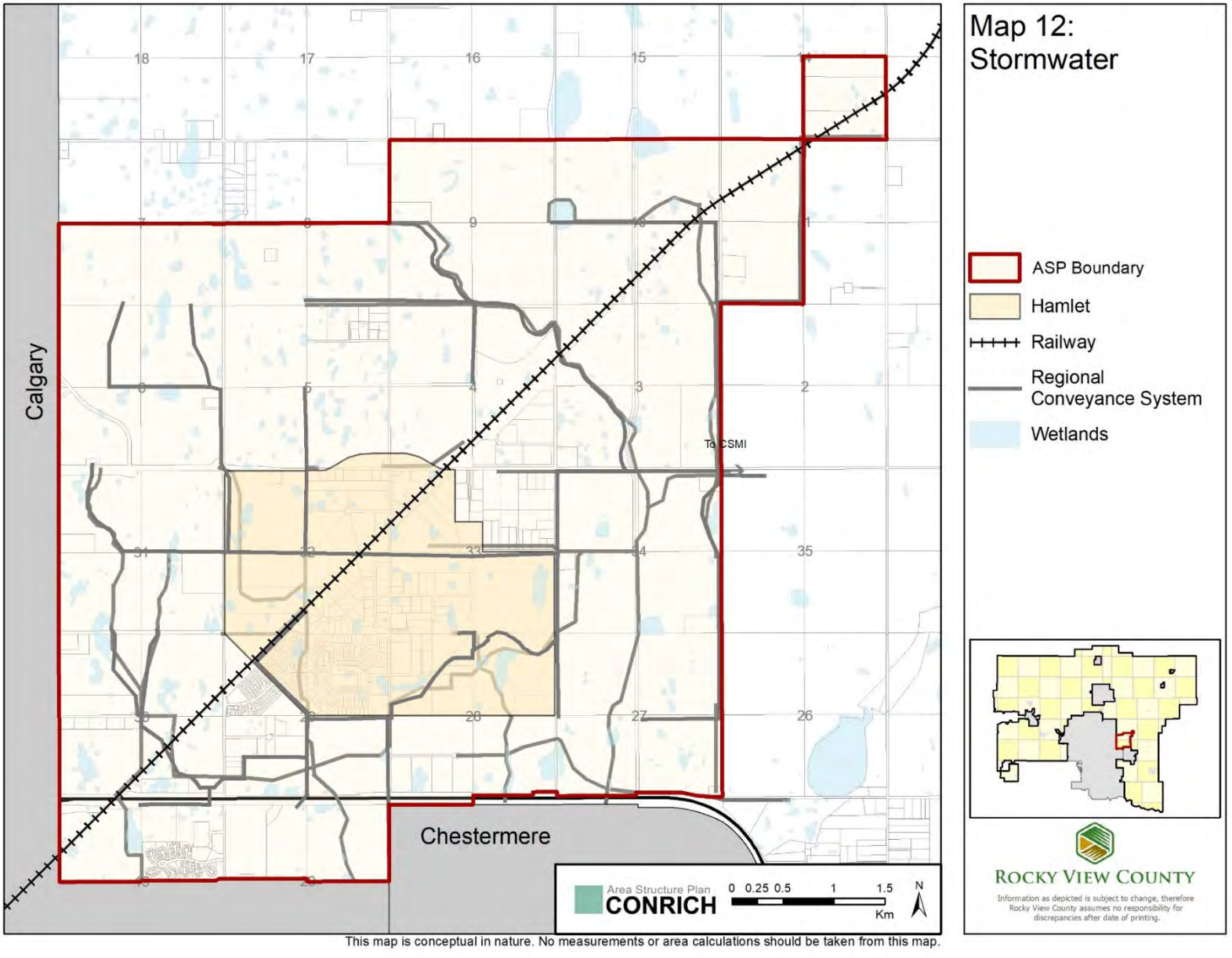
MAP 12 Stormwater




Map 12:
Stormwater
ASP Boundary
Hamlet
Railway
Regional
Conveyance System
Wetlands
Calgary
Chestermere
To CSMI
Area Structure Plan
CONRICH
0 0.25 0.5 1 1.5
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ROCKY VIEW COUNTY
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25.0 SOLID WASTE

Solid waste policies address the management of solid waste through all stages of development; from construction and demolition to full build-out. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements and the policies below provide guidance to developers and residents on effectively managing solid waste.

Objectives

- Ensure *local plan*s address solid waste management during all stages of development and are in alignment with the County's Solid Waste Master Plan.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Encourage solid waste management plans to have a diversion target of 50 per cent.
- Provide direction on the expected level of post-construction waste management service to be provided by Rocky View County.

Policies

GENERAL

25.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.

25.2 Waste minimization and waste diversion practices are encouraged in The Plan area. A diversion target of 50 per cent is recommended.

25.3 A *local plan* should:

a. address solid waste management through all stages of development, including occupancy;

b. identify the appropriate waste collection stations that serve the *local plan* area;

c. conform to the policies of the County's Solid Waste Master Plan; and

d. set a solid waste diversion target to inform the subdivision construction management plan.

The Province of Alberta has developed a provincial waste strategy document titled "Too Good to Waste: Making Conservation a Priority" in order to promote the diversion of waste from landfills through the reuse and recycling of materials.

INDUSTRIAL AND COMMERCIAL

25.4 Industrial and commercial business owners shall be responsible for providing their own solid waste services.

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COUNTRY RESIDENTIAL AND AGRICULTURE AREAS

25.5 Solid waste management shall be the responsibility of property owners in *country residential* and agriculture areas.

25.6 Waste collection stations should be used for the disposal of solid waste and recyclable materials.

HAMLET ~~OF CONRICH AND OTHER HAMLET RESIDENTIAL~~ AREAS

County solid waste services will be considered for the hamlet of Conrich when the population approaches the threshold of 5,000 residents.

25.7 Solid waste management will be the responsibility of property owners within the hamlet of Conrich until such time as a County service is provided.

25.8 The Prince of Peace Community and The Hamlet ~~other hamlet residential areas~~ shall be responsible for their solid waste management.

25.9 Lot owners' associations shall coordinate solid waste services in developing areas in The Hamlet ~~residential~~ and compact *country residential* areas until such time as a County service is provided.

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26.0 OIL AND GAS

Oil and gas facilities, infrastructure, and operations are industrial land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development in the Conrich area is an important consideration in the area's development.

Map 4~~: Existing Conditions~~ identifies the locations of gas lines and operating and abandoned oil and gas wells within The Plan area.

Objectives

- Ensure appropriate and safe land development in relationship to petroleum facilities and wells.
- Allow for the continued safe operation of petroleum facilities and wells.

Petroleum facilities are plants, pipelines, and batteries used to process and transport oil and gas. Petroleum wells are producing, suspended, or abandoned oil and gas wells.

Policies

GENERAL

26.1 Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this plan, and the directives and bulletins of the Alberta Energy Regulator (Appendix C).

Directives are documents that set out Alberta Energy Regulator (AER) requirements or processes for implementation. Licensees, permittees, and other approval holders under the jurisdiction of the AER are required to obey all directives.

Bulletins inform the energy industry and the public of an Alberta Energy Regulator activity, such as a consultation, new regulatory requirement, new program, or electronic submission of data.

26.2 At the time of subdivision or development, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, or abandoned well.

26.3 As part of a *local plan* preparation process, applicants shall obtain a land development information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the *local plan* area. In addition, the applicant must determine if an emergency planning zone has been established around a sour gas facility or well.

26.4 Prior to the preparation of a *local plan* to develop lands within 1.5 km of a petroleum facility that is situated within an emergency planning zone, the developer shall consult with the County and the operator of the facility to determine how an emergency response plan will be prepared, updated, or replaced.

26.5 The location, development setbacks, emergency planning zones, and emergency response planning regarding all petroleum facilities shall be identified in the *local plan* and included in any marketing information and other public communication materials for petroleum facilities.

ABANDONED OIL & GAS WELLS

Within The Plan area there are ~~two~~ nine known abandoned well sites. The following policies apply for land located in proximity to an abandoned well site.

26.6 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is greater.

26.7 Vehicular access to an abandoned well site shall:

a. be determined through discussion with the abandoned well licensee;

b. be identified in the *local plan*; and

c. be protected by easements in favour of the County at the time of subdivision or development approval.

26.8 In conjunction with the preparation of a *local plan*, or a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide:

a. surveyed locations of abandoned wells and pipelines and confirmation of the setback requirements;

b. a phase I environmental site assessment specific to the abandoned well or pipeline; and

c. a phase II environmental site assessment specific to the abandoned well or pipeline, as deemed necessary by the County.

26.9 Public roads should not be located over an abandoned well.

26.10 During land development, all abandoned well sites shall be marked with temporary signage identifying the location of the abandoned well and providing contact information for the Alberta Energy Regulator. Such signage, as well as adequate fencing and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

PIPELINES

26.11 All setbacks from a pipeline shall be in accordance with provincial regulations.

26.12 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.

26.13 Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.

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26.14 Pathways and other recreational uses may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the approving authority.

DISCONTINUED/ABANDONED PIPELINE POLICIES

26.15 A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating and in compliance with provincial regulations.

26.16 An abandoned pipeline is one which will not be reactivated for service; therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way unless the pipeline has been removed.

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III Implementation

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27.0 IMPLEMENTATION

The Conrich Area Structure Plan outlines the vision for the future physical development of the Conrich area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this section is to describe The Plan implementation process, to provide detail on the phases of development, and to specify requirements to ensure the area structure plan policies and strategies are adhered to. The ASP introduces various levels of planning required within the area; for reference, Figure 5 shows the hierarchy of plans to be implemented for each stage of development.

Objectives

- Implement the Land Use Strategy and policies of the Conrich Area Structure Plan.
- Ensure the cost of infrastructure development is identified and provided.
- Provide for the logical phasing of development.
- Implement key actions to facilitate development, provide guidance to *local plan*s, and ensure a coordinated planning and implementation approach.
- Ensure *local plan*s adhere to the vision and policies of The Plan.
- Provide for the review and amendment of The Plan as required.

Policies

LOCAL PLANS, REDESIGNATION, SUBDIVISION, AND DEVELOPMENT APPLICATIONS

*Local plan*s are to be developed within the framework provided by this area structure plan. Policy sections identify the unique requirements that must be addressed in the *local plan* due to the location and specific conditions of the proposed development area. The standard technical requirements of a *local plan* are identified in the ~~*County Plan*~~ *Municipal Development Plan* (Section 29 and Appendix C). ~~A *neighbourhood plan* is a type of *conceptual scheme* within this Plan.~~

27.1 Applications for redesignation, subdivision, and/or development require the concurrent or prior adoption of a *local plan*, unless otherwise directed by the policies of this plan or determined by the County not to be required.

27.2 Notwithstanding Policy 27.1, applications for a development permit outside of what the County considers to be the principal use to the land shall ~~in an area where a land use has been approved prior to the adoption of this plan do not~~ require a *local plan*.

27.3 *Local plan*s shall address and adhere to the requirements of the Conrich Area Structure Plan. In support of *local plan*s and redesignation applications, the developer will be required to submit a rationale showing how their proposal is consistent with the vision and policies of the Conrich Area Structure Plan.

27.4 Subdivision and development applications shall address and adhere to the requirements of the *local plan* and the policies of the Conrich Area Structure Plan.

27.5 Where a *local plan* does not exist or is silent on a subject, the policies of the Conrich Area Structure Plan shall apply.

27.6 Prior to approval of *local plan* and land use applications ~~falling within the Joint Planning Area as identified by the Region Growth Plan,~~ the County should consider the use of appropriate mechanisms, including but not limited to joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County in consultation with the adjacent municipality.

27.7 ~~*Neighbourhood plans* adopted by Council shall be appended, by bylaw, to this Area Structure Plan.~~

LOCAL PLAN BOUNDARIES

The boundaries of *local plan*s should be based on the natural and physical conditions in the Conrich area, as well as other factors such as the availability of servicing, parcel layout, and proposed transportation improvements. Map ~~12~~13: Local Plans identifies the locations of existing *local plan*s, areas with predetermined *local plan* boundaries, and areas where *local plan*s are not required.

27.8 ~~Map 12: Local Plans identifies five *local plan* boundaries that are required based on (i) the existence of major transportation network components, including Highway 1 and the CN rail line (Highway 1), (ii) unique planning conditions associated with the proximity to the CN Rail yards (Township Road 250), and (iii) unique planning conditions associated with location along 84th Street, adjacent to residual lands within the city of Calgary, as identified in the Rocky View/ Calgary InterMunicipal Development Plan . All other *local plan* boundaries shall be determined in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres) in size.~~

Map 13: *Local Plans* identifies *local plan* boundaries that are required based on:

a. the existence of major transportation network components, including Highway 1 and the CN rail line (Highway 1);

b. the need to comprehensively plan the hamlet area; and

c. unique planning conditions associated with location along 84th Street, adjacent to residual lands within the city of Calgary, as identified in the Rocky View/Calgary Intermunicipal Development Plan.

27.9 ~~Existing *local plans* identified in Map 12 shall be revised so that undeveloped areas are consistent with the policies of this plan prior to further land use or subdivision approvals.~~

27.10 Where the policies of an existing *local plan* conflict with the Conrich Area Structure Plan, the policies of the Conrich Area Structure Plan shall prevail.

NEIGHBOURHOOD PLAN

A *neighbourhood plan* is adopted by bylaw and appended to the area structure plan. Development of a *neighbourhood plan* is considered a major statutory plan amendment and will be guided through a Terms of Reference approved by Council to ensure strong community and landowner collaboration and to manage intermunicipal engagement. Development of a *neighbourhood plan* will be led by either the County or an applicant in partnership with the County. Subsequent *local plans* should be submitted by the applicant and will not require a Terms of Reference.

27.11 A *neighbourhood plan* shall be adopted by bylaw and appended to this Plan.

27.12 L*ocal plans* within a Neighbourhood Area shall be appended to the relevant *neighbourhood plan* as an appendix.

27.13 Development of a *neighbourhood plan* shall be guided through a terms of reference approved by Council.

a. A *neighbourhood plan* shall be prepared by the County or an applicant in partnership with the County.

~~b. *Development cell plans* should be applicant-led and will not require a Terms of Reference.~~

c. *Local Plan* applications in a Neighbourhood Area will be processed in accordance with the County's standard policies and procedures for *local plan* amendments.

Community and Intermunicipal Collaboration

27.14 Development of a *neighbourhood plan* shall require thorough and inclusive engagement with landowners and residents within and adjoining the Neighbourhood Area together with broader consultation with the Conrich community.

27.15 *Neighbourhood plans* shall, in collaboration with the City of Calgary and the City of Chestermere, plan for the provision of future regional transit within the Neighbourhood Area, including bus stops, parking, and other transit needs.

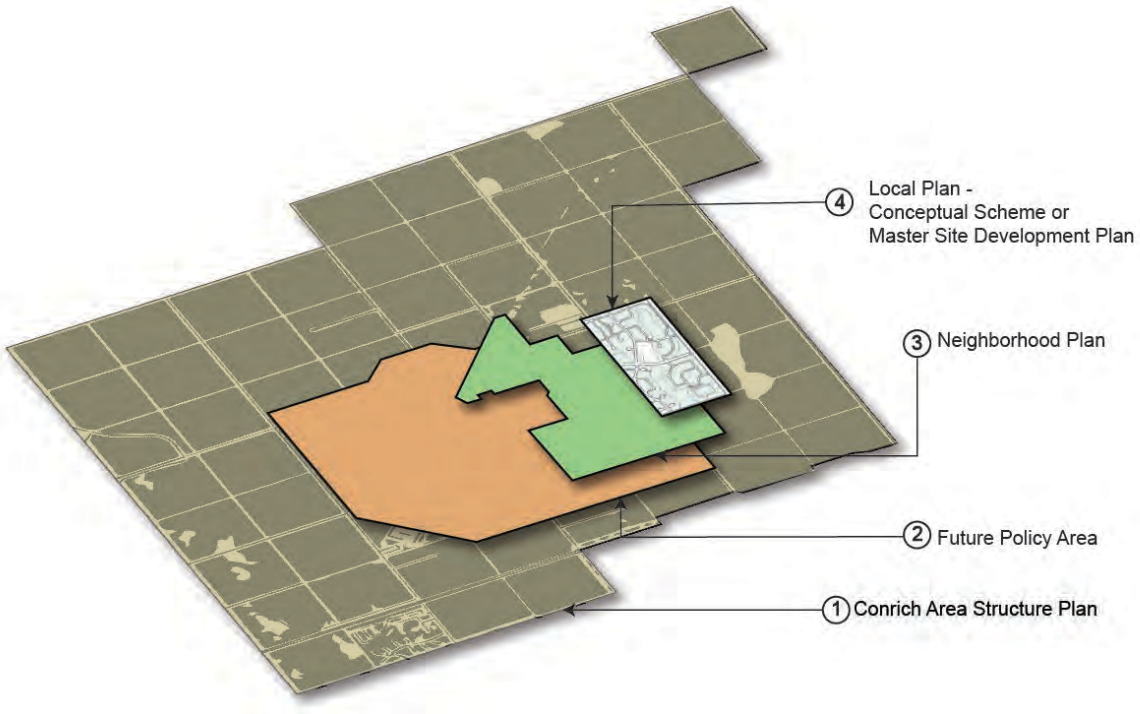

Figure 5 Conrich ASP Hierarchy of Plans

INFRASTRUCTURE COSTS AND LEVIES

The Conrich Plan recognizes development implementation will require infrastructure improvements within and external to The Plan area. The costs incurred by development of lands will be covered through a variety of revenue sources including developer improvements, development levies, County improvements, provincial contributions, and user fees.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Offsite Levies for transportation, water, wastewater, and stormwater servicing have or will be developed for the Conrich Area Structure Plan. All levies are subject to periodic review and include development costs associated with internal and external improvements to service The Plan area. Non-levy costs and improvements will be determined through periodic review of the master servicing documents and at the *local plan* preparation stage.

It is important to note that infrastructure costs do not represent the full costs to service The Plan area. Complete community costs also include costs associated with program and service delivery to residents and business owners (e.g. community recreation, fire and property protection, parks maintenance, waste and recycling operations, transit, etc.), which serve community needs and are an essential part of a community.

27.16 As part of the *local plan* approval process the identification, timing, and funding of any required off-site improvements is required. Off-site improvements that are:

a. internal to The Plan area will be determined to the satisfaction of the County; or

b. external to The Plan area, including provincial or adjacent municipal infrastructure will be determined to the satisfaction of the County, in consultation with the relevant municipality and/or provincial department.

27.17 Developers relying on regional County utility services (water, wastewater, and/or stormwater) shall be required to front-end the costs of utility service upgrades where deemed necessary by the County.

27.18 Costs associated with transportation and/or utility service improvements are the developer's responsibility.

27.19 Developers relying on transportation and/or utility infrastructure improvements (water, wastewater, and/or stormwater) provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.

27.20 Development proponents shall be required to pay the Rocky View County:

a. Water and Wastewater Off-Site Levy;

b. Stormwater Off-Site Levy; ~~and~~

c. Transportation Off-Site Levy and

d. any other applicable levies.

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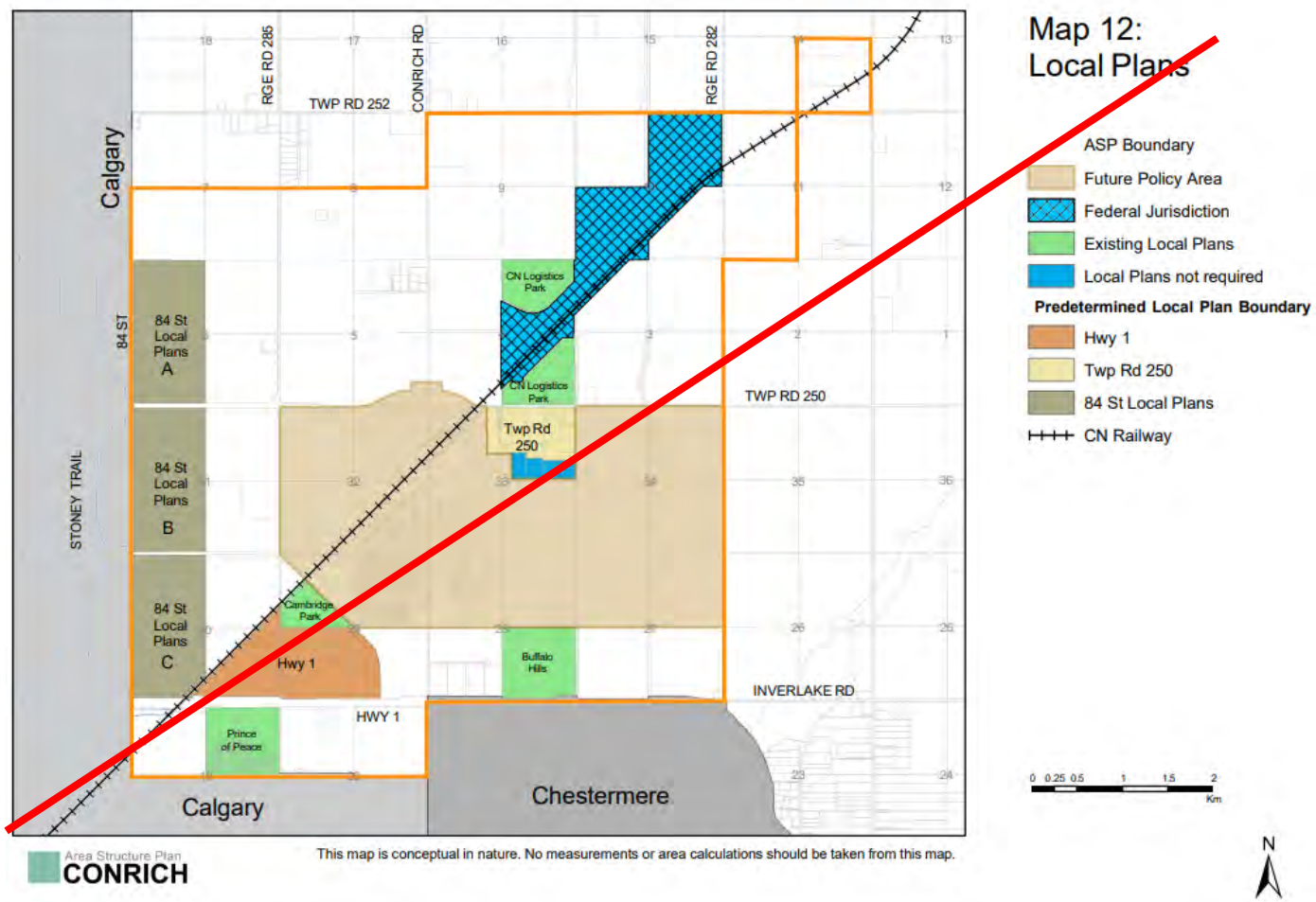
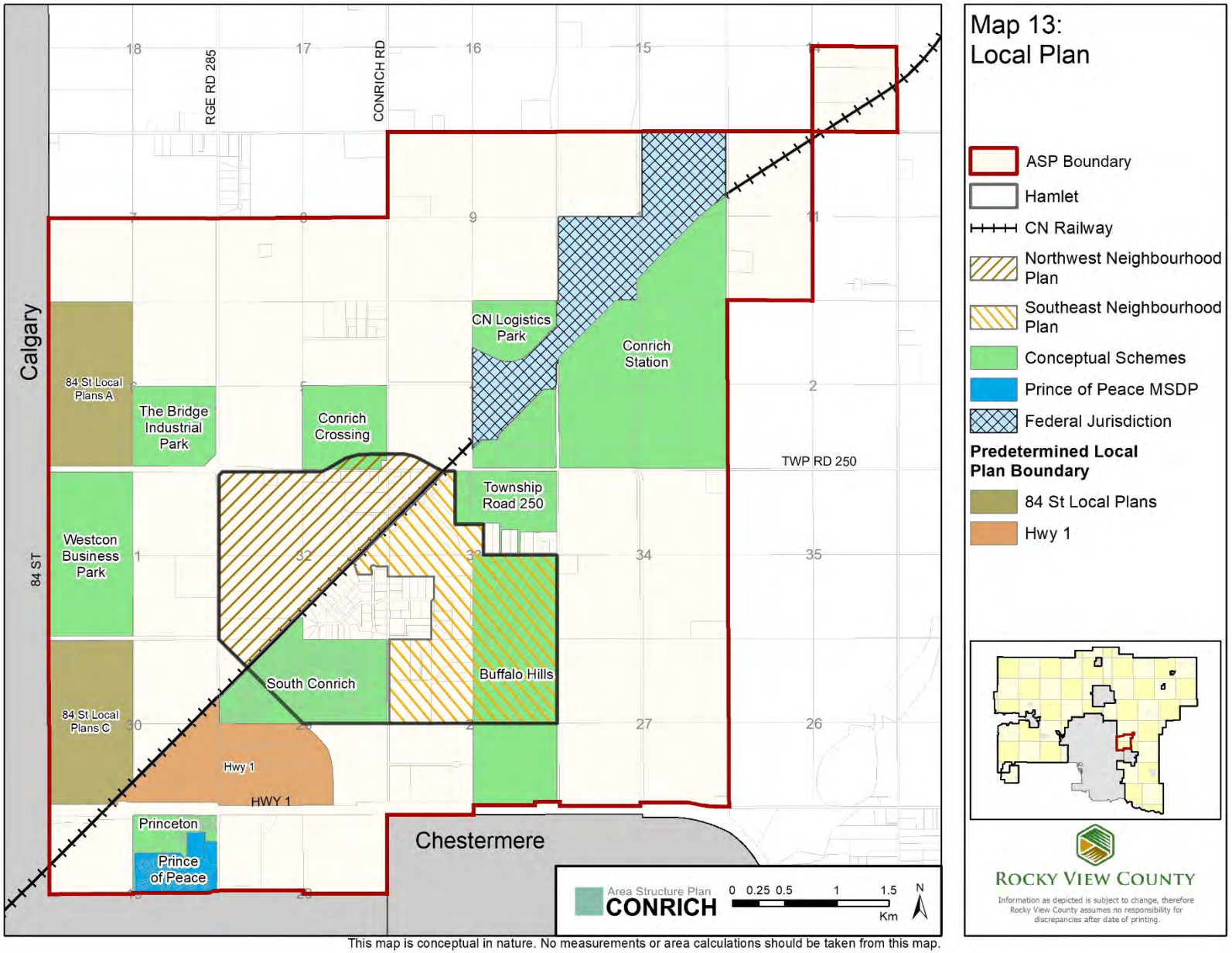
MAP 13 Local Plan





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

PHASING

~~The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Map 13: Phasing identifies four development phases for the growth of the Conrich area (Phase 1, Phase 2, Future Policy Area, and Long Term Development areas).~~

The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Map 14: Phasing identifies four development phases for the growth of the Conrich area (Phase 1, Phase 2, Hamlet Area, and Long Term Development areas).

27.21 Phasing of development in the Conrich Area Structure Plan area should be done in a logical and cost effective manner and shall be guided by the phasing strategy of this plan, as shown on Map 13.

Phase 1

Phase 1 lands are lands that may proceed with development. The identification of Phase 1 lands is based on:

- existing planning approvals;
- proximity to existing or near term transportation and/or utility infrastructure; and
- industrial land demand.

27.22 Phase 1 lands may proceed with development subject to the policies of this plan. If Phase 1 lands proceed to development, an irrigation or evaporation system under zero discharge conditions shall be constructed as referenced in Policies 24.11-24.14, ~~until such time as a regional solution has been chosen and~~ mechanisms to implement the construction of the CSMI system have been identified.

Phase 2

Phase 2 lands are portions of The Plan area where industrial, highway business, or residential land may be required for development during the life of this Plan.

27.23 Phase 2 lands may proceed with development subject to the policies of this Plan and when:

a. market demand has been demonstrated; and

b. ~~a regional stormwater conveyance system has been chosen, and~~ an appropriate governance system has been adopted for the CSMI system, and mechanisms to implement the construction of the system have been identified.

~~*FUTURE POLICY AREA*~~

~~27.24 Phasing of the future policy area shall be determined as part of the future policy area review.~~

HAMLET POLICY AREA

Phasing within the Hamlet Policy Area should focus where there is ~~on the central area first to leverage the~~ availability of servicing infrastructure and to establish the character of the hamlet which will then inform the further reaches of the hamlet area.

27.24 A *neighbourhood plan* shall be County-led or applicant-led in partnership with the County to manage the fragmented ownership of these areas and to ensure strong community and landowner collaboration.

27.25 The timing and sequence of a *neighborhood plan* development shall be reviewed under the County's Planning Project Prioritization policy and considered by Council for approval.

LONG TERM DEVELOPMENT

Long term development areas are portions of The Plan area where industrial, commercial, or residential land uses are not required for the life of this plan. Nevertheless, the protection of these areas from interim uses or fragmentation is deemed important in order to facilitate a future efficient development pattern.

27.26 Redesignation and/or subdivision in the long term development area to any new use, other than a farmstead, first parcel out, or an agricultural use shall require an amendment to this plan.

27.27 New uses within the long term development areas shall be compatible with existing adjoining uses.

27.28 Prior to amending this plan to allow for development within the long term development area:

a. a public engagement process shall be undertaken and an overall land use strategy and supporting policies for the amendment area shall be developed; and

b. a regional stormwater conveyance system has been adopted by Rocky View County.

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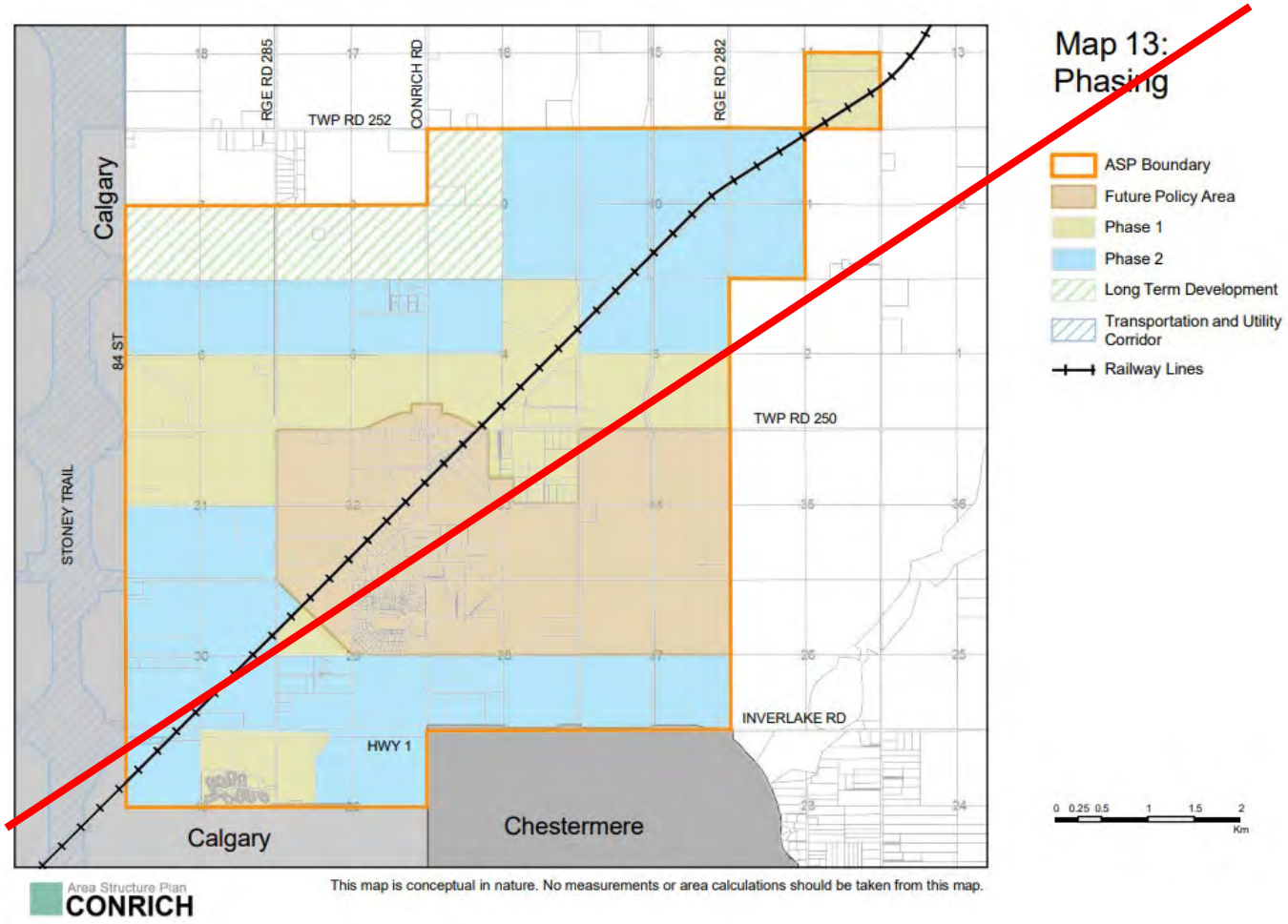
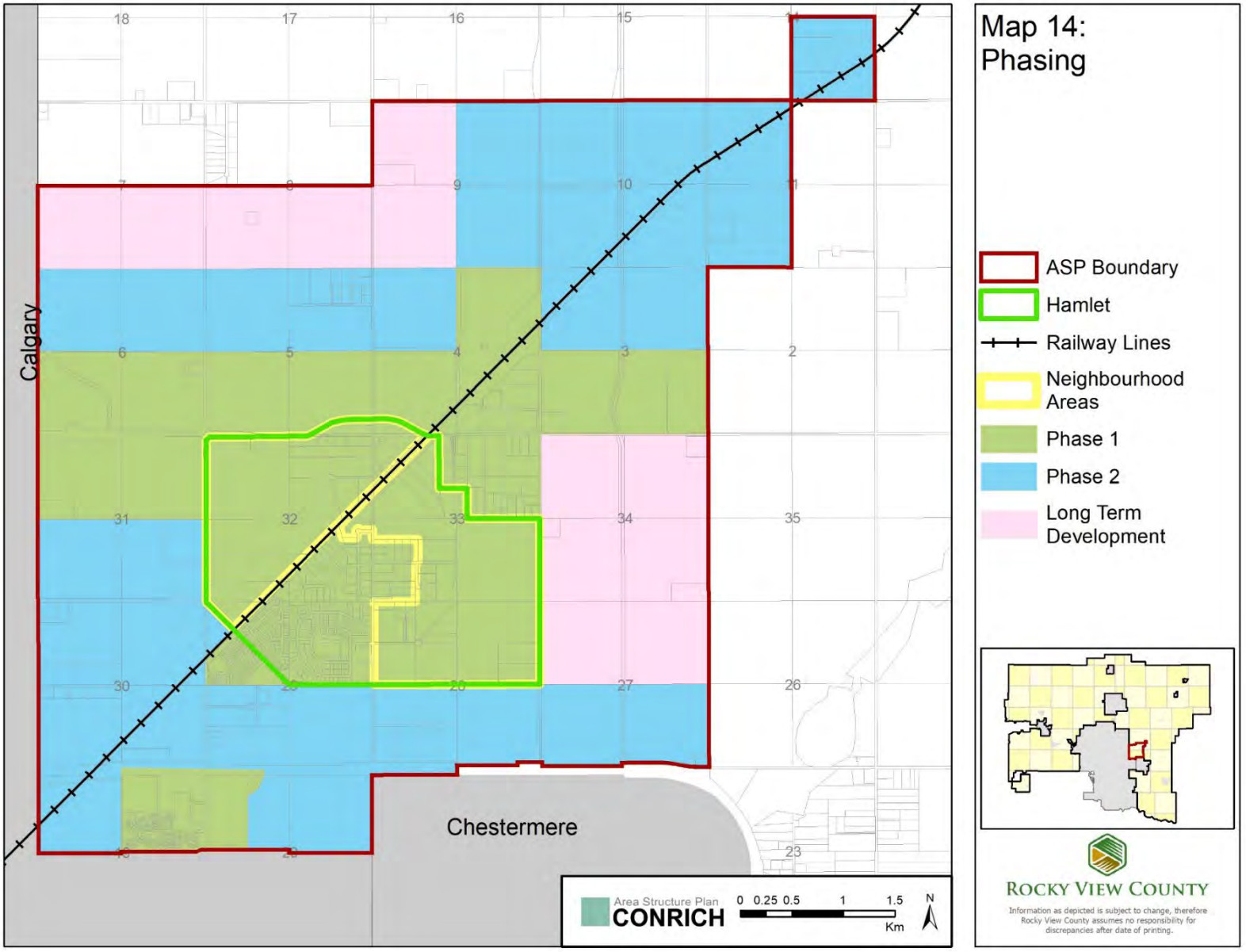
MAP 14 Phasing




Map 14:
Phasing
ASP Boundary
Hamlet
Railway Lines
Neighbourhood Areas
Phase 1
Phase 2
Long Term Development
Calgary
Chestermere
Area Structure Plan
CONRICH
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ROCKY VIEW COUNTY
Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.

TECHNICAL REQUIREMENTS AND SUBMISSIONS

The various policy sections in the Conrich Area Structure Plan identify specific requirements of a *local plan* (*conceptual scheme* or *master site development plan*) for the Conrich area. All other standard technical requirements of a *local plan* are identified in the ~~*County Plan*~~ *Municipal Development Plan* .

27.29 *Local plan*s shall address the requirements as set out in the policies of this plan and Section 29 and Appendix C of the ~~*County Plan*~~ *Municipal Development Plan* .

27.30 All planning or development applications, and any associated infrastructure construction, should meet the technical requirements of the ~~*County Plan*~~ *Municipal Development Plan* , County Land Use bylaw, Conrich Area Structure Plan and associated technical studies, relevant *local plan*, County servicing standards, County policy, and provincial and federal requirements.

MONITORING

The progress in implementing the Conrich Area Structure Plan will be monitored. Where necessary, County Administration will make recommendations as to how to manage growth in Conrich or how The Plan may be updated to meet changing circumstances.

27.31 County Administration will report to Council on implementation of the Conrich Area Structure Plan as part of Administration's yearly reporting on the overall implementation of the ~~*County Plan*~~ *Municipal Development Plan* .

PLAN REVIEW AND AMENDMENT

The future land use and development outlined in the Conrich Area Structure Plan is intended to address a 30-year plus build-out of the area. While the Area Structure Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Area Structure Plan may be required.

~~Under normal circumstances,~~ the County will undertake a plan assessment every 10 years to determine if a full review is required, as per the ~~*County Plan*~~ *Municipal Development Plan* . However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

27.32 The County may consider periodic review and occasional amendment of the Conrich Area Structure Plan in accordance with the ~~*County Plan*~~ *Municipal Development Plan* , County policy, and the *Municipal Government Act*.

27.33 The Conrich Area Structure Plan shall be subject to an assessment and possible review every 10 years subject to Administration recommendations and Council direction.

ACTIONS

Actions are activities that need to be carried out by the County to achieve the goals, objectives, and policies of The Plan. The following are the recommended County actions to assist in the implementation of the Conrich Area Structure Plan.

~~1. Develop a terms of reference to direct the review of the Future Policy Area (Map 5).~~

~~2. Develop a Terms of Reference, with The City of Calgary, to direct a joint study to~~

~~determine the ultimate configuration of 84th Street, including future alignment, access management, and right-of-way requirements (84th Street Study).~~

~~3. Develop a *local plan* for the Township Road 250 industrial transition area, as per Policy 9.9 and Map 12, to address a unique non-residential/residential interface issue.~~

~~4. Prior to the hamlet of Conrich's population exceeding 5,000 residents, the County will:~~

~~a. review the community's policing requirements and identify additional needed resources, if any (Policy 21.5); and~~

~~b. consider providing the Conrich area with County managed solid waste services (Policy 25.7).~~

~~5. Consider the adoption of a new hamlet of Conrich boundary.~~

~~6. Consider a funding and design strategy for entryway signage for Rocky View hamlets.~~

~~7. Consider the adoption of a 'work/live' land use district.~~

~~8. Consider the adoption of a utility district for the designation of private stormwater ponds.~~

~~9. Work with The City of Calgary to amend the Rocky View/Calgary Intermunicipal Development Plan to determine appropriate land use, interface policies, and servicing strategies for the residual lands within Calgary that border the Conrich Area Structure Plan.~~

~~10. Monitor and report on The Plan implementation as part of the yearly *County Plan Municipal Development Plan* reporting (Policy 27.23).~~

~~11. Work with The City of Calgary to prepare the East Stoney Trail and Related Infrastructure Analysis as per Policy 22.14.4~~

1. Develop a terms of reference, with The City of Calgary, to direct a joint study to determine the ultimate configuration of 84th Street, including future alignment, access management, and right-of-way requirements (84th Street Study).
2. Prior to the hamlet of Conrich's population exceeding 5,000 residents, the County will:
   a. review the community's policing requirements and identify additional needed resources, if any (Policy 21.5); and
   b. consider providing the Conrich area with County managed solid waste services (Policy 25.7).
3. Consider a funding and design strategy for entryway signage for Rocky View hamlets.
4. Consider the adoption of a utility district for the designation of private stormwater ponds.
5. Work with The City of Calgary to amend the Rocky View/Calgary Intermunicipal Development Plan to determine appropriate land use, interface policies, and servicing strategies for the residual lands within Calgary that border the Conrich Area Structure Plan.

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6. Monitor and report on The Plan implementation as part of the yearly ~~*County Plan*~~ *Municipal Development Plan* reporting (Policy 27.31).
7. Work with the City of Calgary and City of Chestermere to determine regional recreational needs and collaborate on joint applications for provincial grants.

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28.0 INTERMUNICIPAL COORDINATION AND COOPERATION

The Plan area is bordered by Calgary to the west and south, and Chestermere to the south and east. The Plan acknowledges the land use intent of these adjacent municipalities and provides for appropriate, compatible land use transitions at the interface areas. In addition, The Plan contains specific stormwater (Section 24), transportation (Section 22), *open space* (Section 18), business interface (Section 14), and intermunicipal (Section 28) policies that promote a coordinated and cooperative approach to planning.

Specific planning objectives were identified in the 2007 annexation agreement between Rocky View County and The City of Calgary in terms of the need for coordinated planning. Follow up consultation led to the identification of key focus (geographic) areas and planning principles for future planning endeavours. The coordinated approach to planning was later refined and formalized through the 2011 Rocky View/Calgary Intermunicipal Development Plan (IDP). The County is currently engaged with the City of Chestermere to develop a separate IDP that will provide direction on areas of interest, cooperation, and consultation.

In preparing amendments to the Conrich Area Structure Plan to facilitate the development of the Future Policy Area, the County worked collaboratively with the City of Calgary and City of Chestermere to identify shared issues and opportunities. The amendments address the comments and concerns identified by Calgary and Chestermere. Engagement with the municipalities was undertaken throughout the process to amend the area structure plan. An outline of the key intermunicipal engagement components is identified in Appendix C.

Objectives

- Ensure ongoing, meaningful consultation occurs between Rocky View County, The City of Calgary, and the City of Chestermere on matters related to the implementation of the Conrich Area Structure Plan.
- Ensure a coordinated and cooperative approach to planning with adjacent municipalities.

Policies

28.1 The County shall consult with The City of Calgary and City of Chestermere on planning processes affecting land that borders the adjacent municipality and/or on other matters identified through an Intermunicipal Development Plan as areas requiring planning coordination.

28.2 The County shall work with The City of Calgary and City of Chestermere to deliver a coordinated planning process and ensure continued meaningful communication between the three municipalities as subsequent *local plan*s are prepared.

28.3 Intermunicipal circulation of planning proposals shall comply with the *Municipal Government Act*, the Rocky View/Calgary Intermunicipal Development Plan, the interim circulation protocol identified in the Rocky View County and City of Chestermere Intermunicipal Development Plan Terms of Reference, and any other agreement(s) or new Intermunicipal Development Plan(s) jointly approved by adjacent municipal councils.

28.4 Prior to *local plan* and land use applications adjacent to another municipality, the

County shall consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County in collaboration with the adjacent municipality.

ROCKY VIEW COUNTY - CITY OF CHESTERMERE

28.5 Development adjacent to the city of Chestermere shall be coordinated between Rocky View County and the City of Chestermere, or as otherwise required by any future Intermunicipal Development Plan.

ROCKY VIEW COUNTY – THE CITY OF CALGARY

28.6 The County shall implement the policies of this plan that apply to the interface areas adjacent to the residual long-term growth areas as identified in the Rocky View/Calgary Intermunicipal Development Plan.

28.7 Development within the key focus areas identified in the Rocky View/Calgary Intermunicipal Development Plan shall be subject to the policies of the Intermunicipal Development Plan as well as the policies of this plan.

28.8 Planning and development applications within the entire Conrich Area Structure Plan area shall be circulated to The City of Calgary for transportation review and comment in accordance with the circulation and response timelines as per the Rocky View County/City of Calgary Intermunicipal Development Plan.

28.9 The County shall implement the policies of this Plan that apply to the interface areas adjacent to the residual long-term growth areas along 84th Street, as identified in the Rocky View/Calgary Intermunicipal Development Plan (Action items 2 and 9 in Section 27).

28.10 Development applications within The Plan area together with all relevant supporting technical documents, shall be circulated in accordance with the Rocky View/City of Calgary Intermunicipal Development Plan; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on The City.

LOCAL PLANS, REDESIGNATION, AND SUBDIVISION

28.11 Rocky View County shall ensure that *local plan*s and applications for redesignation and subdivision of lands in areas adjacent to The City of Calgary and City of Chestermere address:

a. regional drainage to ensure the protection of required drainage corridors;

b. alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;

c. gateway and interface policies;

d. land use compatibility with adjacent municipal land uses; and

e. other appropriate policies of this plan.

~~28.12 Rocky View County, in collaboration with The City of Calgary, shall ensure that *local plans* and applications for redesignation and subdivision of lands along 84th Street, as shown on Map 12, address:~~

~~a. Access management and right-of-way requirements along 84th Street (Action Item 2 in Section 27);~~

~~b. Consideration of adjacent lands within the city of Calgary as identified in the IDP;~~

~~c. If the Terms of Reference for the 84th Street study has been completed (Action Item 2 in Section 27) but the 84th Street study has not yet been completed by The City and the County prior to the preparation of the *local plan*, then the 84th Street study must be prepared by the development proponent in conjunction with the *local plan* in accordance with the Terms of Reference; and~~

~~d. Other appropriate policies of this Plan.~~

28.12 Rocky View County, in collaboration with The City of Calgary, shall ensure that *local plan*s and applications for redesignation and subdivision of lands along 84th Street, as shown on Map 13, address:

a. access management and right-of-way requirements along 84th Street (Action Item 1 in Section 27);

b. consideration of adjacent lands within the city of Calgary as identified in the IDP;

c. if the Terms of Reference for the 84th Street study has been completed (Action Item 1 in Section 27) but the 84th Street study has not yet been completed by The City and the County prior to the preparation of the *local plan*, then the 84th Street study must be prepared by the development proponent in conjunction with the *local plan* in accordance with the Terms of Reference; and

d. other appropriate policies of this Plan.

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IV Appendices

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APPENDIX A: DEFINITIONS

Co-operative Stormwater Management Initiative (CSMI) is a group of five partner municipalities working together with the Western Irrigation District (WID) to develop a regional stormwater solution for lands east of the City of Calgary.

Conceptual scheme ~~is a non-statutory plan, subordinate to an area structure plan.~~ is subordinate to an area structure plan and is statutory when appended to an ASP. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. *Conceptual scheme*s provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public.

If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

~~**Development Cell Plan** provide detailed planning and phases of small-sub areas of a neighbourhood plan. Development cells plans are appended to a neighbourhood plan as an appendix.~~

Local plan is a term that refers to a ~~*neighbourhood plan,*~~ *conceptual scheme* or *master site development plan*. A local plan will have unique planning requirements based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a ~~*neighbourhood plan*~~ *conceptual scheme* or *master site development plan* identified in the ~~County Plan~~ Municipal Development Plan (Section 29 and Appendix C) and within the policies of this Plan.

Master site development plan is a non-statutory plan that is adopted by Council resolution. A *master site development plan* accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A *master site development plan* addresses building placement, landscaping, lighting, parking, and architectural treatment. The Plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

Neighbourhood Plan is a statutory plan that adopted by bylaw and appended to the area structure plan. A neighbourhood plan ~~is a type of conceptual scheme to~~ supports comprehensive planning within the hamlet. Neighbourhood plans provide detailed land use direction, subdivision design and development guidance to Council, Administration, and the public for a large area. Detailed development of lands within a Neighbourhood Area will be guided by local plans submitted by the applicant and reviewed by the County~~. A neighbourhood plan will identify development cells as smaller sub-areas for detailed planning of specific areas and phases. A development cell plan will be prepared for these areas to support development. Upon approval, a development cell plan will be amended into the neighbourhood plan as an appendix.~~

Open land means publicly or privately owned land within a comprehensively designed compact *country residential* neighbourhood or larger community, where the land is used for the primary purpose of conservation, recreation, or agriculture.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Developable land means privately owned land that has no natural or human caused constraints to residential development. Constraints to development include land determined to be unstable, hazardous, environmental reserve, contaminated, or regulatory setbacks as identified by the provincial or federal governments.

Recreational Use means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, cultural activities, sporting activities and other customary and usual recreational pursuits which may include, but are not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres and parks and playgrounds.

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APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES

~~The following design guidelines are intended to promote and ensure a coordinated and pleasant visual presence of commercial or industrial development in the Conrich plan area.~~ To ensure that commercial or industrial development in the Conrich area has a consistent design theme and reflects the community's character and promotes interaction and connectivity, the following principles will guide development in this area until the Design Guidelines are established. The principles will provide a starting point for the development of the design guidelines.

1. Local plans shall consider the County's Land Use bylaw landscaping and screening requirements and the County's Commercial, Office, and Industrial Design Guidelines and document how the local plan meets those requirements and guidelines.
2. Where buildings are located adjacent to a residential area, the building design emphasis should be on those building elevations that are facing the residential area.
3. Within any single parcel, the colours, materials, and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
4. All buildings shall be permanent structures with good quality exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick, or stone masonry. Wood, unfinished concrete, and concrete block may be used as a secondary material only.
5. Façades of buildings that exceed 30 metres measured horizontally, and facing residential areas or roadways, shall incorporate wall plane projections or recesses having a depth of at least 3 per cent of the length of the façade and extending at least 20 per cent of the length of the façade.
6. Façades of buildings facing adjacent residential areas shall include at least three of the following architectural elements:
    a. colour change;
    b. texture change;
    c. material change; and
    d. expression of an architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
7. Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.
8. Roofs should have at least two of the following features:
    a. Parapets concealing flat roofs and/or rooftop mechanical and electrical equipment;
    b. Overhanging eaves extending past the supporting wall;
    c. Sloping or pitched roofs with two or more roof slope planes; and
    d. Roof-top gardens that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc.
9. Each primary building shall have a clearly defined main entrance featuring at least

two of the following:

a. Canopy or portico;
b. Overhang or arcade;
c. Raised corniced parapet over the door;
d. Outdoor amenity area;
e. Upgraded window glazing areas;
f. Integrated planters or landscaped sitting areas.

10. A minimum 3 metre landscaped area should be provided between the front of any primary building and any adjoining parking or lot area.
11. Landscape plans shall:
    a. promote the use of native plant material and plants proven for the climate of the region;
    b. not rely on potable water for irrigation once the landscaped areas are established;
    c. avoid species monoculture over large areas;
    d. provide for massing of plantings;
    e. ensure retaining walls and front yard fencing is decorative as well as functional; and
    f. provide attractive landscape designs at key public intersections and entryways.

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APPENDIX C: KEY ALBERTA ENERGY REGULATOR INFORMATION

- AER Bulletin 2013-03 Mandated Subdivision and Development Application Referrals, Setback Relaxations, Land Development Information Package, and Abandoned Well Information.
- Interim Directive ID 81-3: Minimum Distance Requirements Separating New Sour Gas Facilities from Residential and Other Developments.
- Directive 026: Setback Requirements for Oil Effluent Pipelines
- Directive 079: Surface Development in Proximity to Abandoned Wells
- Directive 056: Energy Development Applications and Schedules
- EnerFAQs: Explaining AER Setbacks - This EnerFAQs explains setbacks in the energy industry, how they are determined, and how they may affect Alberta citizens and their communities.

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APPENDIX D: KEY INTERMUNICIPAL ENGAGEMENT EVENTS

The County worked with the City of Calgary and City of Chestermere at key milestones of the Future Policy Area project to identify shared issues and opportunities. The following table includes information from the engagement undertaken for both the City of Calgary and City of Chestermere. Engagement was adapted according to the differing issues presented by each municipality on the amendments.

Phase	Date	Engagement
Phase 1 – Project Launch	April – July, 2019	The County prepared a bespoke intermunicipal engagement plan for each neighbouring municipality. The plans identified how the County would engage with the neighbouring municipalities at key milestones of the projects. The plans were revised at the request of neighbouring municipalities to reflect the level of engagement each sought for the project.
	June 2019	The City of Calgary and City of Chestermere were notified of the County's public engagement event that was held to gather feedback from affected stakeholders. Representatives from the City of Calgary attended the event.
Phase 2 – Identification of Key Cross-Boundary Matters and Draft Land Use Strategies	July, 2019	The County provided the draft land use scenario to the City of Calgary and City of Chestermere for comment, along with anticipated density and population at full buildout of the Hamlet of Conrich. No comments with respect to the draft land use scenario were provided.
	July, 2019	The County met with the City of Calgary for a technical workshop to examine issues and opportunities with respect to the draft land use scenario prepared. There were 10 staff in attendance, and discussions were held on the following areas: a. Planning; b. Transportation; c. Servicing and Stormwater; and d. Fire Service provision. Following the meeting, 12 action items were agreed to be addressed within the area structure plan amendments and through separate intermunicipal projects and communication.

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	July, 2019	Rocky View County and the City of Chestermere held a telephone conference to discuss the draft land use scenario. It was confirmed that the City had circulated the draft scenario internally, with preliminary comments addressing stormwater identified. Further comments were to be provided on the draft plan. Four action items were agreed to be addressed within the area structure plan and through separate intermunicipal projects and communication.
Phase 4 – Draft Plan	July – October 2024	The City of Calgary and the City of Chestermere were circulated the final draft Plan. Additional comments were submitted by the City of Calgary and no further comments were provided by the City of Chestermere. Minor changes to The Plan and updated information were included in the studies to address Calgary's concerns.
	May – June 2025	Further refinements were completed on The Plan, The City of Calgary and the City of Chestermere were re-circulated.

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APPENDIX E: Neighbourhood Plan Requirements:

Neighbourhood Plans should address the following items:

a. A future land use scenario including the general location for residential, commercial and institutional uses;

b. Residential density composition and distribution;

c. The supported development forms and typologies;

d. The projected residential and employment population at full-build out;

e. A preferred open space and park network considering active and passive recreation and pathway linkages to areas external to the neighbourhood area or community core;

f. Preferred areas for municipal reserve, environmental reserve, and/or conservation reserve dedications, and where applicable, other appropriate means of protecting environmentally significant areas;

g. Location of schools, in consultation with the area school divisions;

h. Community design policies that address architectural themes relating to building appearance, lot layout, landscaping, streetscape and street-orientated design;

i. Interface and buffering policies to ensure that proposed development respects adjacent existing land uses;

j. The major road layout (collector and arterial roads) including linkages to areas external to the neighbourhood area or community core;

k. Accommodation of future transit routes/corridors in accordance with section 22;

l. The major water distribution and wastewater collection network;

m. The major stormwater system and facilities;

n. A phasing plan to ensure the logical progression of development and extension of infrastructure;

o. Guidance regarding for the role of homeowners' associations (HOAs), condominium boards, or similar bodies to be created to assume responsibility for common amenities within the neighbourhood area or community core, and to manage items including, but not limited to, construction and maintenance of all public facing areas, including fencing, landscaping, signage, outside uses in residential portions of each lot, and enforcement of registered architectural controls and easements.

p. Development cells for detailed planning of specific areas and phases; and

q. Any other matters The County deems necessary.

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APPENDIX F: Local Plan Requirements:

Applications for *local plans* within a *Neighbourhood Area* should address the following:

a. A detailed land use scenario including lot design, configuration and parcel sizes;

b. Specific residential density for the development cell and how it aligns with the density policies of this plan;

c. The projected residential and employment population at full-build out;

d. The open space and park network identifying active and passive recreation amenities and pathway linkages to areas external to the neighbourhood area or community core;

e. Details for municipal reserve, environmental reserve, or conservation reserve dedications and where applicable, other appropriate means of protecting environmentally significant areas;

f. Community design policies that should provide for:

   i. Street-oriented urban design;

   ii. A variety of lot sizes to accommodate varying housing options and commercial opportunities;

   iii. Parks and pedestrian connections to adjacent areas;

   iv. Sidewalks on both sides of the roadway;

   v. Vehicular connections to other areas within the hamlet; and

   vi. Dark sky friendly street lighting

g. Support for well designed public gathering places that:

   i. Are safe, accessible and attractive with considerations for crime prevention through environmental design (CPTED) principles;

   ii. Are centrally located;

   iii. Respect and enhance community identity and character; and

   iv. Encourage social interaction.

h. A landscaping concept for all public spaces, including, but not limited to:

   i. Municipal reserve (including school sites);

   ii. Road right-of-ways;

   iii. Pathways; and

   iv. Stormwater features.

i. Interface and buffering details to existing land uses;

j. The local road network (neighbourhood streets) including connections to the major road network;

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k. A transit plan for future service if the development cell is large enough to warrant further consideration from the *neighbourhood plan*;

l. The local water distribution and wastewater collection network including connections to the major servicing network;

m. The minor stormwater system and facilities including connections to the major stormwater system;

n. Details of homeowners' associations, condominium boards, or similar bodies to be created to manage architectural controls and common amenities;

o. Any other matters The County deems necessary.

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APPENDIX G: Local Plans in Conrich

Local Plan	Bylaw	Approval Date	Development
Westcon Business Park	C-8343-2022	January 24, 2023	Business Commercial/Industrial
The Bridge Industrial Park	C-8476-2024	May 14, 2024	Business Commercial/Industrial
Conrich Crossing	C-8178-2021	July 20, 2021	Residential and Business Industrial/Commercial
Princeton	C-8440-202	December 5, 2023	Residential
South Conrich	C-6401-2006	July 31, 2007	Residential
Township Road 250	C-7893-2019	June 25, 2019	Residential and Business Commercial
Conrich Station	C-7517-2015	September 9, 2015	Business Industrial
Buffalo Hills Comprehensive Development	C-6288-2006	July 11, 2006	Residential and Business Commercial

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ROCKY VIEW COUNTY
Cultivating Communities

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Area Structure Plan
CONRICH

APPROVED DECEMBER 8, 2015
BYLAW C-7468-2015

AMENDED MAY 10, 2017 BY MGB ORDER 020/17

AMENDED MAY 31, 2022 PURSUANT TO SECTION 633 OF THE MGA

AMENDED _____
BYLAW C-8569-2024

ROCKY VIEW COUNTY
Cultivating Communities

013-0809 © ROCKY VIEW COUNTY

OFFICE CONSOLIDATION

This document has been consolidated for convenience only. A copy of the original Bylaw and all amending Bylaws can be obtained from Rocky View County. This office consolidation comprises the following Bylaws:

Bylaw	Amendment Type	Date of Approval
C-7468-2015	Original Bylaw	December 8, 2015
C-8194-2021	Amendment to change a portion of the subject lands from Highway-Business to Residential	May 31, 2022
C-8441-2023	Amendment to Policy 8.12	December 5, 2023
C-8569-2024	Amendment to include the Hamlet Policy Area	_____, 2025

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Table of Contents

Introduction **5**
1.0 PLAN PURPOSE 6
2.0 PLAN ORGANIZATION 8
3.0 PLAN AREA 9
4.0 CONRICH TODAY 12
5.0 PLANNING FOR TOMORROW 17
6.0 CONRICH VISION AND GOALS 21

Plan Policies **23**

A. LAND USE 24
7.0 CONRICH DEVELOPMENT STRATEGY 24
8.0 HAMLET DEVELOPMENT 32
9.0 COUNTRY RESIDENTIAL 47
10.0 COMMERCIAL 49
11.0 INDUSTRIAL 52
12.0 AGRICULTURE 54
13.0 AGRICULTURE INTERFACE 55
14.0 NON-RESIDENTIAL/RESIDENTIAL INTERFACE 56
15.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA 59

B. SERVICES 60
16.0 SCHOOLS 60
17.0 RECREATION, CULTURAL, AND COMMUNITY USES 62
18.0 OPEN SPACE AND PARKS 64
19.0 NATURAL ENVIRONMENT 67
20.0 RESERVES 69
21.0 EMERGENCY SERVICES 72

C. INFRASTRUCTURE 74
22.0 TRANSPORTATION 74
23.0 UTILITY SERVICES 81
24.0 STORMWATER 87
25.0 SOLID WASTE 92
26.0 OIL AND GAS 94

Implementation **97**
27.0 IMPLEMENTATION 98
28.0 INTERMUNICIPAL COORDINATION AND COOPERATION 108

Appendices **111**
APPENDIX A: DEFINITIONS 112
APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES 114
APPENDIX C: KEY ALBERTA ENERGY REGULATOR INFORMATION 116
APPENDIX D: KEY INTERMUNICIPAL ENGAGEMENT EVENTS 117
APPENDIX E: Neighbourhood Plan Requirements: 119
APPENDIX F: Local Plan Requirements: 120
APPENDIX G: Local Plans in Conrich 122

DRAFT

FIGURES

Figure 1 Survey of the Conrich area circa 1910 12
Figure 2 Non-Residential And Business Interface 28
Figure 3 Railway interface concept 33
Figure 4 Illustration of the Non-residential/Residential Interface area 57
Figure 5 Conrich ASP Hierarchy of Plans 100

MAPS

MAP 1 Plan Area Location 10
MAP 2 Aerial Photo 11
MAP 3 Existing Land Use 15
MAP 4 Existing Conditions and Utility Corridors 16
MAP 5 Land Use Strategy 30
MAP 6 Hamlet of Conrich 311
Map 6A Northwest Neighbourhood 39
Map 6B Southeast Neighbourhood 43
MAP 7 Non-Residential/Residential Interface 58
MAP 8 Open Space, Pathways, and Trails 65
MAP 9 Transportation Network 79
MAP 9 A East Stoney Trail Transportation Infrastructure 80
MAP 10 Water Servicing 84
MAP 11A Wasterwater Servicing Option 1 85
MAP 11B Wastewater Servicing Option 2 86
MAP 12 Stormwater 91
MAP 13 Local Plan 102
MAP 14 Phasing 105

TABLES

Table 1 Conrich Area Population And Density At Full Build-Out 26
Table 2 Approximate gross areas of the land use types 27

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1 Introduction

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1.0 PLAN PURPOSE

What Is an Area Structure Plan?

An area structure plan is a statutory document approved by Council and adopted by bylaw. An area structure plan outlines the vision for the future physical development of an area with regard to such things as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An area structure plan provides Council with a road map for considering land use changes, subdivision, and development. When making decisions regarding development within an area structure plan, Council must consider the plan and a wide range of other factors such as the economic goals of the County, County-wide growth, and the ability to provide servicing.

An area structure plan does not predict the rate of development within the plan area; ultimately growth is determined by market demand which reflects the overall economic climate of the region.

Through the process of preparing an area structure plan, citizens are provided with opportunities, at various stages in the process, to have input into the development of policy. It is important that the vision, goals, and policies contained in the plan address the interests of residents and stakeholders in the plan area, as well as the interests of those in other parts of the County.

The Alberta *Municipal Government Act* states an area structure plan must describe:

- proposed land uses;
- density of population and sequence of development;
- general location of major transportation routes and public utilities; and
- any other matters Council considers necessary.

The policies in an area structure plan form a bridge between the general planning policies contained in the *Municipal Development Plan* and the more detailed planning and design direction contained in a *conceptual scheme* or a *master site development plan*. Area structure plan policies must align with the *Municipal Development Plan* and applicable County policies. The area structure plan must be based on sound planning principles and respond to the particular natural and built form of the plan area.

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Local Plans

For brevity, this document uses the term *local plan* to refer to a *conceptual scheme* or *master site development plan*. The County anticipates the majority of *local plan*s within the area structure plan boundary will be submitted as *conceptual scheme*s.

*Local plan*s are developed within the framework provided by an area structure plan. Based on this framework, the *local plan* must demonstrate how development in the local area will retain the integrity of the overall area structure plan planning concept and how development will be connected and integrated with adjacent areas. Policy sections in the area structure plan identify the unique requirements that must be addressed in the *local plan* due to the location and specific development conditions of the area. The standard technical requirements of a *conceptual scheme* or *master site development plan* are identified in the Rocky View *Municipal Development Plan* (Section 29 and Appendix C).

Local plan is a term that refers to a *conceptual scheme* or master site development plan. A local plan will have unique planning requirements, based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a *conceptual scheme* or master site development plan identified in the *Municipal Development Plan* (Section 29 and Appendix C).

A **conceptual scheme** is a subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. *Conceptual scheme*s provide detailed land use direction, subdivision design, and development guidance to Council, administration, and the public.

If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as development cells.

A **master site development plan** is a non-statutory plan that is adopted by Council resolution. A *master site development plan* accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A *master site development plan* addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

Plan Interpretation

The following describes the meaning of some of the key words that are contained in a policy:

Shall: a directive term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion, by Administration, the developer, the development authority, and subdivision authority.

Should: a directive term that indicates a strongly preferred course of action by Council, Administration, and/or the developer but one that is not mandatory. Typically, applications will be required to comply with a “should” policy unless the proponent provides a valid rationale for why the policy cannot be complied with.

May: a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and/or application.

2.0 PLAN ORGANIZATION

The Conrich Area Structure Plan (The Plan) is organized in three parts followed by three appendices.

Part I: Introduction: This part outlines The Plan's purpose, boundaries, policy terminology, relationship to other plans, the public engagement process, and key issues, opportunities, and design ideas that informed the plan preparation process. It also contains a description of the development of the Conrich area from its early beginnings to today. Finally, it presents a vision of what Conrich could be like 30 plus years into the future and provides 10 broad goals that will guide the development of the area over this period.

Part II: Plan Policies: This part is the core of The Plan, containing the policy direction to guide development in the Conrich area. This part contains 20 sections, each section dealing with specific land uses, services, or infrastructure in the subject area. Each of these sections contains an overall purpose statement, a list of objectives, introductory paragraphs, and a series of policies addressing the subject area. Where a purpose statement or introductory paragraph introduces a series of policies, it is provided for information to enhance the understanding of the policies.

Part III: Implementation and Monitoring: This part presents The Plan implementation process; provides information on *local plan* areas, costs and levies, phasing, specific requirements to ensure the Conrich Area Structure Plan policies and strategies are adhered to; and provides direction regarding the process for the review and amendment of the plan. This part also addresses the need and method for intermunicipal coordination and cooperation.

Part IV: Appendices: Appendix A contains definitions of technical terms used in The Plan. Appendix B provides a list of design guidelines for commercial and industrial development. Appendix C provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure. Appendix D provides an overview of the intermunicipal engagement undertaken in amending the Future Policy Area. Appendix E provides application submission requirements for a *Neighbourhood Plan* .

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3.0 PLAN AREA

The Conrich Area Structure Plan applies to the area within the defined boundary as shown on Map 1: Plan Area Location and Map 2: Plan Area Aerial Photo.

The Plan area is centred on the hamlet of Conrich and encompasses 67quarter sections (including road allowances) for a total of approximately 4,404 hectares (10,884 acres) (Table 2). The study area includes the following elements:

- the existing hamlet of Conrich located at the intersection of Conrich Road and Township Road 250 (Map 1);
- developed or developing areas with approved *conceptual schemes* or *master site development plans* as shown on Map 13. lands bordering the city of Calgary to the west and south, with the need to address transition, co-ordination, and compatibility;
- lands bordering the city of Chestermere to the south and southeast, with the need to address transition, co-ordination, and compatibility; and
- lands adjacent to expected regional transportation infrastructure (Highway 1, Stoney Trail, and the CN Rail line).

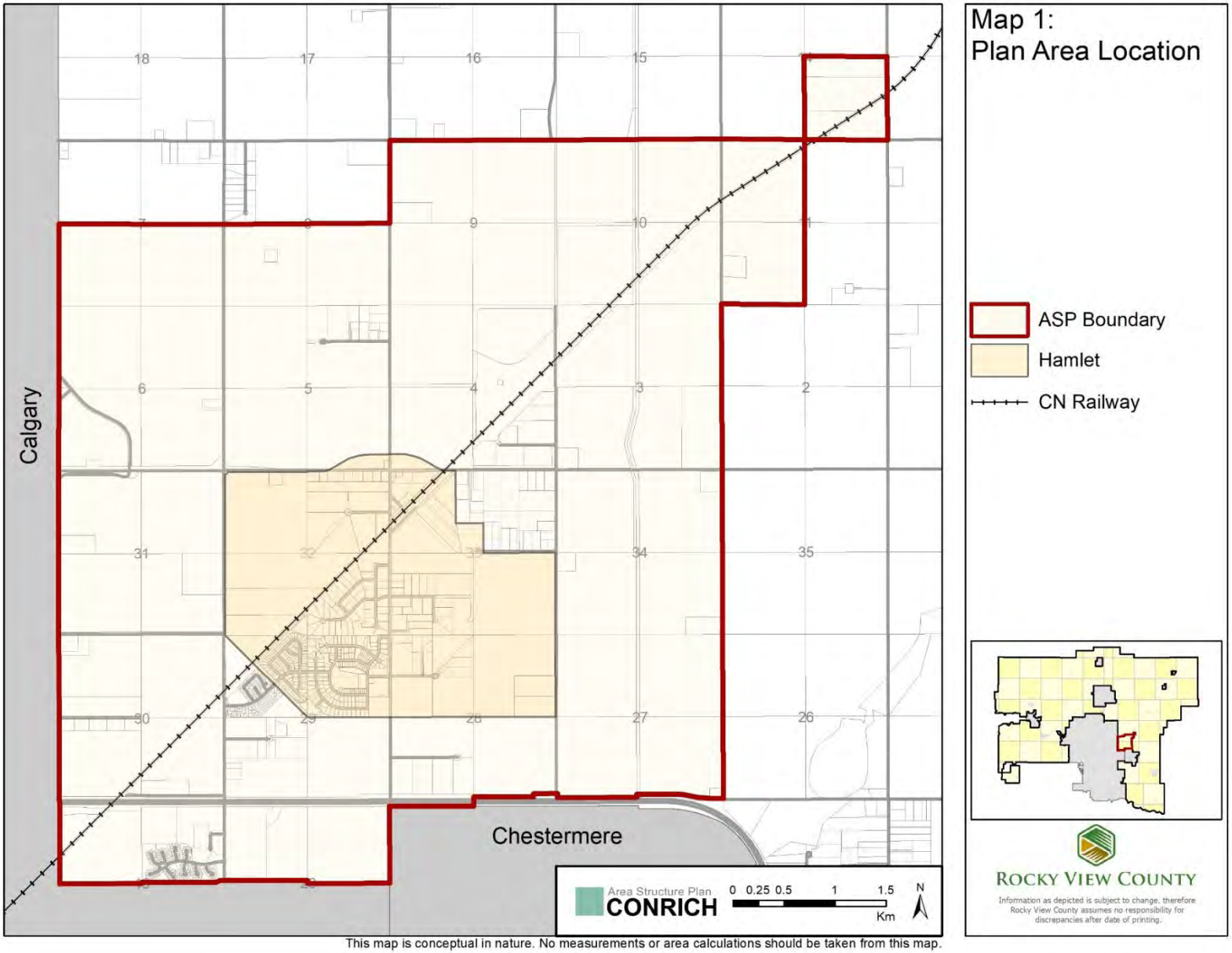
A **hamlet** is an unincorporated community, governed by the rules and regulations of the County with boundaries approved by Council.

The form of a hamlet may vary from a small cluster of houses to a mixed use community with houses, a commercial main street, a central gathering area or park, and possibly a school or a place of worship. The ***Municipal Development Plan*** identifies the hamlet of Conrich as a full service rural community with a range of land uses, housing types, rural services, and associated businesses. A full service hamlet may have a population that ranges from 5,000 to 10,000 residents.

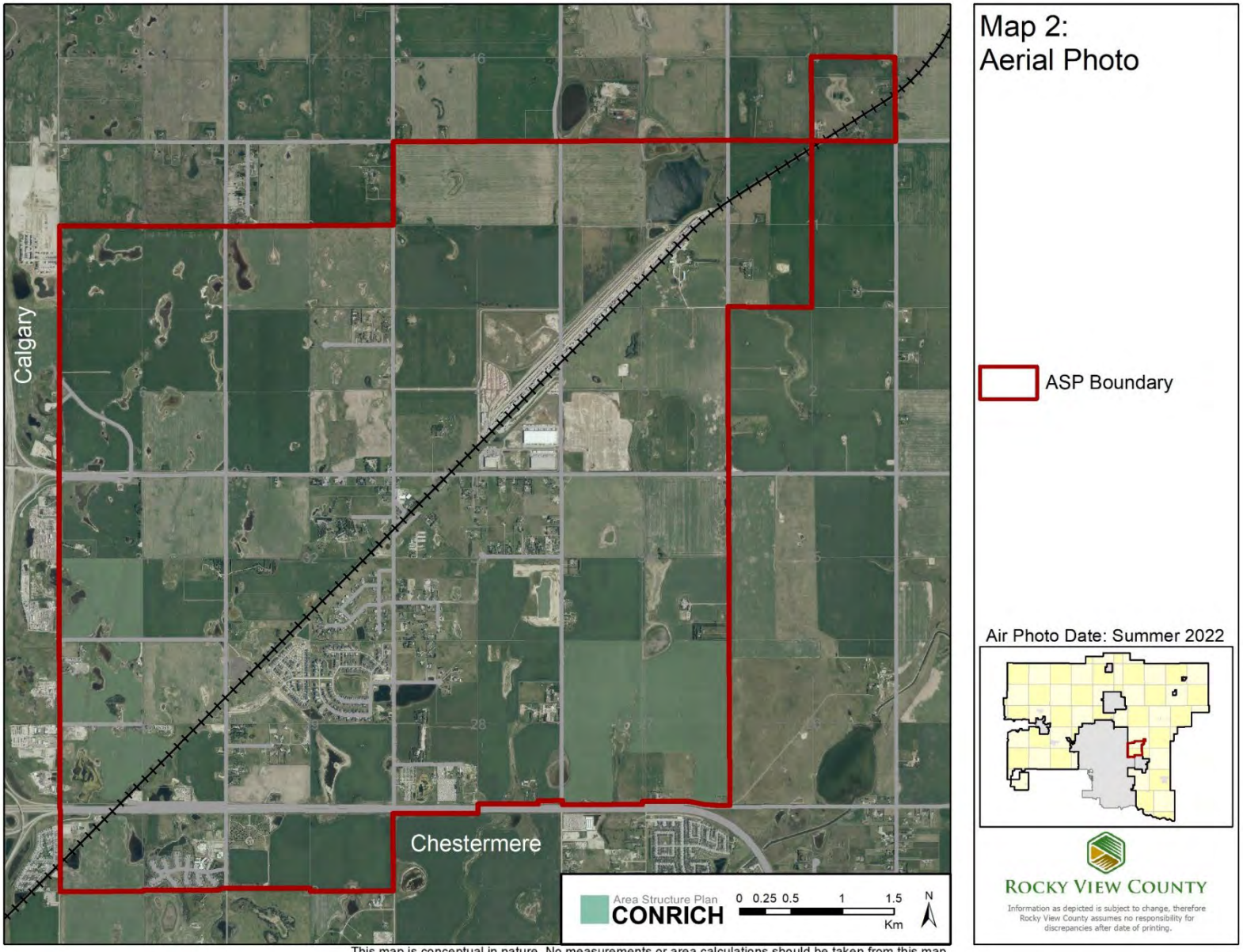
Plan Area Maps

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

MAP 1 Plan Area Location



MAP 2 Aerial Photo



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

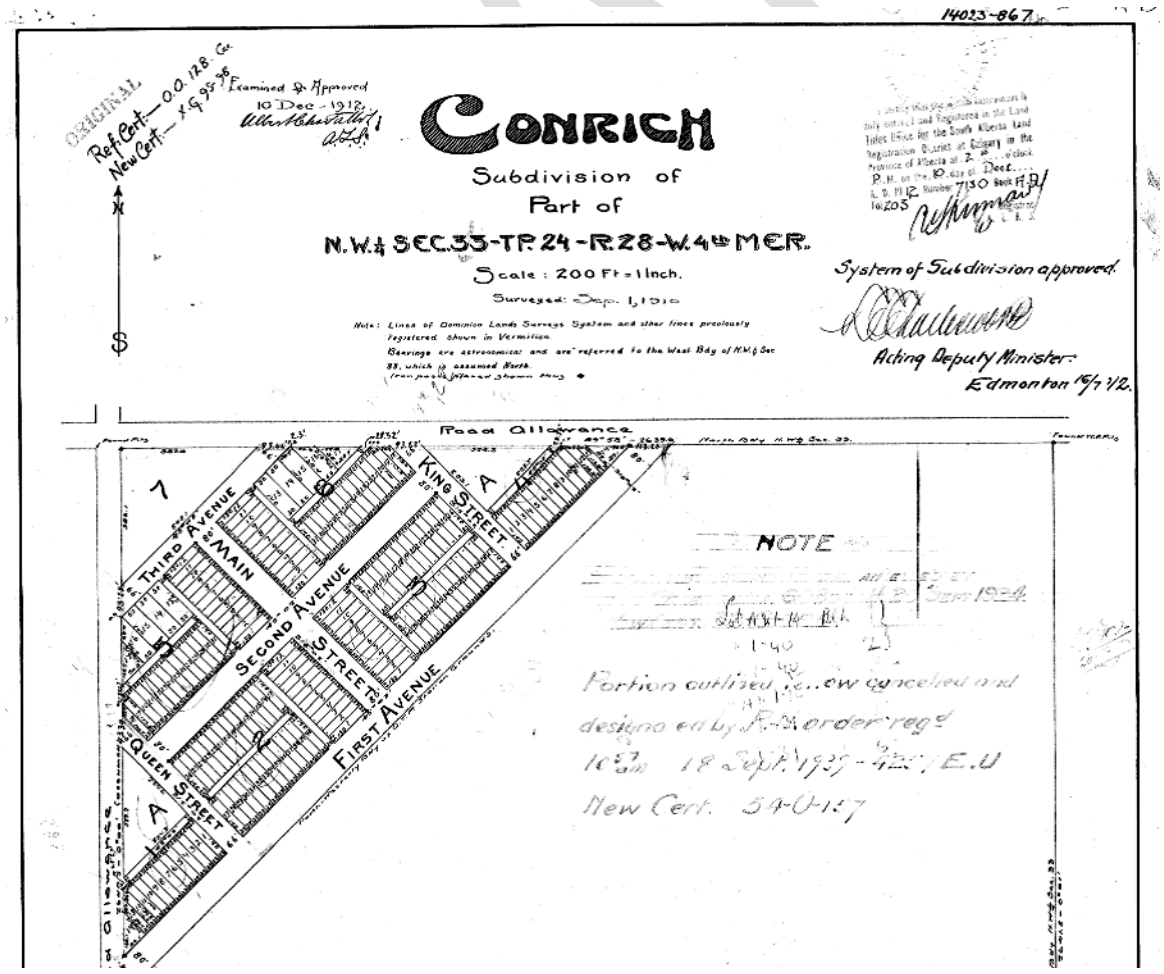
4.0 CONRICH TODAY

Early Beginnings

The Conrich area is located in the central east region of Rocky View County. It lies immediately to the east of Calgary and north of Chestermere. This settlement area was identified as a hamlet in 1913 with the building of a grain loading platform for the Grand Trunk Pacific Railway. It was named after two real estate developers active in the area; Connacher and Richardson.

The initial plan of survey was registered with the Province in 1910. The original plan has the hamlet adjacent to Conrich Road and Township Road 250 with a grid street network, a main street, and an industrial area centered on the rail line. The survey plan marks the current hamlet boundary with Queen Street, the only existing street that corresponds to the survey. A gas station has been in the area since 1920 and a local school, constructed in 1955, is still in operation (Khalsa School). Until the late 1950s and early 1960s, the Conrich area remained a predominantly agricultural area with a few residential lots in the hamlet and scattered acreages in the wider area. At that time, the demand for acreages and smaller agriculture lots adjacent to the hamlet began to occur.

Figure 1 Survey of the Conrich area circa 1910



Back to Table of Contents

1960s to Today

The existing land uses of the Conrich plan area are illustrated on Map 3: Existing Land Use. Map 4: Existing Conditions and Utility Corridors identifies such elements as individual homes, institutions, the CN Rail Facility, Crown land, and water bodies. A description of existing conditions in the Conrich area is provided below.

AGRICULTURE AND THE NATURAL ENVIRONMENT

Agriculture continues to be the dominant form of development in the Conrich area, although it is gradually transitioning to residential and industrial uses. Agriculture is characterized by large-and small-scale operations interspersed with informal residential and small agricultural subdivisions.

Conrich, like much of east Rocky View County, is characterized by tilled soils, remnant prairie grasslands, wetland complexes, waterfowl migration routes, a high-water table, and groundwater discharge areas. Relative to the western parts of the County, this region has decreased precipitation and a longer growing season; a change that results in fertile growing conditions for cereal crops, oil seeds, and hay production.

Topography is slightly rolling with the few defined drainage courses forming part of the Shepard sub-basin that flows south to the Bow River. Existing development has adopted rural stormwater management practices incorporating culverts, ditches, and natural conveyance systems. This site-specific form of development has resulted in stormwater flooding and conveyance problems. The preservation of wetlands and the regional management of stormwater are the primary natural challenges to the successful development of the Conrich area.

RESIDENTIAL

In 2025, at the time of amending the ASP there are 788 homes within The Plan area boundaries. The majority of these homes have been built since the 1960s, with about half located in the vicinity of the original hamlet. Many of the residents have a significant investment in their properties and a strong attachment to the area.

Residential development adjacent to the hamlet has been ad-hoc in nature. Small acreages have developed along Township Road 250, with comprehensively planned acreage development south of Township Road 250 being approved and/or built in the last decade. Cambridge Park is the most significant smaller lot residential development in the area. In general, these neighbourhoods situated close to the hamlet have not been well connected and there has been no focus on developing a cohesive community core and identity for the broader hamlet area. Currently, the population in, or near, the original hamlet is approximately 687 residents.

Another significant residential development in The Plan area is the Prince of Peace community (463 residents), located south of Highway 1. The community began with the creation of a school in 1995 and now includes a church, villas, a supportive living facility for seniors, and a dementia care facility. With the addition of other smaller residential developments such as Pleasant Place, the overall population in the Conrich plan area was estimated to be 1,358 residents in 2013.

INDUSTRIAL, COMMERCIAL, AND INSTITUTIONAL USES

In 2012, Canadian National (CN) received federal approval to relocate its railway facility to the Conrich area. Situated adjacent to the railway, within CN's logistics park, the facility allows for loading of sea containers entering and leaving the Calgary region. The facility provides easy access for CN's customers to retrieve their merchandise and is expected to result in a demand for a variety of warehouses and light industrial development in the Conrich area.

Prior to the building of the CN logistics park, non-agricultural business was limited to the Conrich hog and poultry farm (now closed), the Conrich gas station, Mountain View campground, and the Frankonia RV and boat storage yard. Within Calgary, on the west boundary of The Plan area, are a number of temporary developments including recreational vehicle storage and heavy equipment sales.

The Conrich area is home to a number of regional institutional uses such as the Prince of Peace care facility and associated church and school, the Chestermere Christian Fellowship Church, the K to 9 Khalsa School (a Sikh faith private school with 375 students), and the Rocky View Garden of Peace Cemetery.

TRANSPORTATION NETWORK

Transportation infrastructure frames the pattern of development in the Conrich area. The development of the CN line (Grand Trunk Pacific Railway), connecting Calgary to the CN mainline, triggered the hamlet's residential development. The angled north-east orientation of the rail line and its numerous road crossings provides a challenge for the safe and efficient movement of local traffic. Recent development of the Stoney Trail ring road and its interchange connection to Highway 1 created a nearby high-speed vehicular transportation network. These major network improvements acted as a catalyst for the relocation of the CN Rail facility from Calgary to the Conrich area.

The successful development of an efficient transportation network that minimizes impacts on existing and future residential development is one of the main challenges to successful development in The Plan area.

Recent industrial development and the resultant increase in traffic has directly impacted existing residential areas along Township Road 250 and indirectly affected most residential areas through offsite impacts such as noise and lights.

Summary

In summary, the Conrich area is defined by both its natural and built environment. The greatest challenge to the future physical development of the Conrich area is to create and implement a comprehensive long-term plan that will result in an attractive, safe, and cohesive rural community.

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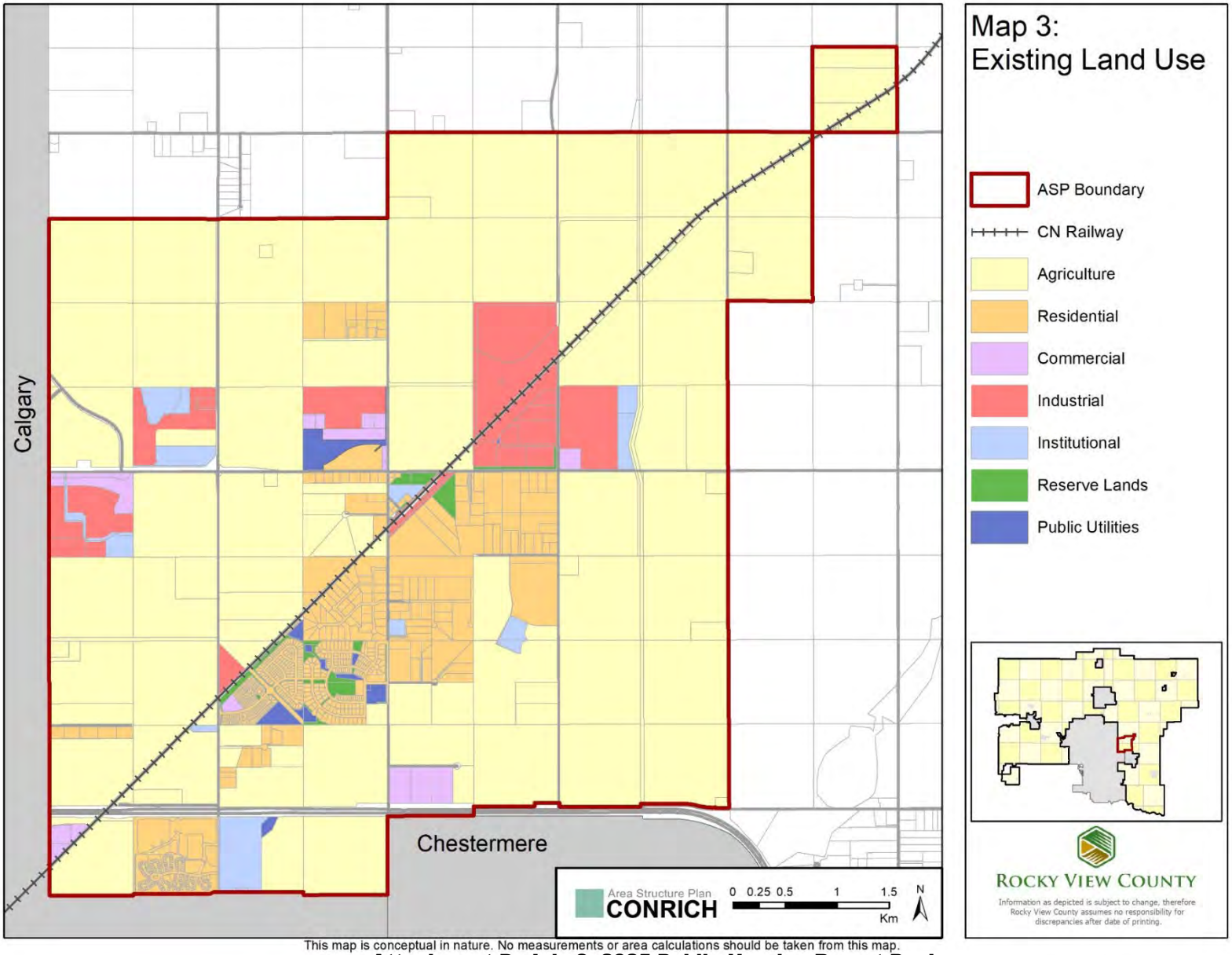
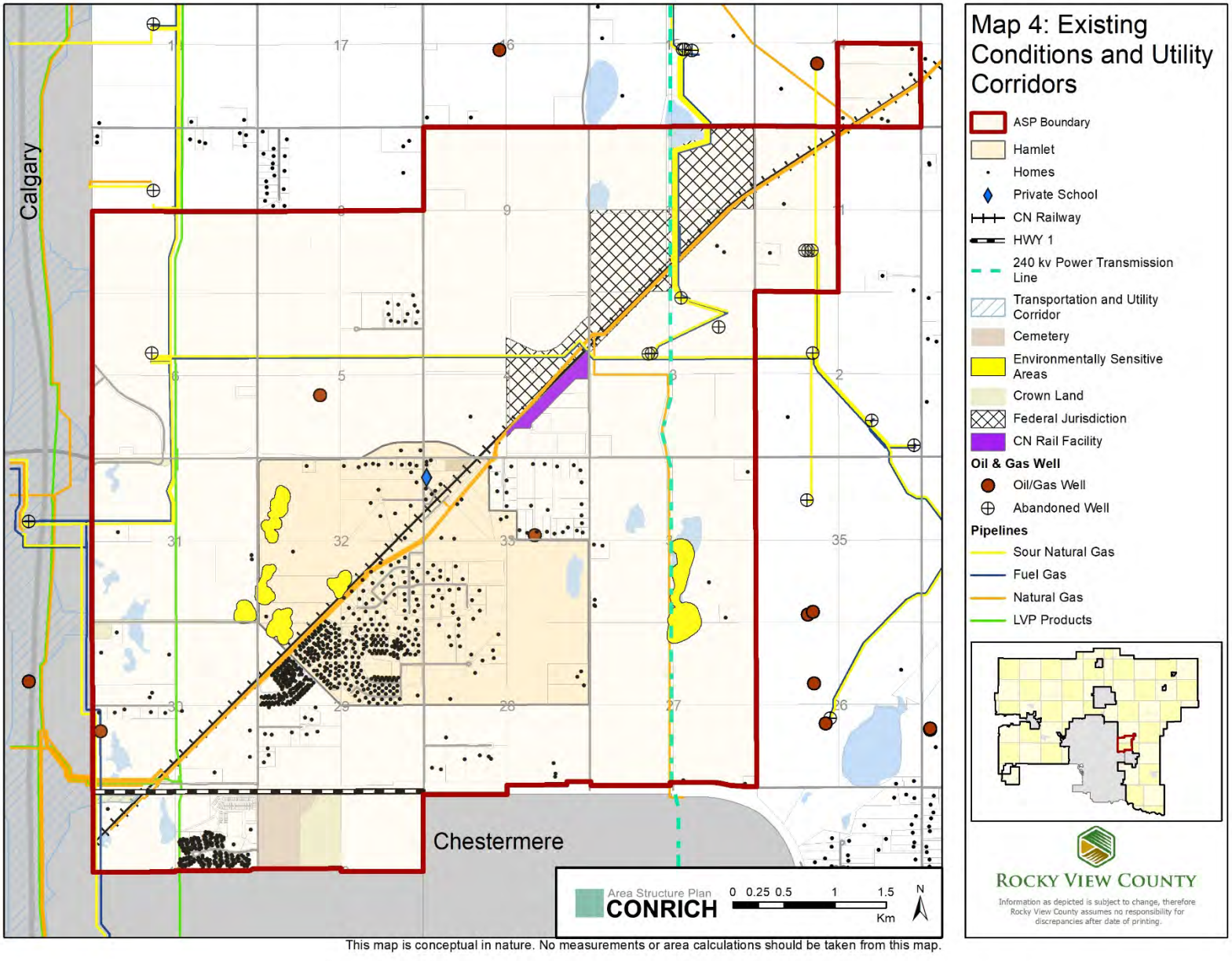
MAP 3 Existing Land Use



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

MAP 4 Existing Conditions and Utility Corridors



5.0 PLANNING FOR TOMORROW

Overview

The need for the Conrich Area Structure Plan has been determined based on a number of factors including recent annexations, development pressure, public concern, changing conditions in adjacent municipalities, and the need for land use policy to align with the recently adopted *Municipal Development Plan* and other County policies.

The preparation of the Conrich Area Structure Plan was a multi-faceted process that considered a number of elements including:

- strategic directions and policy of the *Municipal Development Plan* and other applicable adopted County policies;
- ideas and input gathered throughout the public and stakeholder engagement process;
- key issues and opportunities identified by Administration, residents, landowners, stakeholders, and municipal neighbours; and
- physical constraints and attributes of the area.

An overview of the first three key factors informing the preparation of the Conrich Area Structure Plan is outlined below, while physical constraints and attributes are discussed in Section 4 (Conrich Today).

When the Conrich Area Structure Plan was approved in 2015, lands within the hamlet and surrounding area were placed into a future policy area to be planned as a separate process. Planning for this area was undertaken from 2019 to 2025 and a land use plan for community core and residential development areas have been amended into the Plan.

Policy Direction from Other Plans

MUNICIPAL DEVELOPMENT PLAN

The Conrich Area Structure Plan takes its main policy direction from the Rocky View *Municipal Development Plan* regarding its economic role in the region, its land use, its growth rate, and other high level policy directions. The *Municipal Development Plan* provides the overall policy framework for development in the Conrich area on matters ranging from the development of residential, commercial, and industrial areas to the provision of emergency services and infrastructure.

The Conrich area is identified in the *Municipal Development Plan* as a hamlet and a regional business centre. Being identified as a hamlet means the County supports residential growth in the Conrich area and expects such development to occur through the expansion of the existing hamlet. By classifying the Conrich area as a regional business centre, it means the County supports the growth of the area from primarily agriculture to a mixed use industrial- commercial area.

The *Municipal Development Plan* identifies Conrich as a ***regional business centre*** having the following characteristics:

- a concentration of commercial and / or industrial businesses;
- an efficient road connection to the provincial highway network;
- significant scale and scope of operations; and
- infrastructure with the potential to service the proposed development.

Back to Table of Contents

CALGARY-CHESTERMERE CORRIDOR AREA STRUCTURE PLAN

Historically, detailed planning in the Conrich area was directed by the Calgary-Chestermere Corridor Area Structure Plan. The need for a new area structure plan for the Conrich area was recognized due to The City of Calgary's and City of Chestermere's annexations of large portions of the Calgary-Chestermere Corridor Area Structure Plan area, the approval of the relocation of the CN Rail facility by the Canadian Transport Agency, and the introduction of piped services into the Conrich area.

ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN

Portions of the Conrich Area Structure Plan area are affected by the Rocky View/Calgary Intermunicipal Development Plan (IDP). Most significantly, the IDP identifies a key focus area within the Conrich area adjacent to Highway 1 between Chestermere and Calgary. The objective of identifying key focus areas in the IDP is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area and to collaborate in creating attractive entranceways for the benefit of residents and the traveling public. In addition, the IDP identifies residual long-term growth areas within the city of Calgary on the west boundary of the Conrich Area Structure Plan area. The IDP provides direction on the use and design of this area.

CITY OF CHESTERMERE

A portion of the Conrich Plan area borders Chestermere. Intermunicipal coordination with the City of Chestermere, in the absence of an Intermunicipal Development Plan, will address issues related to interface planning, land use compatibility, and joint infrastructure requirements affecting both municipalities. An Intermunicipal Development Plan may be adopted in the near future.

Public Engagement Process

Rocky View County's commitment to an open, transparent, and inclusive process with respect to the preparation of the Conrich Area Structure Plan included the implementation of an engagement strategy that provided stakeholders, landowners, adjacent municipalities, and the general public with several opportunities for meaningful discussion and input. A summary of this engagement is described below:

Phase 1 - Awareness, Issues, and Goals: The initial start-up phase began in October 2013. The first engagement session was intended to raise awareness of the plan preparation process. This phase included an online questionnaire and workshop to explore residents' ideas with respect to 'Hopes & Fears', 'Conrich Today', and the 'Future Conrich'. Over 120 people attended the workshop.

Phase 2 - Evaluating Options and Setting Direction: This phase began in December 2013 with a workshop and online survey to help confirm the vision for the plan and to explore areas where policy direction was still unclear. This workshop engaged participants in discussing (i) the vision and goals generated from workshop 1, (ii) 'big ideas' such as land use, economic development, traffic and mobility, community, and *open space*, and (iii) ideas regarding the re-design of the hamlet of Conrich and surrounding area. Over 70 people attended this workshop.

Phase 3 - Draft Policies and Actions: In this phase, (January - April, 2014) key policy directions were developed and presented at an open house to over 100 participants, who were then invited to provide comment on the session online. Policy areas included:

- An overall land use strategy;
- A preferred concept for the hamlet;
- Stormwater management;
- Transportation, including parks and pathways;
- Non-residential/residential interface.

Phase 4 - Plan Completion and Adoption: In this phase, the draft plan was released. The draft plan was refined through further public consultation, intermunicipal discussion, agency circulation, and technical review. Following these changes, a final open house and public hearing was held.

Future Policy Area: To create a land use strategy and supporting policies for the Future Policy Area (Hamlet), further public engagement was undertaken in May and June of 2019, in October 2023, and in July 2024. Engagement included an interactive workshop, open houses, virtual open house, online survey, written submissions and individual landowner meetings. The intent of the engagement was to develop the land use strategy for the Future Policy Area and to inform stakeholders of the revisions made to The Plan.

Key Issues, Opportunities, and Design Ideas

A number of key issues, opportunities, and design ideas were identified during the public and stakeholder engagement and are summarized below.

1. Hamlet Development and Design

Issue/Opportunity: Incremental development of residential areas to the south and east of the historic hamlet area has resulted in a disconnected community with no central focus.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- Identify the hamlet as a distinct community. Community identity may be achieved through signage, identifiable boundaries, and the development of a community core/ main street.
- Identify Neighbourhood areas and a Community Core for comprehensive planning.

2. Land Use

Issue/Opportunity: There was strong support for allowing lands to be converted to commercial and industrial land uses by landowners wishing to take advantage of opportunities presented by the development of the CN Rail facility and highway transportation network. Conversely, residents who have been impacted by the traffic, noise, and lights were concerned about the prospects of additional development.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- address the non-residential/residential interface in a manner that mitigates the impact on residential areas;

- provide for the development of a hamlet core that will strengthen the identity of Conrich and provide local commercial services to residents;
- arrange land uses that take advantage of commercial and industrial growth opportunities, while minimizing the impact on residential development; and
- provide for the development of a land use pattern that results in cost effective infrastructure systems, public facilities, and community services.

3. Stormwater Management

Issue/Opportunity: The Conrich area is generally flat and contains multiple wetlands. The need for comprehensive stormwater management was recognized in light of the local flooding issues experienced in the spring of 2013. Historically, the Conrich area discharged stormwater south to the Bow River. However, the development of homes and new roads south of the hamlet has impeded drainage in the area and this has proved to be a major challenge to the successful development of an effective stormwater management system.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to comprehensively and regionally address stormwater management and implement the provincial and County goals of wetland protection.

4. Transportation

Issue/Opportunity: Increased truck traffic associated with the operation of the CN Rail facility was identified as a key issue; additional development will add significantly to the traffic volume.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to identify transportation corridors and provide the planning to ensure increased traffic volumes, access, and costs are accounted for and impacts are minimized to the greatest extent possible.

5. Infrastructure Servicing

Issue/Opportunity: County water and wastewater services have been provided to The Plan area. However, there are utility service constraints that must be addressed before the development area reaches its full potential.

Plan Policy Direction: The Plan allows for the long range planning of utility upgrades, while ensuring adequate capacity is available before development is allowed to proceed.

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6.0 CONRICH VISION AND GOALS

Conrich Vision

The following vision statement provides an idea of what the Conrich area could look like 30 years into the future:

The Conrich area is known as a dynamic residential-industrial-commercial hub within Rocky View County and is seen as an important contributor to the economic vitality of the County. The hamlet is a well-planned, healthy community with diverse rural neighbourhoods existing in close harmony with a thriving industrial hub centred on the CN logistics park. Bordering the hamlet on the south, stretched out along Highway 1, is a major shopping destination serving the region.

The hamlet of Conrich has grown into a distinct and vital residential community, with a variety of urban style neighbourhoods linked together by beautiful natural open spaces, parks, and pathways. The new Community Core is an attractive, pedestrian oriented zone with tree-lined sidewalks and a number of different businesses and services including a hair salon, restaurant, bank, small grocery store, places of worship, and a walk-in coffee shop. The local area businesses thrive because of the demand not only from local residents, but also from warehouse workers and other employees from the area who stop in at lunch and on their way home from work.

The attractiveness of locating near the CN Rail facility, with its opportunities for co-locating warehouses near a distribution centre has drawn a large number of light industries into the area. In addition to the warehousing, a wide range of industries related to the manufacturing, storage, and oilfield service sectors, have taken advantage of the area's large industrial lots. Access to a fully functional regional transportation network has resulted in a development that serves not only local markets, but businesses from Winnipeg to Vancouver.

There has been substantial highway business development on the western and southern boundaries of Conrich. Several large format retail stores have developed adjacent to Stoney Trail, and major businesses along Highway 1 are developing now that highway interchanges are in place.

Conrich residents have work opportunities within a short distance from their homes and all County residents benefit from the financial contribution the area makes to the County's economic sustainability. Although development has resulted in extensive changes to the landscape, the sensitive environmental areas have been protected and the presence of an above ground regional stormwater system has allowed the retention of many of the area's original wetlands.

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Goals

There are 10 goals that guide the development of the Conrich Area Structure Plan. These goals are based on policy direction of the *Municipal Development Plan*, the existing physical characteristics of the area, and the key issues, constraints, and opportunities identified during the planning process. The goals are as follows:

1. Facilitate the development of the hamlet of Conrich as a vital and distinct community provides residents with
   a. single detached dwellings as the predominant housing type with support for other housing options;
   b. a community focal point with public gathering places, parks, schools, other institutional uses, and local commercial services;
   c. attractive streets, pedestrian pathways, and linked *open space*s that facilitate a physically connected community; and
   d. community facilities and services that promote a socially connected community.
2. Support the development of the Conrich area as a regional business centre by providing opportunities for well-designed commercial and industrial areas and taking advantage of the inter-provincial transportation network (roads and rail).
3. Create a well-designed, safe, and interconnected transportation network that addresses the needs of residents, motorists, pedestrians, and cyclists.
4. Provide for attractive and high quality gateways along Highway 1, Conrich Road, and Township Road 250.
5. Protect existing and future residential areas with appropriate land use transition and design measures.
6. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
7. Provide for potable water, wastewater, and stormwater systems in The Plan area in a safe, cost effective, and fiscally sustainable manner.
8. Successfully manage stormwater through the development of a regional stormwater conveyance system and innovative stormwater management solutions.
9. Protect wetlands through the integration of wetlands as part of a sustainable stormwater solution.
10. Phase development in a manner that makes efficient use of road and utility infrastructure, while providing sufficient land to meet market demand.

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II Plan Policies

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A. LAND USE

7.0 CONRICH DEVELOPMENT STRATEGY

The Conrich development strategy is a holistic approach to implementing the Conrich Area Structure Plan's vision and goals. The strategy identifies general land uses, the approximate boundaries of the land use areas, and policies that guide development. The strategy is discussed in general terms below, shown on Map 5 and Map 6, with related maps and policies in Sections 8 to 29.

The strategy has five primary components:

1. The expansion of the hamlet of Conrich and its evolution as a diverse, vital residential community.
2. The development of the Conrich area as a regional business centre with more than half of The Plan area devoted to industrial and commercial uses.
3. The integration of residential and business uses in a manner that provides for the transition of land uses, promotes land use compatibility, and mitigates impacts on adjacent lands.
4. The identification of agricultural land that will remain in production until such time as it is required for other uses and the protection of the natural environment in the face of significant growth.
5. To support a complete community in the hamlet that is comprehensively planned and provides neighbourhoods with a mix of housing types and land uses along with commercial, institutional, and recreational amenities in an urban form.

In addition, the strategy has a number of sub-components that address other residential areas within The Plan boundaries, transition areas (residential to business use), and phasing.

1. Hamlet of Conrich

The strategy supports the expansion of the hamlet of Conrich as an attractive residential community with a community core as a focal point that helps to provide a distinct community identity.

Objectives:

a. Define an expanded hamlet area beyond the historical surveyed area to encompass existing and new residential development, institutional as well as commercial uses. In doing so, the Plan proposes a Community Core, comprehensively planned neighbourhood areas, linkages between existing and new developments, parks, amenities, and institutional spaces.

b. Provide for a mix of housing types principally focused on single-detached dwellings, with complementary supporting commercial, institutional, and recreational uses located within walking distance of new residential development.

c. Phase the development to allow communities to evolve over time with opportunities to build higher densities and a greater mix of uses.

d. Implement architectural controls, design codes, appropriate signage styles, identifiable boundaries, and the development of main streets.

e. Accommodate changing demographics and market demands through flexibility in

The Plan.

f. Establish a Community Core that connects the community through pedestrian and other active transportation modes.

g. Respect the existing *country residential* areas within the expanded hamlet boundaries through appropriate development transitions and interfaces.

Policies

7.1 *Local Plans* shall be prepared in accordance with the policies of this Plan.

7.2 Notwithstanding Policy 7.1, development consistent with Section 12: Agriculture of this Plan shall be permitted without a *local plan*.

7.3 Each Neighbourhood Area shall be planned through *Neighbourhood Plans* adopted by bylaw and appended to The Plan.

7.4 Subdivisions approved, prior to the adoption of Bylaw C-8569-2024 (Future Policy Area amendments), within the expanded hamlet area may proceed.

POPULATION

The approximate estimated population density for The Plan area is shown in Table 1. Final densities will be determined at *Neighbourhood Plans* and *local plans* stage.

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Table 1 Conrich Area Population and Density at Full Build-Out

Development Area	Gross Area Hectares (Acres)	Net Residential Area Hectares (Acres)[1]	Units per Hectares (Acre)	# of Residential Units	Population	Population Density[2] per gross Hectare (Acre)
Hamlet Area						
Northwest Neighbourhood	235.25 (581.30)	164.68 (406.91)	12.36 (5.00)	2,035	5,493	23.35 (9.45)
Southeast Neighbourhood	287.58 (710.60)	201.31 (497.42)	12.36 (5.00)	2,487	6,715	23.35 (9.45)
Cambridge Park (Phase 1 - 3)	94.28 (232.97)	66.00 (163.079)	2.77 (1.12)	70	189	2.00 (0.81)
Country Residential	71.20 (175.94)	49.84 (123.158)	0.99 (0.40)	260	702	9.86 (3.99)
Hamlet Subtotal	**688.31 (1,700.81)**	**481.82 (1,190.57)**	**9.87 (3.99)**	**4,852**	**13,099**	**19.03 (7.70)**
Greater Conrich ASP Area						
Cambridge Park (Phase 4)	27.56 (68.1)	27.56 (68.10)	5.56 (2.25)	153	413	14.99 (6.07)
Country Residential	41.72 (103.09)	41.72 (103.09)	0.99 (0.40)	40	108	2.59 (1.05)
Prince of Peace	59.60 (147.27)	59.60 (147.27)	16.31 (6.60)	654	1,766	29.63 (11.99)
West Prince of Peace	59.66 (147.43)	59.66 (147.43)	17.92 (7.25)	668	1,804	30.23 (12.23)
Pleasant Place	44.69 (110.42)	44.69 (110.42)	8.65 (3.50)	372	1,004	22.47 (9.10)
Greater Conrich ASP Sub Total	**233.23 (576.31)**	**233.23 (576.31)**	**11.24 (4.55)**	**1887**	**5,095**	**21.84 (8.84)**
ASP Total	**921.54 (2,277.12)**	**715.05 (1,766.88)**	**10.21 (4.13)**	**6,739**	**18,194**	**19.74 (7.99)**

[1] 30% of the gross area, accounting for open space, MR, and internal roads
[2] assumption based on 5.0 UPA for new residential developments

2. Regional Business Centre

The strategy supports the development of the Conrich area as a regional business centre with commercial and industrial land uses that take advantage of the regional transportation network and the development of the CN Rail facility.

The majority of industrial uses are located to the north and west of the hamlet. Expected uses are those that will not have significant offsite impacts such as noise, odour, and dust e.g. warehousing and transportation. An area to the northeast of the hamlet may be used for development that results in offsite impacts. It is estimated that the amount of land dedicated to industrial uses will provide sufficient opportunities for industrial demand for 30 plus years.

The strategy identifies two highway business zones intended to serve the regional market. These are located along Highway 1 and at the intersection of Stoney Trail and Township Road 250 (McKnight Blvd.). Potential uses include regional grocery and retail stores, large format stores, shops, offices, business parks, entertainment, and accommodation.

This plan supports the development of these business areas through such measures as:

- Requiring detailed *local plan*s to address non-residential/residential interface issues related to development;
- Providing for cost effective improvements to the County's infrastructure;
- Providing for a transportation network that separates residential, commercial, and industrial traffic.

Table 2 Approximate gross areas as identified in Map 5

Land Use	Gross Area Hectares	Gross Area Acres
Hamlet	692.07	1,710.13
Long Term Development Area	789.36	1,950.55
Country Residential	43.13	106.58
Industrial	1,641.78	4,056.93
Heavy Industrial	291.71	720.82
Industrial Transition	38.44	94.98
Institutional	31.09	76.82
Low Density Urban Housing	21.97	54.29
Highway Business Transition	20.34	50.27
Prince of Peace Area	61.17	151.16
Residential-Density to be determined	104.62	258.53
Highway Business/Industrial	131.47	324.88
Highway Business	537.72	1,328.74
Total	**4,404.87**	**10,884.66**

3. Residential and Business Interface

The emergence of Conrich as a regional business centre provides a challenge to developing a vital and attractive community. The strategy addresses this challenge by requiring the implementation of non-residential/residential interface policies to mitigate the impact of commercial/industrial development through land use, building height, coverage, design, and landscaping.

Figure 2 Non-Residential And Business Interface

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4. Agriculture and the Natural Environment

Agriculture is supported within The Plan area until such time as an alternative development is required. The Plan limits further fragmentation of these agriculture areas but allows for the development of a farmstead, first parcel out, or other agricultural land uses. The Plan also supports the protection of wetlands and riparian areas, particularly those associated with natural stormwater conveyance systems.

SUB-COMPONENTS

Other residential areas

- The Prince of Peace community intends to expand its long-term care facility, increase its residential capacity, and provide local commercial services to its residents. The Conrich development strategy supports this direction and allows for residential development to the west of the Prince of Peace community.

Transition

The land use strategy (Map 5) identifies three residential areas within The Plan area that may transition to regional highway business or industrial uses and provides policy to support this transition. The identified areas are: (i) Township Road 244A, (ii) McKervey Place, and (iii) Township Road 250 .

Phasing

The Plan recognizes that development within The Plan area should progress in a logical and efficient manner. The phasing concept (Map 14: Phasing) identifies the following areas for the first phase of development:

- lands adjacent to Township Road 250;
- lands within the hamlet;
- South Conrich Cell D;
- Prince of Peace (Princeton); and
- lands within SE-14-25-28-W04M.

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Development within all phases should be allowed to proceed when logical extensions of infrastructure are made available by Rocky View County or a developer, a market demand is identified, and a commitment is made to implement a regional stormwater conveyance system, subject to the policies of this plan. The Plan identifies a highway business area along Highway 1, where the final business uses will be determined at the time of *local plan* preparation. Approval to proceed in this area will require, among other things, a plan amendment and a market analysis to confirm demand. Finally, the phasing plan identifies long term development areas. It is anticipated that there will not be a demand for the use of these for an extended period of time. Development of the long term development area will also require an amendment to this plan.

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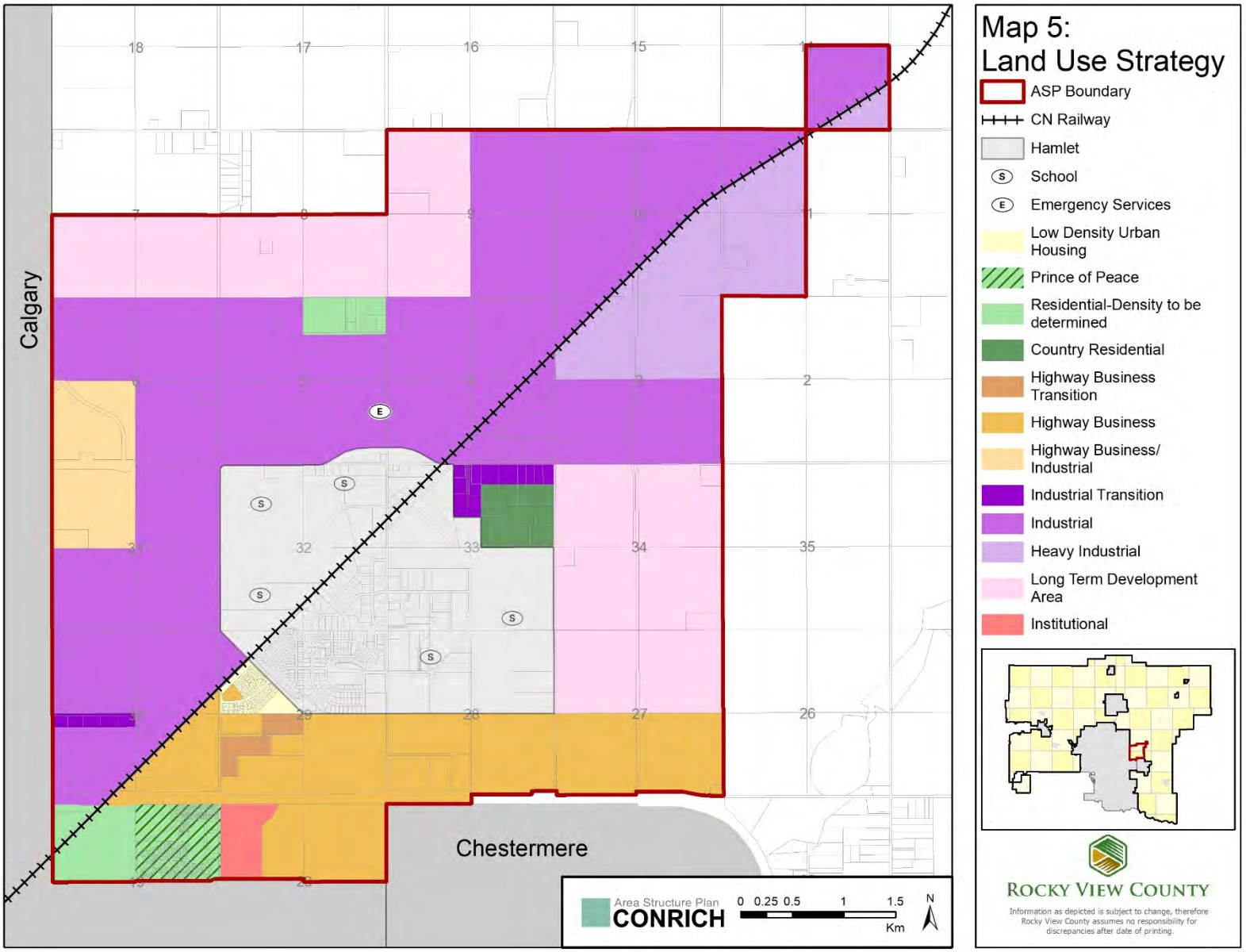
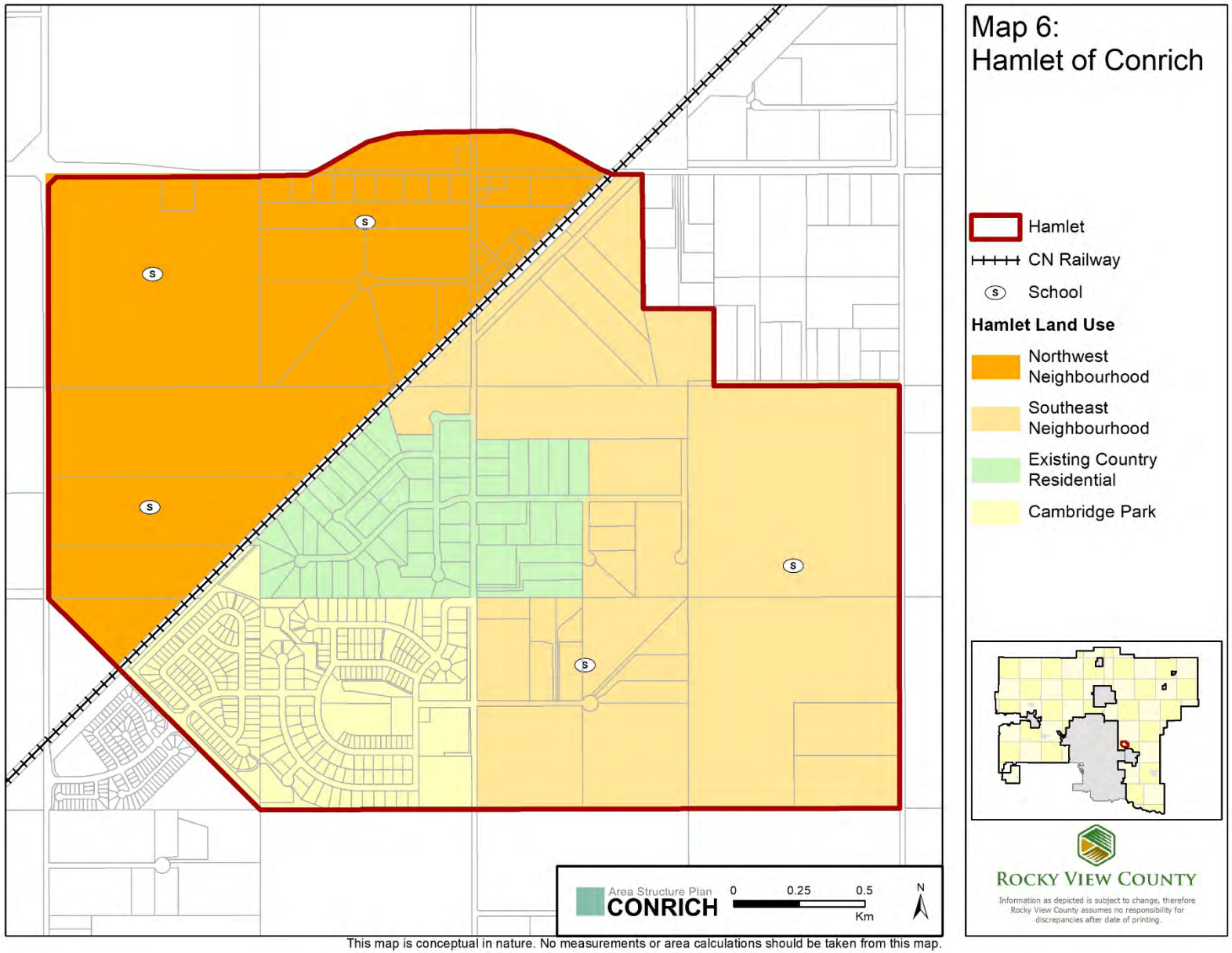
MAP 5 Land Use Strategy



MAP 6 Hamlet of Conrich



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

8.0 HAMLET DEVELOPMENT

The purpose of the hamlet development policies is to create a cohesive development vision for the Hamlet by providing a framework for comprehensive planning that establishes a strong community character. There are existing residential uses in the Hamlet area, such as Cambridge Park (South Conrich), lots from the historic hamlet boundary, and *country residential* lots with potential for further subdivision.

The hamlet will develop an urban form providing for local services, parks and open space, and local commercial uses, with access to these amenities through an interconnected transportation network and pathway system. Single detached housing remains the primary development form, with housing forms such as rowhouses, semi-detached units, multi-unit or similar forms of development providing other residential options.

Within the community of Conrich there is a general trend of multi-generational living. Taking advantage of large country residential lots, extended families have built large houses in which several generations live together. This means that the average household size in Conrich is larger than the average in other parts of the County, and so even though the residential density (measured in dwelling-units-per-acre) is typical of other country residential communities, the population density (measured people-per-square-kilometre) may be higher.

Objectives

- Support the development of comprehensively designed residential neighbourhoods that offer a range of lot sizes and housing types to accommodate the varying needs and incomes of current and future Rocky View County residents.
- Provide a mix of residential development forms to offer diverse housing choice, while supporting single detached dwellings as the predominant form.
- Provide for a community core to establish community amenities and services in a mixed-use area that offers commercial, office, institutional and medium-density residential uses in a compact pedestrian and transit friendly environment.
- Develop an integrated parks, open space, and trail system that promotes walking and cycling and provides for a positive recreational and/or cultural experience for residents.
- Ensure that open space, wetlands, riparian areas, and other areas of environmental significance become an identifying feature of the community and a place for residents to enjoy passive recreational pursuits.
- Develop an interconnected street network to support all modes of transportation including pedestrian and transit.
- Provide for human scale design and attractive hamlet areas along with minimizing the impact of new development on existing residential development through interface policies and design guidelines.
- Encourage innovative design for new neighbourhood residential areas and for the Community Core.

Hamlet Development Policies

General

8.1 Development shall be in accordance with Map 5: Land Use Strategy and Map 6: Hamlet of Conrich and shall be consistent with the policies of this section.

8.2 Where new development is proposed in proximity to existing residential neighbourhoods, the design should provide an acceptable transition to the existing areas through a low-rise housing form that implements appropriate height, massing, and architectural design to integrate with the context of the surrounding community.

8.3 All development shall follow the servicing requirements and policies of this Plan.

8.4 The primary residential development form within the hamlet shall be single detached dwellings.

8.5 Residential built forms such as rowhouses, semi-detached units and multi-unit development shall be supported in locations within the Community Core or adjacent to Neighbourhood Commercial uses.

8.6 Outdoor lighting for all development, including landscaping designs for public spaces, shall follow dark sky lighting principles and shall be consistent with the dark sky policies, standards, or regulations adopted by the County.

8.7 Development abutting the railway shall provide sufficient buffering, safety, and noise control techniques to mitigate the impact on residential development in accordance with the 'Guidelines for New Development in Proximity to Railway Operations', in an effort to mitigate the impact of new residential development in proximity to the railway. At a minimum, this should include a:

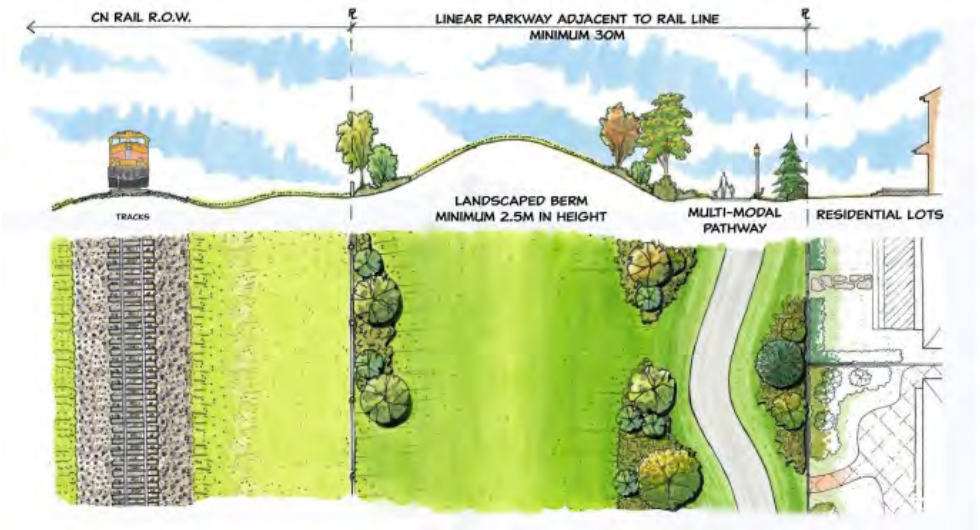
a. 30.0 metre setback from the railway right-of-way;

   (i) pathways and open space connections are acceptable uses within the 30 metre setback as shown in Figure 3.

b. 2.5 metre high earthen berm that separates the residential development from the rail line; and

c. 1.83 metre fence installed and maintained along the mutual property line. A conceptual depiction of appropriate buffering in proximity to the railway is shown on Figure 3.

Figure 3 Railway interface concept



DENSITY

8.8 The average gross residential density for new developments within each Neighbourhood Area should be 2.02 units per hectare (5.0 units per acre).

8.9 Rowhouses, duplex, multi-unit residential land use should not exceed 10 per cent of the Hamlet area.

a. Density within an area should vary to address planning context in alignment with the policies of this Plan.

b. Neighbourhood Plans or applications for residential development with greater density than the target average density dwelling units per acre may be supported if it is demonstrated that the greater density will not unduly affect the character of the hamlet, transportation and servicing requirements.

8.10 *Neighbourhood Plans* shall specify the density composition and distribution within a Neighbourhood Area.

Gross residential density calculations include land for residential lots and local uses such as hamlet commercial businesses, local parks, elementary schools, local roads, and small institutional sites such as daycares.

LOCAL PLANS

8.11 Redesignation, subdivision and development applications within The Hamlet shall be guided by a *local plan* prepared in accordance with the policies of this Plan;

a. notwithstanding Section 8.4, a *local plan* is not required for a development application that is supplemental, accessory to, or secondary, to an approved principal use, should that use been approved prior to amending Bylaw C-8567-2024.

8.12 The creation of a single lot from an un-subdivided quarter section for the purposes of a first parcel out, or other agricultural development may be supported within the hamlet area without a *local plan* in accordance with the policies of this Plan and the Municipal Development Plan.

Servicing and Infrastructure

8.13 *Local plans* in the Hamlet shall provide a servicing proposal in accordance with the County Servicing Standards and Section 23 of this Plan, with connection to the municipal piped water and wastewater system.

8.14 *Local plans* in the Hamlet shall provide stormwater and drainage solutions that are consistent with the Conrich Master Drainage Plan and in accordance with Section 24.

8.15 *Local plans* in the Hamlet shall provide transportation studies including a transportation impact assessment (TIA) in accordance with the County Servicing Standards and in accordance with section 22.

ARCHITECTURAL CONTROLS

8.16 To ensure aesthetically coordinated development, design guidelines and architectural controls shall be implemented and enforced by the Home Owners' Association (HOA), or similar entity within *local plan* areas.

8.17 *Local plans* in the Hamlet should support the hamlet's identity through the use of street names, architectural controls, an effective interconnected network of parks and open spaces, and landscaping.

8.18 *Local plans* in the Hamlet should provide high quality design through consistent architectural themes relating to building appearance, lot layout, landscaping, streetscape and street-orientated design.

Street-oriented design affects the character of the street and how neighbours interact with each other. A vital street with good design encourages activity by providing a safe and inviting pedestrian environment, a home design that encourages interaction, and a road design that calms traffic movement.

OPEN SPACE AND RECREATION

8.19 *Local plans* in the Hamlet should identify and protect environmentally sensitive areas and cultural assets.

8.20 *Local plans* in the Hamlet shall provide an analysis of *open space* and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and *open space* within the hamlet development areas;

a. Where the opportunity exists to provide connections to an existing or planned active transportation route, municipal reserve dedication in residential areas should be provided by dedication of land to facilitate the establishment of fully functional pathways and open space areas within a development.

8.21 *Local plans* in the Hamlet should identify and implement mechanisms by which *open space*, wetlands, riparian areas, and other areas of environmental significance not qualifying as Environmental Reserve will be permanently preserved, and any privately owned portions not subject to further development.

Open Space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas, and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

TRANSITION AND INTERFACE

8.22 *Local plans* in the Hamlet shall include transition and interface policies in accordance with Section 13, Section 14, and Map 7: Non-Residential / Residential Interface of this Plan and the County's Agricultural Boundary Design Guidelines.

TOWNSHIP ROAD 250

8.23 *Local plans* in the Hamlet abutting the future re-alignment of Township Road 250 shall provide appropriate noise attenuation techniques to mitigate the impact of the increase in heavy vehicle traffic.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):
A multi-disciplinary approach for reducing crime through urban and environmental design and the management of the built environments. The four basic strategies in CPTED include:
1. Access Control
2. Surveillance
3. Territorial reinforcement; and
4. Maintenance

NEIGHBOURHOOD AREA

The hamlet has been divided into Neighbourhood Areas to facilitate comprehensive planning on lands that have experienced limited fragmentation. The Neighbourhood Areas shown on Map 6 will offer a mix of housing with emphasis on single detached dwellings and include complementary land uses supporting local services, neighbourhood amenities and institutions. These will take on an urban form allowing for efficient use of infrastructure and services, as well as promoting an interconnected street network to support active transportation and transit.

Planning will be done through a *Neighbourhood Plan* prepared by the County or an applicant in partnership with the County. The *Neighbourhood Plan* will be an amendment to the ASP that will provide detailed land use direction, subdivision design and development that covers the entirety of the relevant Neighbourhood Area and establishes a general structure including the collector/arterial road layout, water and wastewater servicing networks, stormwater facilities, parks and open space network, community design policies, and other details.

Detailed development of lands will be guided by *local plans* submitted by the applicant and reviewed by the County.

Neighbourhood plan is a statutory plan adopted by bylaw and appended to the area structure plan. It supports comprehensive planning within the hamlet providing detailed land use direction, subdivision design and development guidance to Council, Administration, and the public for a large area. Detailed development of lands within a Neighbourhood Area will be guided by local plans submitted by the applicant and reviewed by the County.

Objectives:

- Support infrastructure and public realm improvements in the Neighbourhood Areas necessary to create an efficient and cohesive development pattern that promotes pedestrian activity and interactions between public and private spaces.
- Provide a variety of housing options in a manner that integrates residential use with the activity centre.

General Policy:

8.24 Residential development shall be the primary use in the Neighbourhood Areas in a form and composition that achieves the density requirements of Policy 8.7.

8.25 The Neighbourhood Area should provide a broad range of housing choices covering a mix of built forms to support density requirements and changing demographics within the Community.

8.26 A Neighbourhood Area should convey a distinct identity by implementing elements such as:

a. street names and signage that reflect the Area's historical features and/or natural context;

b. branding of neighbourhood parks and features; and

c. high quality architectural controls.

8.27 Each Neighbourhood Area shall include *neighbourhood commercial* uses to serve the needs of residents and provide local employment in the area.

a. *Neighbourhood commercial* areas should be small to medium sized developments ranging from 600 sq. m. (6458 sq. ft.) to approximately 6,000 sq. m. (64,583 sq. ft.).

Neighbourhood commercial is intended to provide services to the local residential community that is immediately in the vicinity of the commercial area. Neighbourhood commercial is intended to be small to medium sized development ranging from 600 m^2 (6458 ft^2) to approximately 6,000 m^2 (64,583 ft^2). Proposals for this type of development will be required to submit a market demand study to show the demand for the use and to provide evidence that the neighbourhood commercial development would not negatively impact the Community Core commercial services.

8.28 The following uses within the Neighbourhood Areas may be allowed where they are determined to be compatible, appropriate, and consistent with the policies of this Plan:

a. public, recreational, and institutional uses such as schools, childcare facilities, religious assemblies, and

b. seniors housing.

8.29 A *neighbourhood plan* must be prepared prior to redesignation, subdivision, or development of any land within the Neighbourhood Areas as shown on Map 6.

Seniors housing can be supportive housing/assisted living, and long-term care. There is a desire within the hamlet for people of all ages to be able to remain in their community as they age. The Conrich ASP is supportive of senior housing proposals provided the development is located near local shops and services to provide ease of access for this demographic. Seniors housing may be considered as institutional or residential land use according to the level of care and independence the housing provides.

Neighbourhood Plans

8.30 A *neighbourhood plan* shall be prepared for each Neighbourhood Area, as shown on Map 6, in accordance with the policies of this Plan.

a. A *neighbourhood plan* shall cover the extent of the relevant Neighbourhood Area as shown in Map 6.

b. A *neighbourhood plan* must adhere to the distinct policies provided within this Plan for the relevant Neighbourhood Area.

c. *Neighbourhood plans* shall be developed to connect and interface with other Neighbourhood Areas. This includes ensuring infrastructure connectivity, appropriate development transitions, compatible architectural style and an interconnected open space and parks network.

8.31 A *neighbourhood plan* shall provide a general structure for the relevant Neighbourhood Area and contain requirements identified in Policy 27.11 to 27.15 and Appendix E of this Plan.

8.32 The preparation of the *neighborhood plan* shall be guided by the following principles:

a. is characterized by a mix of housing with emphasis on single detached dwellings while supporting mixed-use or multi-unit dwellings clustered in nodes of higher density at appropriate locations;

b. is linked by a park and pedestrian pathway system;

c. provides for local retail and commercial uses at an appropriate scale determined through economic assessment;

d. provides for public, recreational, and institutional uses;
e. meets the density requirements per the policies of this Plan for the overall Neighbourhood Area;
f. develops a sensitive interface to the existing country residential and low density urban communities;
g. provides for a vibrant frontage along Conrich Road supporting active transportation modes, connection to the Community Core and developing a high-quality public realm through landscaping, street furniture and streetscape design for a pedestrian friendly environment;
h. provides appropriate screening and buffering from industrial areas as per the non-residential/residential interface policies of this Plan;
i. provides for buffering and screening from the CN Rail line as per the policies of this Plan; and
j. is consistent with the policies and technical requirements of this Plan.

8.33 Multiple types of housing should be integrated into the Neighbourhood Areas to meet the density requirements.

a. Notwithstanding Policy 8.33, mixed use development shall only be focused within the Community Core or neighbourhood commercial areas.

8.34 A market demand study shall be conducted as part of the *neighbourhood plan* to support the proposed size of the *neighbourhood commercial* area and to demonstrate that the proposed development will not compromise the viability of similar uses in the Community Core or elsewhere in the ASP area.

8.35 The servicing strategy and transportation network shall be updated at the time of neighbourhood plan preparation to reflect the proposed land uses and established density.

8.36 *Local Plans Local plans* in the Neighbourhood Area shall be comprehensively planned and shall provide detailed planning as identified within a specific Neighbourhood Area and in Appendix F.

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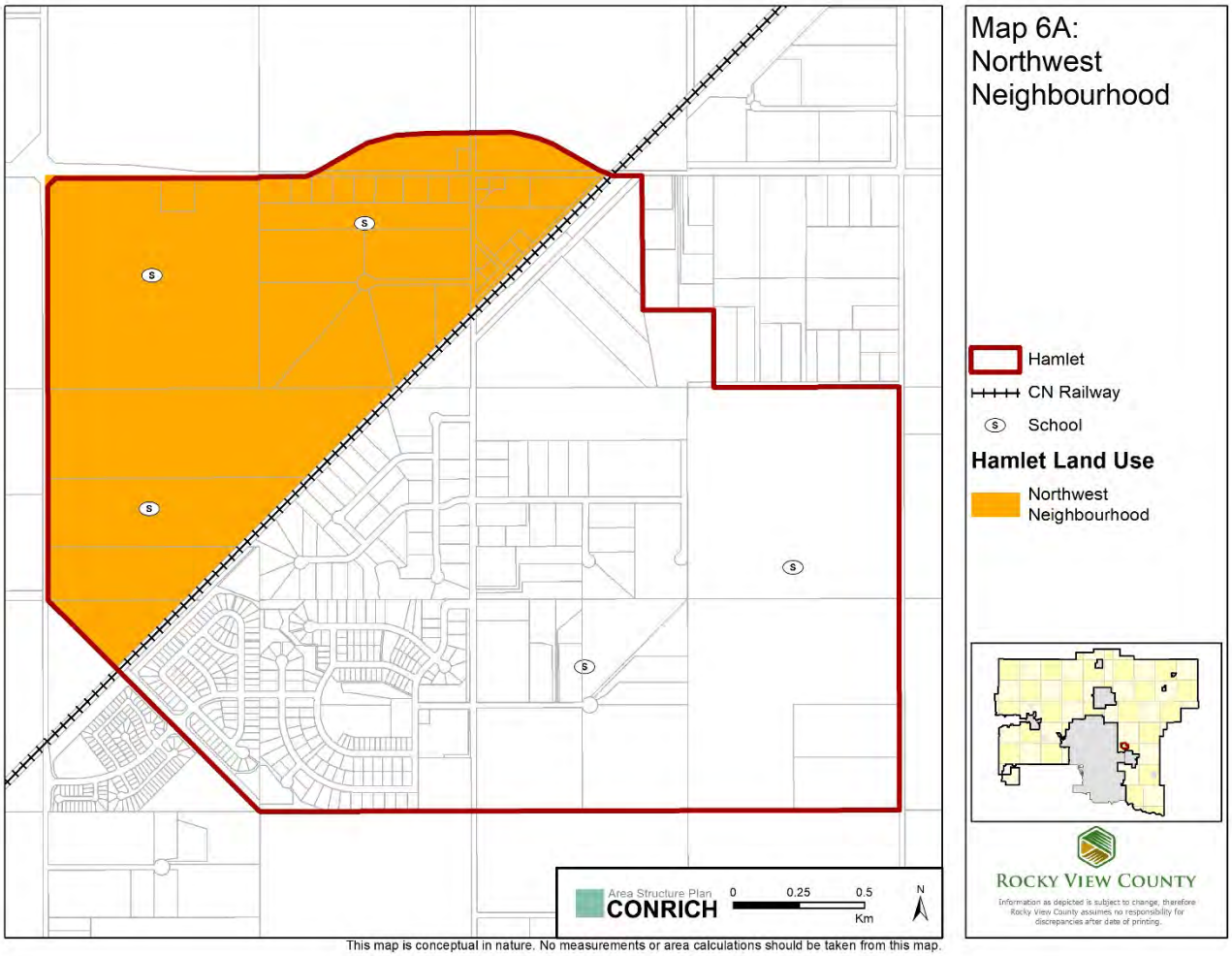
Map 6 A Northwest Neighbourhood



Northwest Neighbourhood

Northwest Neighbourhood Area is located, as the name suggests, in the north-west part of the hamlet bounded by Range Road 285 to the west, Township Road 250 to the north, the CN rail line to the south-east. This neighbourhood area has excellent access to the regional highway network providing efficient access to Highway 1 with proximity to Stoney Trail and the proposed re-alignment of Garden Road. These lands are the first encountered when travelling from Calgary and will act as a gateway into the hamlet area. Northwest Neighbourhood Area offers opportunities to create large development cells for effective comprehensive planning including the development of the Community Core.

The extension of municipal servicing infrastructure from the east side of the CN rail line to this area is needed to support development of Northwest Neighbourhood Area and other planned industrial development. Northwest Neighbourhood Area contains areas identified as environmentally sensitive, which will require planning for protection and integration into a parks and open space network. This area is also somewhat isolated from the remaining communities in Conrich by the CN rail line, which runs diagonally through the hamlet area. Innovative planning solutions will be needed to create meaningful connections from Northwest Neighbourhood Area to other areas of the hamlet.

Policy:

8.37 Preparation of the *neighbourhood plan* for Northwest Neighbourhood Area should provide appropriate screening and buffering from Township Road 250 and the industrial areas as per the non-residential/residential interface policies of this Plan.

8.38 Preparation of the *neighbourhood plan* should enhance natural areas by retaining and integrating natural features into the subdivision design, to the County's satisfaction.

8.39 Environmentally Sensitive Areas as identified on map 8 should be retained and protected.

8.40 The *neighbourhood plan* for Northwest Neighbourhood Area should provide for buffering and screening from the CN Rail line as per Policy 8.6.

8.41 Preparation of the *neighbourhood plan* for Northwest Neighbourhood Area shall include the development of a Community Core.

8.42 The Community Core should be the focal point of the Northwest Neighbourhood Area and preparation of the *neighbourhood plan* should address appropriate transition and interface of residential areas from the Community Core.

8.43 Higher density residential development should be located closer to community amenity areas such as open space, a park, , institutional, or neighbourhood commercial within the Community Core.

8.44 The Community Core should support some limited areas of mixed-use development providing opportunities for varying types of housing to meet density requirements.

Community Core

The Community Core acts as a central gathering place for the community, with opportunities for people to interact with each other at local businesses, community institutions, and public spaces.

Results from public engagement identified the desire to create a community activity centre located near the traditional heart of Conrich along Conrich Road, between Township Road 250 and the CN rail line. The Community Core is to be incorporated into Neighbourhood Northwest with the final location and design to be determined during the neighbourhood planning stage.

Planning for the Northwest Neighbourhood Area will require thoughtful integration towards the more intensive uses of the Community Core, appropriate transitions and interface should be considered to ensure planning is integrated with the surrounding areas. The development of the Community Core should:

- Establish a community activity centre by supporting development of institutional, commercial and community services within the hamlet.
- Promote active transportation routes through and within the Community Core to ensure that the area is accessible from other parts of the Conrich community.
- Establish strong design criteria to ensure that public spaces and private development celebrate the character of the Conrich community.
- Allow opportunities for the provision of complementary residential and local commercial uses that contribute to a vibrant and thriving Community Core.
- Enhance and further establish the hamlet's identity and unique character.
- Act as a gateway and gathering space for the Conrich community.

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Policy:

8.45 The *neighbourhood plan* shall identify general location of the Community Core to enhance the Hamlet's identity and unique character as a distinct area.

8.46 The Community Core shall provide a range of local commercial services for residents that contribute to an attractive pedestrian environment and meeting places for residents.

8.47 The Community Core should create a vibrant and pedestrian friendly space that supports all transportation modes through landscaping, street furniture, and streetscape design.

8.48 Development of the Community Core should implement improvements to the public realm through a variety of mechanisms, including where appropriate, financial contribution and/or cost recovery agreements.

8.49 The Community Core shall provide pedestrian connections that links to the rest of the hamlet's residential areas.

8.50 The Community Core should be comprehensively planned and shall provide a mix of uses including hamlet commercial, institutional, and community services.

8.51 Rowhouses, semi-detached units, multi-unit or similar forms of development should be considered in the Community Core to meet the density requirements of The Plan.

8.52 Institutional and community service uses should be the prominent development form fronting Conrich Road and Township Road 250.

8.53 Development adjacent to Township Road 250 and Conrich Road should present a positive appearance for drivers entering the hamlet through the provisions of enhanced façades and landscaping.

8.54 Design of institutional and commercial uses should be compatible with the design of surrounding residential uses.

Institutional and Community Services in the Community Core

8.55 Development in the Community Core shall allocate sufficient lands for the future development or expansion of schools and municipal services through appropriate phasing and dedication of municipal reserve lands;

8.56 Institutional and community service uses within the Community Core should be broadly identified at the time of preparing a *neighbourhood plan* while allowing for flexibility at further development stages, and shall align with all other relevant policies set out within this Plan.

8.57 Institutional and community services use shall be restricted to the following within the Community Core area:

a. Arts and Cultural Centre;
b. Athletic and Recreation Services;
c. Community Agriculture Uses;
d. Childcare Facilities;
e. Indoor Participant Recreation Services;
f. Medical Treatment Services;

g. Museums;
h. Private Clubs and Organizations;
i. Public or Quasi-Public Buildings;
j. Public Parks, Open Spaces, or Environmental Reserve;
k. Religious Assembly;
l. Schools;
m. Senior Care Facilities; and
n. Tourism.

Commercial Uses in the Community Core

8.58 Commercial development shall be supported within the Community Core, subject to the development meeting the policies set out within Section 10 of this Plan and the following criteria:

a. commercial development shall be focused on complementing existing or planned institutional and community services, through the specific uses proposed and integration of features such as building design, parking areas, pathways, and open spaces; and
b. commercial services shall be located and oriented to interface with public roads and spaces as well as provide a consistent and high quality design that contributes to the appearance of the Community Core.

8.59 Commercial development shall establish architectural controls that follow the design guidelines for local commercial areas as set out in the County's Commercial, Office, and Industrial Design Guidelines, the design requirements of Appendix B and other adopted County design standards

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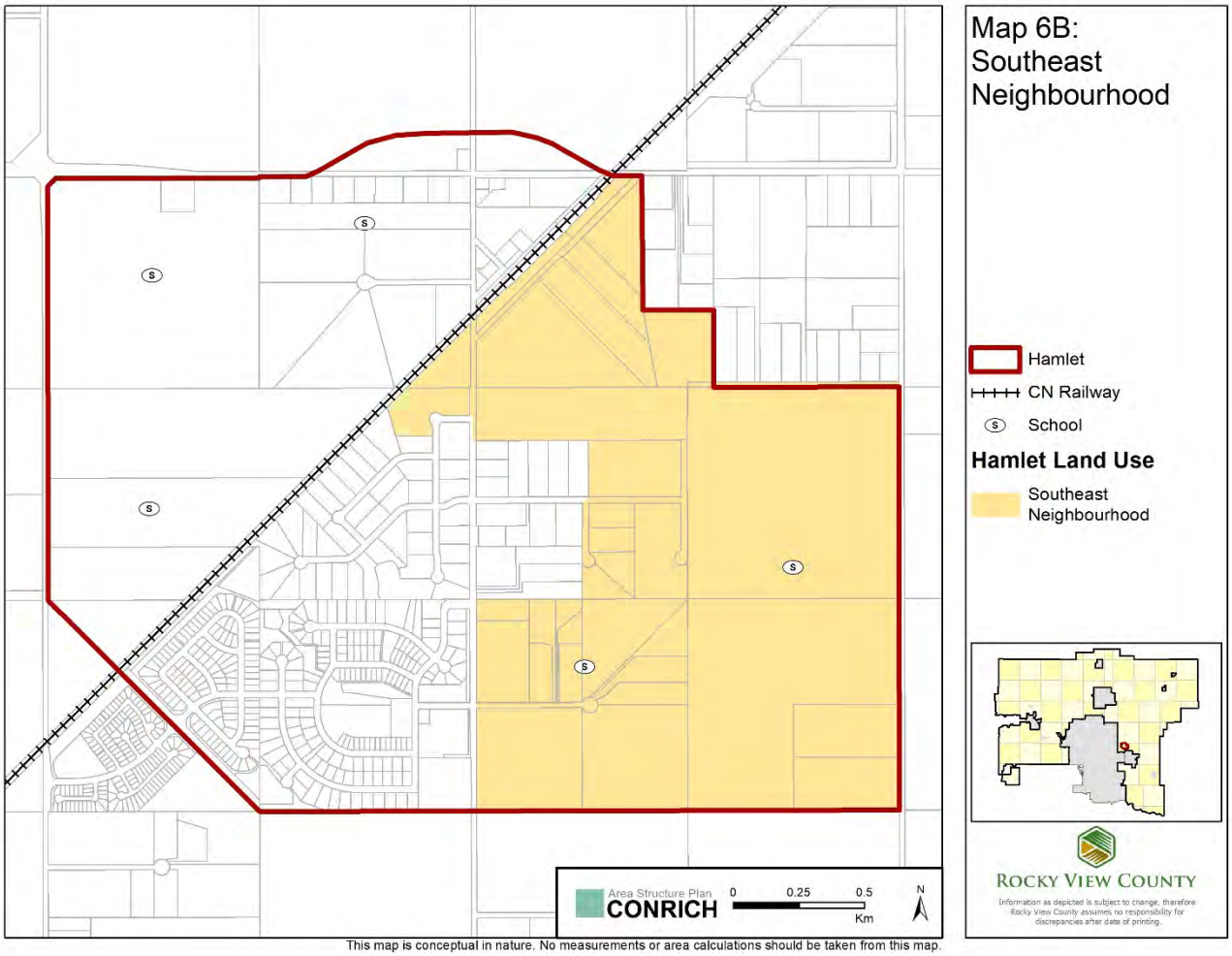
Map 6 B Southeast Neighbourhood



Southeast Neighbourhood

Southeast Neighbourhood Area is bounded by the CN rail line to the northwest, Conrich Road and existing development to the west, *country residential* to the northeast, and Range Road 283 to the east. Municipal servicing infrastructure exists within Southeast Neighbourhood and Conrich Road provides the primary transportation route.

The eastern portion of the Neighbourhood forms the Buffalo Hills Comprehensive Development Conceptual Scheme Area (Buffalo Hills). Adopted in 2006, Buffalo Hills was envisioned to be a mix of residential, business, institutional, recreational and park uses, no land development has occurred since its adoption.

Along the western boundary of the Neighbourhood, lands are more fragmented which will require careful planning to create a cohesive community. Appropriate interfaces with the existing *country residential* and Cambridge Park communities will need to be incorporated into the neighbourhood planning. The Southeast Neighbourhood Area provides an opportunity to develop a vibrant and active frontage with Conrich Road, the 'main street' of the community.

Policy:

8.60 The preparation of the *neighborhood plan* for Southeast Neighbourhood Area shall be guided by the following principles:

a. is characterized by a mix of housing with emphasis on single detached dwellings while supporting mixed-use or multi- unit dwellings clustered in nodes of higher density at appropriate locations;

b. is linked by a park and pedestrian pathway system;

c. provides for local retail and commercial uses at an appropriate scale determined through economic assessment;

d. provides for public, recreational, and institutional uses;

e. meets the density requirements per the policies of this Plan;

f. develops a sensitive interface to the existing country residential and low density urban communities;

g. provides for a vibrant frontage along Conrich Road supporting active transportation modes, connection to the Community Core and developing a high quality public realm through landscaping, street furniture and streetscape design for a pedestrian friendly environment;

h. provides appropriate screening and buffering from business and industrial areas as per the non-residential/residential interface policies of this Plan;

i. provides for buffering and screening from the CN Rail line as per Policy 8.6; and

j. is consistent with the policies and technical requirements of this Plan

8.61 Development adjacent to Conrich Road should present a positive appearance for drivers through the provisions of enhanced façades and landscaping.

8.62 Development adjacent to the Buffalo Hills should complement the proposed uses and development forms identified in the approved conceptual scheme.

8.63 Where multi-unit residential housing is appropriate, it should be directed towards the southern boundary of the Neighbourhood Area and the future Township Road 245 to ensure appropriate transition between residential uses within the Southeast Neighbourhood Area, the Buffalo Hills Conceptual Scheme, and the highway business uses on the south.

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CONRICH CROSSING

The Conrich Crossing Conceptual Scheme (2021) plans the bulk of the quarter section bordered to the south by Township Road 250 and to the east by Conrich Road. This plan includes a new residential neighbourhood north of the hamlet.

8.64 The Conrich Crossing Conceptual Scheme (Bylaw C-8178-2021) general land use concept and densities shall be supported by this Plan and subsequent *neighbourhood plan*.

8.65 Notwithstanding Policy 8.64, amendments to the Conrich Crossing Conceptual Scheme (Bylaw C-8178-2021) shall adhere to the requirements of this Plan.

BUFFALO HILLS

The Buffalo Hills Conceptual Scheme (2006) includes a mix of residential development located on the top two quarters sections, with a regional business and institutional centre to be developed on the southern quarter section.

8.66 The Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) general land use located within the Hamlet and the Southeast Neighbourhood Area shall be supported by this Plan.

8.67 Amendments to the Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) shall adhere to the requirements of this Plan.

COUNTRY RESIDENTIAL

Country residential development with lots ranging in size from 2 to 4 acres occurred adjacent to the original hamlet beginning in the mid-1960s (Figure 1) to the present. Many of the residents have a significant investment in their properties and a strong attachment to the area. The County supports the retention of these areas and may plan for infill development in the future.

8.68 *Local plans*, land use redesignation, and new subdivision shall not be supported within the *Country residential* lands shown on Map 6.

8.69 Notwithstanding Policy 8.68, redesignation and a new subdivision may be supported within the *Country residential* lands, if the following conditions are met:

a. redesignation to a land use district does not facilitate subdivision of lots smaller than 0.81 hectares (2.0 acres); or

b. where an existing lot holds a land use designation that permits further subdivision, proposals may be considered to create lots meeting the purpose and intent of that land use district subject to adhering to the policy within this Plan.

LOW DENSITY URBAN HOUSING (CAMBRIDGE PARK)

Development of the Cambridge Park community is guided by the South Conrich Conceptional Scheme (2007). The residential community is nearing full build out with lot size ranging from 0.25 to 1 acre, and includes community parks, and connecting trials.

8.70 The South Conrich Conceptual Scheme (Bylaw C-6401-2006 as amended) general land use concept and densities shall be supported in this Plan.

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PRINCE OF PEACE AREA

The Prince of Peace community, identified on Map 13, is a low to medium density residential area that has been designed to accommodate the needs of seniors. The *master site development plan* and associated land use allows for semi-detached homes, medium density condominiums, assisted living accommodation, and dementia accommodation.

Development of this area will comply with all relevant policies of this plan.

8.71 Residential development within the Prince of Peace area shall be in accordance with the Prince of Peace Master Site Development Plan, the Princeton Conceptual Scheme, and relevant policies of this plan.

OTHER AREAS

8.72 Map 5 identifies two areas referred to as 'residential – form to be determined' where the residential form is to be determined at the *local plan* stage. Options include *country residential* and/or residential densities equivalent to hamlet residential. Development in these areas shall be consistent with the relevant residential policies of this plan.

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9.0 COUNTRY RESIDENTIAL

Country residential development within The Plan area has occurred from the mid-1960s to the present. These areas are identified as *country residential* on Map 3: Existing Land Use. This plan supports the retention and build-out of certain existing *country residential* areas, while providing for the transition of other areas to new land uses.

Country residential development refers to the traditional residential acreages that have been created throughout the County since the early 1960s. Typically acreages have the land use designation residential one, two, or three district with a minimum of two (2), four (4) and ten (10) acre parcel size respectively. The lots may have been subdivided as part of a local plan or created on an individual basis. Wastewater is treated on-site through the use of a private sewage treatment system, while water is provided by well or a local water co-op.

Objectives

- Support some existing *country residential* areas to remain as viable communities.
- Support the retention of existing *country residential* areas identified as transition areas until change to an industrial or commercial use is deemed desirable.
- Ensure that the impact of commercial and industrial development on *country residential* development is minimized through the implementation of appropriate interface policies and design guidelines.

Policies

Map 5: Land Use Strategy shows the *country residential* areas within The Plan boundary that are expected to remain as *country residential* developments.

9.1 *Country residential* development within the hamlet of Conrich shall be supported in the areas identified as '*country residential*' on Map 5.

PLEASANT PLACE

Pleasant Place is a residential area located outside of the hamlet of Conrich that is intended to remain and expand as a residential area. The Pleasant Place community consists of 11 homes located one kilometre north of Township Road 250 and west of Conrich Road. The Plan recognizes the desire of its residents to remain as a viable residential community.

9.2 The existing *country residential* area known as Pleasant Place is identified on Map 5 as 'residential - form to be determined'. Expansion to the west and south of Pleasant Place is also identified as 'residential - form to be determined' on Map 5. The new residential development form within this area shall be determined at the time of *local plan* preparation and shall be consistent with the policies of this plan.

9.3 Industrial development adjacent to the existing or expanded Pleasant Place residential area shall be subject to the non-residential/residential interface policies and design guidelines of this plan (Map 7 and Section 14).

9.4 Development of land to the north of Pleasant Place, within the long term development area, shall be compatible with the existing Pleasant Place land use.

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RESIDENTIAL TRANSITION AREAS

Residential transition areas are those areas currently designated for *country residential* use where future industrial or commercial development is supported. This plan (Map 5) recognizes three transitional areas: (i) Township Road 244A (highway business transition), (ii) McKervey Place (industrial transition), and (iii) Township Road 250 (industrial transition).

9.5 The *country residential* uses on lands identified for industrial transition or highway business transition (Map 5) are allowed to continue until such time as a transition to industrial or highway business use is deemed desirable and a *local plan* has been prepared, in accordance with the policies of this plan.

9.6 Applications for highway businesses or industrial uses adjacent to transition areas shall be subject to the non-residential/residential interface policies of this plan (Section 14), unless otherwise determined by a *local plan* to not be necessary.

9.7 Notwithstanding the intended highway business or industrial land uses for the transition area, the County may consider a 'work/live' land use without the preparation of a *local plan*.

9.8 Subdivision of an industrial transition or highway business transition area into additional residential or additional 'work/live' lots shall not be supported.

A '***work/live***' land use would allow a business to operate on the same property as a private residence. Creating this land use permits a greater intensity of business use than is currently contemplated under existing residential districts or home based businesses.

This land use may be of benefit to homeowners within a transition area that are impacted by business development but are unable to transition to a commercial or industrial land use because of a lack of market interest.

The County does not have a '*work/live*' land use district as envisioned in this plan but will consider the adoption of such as district as part of the plan implementation (Section 27).

TOWNSHIP ROAD 250 TRANSITION AREA

With the development of the CN Rail facility, homes accessing Township Road 250 south of the CN logistics park have been impacted by increased truck traffic and facility operations. This plan provides for the transition of this area to industrial land use, which in turn may impact adjacent *country residential* development to the south. A conceptual scheme has been adopted by Council to mitigate the potential impacts on *country residential* residents.

9.9 Applications for industrial and residential development in the area identified on Map 13: Local plans as Township Road 250 shall be prepared in accordance with the provisions of the Township Road 250 Conceptual Scheme.

OTHER TRANSITION AREAS

The Plan recognizes other transition areas as land:

- where future industrial or commercial development is supported;
- contain a residence; and
- have been impacted by the loading and shuttling of rail cars associated with the CN Rail facility.

9.10 Notwithstanding the intended commercial or industrial land uses for these lands, the County may consider a 'work/live' land use without the preparation of a *local plan*.

9.11 Subdivision of transition areas into additional 'work/live' lots shall not be supported.

10.0 COMMERCIAL

Commercial areas provide a wide range of services to Rocky View County residents and the region, while contributing to the fiscal sustainability of the County. This plan envisions two different forms of commercial development for the Conrich area; regional highway business development and hamlet commercial.

HIGHWAY BUSINESS

Highway business developments are moderate to large in size and primarily serve the needs of the:

- traveling public and tourists;
- regional population; and
- industrial and commercial employees from the region.

Uses may include a combination of grocery and retail stores, large format stores, shops, services to the public, offices, office parks, entertainment, and accommodation. Light industry may be considered if there are no nuisance factors outside of the enclosed building. Institutional uses are also appropriate in this area and may include schools, religious assemblies, campgrounds, medical treatment centres, and recreational uses. Highway business areas are to be comprehensively planned, attractively designed, landscaped, and include pedestrian-friendly parking areas. Where they are adjacent to existing or future residential areas, they must follow the non-residential/residential interface area policies (Section 14).

HAMLET COMMERCIAL

The hamlet commercial area should form part of the Community Core. Hamlet commercial contributes to the social aspect of the hamlet and the development of a sense of community for the Conrich area. It will add visual interest to the community and provide local services, a pedestrian orientated main street development, and casual meeting places for area residents.

Objectives

- Provide for attractive and high quality highway business and hamlet commercial development.
- Provide for an attractive commercial core that adds to the social fabric of the hamlet and provides a wide variety of services to residents.
- Promote the development of regional highway business development focused on Highway 1 and Stoney Trail that is of a high quality design and provides safe access and egress from adjacent highways.
- Provide guidance on development type and design.
- Ensure commercial uses are compatible with existing and future land uses.

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Policies

GENERAL

10.1 Highway Business and Hamlet Commercial development shall be located in the areas identified on Map 5 and Map 6.

10.2 Development areas should proceed in an orderly and efficient manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

LAND USE - HIGHWAY BUSINESS

10.3 The primary regional highway business land uses should be large format retail centres, shopping centres, outlet malls, office buildings, business parks, regional services, and tourist facilities that benefit from access to Highway 1 or Stoney Trail. Other acceptable uses include institutional uses, campgrounds, medical treatment centres, recreation facilities, and light industry where there are no nuisance factors outside of the enclosed building.

10.4 Highway business uses should primarily be carried on within an enclosed building, where the operation does not generate any significant nuisance or environmental factors such as noise, appearance, or odour outside of the enclosed building.

10.5 Outdoor storage as a primary use should not be permitted. Outside storage incidental to the primary use of the site shall be screened and located to the side or rear of the primary building.

10.6 Outside display areas are permitted provided they are limited to examples of equipment, products, or items related to the site's use.

10.7 Highway business areas shall be situated in a location that ensures safe and efficient access and egress from adjacent roadways.

10.8 Highway business uses located adjacent to existing or future residential or agriculture areas shall address the agriculture interface and non-residential/residential area policies of this plan (Sections 13, 14, and Map 7).

HIGHWAY BUSINESS/INDUSTRIAL - STONEY TRAIL

10.9 The land use for the area identified as highway business/industrial on Map 5 will be determined as part of the *local plan* preparation. The determination of land use shall be done at the quarter section scale and the relevant commercial or industrial polices of this plan shall apply.

LAND USE - HAMLET COMMERCIAL

10.10 Hamlet commercial uses should be small scale businesses and services that serve the residents of the hamlet and plan area.

10.11 The hamlet commercial area shall provide a range of local services that support the hamlet of Conrich and contribute to an attractive pedestrian environment and meeting places for residents.

10.12 The majority of the hamlet commercial area shall be located within the Community Core. Other neighbourhood commercial areas that are compatible and complement those within the Community Core shall be supported within the Neighbourhood Areas.

DRAFT

10.13 *Local plans* proposing hamlet commercial abutting the future re-alignment of Township Road 250 shall provide appropriate noise assessment and mitigation techniques to limit the impact of the increase in heavy traffic through architectural controls implemented at the subdivision and development permit stage.

10.14 *Local plans* proposing hamlet commercial and/or institutional uses within the Community Core shall include design guidelines to allow for the development of an east/west main street that intersects with Conrich Road, which may be external to the *local plan* area. The design guidelines should provide for an overall consistent theme for the core and shall be appended to the *local plan.*

DESIGN

10.15 Commercial development shall be attractively designed, fit with existing development, and address the County's Commercial, Office, and Industrial Design Guidelines and the design requirements of Appendix B.

10.16 Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.

10.17 Buildings in the hamlet commercial area should be built close to the street with onsite parking located in the side and rear.

10.18 Wide sidewalks and angled parking are encouraged as design features consistent with rural prairie towns, in the hamlet commercial area.

10.19 All private lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

10.20 The use of fencing in commercial areas should not be permitted, other than for buffering adjacent lands in non-residential/residential interface areas, screening of outside storage, screening of garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

LOCAL PLANS

10.21 A *local plan* shall be required to support applications (see Section 27) for highway business development. The *local plan* should:

a. provide detailed planning and design policies and guidelines;

b. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines;

c. provide architectural and site guidelines in order to provide a consistent, thematic design to the commercial area;

d. where applicable, coordinate with the adjacent municipality to ensure effective transition across municipal boundaries;

e. where necessary, provide for current and future access requirements to Highway 1; and

f. where necessary, ensure vehicle and pedestrian connections are in general accordance with other *local plan* areas, and, with Maps 8 and 9 of this plan.

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11.0 INDUSTRIAL

Over the next three decades, Rocky View County is expected to capture a greater share of the region's industrial development due to demand, a growing urban market and labour force, competitive land values, and good transportation access.

The Conrich area is identified in the Rocky View *Municipal Development Plan* (Map 1: Managing Growth) as a regional business centre and is expected to see strong industrial development in the distribution sectors over the next decade. The associated employment growth that will come with this development will contribute to the evolution of a well-rounded living environment in the Conrich area.

The industrial policies support the development of a regional business centre that provides local and regional employment opportunities, increase the County's business assessment base, and contribute to the long-term financial sustainability of the County.

Objectives

- Support the development of well-designed industrial areas.
- Provide for the growth of local and regional employment opportunities.
- Support the development of industries associated with the provincial and regional economic base such as construction, manufacturing, transportation, warehousing, *distribution logistics*, and oil and gas services.
- Promote financial sustainability by increasing the County's business assessment base.

Policies

GENERAL

11.1 All industrial development shall be located in the areas identified on Map 5.

11.2 Development of industrial uses should proceed in an orderly manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

LAND USE

11.3 Industrial uses such as *distribution logistics*, warehousing, transportation, industrial services, construction, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage that do not have significant offsite nuisance factors are appropriate within the industrial area.

The term **distribution logistics** refers to the business and activities associated with the management, handling, and movement of goods and finished products from their point of origin and manufacture to their point of consumption.

11.4 Commercial and other business uses that are compatible with industrial uses, and have minimal impact on the local infrastructure, may be appropriate within an industrial area.

11.5 Industrial uses with the potential for offsite impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods may be located in the area identified as heavy industrial on Map 5.

The County has identified the following broad sectors as emerging areas of growth potential based on employment and business trends:

- Transportation, warehousing, and distribution/wholesale trade, particularly rail and trucking transportation and support industries;
- Professional, scientific, and technical services, particularly engineering, consulting, and business services; and
- Oil and gas servicing industries.

LOCAL PLANS

11.6 A *local plan* shall be required to support applications for industrial development. The *local plan* shall:

a. ensure that the type of uses for the industrial area are consistent with those identified in Policies 11.3 to 11.5;

b. where necessary, provide a strategy to mitigate offsite impacts; including noise reduction due to operations;

c. address the policies of this plan regarding non-residential/residential interface areas, where required;

d. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines; and

e. provide landscaping, lot, and building design requirements that provide for high quality development.

11.7 All private lighting, including security and parking area lighting, shall be designed according to the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

11.8 Where appropriate and feasible, a *local plan* should incorporate policies that provide for green building techniques and energy efficient design.

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12.0 AGRICULTURE

The continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable. The policies support the retention and development of agriculture uses as described in the Rocky View *Municipal Development Plan* , while Section 13 provides direction on developing adjacent to agricultural operations in a manner that minimizes land use conflict.

Objectives

- Support agricultural operations until alternative forms of development are determined to be appropriate.
- Provide for appropriate development of farmsteads and first parcels out.

Policies

GENERAL

12.1 Existing agricultural operations within The Plan boundary are encouraged to continue until development of those lands to another use is deemed desirable and that use is determined to be in accordance with the policies of this plan.

12.2 The creation of a single lot from an un-subdivided quarter section for the purposes of a farmstead, first parcel out subdivision, or other agriculture development should be supported without the requirement of a *local plan* when it is in accordance with the relevant policies of this plan and the *Municipal Development Plan* .

12.3 Farmstead lot size shall meet the minimum and maximum size requirements of the *Municipal Development Plan* and be no larger than is necessary to encompass the existing residence, associated buildings, landscape improvements, and access.

12.4 Residential first parcels out shall be situated in a manner that minimizes the impact on future development of the site. Residential first parcels out:

a. shall meet the site requirements of the *Municipal Development Plan*;

b. shall meet the County's access management standards; and

c. should be located on the corners of the quarter section.

12.5 Applications for confined feeding operations shall not be supported in The Plan area.

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13.0 AGRICULTURE INTERFACE

Agriculture is a significant land use within the Conrich plan area and will continue until envisioned development occurs. It is important that agricultural uses are allowed to continue unimpeded until the land transitions to an alternate land use.

In accordance with the policies and actions of the *Municipal Development Plan* , agricultural boundary design guidelines are being developed. When completed, the guidelines will provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

Objective

- Ensure an appropriate interface between non-agricultural uses and agricultural land and operations, in order to avoid negative impacts on agriculture operations.

Policies

13.1 Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.

13.2 Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of The Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.

13.3 Agricultural buffering techniques may include a combination of the following:

a. barrier fencing to prevent access;
b. vegetated berms;
c. community agriculture plots;
d. stormwater management facilities;
e. ecological/vegetative buffers;
f. use of topographic barriers such as slopes, roads, watercourses or wetlands; and
g. increased setbacks for housing and other buildings.

13.4 Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the *open space* and pathway plan (Map 8).

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14.0 NON-RESIDENTIAL/RESIDENTIAL INTERFACE

The development of the Conrich area requires careful and sensitive integration of future business uses that are adjacent to existing and planned residential areas. The goals and policies of this section are intended to achieve a compatible interface and mitigate the impact of non-residential uses.

The term **non-residential** refers to commercial, industrial, or other types of business development.

The **non-residential/residential interface area** is meant to provide a compatible interface between business and residential development. The non-residential/residential interface area contains the land designated for industrial, commercial, or other business use adjacent to the residential interface. A compatible interface is achieved by providing for the appropriate land use, building setbacks, lot and building design, and landscaping within this area.

Objectives

- To minimize the impact of non-residential development on residential development.
- To provide edge conditions in non-residential/residential interface areas that are complementary to adjacent residential areas.

Policies

GENERAL

14.1 *Local plans* for business uses adjacent to areas identified on Map 7 shall include an interface strategy that addresses the policies of this section.

14.2 The local road network within the non-residential area should be separated from and/or buffered from the adjacent residential areas.

BUSINESS USES

14.3 Business uses located in those areas identified on Map 7as non-residential/residential interface shall comply with the following requirements:

a. Acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance factor outside of the enclosed building. Business uses that interfere with the use and enjoyment of adjacent residential development because of the nature of the business use should not be permitted, even where the business activities may be fully enclosed within a building.

b. Outside storage is not an acceptable use in the non-residential/residential interface area.

SETBACK AREA

Spatial separation between non-residential and residential uses is achieved by providing setbacks for the non-residential buildings within the interface areas.

14.4 Where non-residential buildings are on lands adjacent to a residential area, the non-residential building shall be set back a minimum of 50 metres from the non-residential property line.

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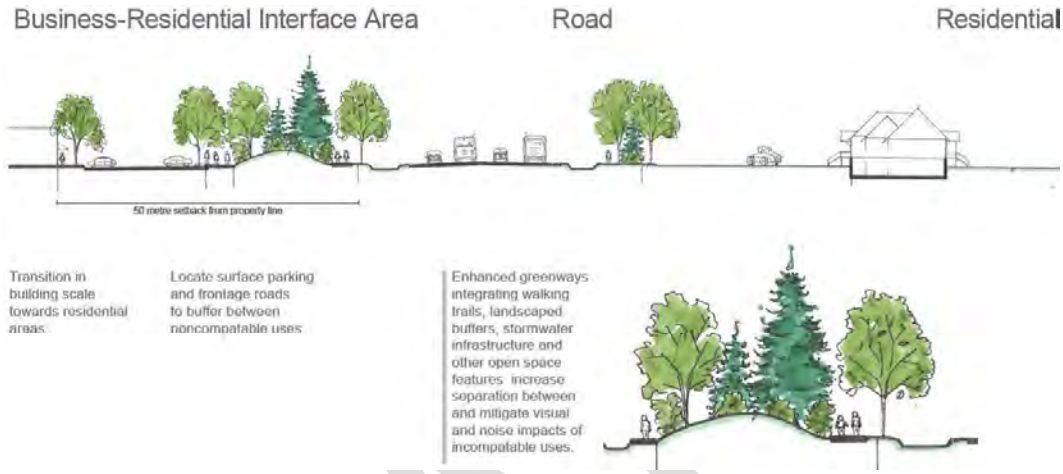
14.5 Where a trail or pathway is located within, or adjacent to, a non-residential/residential interface area, the pathway and associated *open space*, including municipal reserve, may be counted as part of the 50-metre building setback.

14.6 Notwithstanding Policy 14.4, setback area for non-residential and residential interface within the Hamlet Area as identified in Map 6: Hamlet of Conrich for complementary land uses shall be defined through buffering and interface strategies of their respective *local plans*.

Figure 4 Illustration of the Non-residential/Residential Interface area



SETBACK AREA USE AND LANDSCAPING

14.7 Uses within the setback of a non-residential/residential interface area may include:

a. landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks; and

b. surface parking where the parking is hidden from view by berms and/or landscaping.

14.8 High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback as part of a *local plan* that address the County's Land Use bylaw and the Appendix B guidelines.

14.9 Mass plantings and/or berms are required to minimize the visual impact of the commercial/industrial buildings within an interface area. The plantings and/or berms:

a. should incorporate natural contours and variations in height in order to achieve a natural landscaped appearance; and

b. may be located in either the non-residential/residential interface area or the municipal reserve, if provided.

BUILDING QUALITY AND APPEARANCE

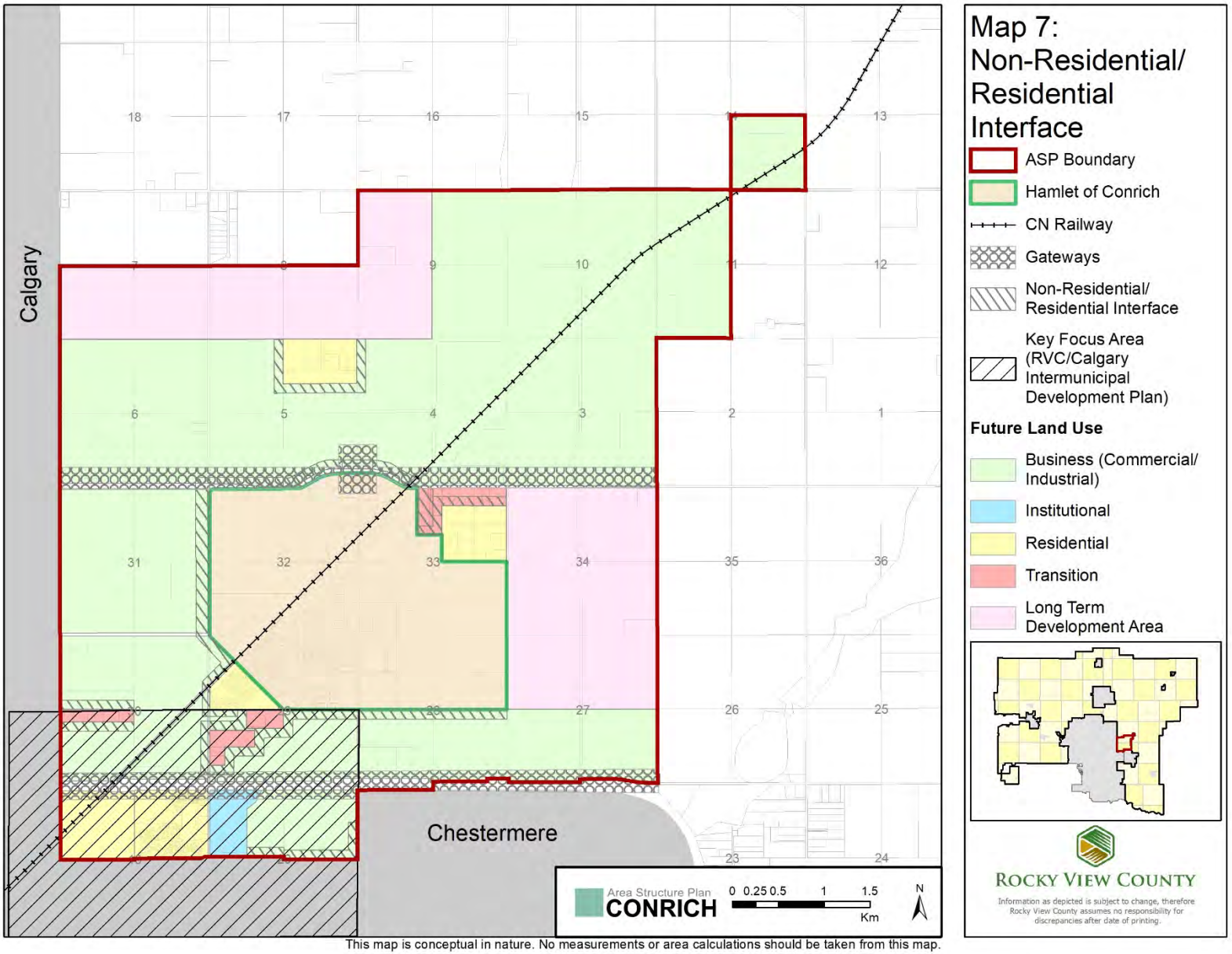
14.10 High quality building appearance should be emphasized where non-residential buildings face residential areas. Building design shall address the requirements of Appendix B of this plan.

14.11 The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres or lower, where required by the County's Land Use bylaw.

14.12 The lot coverage of buildings on lots adjacent to a residential area should be a maximum of 25 per cent.

14.13 Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area should not face the residential area.

MAP 7 Non-Residential/Residential Interface



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

15.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA

Gateways are important entrances, along major roads, entering and exiting a municipality and a community. They represent a 'community's welcome' and it is important that they are visually attractive and well maintained. Highway 1 forms a gateway between Rocky View County, the city of Calgary, and the city of Chestermere. The Rocky View/Calgary Intermunicipal Development Plan (IDP) identifies the Highway 1 East Corridor, as shown on Map 7, as a key focus area. The objective of the IDP key focus area is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area, particularly with respect to gateways, planning, and transportation.

Objectives

- Create attractive, orderly, and well maintained gateways through high quality development and landscaping.
- Ensure gateway development is coordinated with adjacent municipalities.
- Ensure Highway 1 East Corridor key focus area development is consistent with the IDP key focus area policies.

Policies

HIGHWAY 1 AND TOWNSHIP ROAD 250 (MCKNIGHT BOULEVARD)

15.1 Highway Business and industrial lands adjacent to Highway 1 and Township Road 250 (McKnight Boulevard), as shown on Map 7: Non-residential/Residential Interface, shall be subject to the gateway policies of this Plan.

15.2 Consideration shall be given to a high quality visual appearance when determining appropriate land use, siting, building design, and landscaping.

15.3 *Local plan* design guidelines for gateways should consider such factors as sight lines, noise attenuation, setbacks, natural land features, innovative building design, and high quality landscaping and signage.

15.4 Gateways and lands within the Highway 1 East Corridor key focus area should be developed in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

15.5 Planning and development within the Highway 1 East Corridor key focus area shall be subject to the policies of the IDP as well as the policies of this Plan.

15.6 Rocky View County will collaborate with Alberta Transportation, The City of Calgary, and the City of Chestermere to identify opportunities to create an attractive gateway along Highway 1.

RANGE ROAD 285

15.7 Industrial land adjacent to Range Road 285 that faces the hamlet of Conrich, as shown on Map 7 should achieve high quality visual appearance and develop in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

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B. SERVICES

16.0 SCHOOLS

Rocky View County and the school authorities in the County determine the number of schools required for the Conrich Area. For Rocky View School Division, a minimum of four elementary schools and a high school were identified, with the possibility that other authorities may also require additional facilities in the area. Locations identified on Map 6 are conceptual based on the initial discussions with the school boards, and will be finalized in accordance with demand, the policies of this plan, and further consultation with the school boards during *Neighbourhood Plan* preparation. Locational criteria and school size respect the reserves agreement in place with Rocky View Schools, Francophone School Board, and the Calgary Catholic Board of Education.

Objectives

- Identify future school needs and potential school sites in The Plan area.
- Collaborate with school authorities on site selection and development.
- Explore the feasibility of joint use community and school facilities with school authorities.

Policies

LOCATION AND SIZE

16.1 The location of the school sites shown on Map 6 are conceptual. Exact location, configuration, and size of future school sites shall be determined at Neighbourhood Plan and finalized at *local plan* stage in coordination with the County, school boards, and other relevant partners. Emphasis shall be given to early engagement with school boards at the stage of planning the *Neighbourhood Areas*.

16.2 As *local plan*s are prepared, consultation shall occur with the school boards and other relevant partners to confirm additional school needs and specific locations for future school sites.

a. The high school should be located in the Northwest Neighbourhood Area within the Community Core.

16.3 The amount of land dedicated for a future school site should be consistent with the size requirements delineated in the reserves agreement between Rocky View County and the school boards. Current size requirements are 10 acres for an elementary school, 15 acres for a middle school, and 25 acres for a high school.

16.4 Proposals for school sites that vary from the agreed upon size requirements (as per Policy 16.3) shall require the agreement of the appropriate school board and the County.

16.5 Redesignation and subdivision applications for school sites shall address land use compatibility matters, servicing needs, transportation requirements, and ensure the site is of sufficient size to accommodate parking needs.

16.6 School sites should provide suitable land for active playfields and park space to meet the needs of students and should be connected to the community through trails, pathways, and/or sidewalks.

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Land Suitability

16.7 Suitability of proposed school sites shall be evaluated by the school authority in consultation with the County.

JOINT USE

16.8 The County may partner with the school authorities to facilitate the creation of joint use facilities or amenities.

16.9 The County should encourage community groups and other organizations to consider collaboration with the school authorities and the County for joint-use opportunities on municipal land and school sites.

ACCESS

16.10 Rocky View County and the school authorities shall collaborate with CN to mitigate impacts of train movement on school access via bussing, walking, or other modes of transportation.

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17.0 RECREATION, CULTURAL, AND COMMUNITY USES

Community space and facilities for recreation, culture, and community uses are an important component of a hamlet and an integral part of growth and development of a community. Once the spaces are created, the recreation, cultural, institutional, and social programs can be supported through a variety of mechanisms.

The County's approved recreation, parks, and community plans identify the need for facilities and amenities on a County-wide and intermunicipal scale. In addition to providing recommendations on the required type, size, and scale of facilities and amenities, The Plan potential funding mechanisms and appropriate public/private partnerships to achieve desired services levels.

Objectives

- Provide public and private space for recreation, culture, and community uses that foster the quality of life, health, and social well-being of residents.
- Support recreation, culture, institutional, and community uses in accordance with the recommendations of the *Municipal Development Plan* and approved recreation, parks, and community plans.

Policies

RECREATION, CULTURE, INSTITUTIONAL, AND COMMUNITY FACILITIES

The following policies should be addressed in accordance with the *Municipal Development Plan* and the County's Recreation and Culture Master Plan.

17.1 *Local plan*s shall consider the appropriate type, size, and scale of recreation, cultural, and community facilities and/or amenities in accordance with recreational priorities established by the approved recreation, parks, and community plans, as amended.

17.2 *Local plan*s shall consider and, where required, provide for the location of lands for recreation, cultural, and community uses, in accordance with this plan by any such mechanism as may be approved by the County.

17.3 The County supports the development of recreation, cultural, and community facilities and amenities through appropriate funding mechanisms.

17.4 The County encourages both public and private partnerships to provide recreation, cultural, and community facilities and/or amenities.

17.5 When possible, the joint-use of sites for recreational, cultural, institutional, and community facilities is encouraged.

17.6 When possible, addition of outdoor amenities adjacent to recreation facilities is encouraged.

17.7 If deemed necessary, private development may be required to pay an off-site soft services levy required for the establishment of recreation facilities.

SUPPORT OF PROGRAMS

17.8 The County encourages and supports recreation, cultural, and community programs through appropriate mechanisms and public/private partnerships.

INTERMUNICIPAL COLLABORATION

Given its close proximity to adjacent municipalities, it is anticipated that residents within The Plan area will not only rely on recreation facilities and community services within Rocky View County, but also the city of Calgary and city of Chestermere. At *local plan* preparation, regional recreation and community services will need to be addressed in collaboration with neighbouring municipalities.

17.9 The County shall collaborate with the City of Calgary and City of Chestermere on recreational, cultural and community services needed to support new residential development in Conrich.

17.10 The County shall, in collaboration with the City of Calgary and Chestermere, determine the potential impacts on regional recreational servicing provision and explore a cost contribution framework to offset development impacts.

17.11 At the *local plan* stage, the applicant shall work collaboratively with the County to review options to provide recreation facilities within The Plan area. The County should further explore mechanisms for cost recovery agreements and/or intermunicipal levies/user fees in collaboration with The City of Calgary and City of Chestermere to facilitate such services.

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18.0 OPEN SPACE AND PARKS

Open Space, Parks, Pathways, and Trails

Open space, parks, pathways, and trails contribute to community building by preserving rural landscapes and providing residents with opportunities for passive and active recreation. Communities need to have a wide range of accessible, connected, inviting, and safe parks and *open space*s to meet the diverse needs of residents, businesses, schools, and other institutions. Pathways that connect neighbouring municipalities are also important to provide regional connections to adjoining areas and amenities.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas, and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Objectives

- Promote, conserve, and enhance an interconnected *open space* system.
- Ensure that *open space* and parks have an ecological, social, cultural, recreational, and/or aesthetic function and that each space operates in a sustainable manner.
- Provide for a variety of parks that are well designed and accommodate residents' recreational and cultural needs.
- Provide for an interconnected regional and local network of pathway and trail connections.
- Provide pedestrian connections that link the hamlet's residential areas to the community core.
- Provide opportunities for passive recreation and alternative transportation modes within residential, industrial, and commercial areas.

Policies

OPEN SPACE

18.1 *Open space* shall be provided through such means as:

a. the dedication of reserve lands, environmental *reserves*, and public utility lots;

b. the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;

c. government lands for public use;

d. privately owned land that is accessible to the public;

e. publicly owned stormwater conveyance systems; and

f. other mechanisms as may be approved by the County.

18.2 *Open space* shall be planned and integrated into The Plan area so that the function of each space will provide a positive and safe social, cultural, and/or recreational experience for the community.

18.3 *Open space* shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.

18.4 Environmentally sensitive areas, as shown on Map 4 and Map 8, shall be protected through mechanisms such as Environmental Reserve or easements.

18.5 Open space systems within The Plan area shall incorporate linked linear systems of trails and pathways, which shall connect to existing or proposed active transportation networks in general accordance with Map 8:

PARKS, PATHWAYS, TRAILS, AND SIDEWALKS

18.6 Multi-purpose and joint use sites for schools, parks, and recreation facilities are encouraged, where needed.

18.7 The network of pathways, trails, and sidewalks should promote walking and cycling; the network should provide connections between residential, commercial, institutional, and industrial areas.

18.8 *Local Plans for* Residential development shall demonstrate how proposed parks are to be connected to existing park space and recreational facilities using pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.

18.9 The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and adhere to the County's servicing standards and the County's Parks and Open space Master Plan design criteria.

18.10 Hamlet development shall:

a. include sidewalks within the road right-of-way; and
b. provide for public parks that connect to the *open space* network.

18.11 *Local plan* preparation should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 8, and:

a. provide connections within, and external to, the *local plan* area;
b. wherever possible, be located within, or align with, a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area;
c. incorporate crime prevention through environmental design (CPTED) features; and
d. contribute to the regional trail and pathway system and, where possible, connect with other municipalities' pedestrian networks.

18.12 Where the regional pathway, trail, and sidewalk network cannot be located within a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area, it may be located within a road right-of-way in accordance with applicable County standards or in municipal reserve land adjacent to a road.

18.13 Where opportunities existing to provide open space and connection to existing or planned pathways, municipal reserve should be provided through dedication of land.

18.14 *Local plans* should incorporate the goals and policies of the County's parks, open space and active transportation master plans, intermunicipal pathway studies, and the Calgary – Chestermere Interface Intermunicipal Development Plan.

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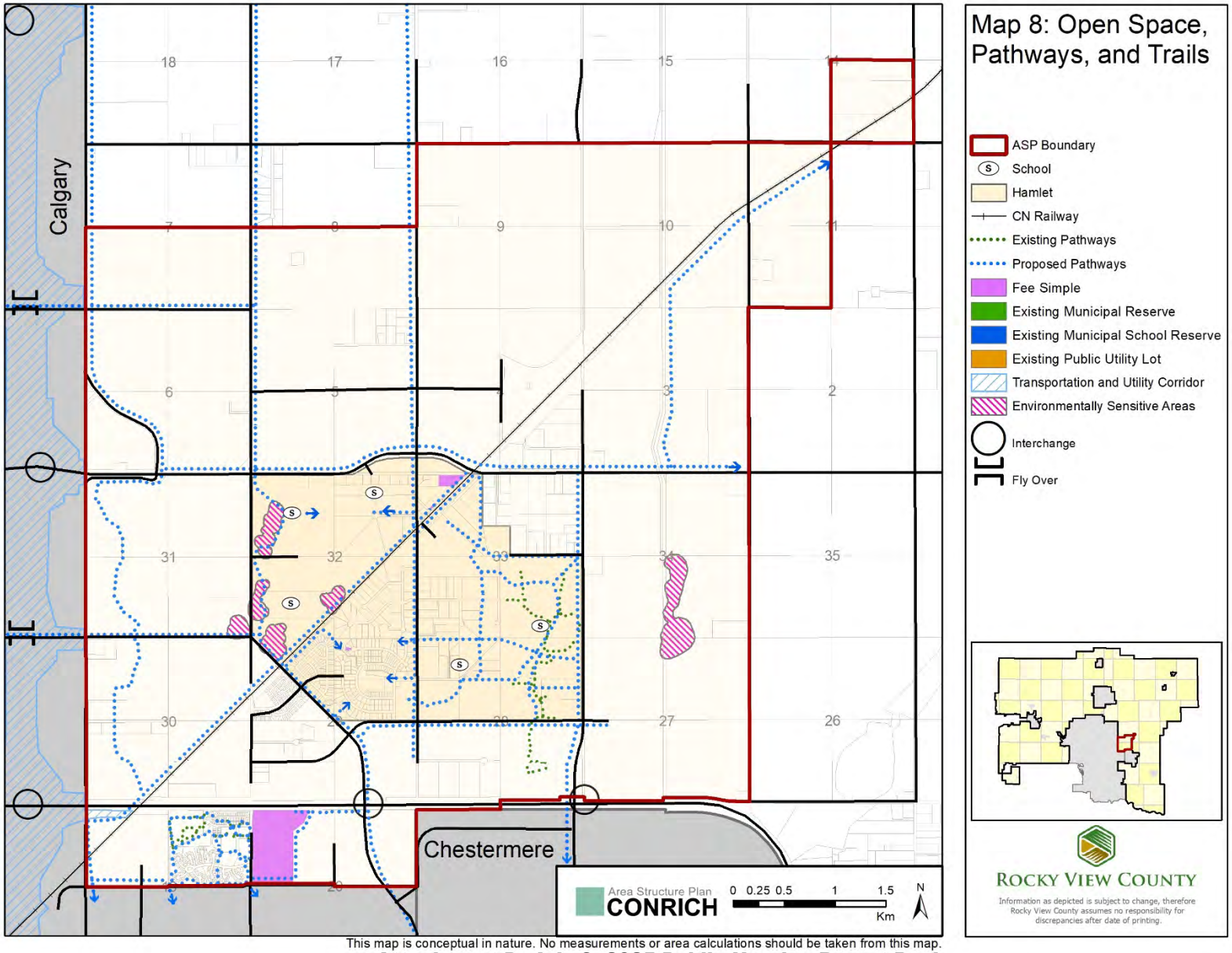
MAP 8 Open Space, Pathways, and Trails



19.0 NATURAL ENVIRONMENT

Scattered throughout the Conrich area are a number of wetland complexes, with a series of permanent wetlands, located in the southwest corner of the plan area. Natural drainage from Conrich is south to the Shepard Wetland complex and then to the Bow River. The purpose of these policies is to provide for the long term conservation of valued wetlands.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

A **wetland complex** is two or more permanent or intermittent wetlands connected by natural vegetation and drainage.

Riparian land is the vegetated (green zone) area adjacent to rivers, creeks, lakes, and wetlands. These areas have a distinct vegetative community that is a result of increased soil moisture and different soil types.

Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities.

Objectives

- Provide for the protection and enhancement of wetlands and wetland values.
- Ensure wetlands are assessed through the *local plan* preparation process.
- Provide for the protection and enhancement of riparian areas adjacent to wetlands and watercourses.
- Provide guidance regarding building and development in and through riparian areas.

Wetland value is based on the function of the wetland (e.g. abundance and biodiversity) and the benefits it provides to society (e.g. water quality improvement and flood protection).

Policies

WETLANDS

19.1 Wetland protection shall be guided by County and provincial policy.

19.2 The County shall require the use of the provincial system to determine wetland classification and relative wetland value.

19.3 *Local plan*s shall identify the classification and value of wetlands within the *local plan* area boundary. This shall be done as part of a wetland assessment, to be provided at the *local plan* preparation stage.

19.4 *Local plan*s shall determine, through consultation with the Province, whether wetlands are Crown-owned land.

The Province has published the “Guide for Assessing Permanence of Wetland Basins” as a tool to assist in the identification of Crown-owned land.

19.5 Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve or environmental reserve easement.

19.6 Wetlands that form part of a stormwater drainage conveyance system (Map 12) shall be retained.

19.7 Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with provincial policy.

RIPARIAN AREAS

19.8 Riparian area protection shall be guided by County and provincial policy.

19.9 The riparian setback area from a protected watercourse shall be determined using the Province's "Stepping Back from the Waters: A Beneficial Management Practices Guide For New Development Near Water Bodies in Alberta's Settled Region" or a similar provincial document which may replace this document.

19.10 The riparian setback area shall be protected as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the County.

19.11 Building and development in the riparian setback area shall be in accordance with the County's Land Use bylaw and policies .

19.12 The riparian setback area uses may include parks, pathways, and trails.

19.13 Public roads and private access roads are allowed in the riparian setback area but should be located, designed, and constructed so as to minimize disturbance to the riparian area.

19.14 The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.

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20.0 RESERVES

Reserves and *environmental reserves* are lands dedicated to the County as public land during the subdivision process. *Reserves* enhance the community by providing land for parks, schools, and recreational amenities. Environmental *reserves* protect the community and natural environment by preventing development in hazardous areas such as ravines and floodways.

Reserves are lands dedicated to the County by the developer through the subdivision process as defined in the *Municipal Government Act*. They include:

- municipal reserves;
- community services;
- school and municipal reserves;
- school reserves.

Instead of a land dedication, the County may accept the equivalent value of the land as money. Cash-in-lieu money is accessible to school boards subject to the approval of funding requests by County Council.

Community services reserves are defined in the *Municipal Government Act* as lands declared surplus by the school boards. Community services reserve land may be used for:

- a public library;
- a police station, a fire station, or an ambulance services facility;
- a non-profit day care facility, senior citizens facility, or special needs facility;
- a municipal facility providing service directly to the public; and
- affordable housing.

Environmental reserves are defined in the *Municipal Government Act* as lands dedicated to prevent development in hazard areas (e.g. floodways or escarpments), reduce water pollution, and provide access to lakes and rivers. Environmental reserves are dedicated as public land.

Objectives

- Provide for the dedication of *reserves* to meet the educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.

Policies

20.1 *Reserves* owing on a parcel of land shall be provided as:

a. municipal reserve, school reserve, or municipal and school reserve;

b. money in place of reserve land; or

c. a combination of land and money.

20.2 Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the *Municipal Government Act*.

20.3 Prior to the disposition of municipal or school reserve land declared surplus by the school board, the County will determine if the land is required for community services reserve land as provided for in the *Municipal Government Act*.

20.4 Voluntary dedication of reserve land beyond the maximum amount allowed by the *Municipal Government Act* may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.

20.5 All, or a portion of, reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.

20.6 The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the *Municipal Government Act*.

20.7 Provision and allocation of *reserves* shall be determined at the time of subdivision by the County's subdivision approving authority.

20.8 The dedication of *reserves* should meet the present or future needs of The Plan area by considering the recommendations of this area structure plan, approved recreation, parks, and community plans, *local plan*, school boards, and/or recreation boards.

20.9 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.

20.10 Where an identified park, trail, and pathway system (Map 8) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:

a. money in place of reserve land;

b. money from the sale of surplus reserve land; or

c. other sources of identified funding.

ENVIRONMENTAL RESERVES

20.11 Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the *Municipal Government Act*.

20.12 Other lands determined to be of environmental significance, but not qualifying as environmental reserve, should be protected in their natural state through alternative means as determined by the County.

20.13 *Environmental reserves* should be determined by conducting:

a. a biophysical impact analysis report;

b. a geotechnical analysis; and/or

c. other assessments acceptable to the County.

RESERVE ANALYSIS

20.14 A reserve analysis shall be required with the preparation of a *local plan* to determine the amount, type, and use of *reserves* owing within the *local plan* area.

20.15 The reserve analysis shall include a determination of:

a. the total gross area of the *local plan*;

b. the type and use of *reserves* to be provided within the *local plan* area;

c. other *reserves* owing on an ownership basis;

d. the location of the reserve types and amounts in relation to the *local plan* area's overall *open space* system, with this information to be shown on a map; and

e. the amount of residual *reserves* to be taken as money in place of land.

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21.0 EMERGENCY SERVICES

Emergency services within The Plan area include fire and protective service needs.

Objectives

- Ensure an appropriate and efficient level of fire and protective services is made available for current and future residents in order to provide for a safe and livable community.
- Ensure communities are designed and constructed to optimize the delivery of fire and protective services.

An **emergency services facility** is a site and building(s) containing the staff, equipment, and other apparatus required to deliver fire and/or protective services within the County and may include facilities and space for other related services.

Policies

21.1 In association with County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in The Plan area.

21.2 An emergency services facility site shall be required for the Conrich area and a potential location is identified on Map 5.

21.3 The specific site for an emergency services facility should:

a. be a minimum of 1.2 hectares (3.0 acres) in size;

b. not be located in a residential area;

c. allow for an all-turns access to a major road;

d. provide a minimum of two vehicular access points onto a road;

e. incorporate road signalization, where needed; and

f. provide an acceptable response time to all areas within the service district.

21.4 Policing will be provided by the RCMP as per the provincial Police Service Agreement, until such time as another policing solution is required or sought out.

21.5 Prior to the approval of a development that will result in the Conrich area's population exceeding 5,000 residents; the County will review the policing requirements for the Conrich area and identify additional resources needed.

21.6 All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression bylaw and the Alberta Building Code.

21.7 *Local plan*s shall address fire and protection response measures and on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, wildland fire protection, and fire control measures.

21.8 Crime prevention through environmental design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.

21.9 The County shall collaborate with CN to develop an emergency response plan to mitigate delays to emergency response due to train movements.

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C. INFRASTRUCTURE

22.0 TRANSPORTATION

The transportation network must develop in a manner that is safe, functional, and efficient. The network should minimize impacts on major wetlands and natural features, integrate development within the Conrich area, and provide regional opportunities for walking, cycling, and public transportation. Map 9: Transportation Network and Map 9a: East Stoney Trail Transportation Infrastructure show the provincial, regional, and some local transportation networks in the Conrich area, provide information on road classifications, special study areas, railway crossings, and highway interchanges and fly-overs.

Objectives

- Support a regional road network, based on the township and grid system, that:
  - efficiently accesses and aligns with the provincial and regional highway network; and
  - encourages the separation of residential, commercial, and industrial traffic.
- Provide for connections to a regional pathway and trail system.
- Provide for an internal road network that contributes to a high quality built environment and efficiently and safely aligns to the regional road network.
- Provide for an internal road network within the residential areas that:
  - facilitates connectivity within and between neighbourhoods; and
  - provides for a safe pedestrian and cycling environment.
- Provide opportunities for multi-modal transportation, such as transit and cycling.

Policies

GENERAL

22.1 A transportation impact assessment shall be required as part of the *local plan* preparation and/or subdivision application process.

22.2 All subordinate transportation analyses must align with the most recent Conrich Transportation Network Review.

REGIONAL TRANSPORTATION NETWORK

22.3 The regional transportation system should be developed in general accordance with Map 9: Transportation Network and Map 9a: East Stoney Trail Transportation Infrastructure. The classifications of the grid road network may be refined through further transportation analysis and/or at the *local plan* stage.

22.4 No new direct access shall be allowed from the Conrich Plan area to Stoney Trail or Highway 1, unless otherwise determined by the Province and County to be necessary.

22.5 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item 1 [see Section 28: Implementation].

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22.6 The existing at-grade intersections on Highway 1 at Garden Road, Conrich Road, and Rainbow Road are considered temporary and will ultimately be removed and replaced by grade separated interchanges at the locations indicated in Alberta Transportation's functional planning studies, as generally shown on Map 9.

22.7 The County will work with the Province to monitor the operation of the existing at-grade intersections on Highway 1 within The Plan area, and ensure that growth within The Plan area does not adversely affect the safe and effective operation of these intersections and/or the operation of Highway 1.

22.8 Subdivision and/or development within The Plan area that affect these at-grade intersections must be closely reviewed by Rocky View County and the Province to ensure the intersections operate safely on an interim basis. Infrastructure improvements to support subdivision/development are to be constructed by the proponent(s), and may consist of construction of upgrades to the existing at-grade intersections to improve safety and operations, or the redirection of traffic to an intersection location with additional capacity.

22.9 The County encourages and supports opportunities to connect to a regional public/private transportation system. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long term operation and maintenance requirements.

22.10 Where required *local plan*s shall:

a. Be designed to accommodate existing and/or potential changes in access to the provincial transportation network, as identified on Map 9; and

b. Identify the land required for future highway interchanges.

22.11 The County should collaborate with adjacent municipalities to ensure connections of streets, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.

22.12 The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the provincial highway interchange design and construction processes.

EAST STONEY TRAIL TRANSPORTATION INFRASTRUCTURE

The County and The City of Calgary recognize that further transportation planning analysis is required with respect to East Stoney Trail and its related transportation infrastructure and the impact and/or benefit related to the development of the Conrich Area Structure Plan area.

22.13 The County shall collaborate with The City of Calgary and the Province regarding regional road connections and interchange designs with respect to Stoney Trail and related transportation infrastructure as shown on Map 9a.

22.14 The County shall work collaboratively with The City of Calgary to identify transportation infrastructure needs along East Stoney Trail as identified in Map 9a and develop recommendations for transportation priorities and County cost contribution based upon impact and/or benefit related to the development of the Conrich Area Structure Plan area.

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22.15 Impacts on East Stoney Trail transportation infrastructure resulting from development within the Conrich Area Structure Plan area shall be evaluated in accordance with the policies of this Plan and Policy 13 of the Rocky View County/Calgary Intermunicipal Development Plan.

LOCAL TRANSPORTATION NETWORK - GENERAL

22.16 The design and construction of roadways within the local transportation network shall utilize sound access management principles and shall be in accordance with the County servicing standards.

22.17 The designation and design of local roads within the transportation network, including classification, street sizing, and intersection/access spacing, shall be determined at the time of *local plan* preparation. Local roads shall be designed in accordance with the urban or rural cross section requirements established by the County.

LOCAL ROADS - INDUSTRIAL AND COMMERCIAL

22.18 The type of road cross section (urban or rural) within industrial areas shall be determined at the time of *local plan* preparation.

22.19 Industrial areas should provide internal pathways and pathway connections to the regional trail network.

22.20 All roads within commercial areas should be designed to an urban road standard. Commercial development shall provide for safe and efficient pedestrian and bicycle circulation between buildings, sites, and, where applicable, adjacent areas.

LOCAL ROADS - RESIDENTIAL

22.21 The road network in residential areas shall be designed to support an interconnected road and pedestrian system.

22.22 All roads within The Hamlet shall be designed to an urban road standard and provide for pedestrian movement on at least side one side of the road.

22.23 The type of road cross section (urban or rural) for *country residential* development shall be determined at the time of *local plan* preparation.

22.24 *Local plans* for *country residential* development shall provide for pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.

TOWNSHIP ROAD 250

22.25 Township Road 250 between the northwest of Section 32 and the northeast of Section 31 will be relocated north (Map 9). The relocation will provide for better intersection design, a perpendicular crossing of the CN Rail line, and the movement of heavy truck traffic away from existing homes. A portion of Township Road 250 will be relocated to the north as per Map 9..

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SOUTH OF HIGHWAY 1

The Conrich Area Structure Plan is adjacent to the City of Calgary and the City of Chestermere in this area. This area requires coordinated transportation planning.

22.26 Further transportation planning analysis and design shall be required for the area identified as 'Intermunicipal Transportation Study Area' on Map 9prior to the approval of a *local plan* for lands within the area.

22.27 Rocky View County shall work collaboratively with The City of Calgary, the City of Chestermere, and Alberta Transportation to:

a. resolve transportation requirements within the 'Intermunicipal Transportation Study Area'; and

b. develop access that is safe, efficient, and consistent with the Conrich Land Use Strategy (Map 5).

84TH STREET

84th Street forms the west boundary of the Conrich Area Structure Plan. The roadway is under the jurisdiction of The City of Calgary and therefore collaboration will be required with respect to plans regarding this roadway.

22.28 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item 2 [see Section 27: Implementation].

22.29 Rocky View County shall work collaboratively with The City of Calgary and Alberta Transportation on the transportation requirements and connections to Stoney Trail within, and external to, The Plan area and County.

DEVELOPMENT ADJACENT TO THE RAILWAY LINE

22.30 Land uses (such as schools and child care services) which may be adversely affected by the safety and nuisance impacts of passing trains should not locate immediately adjacent to the railway.

22.31 Appropriate safety measures and methods to provide noise and vibration attenuation for development adjacent to the railway should include such elements as setbacks, berming, and landscaped screening in accordance with Policy 8.7.

22.32 Where a development site is located adjacent to the railway, the distance from the railway right-of-way to the closest part of any building should be in accordance with Canadian National Railway company policies and safety standards.

22.33 Where roads or pedestrian networks cross the railway, the County shall collaborate with CN to ensure that crossings are constructed according to appropriate safety standards and any necessary upgrades are undertaken to ensure a safe crossing.

TRANSIT

22.34 *Local plans* shall identify and plan infrastructure to accommodate future regional transit within the hamlet area in accordance with the policies of Section 8. The *local plan* shall:

a. propose a transit route and stop locations and catchment areas;

b. ensure the internal road network is suitable for establishing efficient transit service;

c. provide connectivity to the transit system with a pedestrian friendly and walkable area that promotes direct access to the system; and

d. support higher density land uses in the vicinity of transit stops and where possible provide connections to schools, recreation facilities and local employment areas.

22.35 At the subdivision stage within the hamlet area as identified on Map 6: Hamlet of Conrich, the applicant shall work collaboratively with the County to review options to provide transit service within The Plan area. The County should further explore mechanisms for Cost Recovery Agreements and/or intermunicipal Levies/User fees in collaboration with The City of Calgary and City of Chestermere to facilitate such services.

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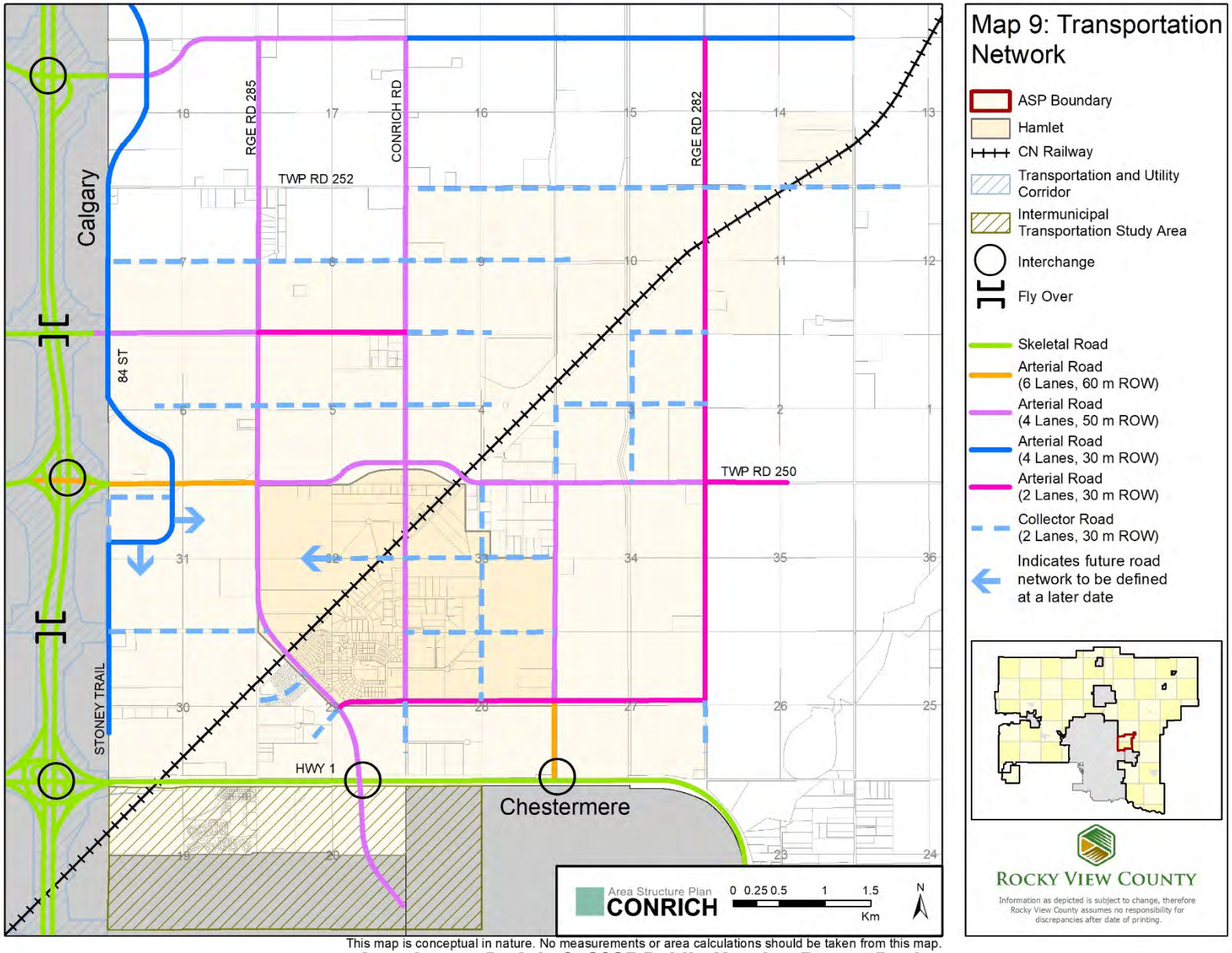
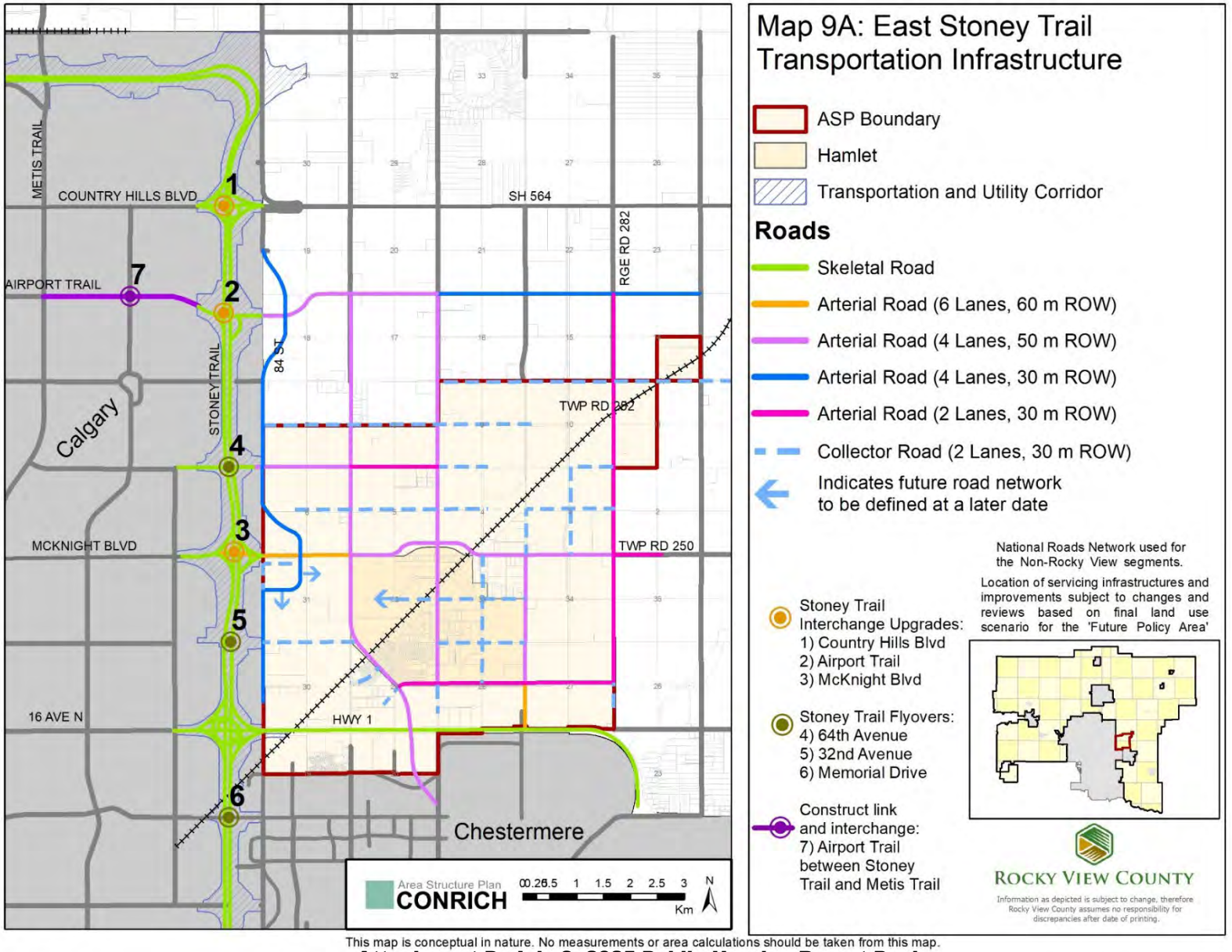
MAP 9 Transportation Network



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

MAP 9 A East Stoney Trail Transportation Infrastructure



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

23.0 UTILITY SERVICES

Utility Services

Well-designed and effective utility services are the foundation of a well-planned community and competitive business area. Traditionally, development in the Conrich area has relied on stand-alone utilities such as groundwater wells and septic fields. With the development of the Balzac East Regional Business Centre to the north of The Plan area and the CN Rail facility, piped utilities have been brought into the Conrich area. New development is expected to connect to the County utility system. The County's utility system supplies development with potable water as well as transmission lines and associated facilities to dispose of sewage and wastewater. Private companies provide shallow utilities such as gas, electricity, and telecommunications to the area.

Map 10: Water shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs. Map 11a: Wastewater Servicing Option 1 and Map 11b: Wastewater Servicing Option 2, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas. Two options for wastewater servicing are considered within the Conrich Wastewater Servicing Plan with the location and alignment of infrastructure to be finalized through *local plans* and subdivision approvals.

Objectives

- Ensure potable water and wastewater systems are provided to The Plan area in a safe, cost effective, and fiscally sustainable manner.
- Identify and protect utility service routes.
- Support water conservation.
- Ensure shallow private utility systems are provided to new development.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection within The Plan area.

Policies

SYSTEM CAPACITY

23.1 Land use applications relying on County utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.

23.2 The County shall determine servicing capacity requirements and allocation within, and external to, The Plan area.

23.3 Development requiring high water volumes may not be supported.

UTILITY LOCATION

23.4 Utility service development should support an orderly, logical, and sequential pattern of development.

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23.5 The provision, alignment, and capacity of the water distribution system shall be in general accordance with Map 10.

23.6 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with Map 11a and Map 11b as determined by the County at the *conceptual scheme* approval stage.

23.7 The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the *local plan* stage to the mutual satisfaction of the County, the developer, and the utility companies.

23.8 Utility rights-of-way and easements shall be provided to accommodate County utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

Water

23.9 All new development shall connect to the County's potable water system at the time of subdivision or development permit. Deferrals of piped servicing connections shall not be considered in subdivision or development approvals.

a. The requirement to connect to piped servicing for change of use applications within existing approved Conceptual Schemes shall be determined by the County, with consideration given to the intensity of the new use, the proximity and capacity of available piped servicing, and the effectiveness of existing private servicing serving the development.

23.10 A water use assessment conforming to the Conrich Potable Water Network Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine water demand and infrastructure required to meet that demand.

23.11 Notwithstanding Policy 23.9 and 23.10, the following uses may be allowed to attain their potable water from water wells in accordance with County and provincial requirements;

a. *country residential*, 'work/live', and agriculture land uses; and

b. golf course playing areas.

23.12 Potable water provided by the County utility system shall not be used for the irrigation of non-residential development areas, with the exception of:

a. areas within the hamlet of Conrich; and

b. new landscaped areas for a period of two years from occupancy.

The County encourages the use of stormwater to irrigate the above uses.

23.13 Development and buildings relying on potable water provided by the County utility system shall use low flow fixtures and appliances.

23.14 The County encourages the reduction and reuse of water in accordance with provincial laws and regulations.

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Wastewater

23.15 All new development shall be required to connect to the County's wastewater system at the time of subdivision or development permit. Deferrals of piped servicing connections shall not be considered in subdivision or development approvals.

a. The requirement to connect to piped servicing for change of use applications within existing approved Conceptual Schemes shall be determined by the County, with consideration given to the intensity of the new use, the proximity and capacity of available piped servicing, and the effectiveness of existing private servicing serving the development.

23.16 A wastewater servicing study conforming to the Conrich Wastewater Servicing Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine wastewater demand and infrastructure required to meet that demand.

23.17 Notwithstanding Policy 23.15 and 23.16, *country residential*, work/live', and agriculture land uses may provide wastewater service by a private sewage treatment system in accordance with County policy and provincial regulation.

23.18 Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.

Shallow Utilities and Regional Utility Corridors

23.19 All new residential and non-residential development shall be serviced with shallow utilities at the expense of the developer.

23.20 Commercial communications facilities should locate on land identified for industrial, commercial, or long term development use and be in accordance with County policy.

23.21 The location of regional and local transmission corridors, utility rights-of-way and easements, and related line assignments are identified on Map 4. *Local plans* in proximity to a regionally significant corridor should identify and protect the corridor to the satisfaction of the County, Utility company, and easement holder.

Emergency Service Infrastructure

23.22 All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression bylaw.

23.23 All water systems serving developments within the Conrich area shall be designed to provide adequate water pressure to combat fires.

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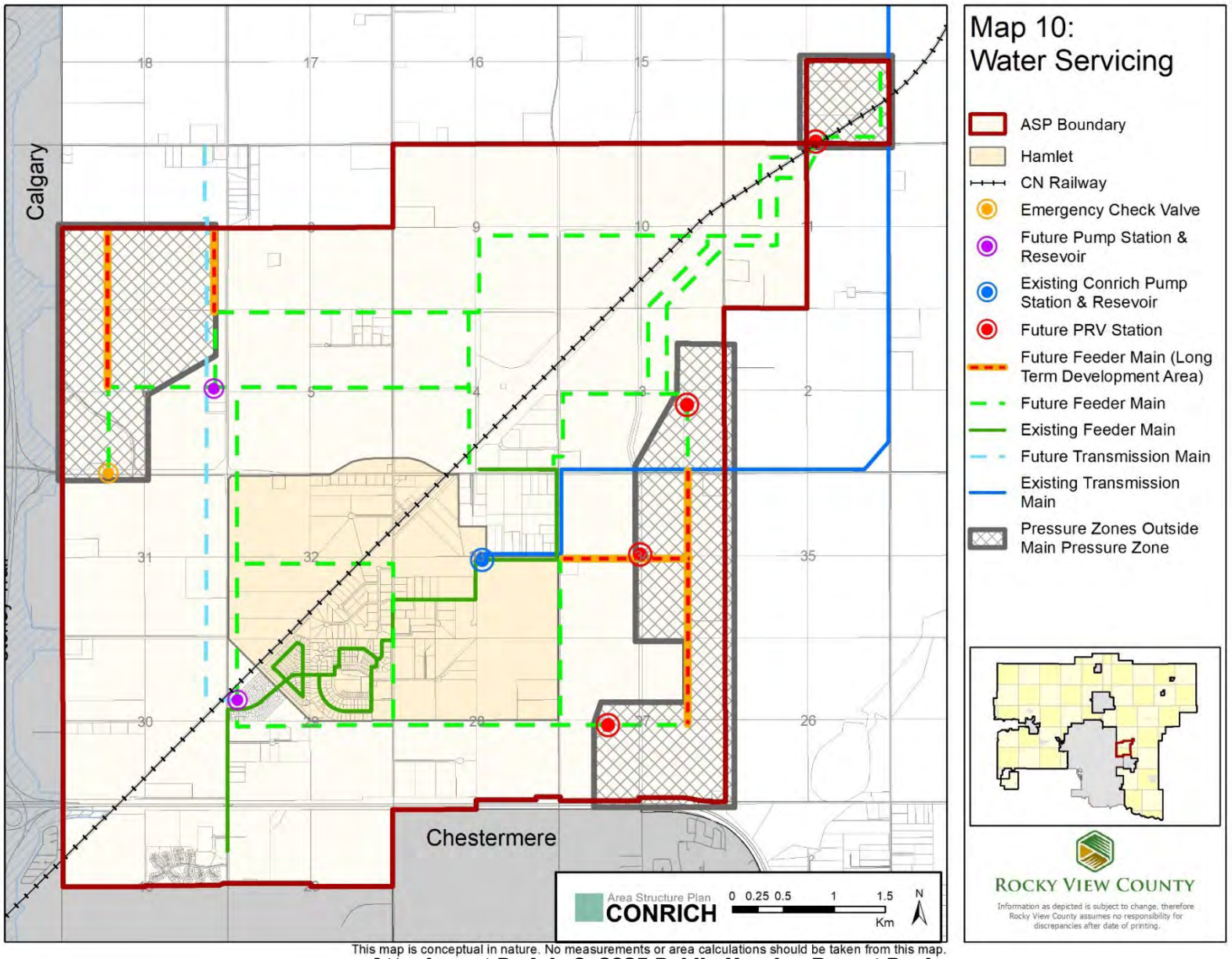
MAP 10 Water Servicing



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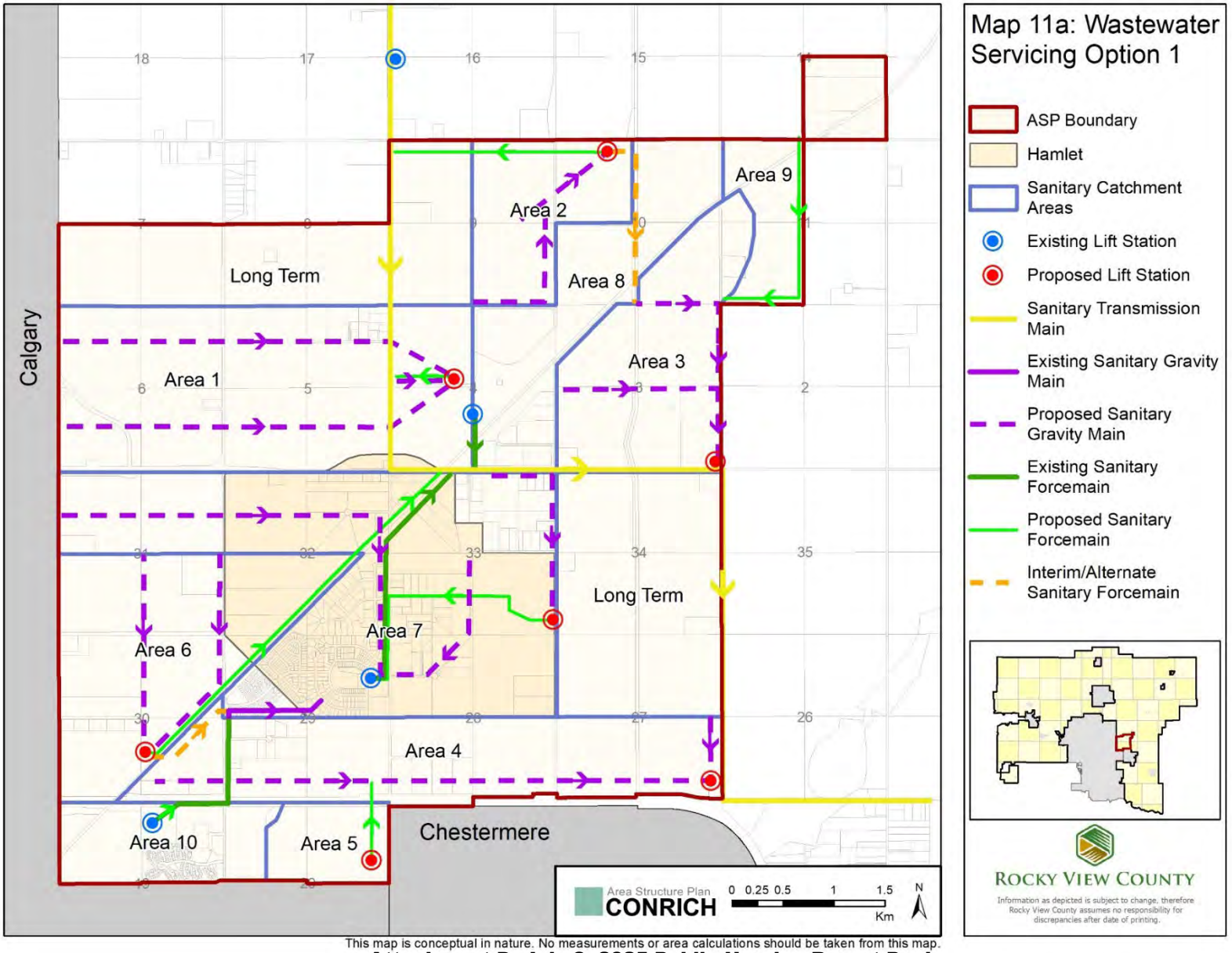
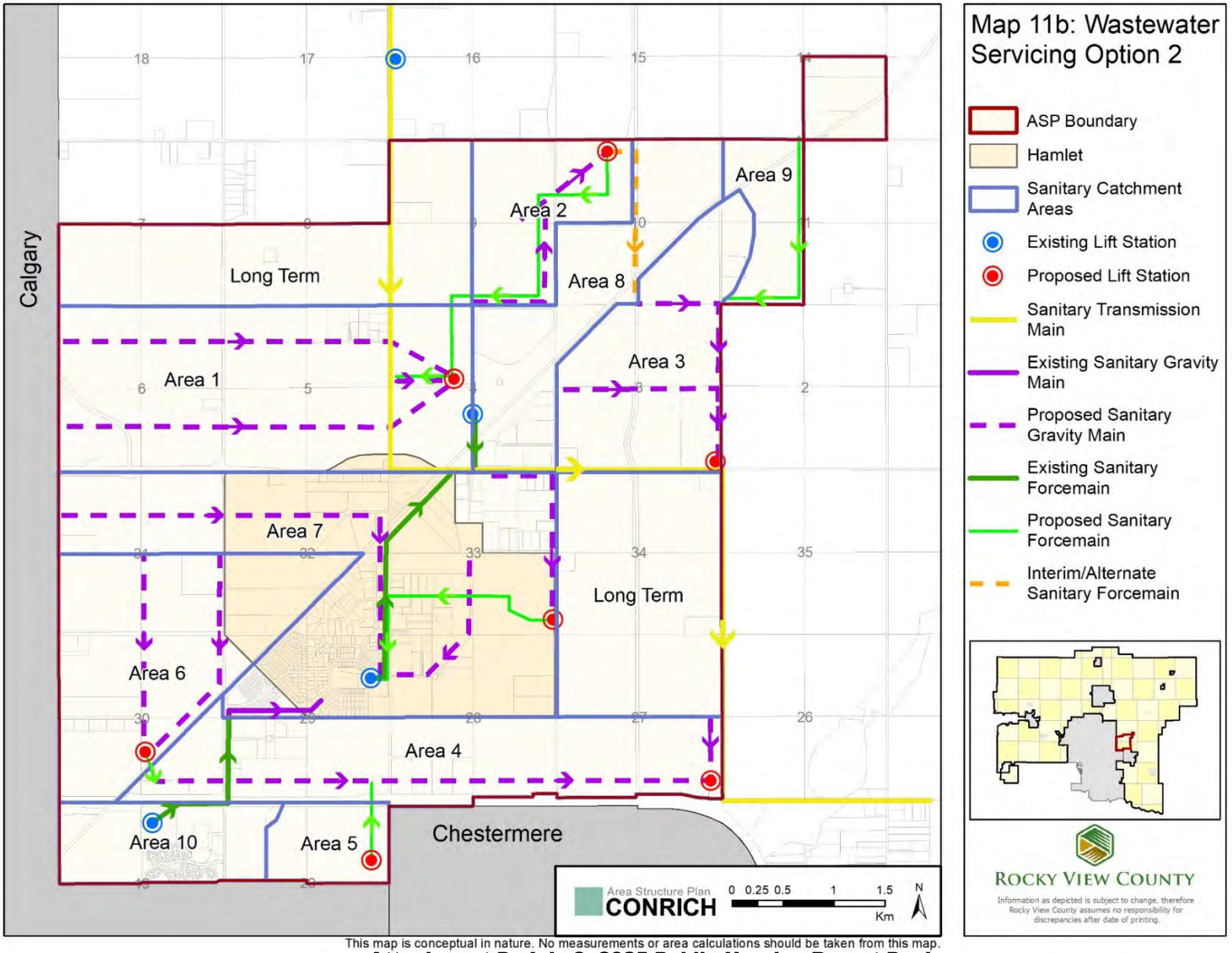
MAP 11A Wasterwater Servicing Option 1



MAP 11B: Wastewater Servicing Option 2



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

24.0 STORMWATER

The Conrich area is located within the Shepard Regional Drainage Basin which empties into the Bow River. Over time, the north to south movement of stormwater has been impeded by buildings, roadways, and irrigation canals. Significant further development requires the identification and construction of a regional conveyance and treatment system involving multi-jurisdictional partners.

Map 12 shows the main wetland areas and the existing and proposed stormwater conveyance routes in the Conrich area.

The Cooperative Stormwater Management Initiative (CSMI) is the County's post-development stormwater solution for The Plan area and the region. CSMI uses the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. The CSMI option is for an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation canal by utilizing WID rights-of-way to build a separate conveyance system that discharges to Weed Lake.

Objectives

- Ensure effective, sustainable, and responsible stormwater services to The Plan area.
- Provide and protect stormwater storage areas and conveyance routes.
- Maximize the use of natural stormwater drainage conveyance systems.
- Investigate and provide for stormwater reuse and recycling opportunities.
- Support innovative conservation methods and best management practices with respect to stormwater management.
- Preserve high value wetlands within The Plan area.

Policies

REGIONAL STORMWATER MANAGEMENT

24.1 The County shall work collaboratively with adjoining municipalities, the Western Irrigation District, and Alberta Environment to develop a comprehensive and regional approach to stormwater management and to reaching agreements where municipal infrastructure in another municipality is intended to be used for stormwater resulting from new development within the County.

DESIGN

24.2 The stormwater drainage system (local conveyance and storage areas) shall be designed to comply with the Cooperative Stormwater Management Initiative Plan, the Conrich Master Drainage Plan and the Western Headworks Stormwater Management Agreement (2013).

24.3 Stormwater management systems should be designed at a scale that services the *local plan* area. The County discourages stormwater ponds designed for individual lots.

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COOPERATIVE STORMWATER MANAGEMENT INITIATIVE (CSMI)

24.4 Stormwater shall be discharged to the east into the CSMI system, which will take water to Weed Lake once it becomes operational in accordance with the CSMI plan, or other plans that amend, replace, or add to that plan.

24.5 The County shall:

a. protect and require the acquisition of conveyance routes that are necessary to discharge into the CSMI system, as generally shown on Map 12: Stormwater; and

b. investigate and, if necessary, implement stormwater treatment standards necessary for discharge into the CSMI system.

24.6 The volume and rate of stormwater discharge to the CSMI system shall be in accordance with the CSMI plan and the Conrich Master Drainage Plan, or other plans that amend, replace, or add to those plans.

INTERIM DRAINAGE SOLUTIONS

On-site zero discharge is a potential interim method of stormwater management; it is the least preferred method. On-site treatment and retention of stormwater requires extensive dedication of land for stormwater ponds, active management of stormwater systems, and designated emergency downstream discharge routes.

24.7 Until such time as a permanent stormwater management system is constructed, interim solutions may be allowed as per the phasing plan (Map 14). Options include:

a. An interim stormwater facility designed to contain the accumulation of stormwater onsite on a continuing basis during the Western Irrigation District's irrigation season. Discharge to the canal system may be allowed at the end of the irrigation season, in accordance with Western Irrigation District's requirements and the CSMI plan.

b. An irrigation or evaporation system that operates under zero discharge conditions may be allowed if the Western Irrigation District system is not available for use.

Rocky View County **servicing standards** require zero discharge systems to provide a ratio of 1 m² of land dedicated to evaporation surface area for every 1 m² of impervious land area.

24.8 Where an interim stormwater solution is permitted, those portions of stormwater ponds identified for interim storage may remain as privately owned land if the land is designated to a land use district that is limited to utility and other complimentary uses.

24.9 Where a private interim storage pond is approved:

a. access to the stormwater pond shall be provided to the County;

b. a management and operation plan for the interim stormwater pond and local stormwater system shall be provided;

c. management and operation of the interim stormwater pond and local stormwater system is the responsibility of the private landowner; and

d. a transition plan that addresses the transfer of the stormwater infrastructure to the County, when an interim solution is no longer required is provided.

24.10 All costs, including public utility costs, associated with the re-purposing of a privately owned interim storage pond that is no longer needed, shall be the developer's responsibility.

LOCAL STORMWATER MANAGEMENT

24.11 The location of the natural stormwater drainage conveyance system shall be protected and acquired as part of the development process, in general accordance with Map 12 and the Master Drainage Plan.

24.12 Stormwater conveyance systems should develop in an orderly, logical, and sequential pattern of development.

24.13 Stormwater shall be conveyed downstream in a manner that protects downstream properties.

24.14 Where required, proponents of new development shall identify and secure, in consultation with the County, the downstream stormwater conveyance system.

24.15 Stormwater conveyance systems must provide a right-of-way of sufficient width to accommodate upstream stormwater flow.

STORMWATER PONDS, CONSTRUCTED WETLANDS, AND WETLANDS

A **stormwater pond** is an artificial pond that is designed to collect and treat stormwater to an acceptable County and provincial standard. The stormwater pond disposes of stormwater through controlled release, absorption into the ground, and/or evaporation.

A **constructed wetland** is an artificial wetland created as a new or restored habitat for native vegetation and wildlife; it provides the same function as a stormwater pond.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activities that are adapted to a wet environment.

24.16 *Stormwater ponds* or *constructed wetlands* should be located:

a. in general accordance with the locations identified in the Conrich Master Drainage Plan;
b. on an accessible public utility lot; and
c. outside of the riparian setback area.

A **Master Drainage Plan** is a plan that determines the rate and volume of stormwater flow and addresses the methods and infrastructure requirements for stormwater treatment and conveyance.

24.17 Natural wetlands and/or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the value of the wetland and the drainage course.

REDUCE, RECYCLE, AND REUSE

24.18 The County should explore and support the collection of stormwater at the sub-regional catchment level in order to filter and reclaim stormwater, bringing it to a purple pipe or potable water standard.

Purple pipe refers to the colour of pipe used to transport water that has been recycled from a stormwater retention area or municipal waste system. Reclaimed water is filtered and processed to a required provincial standard.

24.19 As part of preparation of a *local plan* and supporting sub-catchment master drainage plan, best management practices, and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity are required. Solutions may include:

a. design of stormwater facilities to incorporate source controls in order to reduce the amount of water moving down stream and the need for end-of-pipe stormwater treatment solutions;
b. use of low impact development methods, such as constructed wetlands and bio-swales;
c. reduction of impermeable surface runoff;
d. reuse of stormwater for irrigation; and
e. consideration of stormwater ponds at the sub-regional level to support the reuse of stormwater.

STANDARDS AND DESIGN

24.20 Stormwater infrastructure shall be constructed, operated, and maintained in accordance with the County servicing standards, County policy, and provincial regulations. The stormwater management system should be designed to:

a. operate on a gravity basis;
b. wherever possible, use the stormwater drainage conveyance system, as generally shown on Map 12;
c. accommodate stormwater flows from adjacent transportation networks;
d. preserve the value of existing wetlands; and
e. conform to an urban standard where a curb and gutter transportation system is provided.

24.21 Stormwater conveyance alignments and ponds are shown conceptually on Map 12. Alternate and more cost effective alignments may be considered at the *local plan* stage if it can be shown that the impact on wetlands within the identified conveyance system is reduced through the use of an alternative alignment.

24.22 As part of a *local plan* preparation process, the applicant shall submit a sub-catchment master drainage plan that is consistent with the approved Master Drainage Plan and the policies of this plan.

24.23 A sub-catchment master drainage plan for a *local plan* area shall comply with any new stormwater plans, management policies, and interim servicing policies that may be introduced after the adoption of this plan.

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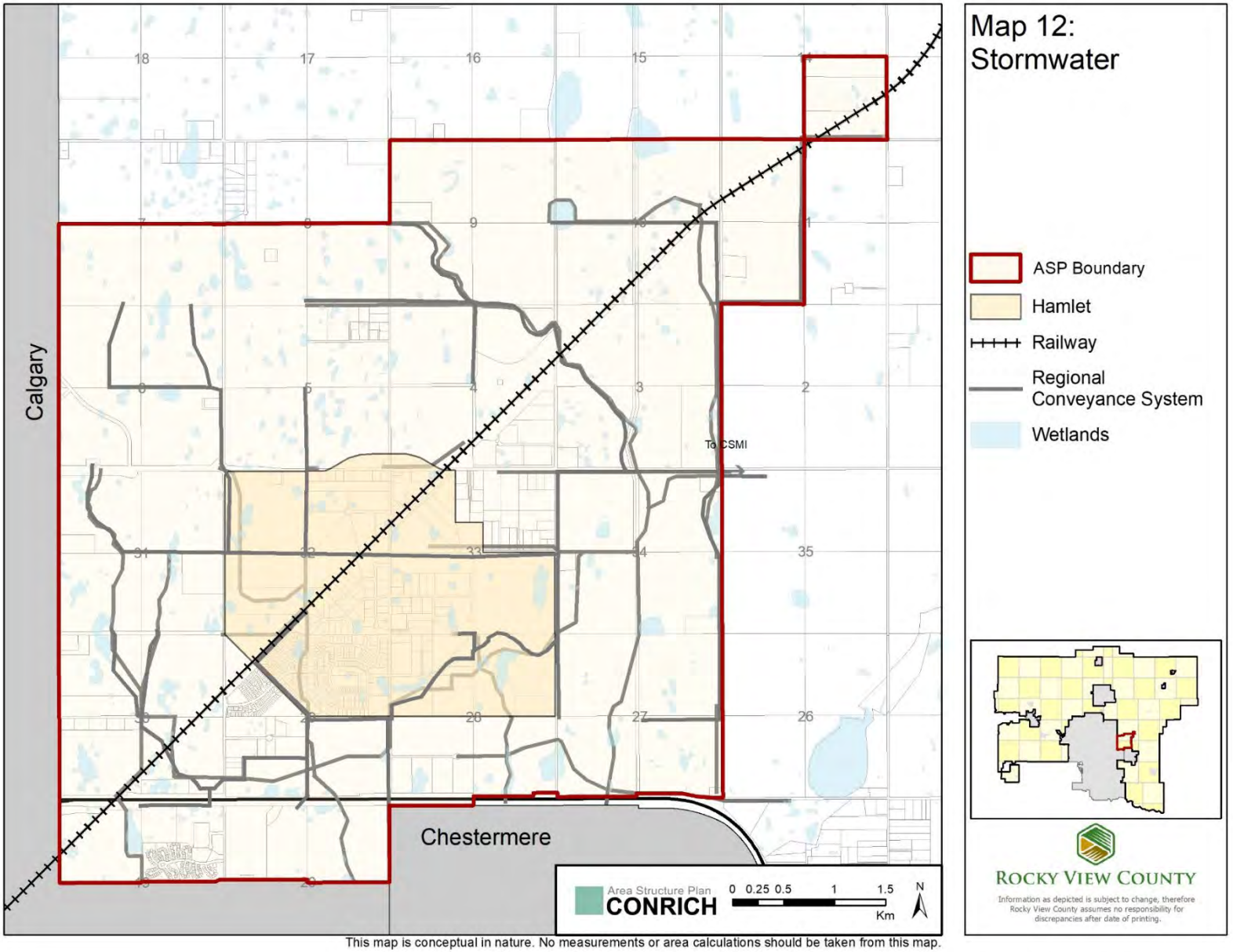
MAP 12 Stormwater



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

25.0 SOLID WASTE

Solid waste policies address the management of solid waste through all stages of development; from construction and demolition to full build-out. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements and the policies below provide guidance to developers and residents on effectively managing solid waste.

Objectives

- Ensure *local plan*s address solid waste management during all stages of development and are in alignment with the County's Solid Waste Master Plan.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Encourage solid waste management plans to have a diversion target of 50 per cent.
- Provide direction on the expected level of post-construction waste management service to be provided by Rocky View County.

Policies

GENERAL

25.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.

25.2 Waste minimization and waste diversion practices are encouraged in The Plan area. A diversion target of 50 per cent is recommended.

25.3 A *local plan* should:

a. address solid waste management through all stages of development, including occupancy;

b. identify the appropriate waste collection stations that serve the *local plan* area;

c. conform to the policies of the County's Solid Waste Master Plan; and

d. set a solid waste diversion target to inform the subdivision construction management plan.

The Province of Alberta has developed a provincial waste strategy document titled "Too Good to Waste: Making Conservation a Priority" in order to promote the diversion of waste from landfills through the reuse and recycling of materials.

INDUSTRIAL AND COMMERCIAL

25.4 Industrial and commercial business owners shall be responsible for providing their own solid waste services.

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COUNTRY RESIDENTIAL AND AGRICULTURE AREAS

25.5 Solid waste management shall be the responsibility of property owners in *country residential* and agriculture areas.

25.6 Waste collection stations should be used for the disposal of solid waste and recyclable materials.

HAMLET AREAS

County solid waste services will be considered for the hamlet of Conrich when the population approaches the threshold of 5,000 residents.

25.7 Solid waste management will be the responsibility of property owners within the hamlet of Conrich until such time as a County service is provided.

25.8 The Prince of Peace Community and The Hamlet shall be responsible for their solid waste management.

25.9 Lot owners' associations shall coordinate solid waste services in developing areas in The Hamlet and compact *country residential* areas until such time as a County service is provided.

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26.0 OIL AND GAS

Oil and gas facilities, infrastructure, and operations are industrial land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development in the Conrich area is an important consideration in the area's development.

Map 4 identifies the locations of gas lines and operating and abandoned oil and gas wells within The Plan area.

Objectives

- Ensure appropriate and safe land development in relationship to petroleum facilities and wells.
- Allow for the continued safe operation of petroleum facilities and wells.

Petroleum facilities are plants, pipelines, and batteries used to process and transport oil and gas. Petroleum wells are producing, suspended, or abandoned oil and gas wells.

Policies

GENERAL

26.1 Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this plan, and the directives and bulletins of the Alberta Energy Regulator (Appendix C).

Directives are documents that set out Alberta Energy Regulator (AER) requirements or processes for implementation. Licensees, permittees, and other approval holders under the jurisdiction of the AER are required to obey all directives.

Bulletins inform the energy industry and the public of an Alberta Energy Regulator activity, such as a consultation, new regulatory requirement, new program, or electronic submission of data.

26.2 At the time of subdivision or development, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, or abandoned well.

26.3 As part of a *local plan* preparation process, applicants shall obtain a land development information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the *local plan* area. In addition, the applicant must determine if an emergency planning zone has been established around a sour gas facility or well.

26.4 Prior to the preparation of a *local plan* to develop lands within 1.5 km of a petroleum facility that is situated within an emergency planning zone, the developer shall consult with the County and the operator of the facility to determine how an emergency response plan will be prepared, updated, or replaced.

26.5 The location, development setbacks, emergency planning zones, and emergency response planning regarding all petroleum facilities shall be identified in the *local plan* and included in any marketing information and other public communication materials for petroleum facilities.

ABANDONED OIL & GAS WELLS

Within The Plan area there are nine known abandoned well sites. The following policies apply for land located in proximity to an abandoned well site.

26.6 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is greater.

26.7 Vehicular access to an abandoned well site shall:

a. be determined through discussion with the abandoned well licensee;

b. be identified in the *local plan*; and

c. be protected by easements in favour of the County at the time of subdivision or development approval.

26.8 In conjunction with the preparation of a *local plan*, or a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide:

a. surveyed locations of abandoned wells and pipelines and confirmation of the setback requirements;

b. a phase I environmental site assessment specific to the abandoned well or pipeline; and

c. a phase II environmental site assessment specific to the abandoned well or pipeline, as deemed necessary by the County.

26.9 Public roads should not be located over an abandoned well.

26.10 During land development, all abandoned well sites shall be marked with temporary signage identifying the location of the abandoned well and providing contact information for the Alberta Energy Regulator. Such signage, as well as adequate fencing and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

PIPELINES

26.11 All setbacks from a pipeline shall be in accordance with provincial regulations.

26.12 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.

26.13 Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.

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26.14 Pathways and other recreational uses may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the approving authority.

DISCONTINUED/ABANDONED PIPELINE POLICIES

26.15 A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating and in compliance with provincial regulations.

26.16 An abandoned pipeline is one which will not be reactivated for service; therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way unless the pipeline has been removed.

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III Implementation

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27.0 IMPLEMENTATION

The Conrich Area Structure Plan outlines the vision for the future physical development of the Conrich area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this section is to describe The Plan implementation process, to provide detail on the phases of development, and to specify requirements to ensure the area structure plan policies and strategies are adhered to. The ASP introduces various levels of planning required within the area; for reference, Figure 5 shows the hierarchy of plans to be implemented for each stage of development.

Objectives

- Implement the Land Use Strategy and policies of the Conrich Area Structure Plan.
- Ensure the cost of infrastructure development is identified and provided.
- Provide for the logical phasing of development.
- Implement key actions to facilitate development, provide guidance to *local plan*s, and ensure a coordinated planning and implementation approach.
- Ensure *local plan*s adhere to the vision and policies of The Plan.
- Provide for the review and amendment of The Plan as required.

Policies

LOCAL PLANS, REDESIGNATION, SUBDIVISION, AND DEVELOPMENT APPLICATIONS

27.1 *Local plan*s are to be developed within the framework provided by this area structure plan. Policy sections identify the unique requirements that must be addressed in the *local plan* due to the location and specific conditions of the proposed development area. The standard technical requirements of a *local plan* are identified in the *Municipal Development Plan* (Section 29 and Appendix C).Applications for redesignation, subdivision, and/or development require the concurrent or prior adoption of a *local plan*, unless otherwise directed by the policies of this plan or determined by the County not to be required.

27.2 Notwithstanding Policy 27.1, applications for a development permit outside of what the County considers to be the principal use to the land shall require a *local plan*.

27.3 *Local plan*s shall address and adhere to the requirements of the Conrich Area Structure Plan. In support of *local plan*s and redesignation applications, the developer will be required to submit a rationale showing how their proposal is consistent with the vision and policies of the Conrich Area Structure Plan.

27.4 Subdivision and development applications shall address and adhere to the requirements of the *local plan* and the policies of the Conrich Area Structure Plan.

27.5 Where a *local plan* does not exist or is silent on a subject, the policies of the Conrich Area Structure Plan shall apply.

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27.6 Prior to approval of *local plan* and land use applications the County should consider the use of appropriate mechanisms, including but not limited to joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County in consultation with the adjacent municipality.

LOCAL PLAN BOUNDARIES

The boundaries of *local plan*s should be based on the natural and physical conditions in the Conrich area, as well as other factors such as the availability of servicing, parcel layout, and proposed transportation improvements. Map 13: Local Plans identifies the locations of existing *local plan*s, areas with predetermined *local plan* boundaries, and areas where *local plan*s are not required.

27.7 Municipal Development PlanMap 13: *Local Plans* identifies *local plan* boundaries that are required based on:

a. the existence of major transportation network components, including Highway 1 and the CN rail line (Highway 1);

b. the need to comprehensively plan the hamlet area; and

c. unique planning conditions associated with location along 84th Street, adjacent to residual lands within the city of Calgary, as identified in the Rocky View/Calgary Intermunicipal Development Plan.

27.8 Where the policies of an existing *local plan* conflict with the Conrich Area Structure Plan, the policies of the Conrich Area Structure Plan shall prevail.

NEIGHBOURHOOD PLAN

A *neighbourhood plan* is adopted by bylaw and appended to the area structure plan. Development of a *neighbourhood plan* is considered a major statutory plan amendment and will be guided through a Terms of Reference approved by Council to ensure strong community and landowner collaboration and to manage intermunicipal engagement. Development of a *neighbourhood plan* will be led by either the County or an applicant in partnership with the County. Subsequent *local plans* should be submitted by the applicant and will not require a Terms of Reference.

27.9 A *neighbourhood plan* shall be adopted by bylaw and appended to this Plan.

27.10 L*ocal plans* within a Neighbourhood Area shall be appended to the relevant *neighbourhood plan* as an appendix.

27.11 Development of a *neighbourhood plan* shall be guided through a terms of reference approved by Council.

a. A *neighbourhood plan* shall be prepared by the County or an applicant in partnership with the County.

b. *Local Plan* applications in a Neighbourhood Area will be processed in accordance with the County's standard policies and procedures for *local plan* amendments.

Community and Intermunicipal Collaboration

27.12 Development of a *neighbourhood plan* shall require thorough and inclusive engagement with landowners and residents within and adjoining the

Neighbourhood Area together with broader consultation with the Conrich community.

27.13 *Neighbourhood plans* shall, in collaboration with the City of Calgary and the City of Chestermere, plan for the provision of future regional transit within the Neighbourhood Area, including bus stops, parking, and other transit needs.

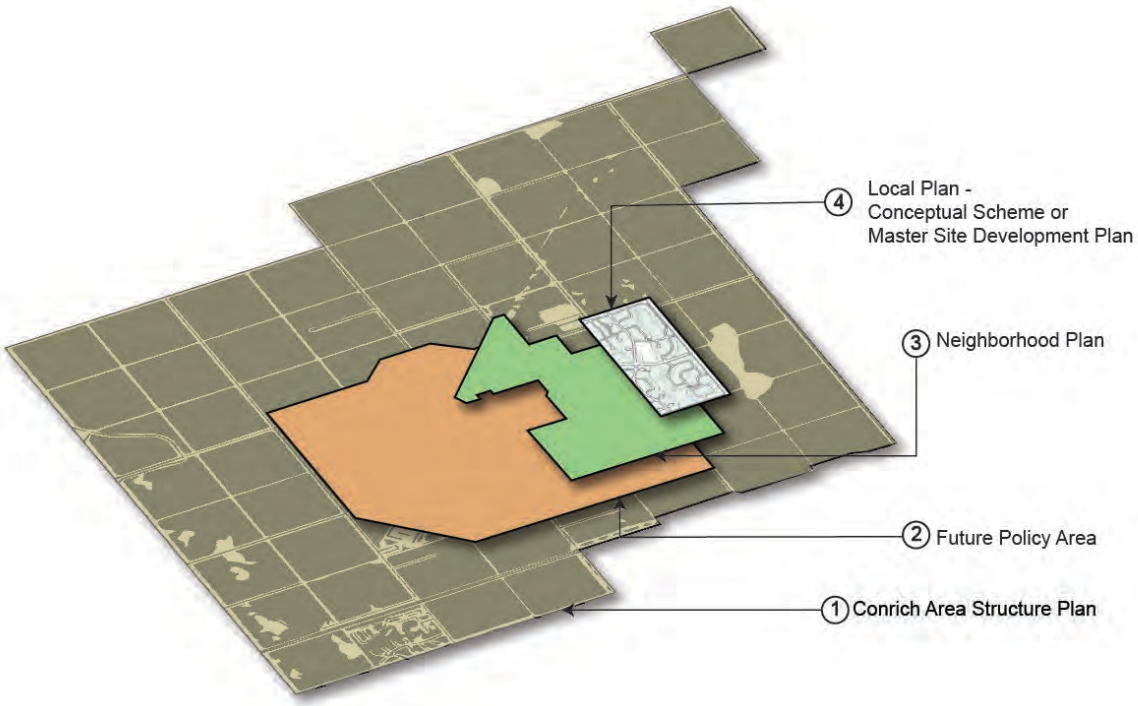

Figure 5 Conrich ASP Hierarchy of Plans

INFRASTRUCTURE COSTS AND LEVIES

The Conrich Plan recognizes development implementation will require infrastructure improvements within and external to The Plan area. The costs incurred by development of lands will be covered through a variety of revenue sources including developer improvements, development levies, County improvements, provincial contributions, and user fees.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Offsite Levies for transportation, water, wastewater, and stormwater servicing have or will be developed for the Conrich Area Structure Plan. All levies are subject to periodic review and include development costs associated with internal and external improvements to service The Plan area. Non-levy costs and improvements will be determined through periodic review of the master servicing documents and at the *local plan* preparation stage.

It is important to note that infrastructure costs do not represent the full costs to service The Plan area. Complete community costs also include costs associated with program and service delivery to residents and business owners (e.g. community recreation, fire and property protection, parks maintenance, waste and recycling operations, transit, etc.), which serve community needs and are an essential part of a community.

27.14 As part of the *local plan* approval process the identification, timing, and funding of any required off-site improvements is required. Off-site improvements that are:

a. internal to The Plan area will be determined to the satisfaction of the County; or

b. external to The Plan area, including provincial or adjacent municipal infrastructure will be determined to the satisfaction of the County, in consultation with the relevant municipality and/or provincial department.

27.15 Developers relying on regional County utility services (water, wastewater, and/or stormwater) shall be required to front-end the costs of utility service upgrades where deemed necessary by the County.

27.16 Costs associated with transportation and/or utility service improvements are the developer's responsibility.

27.17 Developers relying on transportation and/or utility infrastructure improvements (water, wastewater, and/or stormwater) provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.

27.18 Development proponents shall be required to pay the Rocky View County:

a. Water and Wastewater Off-Site Levy;

b. Stormwater Off-Site Levy;

c. Transportation Off-Site Levy and

d. any other applicable levies.

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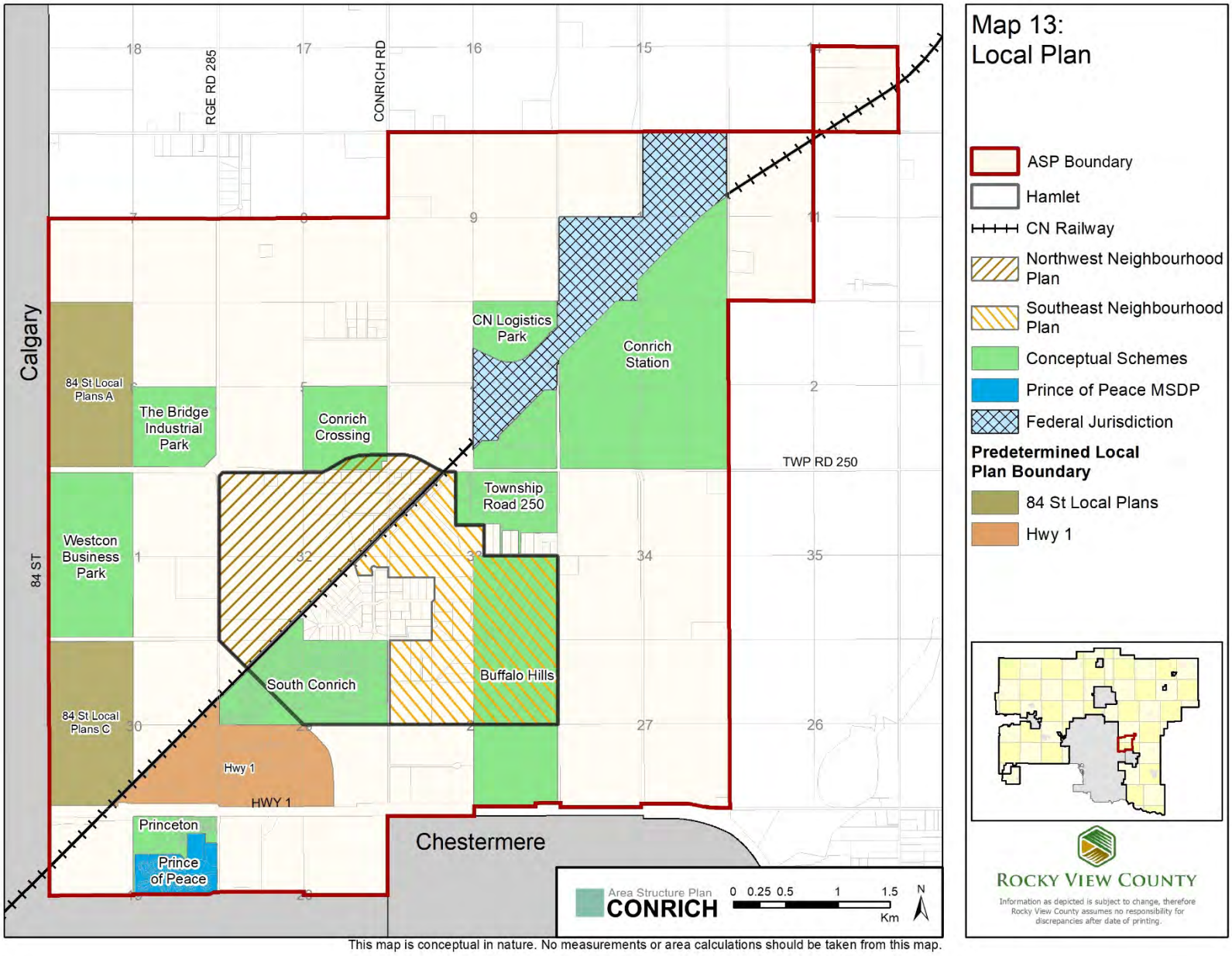
MAP 13 Local Plan



PHASING

27.19 The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Map 14: Phasing identifies four development phases for the growth of the Conrich area (Phase 1, Phase 2, Hamlet Area, and Long Term Development areas).Phasing of development in the Conrich Area Structure Plan area should be done in a logical and cost effective manner and shall be guided by the phasing strategy of this plan, as shown on Map 13.

Phase 1

Phase 1 lands are lands that may proceed with development. The identification of Phase 1 lands is based on:

- existing planning approvals;
- proximity to existing or near term transportation and/or utility infrastructure; and
- industrial land demand.

27.20 Phase 1 lands may proceed with development subject to the policies of this plan. If Phase 1 lands proceed to development, an irrigation or evaporation system under zero discharge conditions shall be constructed as referenced in Policies 24.11-24.14, mechanisms to implement the construction of the CSMI system have been identified.

Phase 2

Phase 2 lands are portions of The Plan area where industrial, highway business, or residential land may be required for development during the life of this Plan.

27.21 Phase 2 lands may proceed with development subject to the policies of this Plan and when:

a. market demand has been demonstrated; and

b. an appropriate governance system has been adopted for the CSMI system, and mechanisms to implement the construction of the system have been identified.

HAMLET POLICY AREA

Phasing within the Hamlet Policy Area should focus where there isavailability of servicing infrastructure and to establish the character of the hamlet which will then inform the further reaches of the hamlet area.

27.22 A *neighbourhood plan* shall be County-led or applicant-led in partnership with the County to manage the fragmented ownership of these areas and to ensure strong community and landowner collaboration.

27.23 The timing and sequence of a *neighborhood plan* development shall be reviewed under the County's Planning Project Prioritization policy and considered by Council for approval.

LONG TERM DEVELOPMENT

Long term development areas are portions of The Plan area where industrial, commercial, or residential land uses are not required for the life of this plan. Nevertheless, the protection of these areas from interim uses or fragmentation is deemed important in order to facilitate a future efficient development pattern.

27.24 Redesignation and/or subdivision in the long term development area to any new use, other than a farmstead, first parcel out, or an agricultural use shall require an amendment to this plan.

27.25 New uses within the long term development areas shall be compatible with existing adjoining uses.

27.26 Prior to amending this plan to allow for development within the long term development area:

a. a public engagement process shall be undertaken and an overall land use strategy and supporting policies for the amendment area shall be developed; and

b. a regional stormwater conveyance system has been adopted by Rocky View County.

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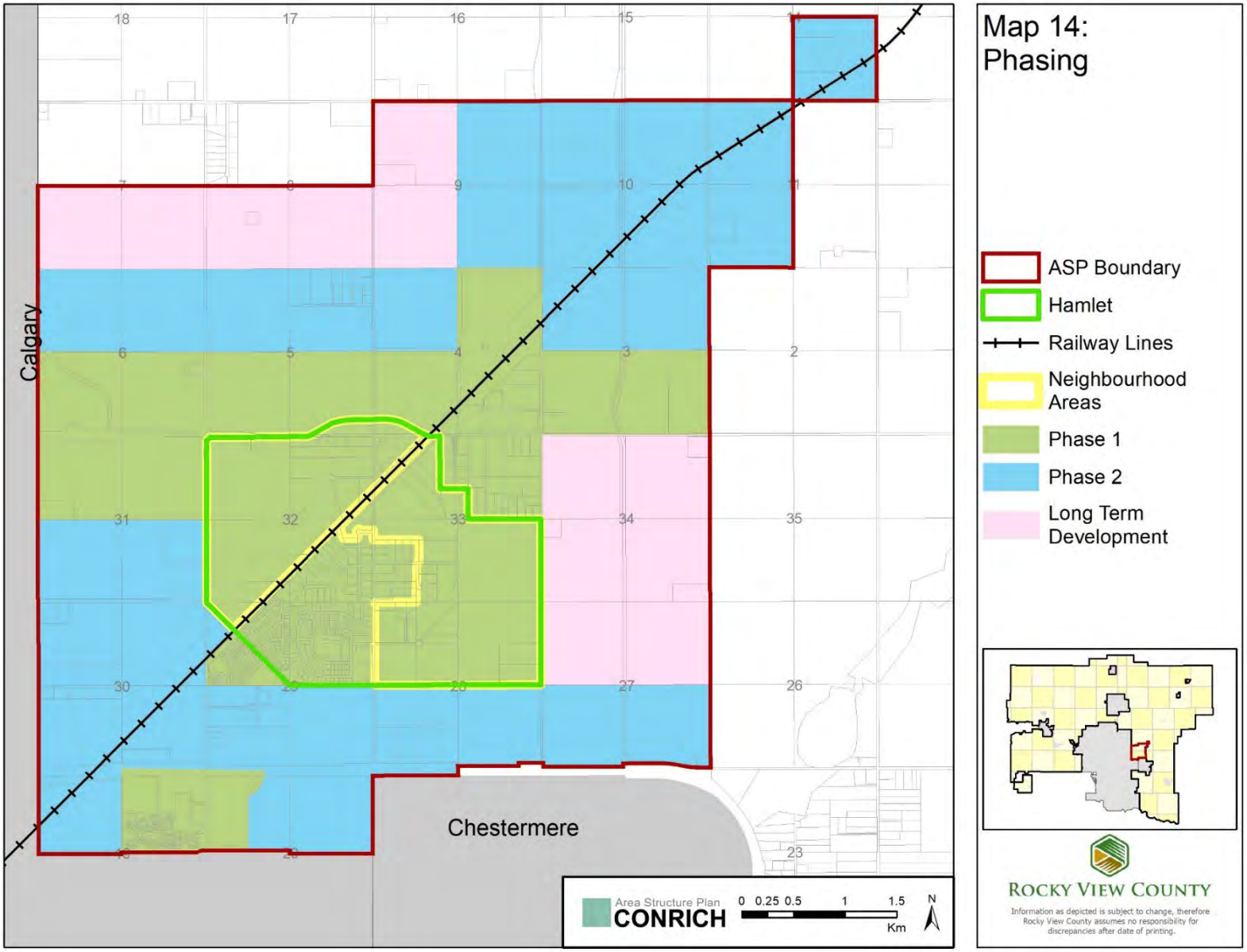
MAP 14 Phasing



TECHNICAL REQUIREMENTS AND SUBMISSIONS

The various policy sections in the Conrich Area Structure Plan identify specific requirements of a *local plan* (*conceptual scheme* or *master site development plan*) for the Conrich area. All other standard technical requirements of a *local plan* are identified in the *Municipal Development Plan* .

27.27 *Local plan*s shall address the requirements as set out in the policies of this plan and Section 29 and Appendix C of the *Municipal Development Plan* .

27.28 All planning or development applications, and any associated infrastructure construction, should meet the technical requirements of the *Municipal Development Plan* , County Land Use bylaw, Conrich Area Structure Plan and associated technical studies, relevant *local plan*, County servicing standards, County policy, and provincial and federal requirements.

MONITORING

The progress in implementing the Conrich Area Structure Plan will be monitored. Where necessary, County Administration will make recommendations as to how to manage growth in Conrich or how The Plan may be updated to meet changing circumstances.

27.29 County Administration will report to Council on implementation of the Conrich Area Structure Plan as part of Administration's yearly reporting on the overall implementation of the *Municipal Development Plan* .

PLAN REVIEW AND AMENDMENT

The future land use and development outlined in the Conrich Area Structure Plan is intended to address a 30-year plus build-out of the area. While the Area Structure Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Area Structure Plan may be required.

The County will undertake a plan assessment every 10 years to determine if a full review is required, as per the *Municipal Development Plan* . However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

27.30 The County may consider periodic review and occasional amendment of the Conrich Area Structure Plan in accordance with the *Municipal Development Plan* , County policy, and the *Municipal Government Act*.

27.31 The Conrich Area Structure Plan shall be subject to an assessment and possible review every 10 years subject to Administration recommendations and Council direction.

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ACTIONS

Actions are activities that need to be carried out by the County to achieve the goals, objectives, and policies of The Plan. The following are the recommended County actions to assist in the implementation of the Conrich Area Structure Plan.

1. Develop a terms of reference, with The City of Calgary, to direct a joint study to determine the ultimate configuration of 84th Street, including future alignment, access management, and right-of-way requirements (84th Street Study).
2. Prior to the hamlet of Conrich's population exceeding 5,000 residents, the County will:
    a. review the community's policing requirements and identify additional needed resources, if any (Policy 21.5); and
    b. consider providing the Conrich area with County managed solid waste services (Policy 25.7).
3. Consider a funding and design strategy for entryway signage for Rocky View hamlets.
4. Consider the adoption of a utility district for the designation of private stormwater ponds.
5. Work with The City of Calgary to amend the Rocky View/Calgary Intermunicipal Development Plan to determine appropriate land use, interface policies, and servicing strategies for the residual lands within Calgary that border the Conrich Area Structure Plan.
6. Monitor and report on The Plan implementation as part of the yearly *Municipal Development Plan* reporting (Policy 27.29).
7. Work with the City of Calgary and City of Chestermere to determine regional recreational needs and collaborate on joint applications for provincial grants.

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28.0 INTERMUNICIPAL COORDINATION AND COOPERATION

The Plan area is bordered by Calgary to the west and south, and Chestermere to the south and east. The Plan acknowledges the land use intent of these adjacent municipalities and provides for appropriate, compatible land use transitions at the interface areas. In addition, The Plan contains specific stormwater (Section 24), transportation (Section 22), *open space* (Section 18), business interface (Section 14), and intermunicipal (Section 28) policies that promote a coordinated and cooperative approach to planning.

Specific planning objectives were identified in the 2007 annexation agreement between Rocky View County and The City of Calgary in terms of the need for coordinated planning. Follow up consultation led to the identification of key focus (geographic) areas and planning principles for future planning endeavours. The coordinated approach to planning was later refined and formalized through the 2011 Rocky View/Calgary Intermunicipal Development Plan (IDP). The County is currently engaged with the City of Chestermere to develop a separate IDP that will provide direction on areas of interest, cooperation, and consultation.

In preparing amendments to the Conrich Area Structure Plan to facilitate the development of the Future Policy Area, the County worked collaboratively with the City of Calgary and City of Chestermere to identify shared issues and opportunities. The amendments address the comments and concerns identified by Calgary and Chestermere. Engagement with the municipalities was undertaken throughout the process to amend the area structure plan. An outline of the key intermunicipal engagement components is identified in Appendix C.

Objectives

- Ensure ongoing, meaningful consultation occurs between Rocky View County, The City of Calgary, and the City of Chestermere on matters related to the implementation of the Conrich Area Structure Plan.
- Ensure a coordinated and cooperative approach to planning with adjacent municipalities.

Policies

28.1 The County shall consult with The City of Calgary and City of Chestermere on planning processes affecting land that borders the adjacent municipality and/or on other matters identified through an Intermunicipal Development Plan as areas requiring planning coordination.

28.2 The County shall work with The City of Calgary and City of Chestermere to deliver a coordinated planning process and ensure continued meaningful communication between the three municipalities as subsequent *local plan*s are prepared.

28.3 Intermunicipal circulation of planning proposals shall comply with the *Municipal Government Act*, the Rocky View/Calgary Intermunicipal Development Plan, the interim circulation protocol identified in the Rocky View County and City of Chestermere Intermunicipal Development Plan Terms of Reference, and any other agreement(s) or new Intermunicipal Development Plan(s) jointly approved by adjacent municipal councils.

28.4 Prior to *local plan* and land use applications adjacent to another municipality, the County shall consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County in collaboration with the adjacent municipality.

ROCKY VIEW COUNTY - CITY OF CHESTERMERE

28.5 Development adjacent to the city of Chestermere shall be coordinated between Rocky View County and the City of Chestermere, or as otherwise required by any future Intermunicipal Development Plan.

ROCKY VIEW COUNTY – THE CITY OF CALGARY

28.6 The County shall implement the policies of this plan that apply to the interface areas adjacent to the residual long-term growth areas as identified in the Rocky View/Calgary Intermunicipal Development Plan.

28.7 Development within the key focus areas identified in the Rocky View/Calgary Intermunicipal Development Plan shall be subject to the policies of the Intermunicipal Development Plan as well as the policies of this plan.

28.8 Planning and development applications within the entire Conrich Area Structure Plan area shall be circulated to The City of Calgary for transportation review and comment in accordance with the circulation and response timelines as per the Rocky View County/City of Calgary Intermunicipal Development Plan.

28.9 The County shall implement the policies of this Plan that apply to the interface areas adjacent to the residual long-term growth areas along 84th Street, as identified in the Rocky View/Calgary Intermunicipal Development Plan (Action items 2 and 9 in Section 27).

28.10 Development applications within The Plan area together with all relevant supporting technical documents, shall be circulated in accordance with the Rocky View/City of Calgary Intermunicipal Development Plan; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on The City.

LOCAL PLANS, REDESIGNATION, AND SUBDIVISION

28.11 Rocky View County shall ensure that *local plan*s and applications for redesignation and subdivision of lands in areas adjacent to The City of Calgary and City of Chestermere address:

a. regional drainage to ensure the protection of required drainage corridors;

b. alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;

c. gateway and interface policies;

d. land use compatibility with adjacent municipal land uses; and

e. other appropriate policies of this plan.

28.12 Rocky View County, in collaboration with The City of Calgary, shall ensure that *local plan*s and applications for redesignation and subdivision of lands along 84th Street, as shown on Map 13, address:

a. access management and right-of-way requirements along 84th Street (Action Item 1 in Section 27);

b. consideration of adjacent lands within the city of Calgary as identified in the IDP;

c. if the Terms of Reference for the 84th Street study has been completed (Action Item 1 in Section 27) but the 84th Street study has not yet been completed by The City and the County prior to the preparation of the *local plan*, then the 84th Street study must be prepared by the development proponent in conjunction with the *local plan* in accordance with the Terms of Reference; and

d. other appropriate policies of this Plan.

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IV Appendices

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APPENDIX A: DEFINITIONS

Co-operative Stormwater Management Initiative (CSMI) is a group of five partner municipalities working together with the Western Irrigation District (WID) to develop a regional stormwater solution for lands east of the City of Calgary.

Conceptual scheme is subordinate to an area structure plan and is statutory when appended to an ASP. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. *Conceptual scheme*s provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public.

If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

Local plan is a term that refers to a *conceptual scheme* or *master site development plan*. A local plan will have unique planning requirements based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a *conceptual scheme* or *master site development plan* identified in the *Municipal Development Plan* (Section 29 and Appendix C) and within the policies of this Plan.

Master site development plan is a non-statutory plan that is adopted by Council resolution. A *master site development plan* accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A *master site development plan* addresses building placement, landscaping, lighting, parking, and architectural treatment. The Plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

Neighbourhood Plan is a statutory plan that adopted by bylaw and appended to the area structure plan. A neighbourhood plan supports comprehensive planning within the hamlet. Neighbourhood plans provide detailed land use direction, subdivision design and development guidance to Council, Administration, and the public for a large area. Detailed development of lands within a Neighbourhood Area will be guided by local plans submitted by the applicant and reviewed by the County.

Open land means publicly or privately owned land within a comprehensively designed compact *country residential* neighbourhood or larger community, where the land is used for the primary purpose of conservation, recreation, or agriculture.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Developable land means privately owned land that has no natural or human caused constraints to residential development. Constraints to development include land determined to be unstable, hazardous, environmental reserve, contaminated, or regulatory setbacks as identified by the provincial or federal governments.

Recreational Use means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, cultural activities, sporting activities and other customary and usual recreational pursuits which may include, but are not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres and parks and playgrounds.

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APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES

To ensure that commercial or industrial development in the Conrich area has a consistent design theme and reflects the community's character and promotes interaction and connectivity, the following principles will guide development in this area until the Design Guidelines are established. The principles will provide a starting point for the development of the design guidelines.

1. Local plans shall consider the County's Land Use bylaw landscaping and screening requirements and the County's Commercial, Office, and Industrial Design Guidelines and document how the local plan meets those requirements and guidelines.
2. Where buildings are located adjacent to a residential area, the building design emphasis should be on those building elevations that are facing the residential area.
3. Within any single parcel, the colours, materials, and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
4. All buildings shall be permanent structures with good quality exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick, or stone masonry. Wood, unfinished concrete, and concrete block may be used as a secondary material only.
5. Façades of buildings that exceed 30 metres measured horizontally, and facing residential areas or roadways, shall incorporate wall plane projections or recesses having a depth of at least 3 per cent of the length of the façade and extending at least 20 per cent of the length of the façade.
6. Façades of buildings facing adjacent residential areas shall include at least three of the following architectural elements:
    a. colour change;
    b. texture change;
    c. material change; and
    d. expression of an architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
7. Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.
8. Roofs should have at least two of the following features:
    a. Parapets concealing flat roofs and/or rooftop mechanical and electrical equipment;
    b. Overhanging eaves extending past the supporting wall;
    c. Sloping or pitched roofs with two or more roof slope planes; and
    d. Roof-top gardens that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc.

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9. Each primary building shall have a clearly defined main entrance featuring at least two of the following:
   a. Canopy or portico;
   b. Overhang or arcade;
   c. Raised corniced parapet over the door;
   d. Outdoor amenity area;
   e. Upgraded window glazing areas;
   f. Integrated planters or landscaped sitting areas.
10. A minimum 3 metre landscaped area should be provided between the front of any primary building and any adjoining parking or lot area.
11. Landscape plans shall:
   a. promote the use of native plant material and plants proven for the climate of the region;
   b. not rely on potable water for irrigation once the landscaped areas are established;
   c. avoid species monoculture over large areas;
   d. provide for massing of plantings;
   e. ensure retaining walls and front yard fencing is decorative as well as functional; and
   f. provide attractive landscape designs at key public intersections and entryways.

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APPENDIX C: KEY ALBERTA ENERGY REGULATOR INFORMATION

- AER Bulletin 2013-03 Mandated Subdivision and Development Application Referrals, Setback Relaxations, Land Development Information Package, and Abandoned Well Information.
- Interim Directive ID 81-3: Minimum Distance Requirements Separating New Sour Gas Facilities from Residential and Other Developments.
- Directive 026: Setback Requirements for Oil Effluent Pipelines
- Directive 079: Surface Development in Proximity to Abandoned Wells
- Directive 056: Energy Development Applications and Schedules
- EnerFAQs: Explaining AER Setbacks - This EnerFAQs explains setbacks in the energy industry, how they are determined, and how they may affect Alberta citizens and their communities.

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APPENDIX D: KEY INTERMUNICIPAL ENGAGEMENT EVENTS

The County worked with the City of Calgary and City of Chestermere at key milestones of the Future Policy Area project to identify shared issues and opportunities. The following table includes information from the engagement undertaken for both the City of Calgary and City of Chestermere. Engagement was adapted according to the differing issues presented by each municipality on the amendments.

Phase	Date	Engagement
Phase 1 – Project Launch	April – July, 2019	The County prepared a bespoke intermunicipal engagement plan for each neighbouring municipality. The plans identified how the County would engage with the neighbouring municipalities at key milestones of the projects. The plans were revised at the request of neighbouring municipalities to reflect the level of engagement each sought for the project.
	June 2019	The City of Calgary and City of Chestermere were notified of the County's public engagement event that was held to gather feedback from affected stakeholders. Representatives from the City of Calgary attended the event.
Phase 2 – Identification of Key Cross-Boundary Matters and Draft Land Use Strategies	July, 2019	The County provided the draft land use scenario to the City of Calgary and City of Chestermere for comment, along with anticipated density and population at full buildout of the Hamlet of Conrich. No comments with respect to the draft land use scenario were provided.
	July, 2019	The County met with the City of Calgary for a technical workshop to examine issues and opportunities with respect to the draft land use scenario prepared. There were 10 staff in attendance, and discussions were held on the following areas: a. Planning; b. Transportation; c. Servicing and Stormwater; and d. Fire Service provision. Following the meeting, 12 action items were agreed to be addressed within the area structure plan amendments and through separate intermunicipal projects and communication.

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	July, 2019	Rocky View County and the City of Chestermere held a telephone conference to discuss the draft land use scenario. It was confirmed that the City had circulated the draft scenario internally, with preliminary comments addressing stormwater identified. Further comments were to be provided on the draft plan. Four action items were agreed to be addressed within the area structure plan and through separate intermunicipal projects and communication.
Phase 4 – Draft Plan	July – October 2024	The City of Calgary and the City of Chestermere were circulated the final draft Plan. Additional comments were submitted by the City of Calgary and no further comments were provided by the City of Chestermere. Minor changes to The Plan and updated information were included in the studies to address Calgary's concerns.
	May – June 2025	Further refinements were completed on The Plan, The City of Calgary and the City of Chestermere were re-circulated.

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APPENDIX E: Neighbourhood Plan Requirements:

*Neighbourhood Plan*s should address the following items:

a. A future land use scenario including the general location for residential, commercial and institutional uses;

b. Residential density composition and distribution;

c. The supported development forms and typologies;

d. The projected residential and employment population at full-build out;

e. A preferred open space and park network considering active and passive recreation and pathway linkages to areas external to the neighbourhood area or community core;

f. Preferred areas for municipal reserve, environmental reserve, and/or conservation reserve dedications, and where applicable, other appropriate means of protecting environmentally significant areas;

g. Location of schools, in consultation with the area school divisions;

h. Community design policies that address architectural themes relating to building appearance, lot layout, landscaping, streetscape and street-orientated design;

i. Interface and buffering policies to ensure that proposed development respects adjacent existing land uses;

j. The major road layout (collector and arterial roads) including linkages to areas external to the neighbourhood area or community core;

k. Accommodation of future transit routes/corridors in accordance with section 22;

l. The major water distribution and wastewater collection network;

m. The major stormwater system and facilities;

n. A phasing plan to ensure the logical progression of development and extension of infrastructure;

o. Guidance regarding for the role of homeowners' associations (HOAs), condominium boards, or similar bodies to be created to assume responsibility for common amenities within the neighbourhood area or community core, and to manage items including, but not limited to, construction and maintenance of all public facing areas, including fencing, landscaping, signage, outside uses in residential portions of each lot, and enforcement of registered architectural controls and easements.

p. Development cells for detailed planning of specific areas and phases; and

q. Any other matters The County deems necessary.

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APPENDIX F: Local Plan Requirements:

Applications for *local plans* within a *Neighbourhood Area* should address the following:

a. A detailed land use scenario including lot design, configuration and parcel sizes;

b. Specific residential density for the development cell and how it aligns with the density policies of this plan;

c. The projected residential and employment population at full-build out;

d. The open space and park network identifying active and passive recreation amenities and pathway linkages to areas external to the neighbourhood area or community core;

e. Details for municipal reserve, environmental reserve, or conservation reserve dedications and where applicable, other appropriate means of protecting environmentally significant areas;

f. Community design policies that should provide for:

   i. Street-oriented urban design;

   ii. A variety of lot sizes to accommodate varying housing options and commercial opportunities;

   iii. Parks and pedestrian connections to adjacent areas;

   iv. Sidewalks on both sides of the roadway;

   v. Vehicular connections to other areas within the hamlet; and

   vi. Dark sky friendly street lighting

g. Support for well designed public gathering places that:

   i. Are safe, accessible and attractive with considerations for crime prevention through environmental design (CPTED) principles;

   ii. Are centrally located;

   iii. Respect and enhance community identity and character; and

   iv. Encourage social interaction.

h. A landscaping concept for all public spaces, including, but not limited to:

   i. Municipal reserve (including school sites);

   ii. Road right-of-ways;

   iii. Pathways; and

   iv. Stormwater features.

i. Interface and buffering details to existing land uses;

j. The local road network (neighbourhood streets) including connections to the major road network;

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k. A transit plan for future service if the development cell is large enough to warrant further consideration from the *neighbourhood plan*;

l. The local water distribution and wastewater collection network including connections to the major servicing network;

m. The minor stormwater system and facilities including connections to the major stormwater system;

n. Details of homeowners' associations, condominium boards, or similar bodies to be created to manage architectural controls and common amenities;

o. Any other matters The County deems necessary.

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APPENDIX G: Local Plans in Conrich

Local Plan	Bylaw	Approval Date	Development
Westcon Business Park	C-8343-2022	January 24, 2023	Business Commercial/Industrial
The Bridge Industrial Park	C-8476-2024	May 14, 2024	Business Commercial/Industrial
Conrich Crossing	C-8178-2021	July 20, 2021	Residential and Business Industrial/Commercial
Princeton	C-8440-202	December 5, 2023	Residential
South Conrich	C-6401-2006	July 31, 2007	Residential
Township Road 250	C-7893-2019	June 25, 2019	Residential and Business Commercial
Conrich Station	C-7517-2015	September 9, 2015	Business Industrial
Buffalo Hills Comprehensive Development	C-6288-2006	July 11, 2006	Residential and Business Commercial

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Proposed Revision	Proposed Policy and Section [1]	Rationale
Setting a lower average density target of 5 units per acre for the new planned development areas	8.7 The average gross residential density for new developments within each Neighbourhood Area should be 2.02 units per hectare (5.0 units per acre).	Revision proposed to facilitate an average of 5 units per acre within new development areas per the Governance Committee's recommendation.
Limiting the scale and location of multi-family development within the ASP area	8.8 Rowhouses, duplex, multi-unit residential land use should not exceed 10 per cent of the Hamlet area. a. Density within an area should vary to address planning context in alignment with the policies of this Plan. b. Neighbourhood Plans or applications for residential development with greater density than the target average density dwelling units per acre may be supported if it is demonstrated that the greater density will not unduly affect the character of the hamlet, transportation and servicing requirements. 8.50 Rowhouses, semi-detached units, multi-unit or similar forms of development-should be considered in the Community Core to meet the density requirements of The Plan.	Residential development forms other than single family dwelling are limited to 10% of the Hamlet area. Per the Governance Committee's recommendation, multi-family development should be directed to the future Community Core of Northwest Neighbourhood.
Additional policies guiding architectural controls, including building heights and transitions between building forms	8.2 Where new development is proposed in proximity to existing residential neighbourhoods, the design should provide an acceptable transition to the existing areas through a low-rise housing form that implements appropriate height, massing, and architectural design to integrate with the context of the surrounding community.	Proposed policies and requirements for neighbourhood plans and local plans per Appendix E and F support well designed communities with consideration for human scale development forms, building appearance, lot layout, landscaping, streetscape, and street-oriented design.

[1] Section and policy numbers per the June 2025 red line version.

	Appendix E: Neighbourhood Plan Requirements h. Community design policies that address architectural themes relating to building appearance, lot layout, landscaping, streetscape and street-orientated design; i. Interface and buffering policies to ensure that proposed development respects adjacent existing land uses; **Appendix F: Local Plan Requirements** f. Community design policies that should provide for: i. Street-oriented urban design; ii. A variety of lot sizes to accommodate varying housing options and commercial opportunities; iii. Parks and pedestrian connections to adjacent areas; iv. Sidewalks on both sides of the roadway; v. Vehicular connections to other areas within the hamlet; and vi. Dark sky friendly street lighting	
Revised Neighbourhood Area boundaries and consolidating the Community Core within the Northwest Neighbourhood Area	Neighbourhood Areas • Section 8.24 to 8.35 • Map 5 and Map 6 Community Core • Section 8.17 to 8.26	Two Neighbourhood Areas are proposed that follow the natural division in the Hamlet due to the existing railway. A larger plan area for each neighbourhood will provide for greater opportunity for comprehensive planning. Integrating the Community Core into the Northwest Neighbourhood to ensure seamless coordination with future land uses, ongoing development in the northern section, and potential design integration with environmentally significant areas along the western edge of the neighbourhood.

Revision to the phasing of the Hamlet area now focuses development sequence based on servicing availability	Section 27 Hamlet Policy Area Phasing within the Hamlet Policy Area should focus where there is availability of servicing infrastructure and to establish the character of the hamlet which will then inform the further reaches of the hamlet area. ... 27.24 The timing and sequence of a *neighborhood plan* development shall be reviewed under the County's Planning Project Prioritization policy and considered by Council for approval.	To provide logical sequence and ensure that development only proceeds when there is availability to service the area.
Removing references to the Calgary Metropolitan Growth Board	All sections	On February 18, 2025, a Ministerial Order (MSD:017/25) was signed rescinding the approval of the Calgary Metropolitan Board's (CMRB) Regional Evaluation Framework and Growth Plan. Draft policies relating to the CMRB are no longer in effect therefore it was removed from the Plan. Policies relating to intermunicipal collaboration efforts remained in the ASP where appropriate to ensure coordination between neighbouring municipalities.
Effective date of Bylaw C-8569-2024	Per Bylaw C-8569-2024: 4 Bylaw C-8569-2024 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*. 5 All applications received on or after the effective date of the Bylaw shall be processed and considered upon the provisions outlined herein. 6 Despite Section 5, all subdivision applications deemed complete prior to the effective date of this Bylaw shall be processed based on the policies within 'Bylaw C-7468-2015' prior to the	Consideration for applications received and are already in the queue for Council's decision prior to the proposed Bylaw.

	approval of this Bylaw, unless the Applicant requests in writing that the application be processed based on the regulations of this Bylaw.	
Minor clerical amendments to the documents to update and align with recent approvals and terminology	All sections	To correct clerical errors in the ASP and to update statistics that are now outdated due to new developments in the community.

June 02, 2025

City Files: RV23-28, RV24-27

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

SUBJECT: Draft Conrich Area Structure Plan Amendments – May 2025 Circulation

Dear Andrew Chell,

The City would like to thank Rocky View County Administration for circulating the proposed Conrich Area Structure Plan (ASP) amendments for our review. The City of Calgary has reviewed the application in reference to the *Rocky View County/City of Calgary Intermunicipal Development Plan (IDP),* and other applicable policies. City of Calgary Administration offers the following updated comments for your consideration.

Planning:

- Map 13: Local Plans has been updated and the previously identified '84 Street Local Plans A and C' on either side of the Westcon Business Park Conceptual Scheme along 84th Street have both been removed, while reference to this important planning area and the requirement for local plans remains in policies 27.8.c and 28.12. The City requests 84 Street Local Plans A and C be added back in Map 13.

- The City understands that the Community Core is no longer proposed to be it's own defined area, rather it is to be incorporated within the Northwest Neighbourhood Area and the location is to be determined at the neighbourhood plan stage. As such, The City notes there are still references to the Community Core 'as shown in Maps 5 and 6' throughout the document.

- The City requests the following addition to Policy 27.6, even though the formal Joint Planning Area work is no longer continuing with the repeal of the Growth Plan, collaboration is still required between adjacent municipalities:

  27.6 Prior to approval of local plan and land use applications ~~falling within the Joint Planning Area as identified by the Region Growth Plan,~~ the County should consider the use of appropriate mechanisms, including but not limited to joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County in consultation with the adjacent municipality.

Recreation:

- The City and Rocky View County are working towards an overarching shared recreation agreement between both municipalities that will focus on ensuring the provisions of financial compensation and needed recreation facilities and services are addressed. A recreation agreement, once adopted, would set out the parameters to address recreation related development impacts to allow developments to proceed in a timely fashion.

Water Resources:

- Drainage solutions (interim and ultimate) are required to comply direction prescribed by CSMI.

Thank you for the opportunity to review and provide comments. If you have any further questions, do not hesitate to contact myself.

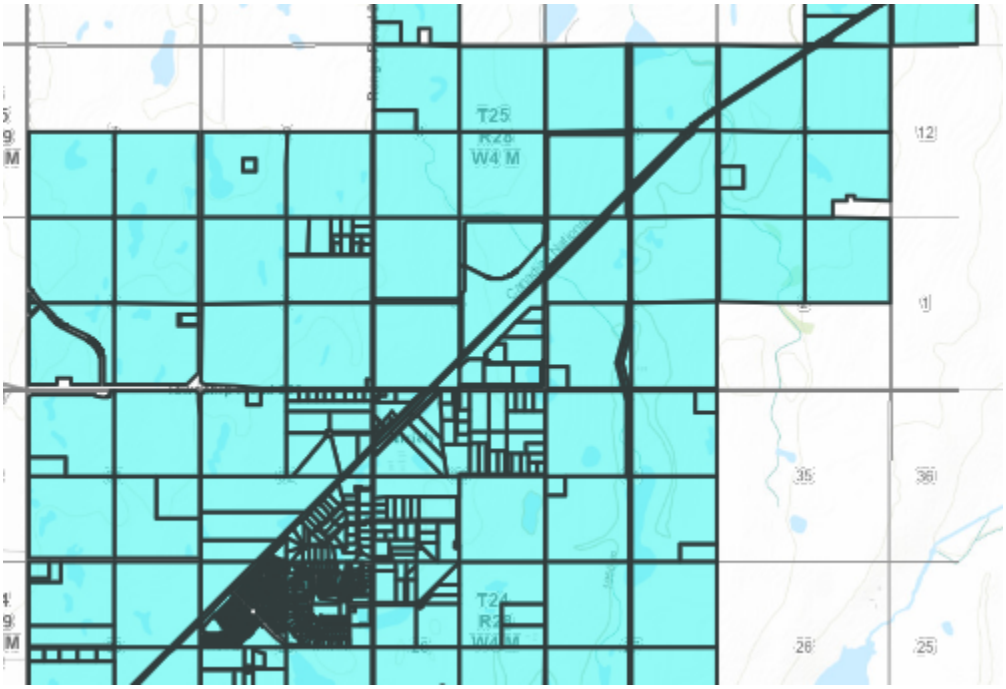
Sincerely,

Kristine Cave
Planner 2, Regional Planning
City and Regional Planning | Planning & Development Services
The City of Calgary
C 587.576.4318 | E Kristine.Cave@calgary.ca

Transportation and Economic Corridors Notice of Referral Decision

Statutory Plan in Proximity of a Provincial Highway

Municipality File Number:	1012-370	**Highway(s):**	791, 1, 201, MCKNIGHT BOULEVARD
Legal Land Location:	RA QS-SW SEC-26 TWP-024 RGE-28 MER-4	**Municipality:**	Rocky View County,Calgary,Chestermere
Decision By:	Evan Neilsen	**Issuing Office:**	Southern Region / Calgary
Issued Date:	June 17, 2025	**AT Reference #:**	RPATH0050799
Description of Development:	Rocky View County is proposing amendments to the Conrich Area Structure Plan. Please note that red text was considered at a previous public hearing Oct. 16, 2024. Text in blue is entirely new text as part of this amendment.		



This will acknowledge receipt of your circulation regarding the above noted proposal. Transportation and

Economic Corridors primary concern is protecting the safe and effective operation of provincial highway infrastructure, and planning for the future needs of the highway network in proximity to the proposed development(s).

Transportation and Economic Corridors offers the following comments and observations with respect to the proposed development(s):

- Pursuant to Section 618.3(1) of the Municipal Government Act (MGA), the department expects that the municipality will comply with any applicable items related to provincial highways in an ALSA plan if applicable

- Pursuant to 618.4(1) of the Municipal Government Act, the department expects that the Municipality will mitigate the impacts of traffic generated by developments approved on the local road connections to the highway system, in accordance with Policy 7 of the Provincial Land Use Policies.

Transportation and Economic Corridors has the following additional comments and/or requirements with respect to this proposal:

1. Transportation and Economic Corridors expects that the municipality will mitigate the cumulative impacts of traffic generated by developments approved on the local road connection to the highway system, pursuant to the South Saskatchewan Regional Plan and Section 648(2)(c.2) of the Municipal Government Act.

2. Transportation and Economic Corridors accepts no responsibility for the noise impacts or other impacts of highway traffic upon any development or occupants thereof. Any proposed subdivision or development should include adequate physical features to ensure that the proposed use of land is compatible with the adjacent provincial highway system. Some of these features might, for example, include landscaping and/or berming, to provide noise attenuation and visual screening from the highway. Implementation of these features is the responsibility of the owner/municipality.

3. The proponent may be required to submit a Traffic Impact Assessment or a Traffic Impact Assessment Memo at the time of further development and/or subdivision prepared in accordance with relevant departmental guidelines at the time identifying the likely traffic impacts that such development may have to the provincial highway network.

4. Any future accesses to Highway 201 (Stoney Trail), Highway 1 (Trans-Canada Highway), or any other designated freeway shall be in accordance with Order in Council 587/2009, with specific attention to Map 1.2 (Highway 1) and Map 201.1 (Stoney Trail). No additional freeway access shall be granted outside of these designated locations as per section 4 (2) of the Highways Development and Protection Act.

Please contact Transportation and Economic Corridors through the RPATH Portal if you have any questions, or require additional information

Issued by **Evan Neilsen, Development and Planning Tech,** on **June 17, 2025** on behalf of the Minister of Transportation and Economic Corridors pursuant to *Ministerial Order 52/20 – Department of Transportation and Economic Corridors Delegation of Authority*

Outlook

FW: Conrich Area Structure Plan Amendment - Circulation

From Carly Davies <cardavies@rockyview.ab.ca>
Date Fri 06/20/2025 10:00 AM
To Althea Panaguiton <APanaguiton@rockyview.ca>
Cc Navi Sunkaranam <nsunkaranam@rockyview.ab.ca>

1 attachment (31 KB)
RVS Comments Conrich ASP_Section 16 - 20250620.docx;

Hi Thea,

Thank you for meeting with us last week. I personally found it so much easier to just discuss on a high level where we both needed to clarify what was happening in Conrich due to the hierarchy of documents.

IMPORTANT NOTE: With the upgraded density, the school sites noted in the plan will be what RVS need for our students, 4 plus 1 high school. It would be very likely that Calgary Catholic and Francophone schools will want additional sites. I wouldn't say MAY either as that will likely be the minimum as is.

> "Rocky View County and the school authorities administering the schools in the County have determined that a minimum of four elementary and a high school may be required for the Conrich area. Locations identified on Map 6 are conceptual based on the initial discussions with the school boards, and will be finalized in accordance with demand, the policies of this plan, and further consultation with the school boards during *Neighbourhood Plan* preparation. Locational criteria and school size respect the reserves agreement in place with Rocky View Schools, Francophone School Board, and the Calgary Catholic Board of Education."

I think the updates in the maps will also really drive home the need for the school sites. I appreciate the changes you have made, and I will look forward to fine tuning the details within the local documents. Thank you for hearing our concerns.

Looking forward to seeing the final draft.

Thanks again Thea,

Planning
Rocky View Schools
403.945.4084
www.rockyview.ab.ca

From: Althea Panaguiton <APanaguiton@rockyview.ca>
Sent: June 17, 2025 11:17 AM
To: Planning <planning@rockyview.ab.ca>
Subject: Fw: Conrich Area Structure Plan Amendment - Circulation

CAUTION: This email originated from outside of Rocky View Schools. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Carly and Navi,

Thank you very much for meeting with us last week to go over the comments on the Conrich Area Structure Plan. I'm sending a follow up to confirm a few items that we discussed.

The current circulation was in regard to the Future Policy Area (FPA) project showing the newly expanded Hamlet boundary as well as the "Long Term Development Area". Within the Hamlet , Administration is proposing 2 new Neighbourhood Area - Northwest and Southeast. These two neighbourhoods will be further planned by the County (or in partnership with a developer) through a "Neighbourhood Plan", at Neighbourhood planning stage further details such as the location of the community core, additional road networks, community amenities, and school sites will be determined.

Other revisions that Administration is proposing predominantly clarify policies that may be affected due to the Hamlet Area. I've attached here the revisions we've made to Section 16 - Schools to date for your review. Can you please confirm if these satisfy your initial concerns with regards to the proposed Plan?

I do want to follow up with regards to the ASP map, the school symbols are conceptual. The legends were initially placed in areas that may provide efficient connection between communities and to keep the sites central. It doesn't confirm the final location and total number of schools that will be developed in the community, possibly there could also be multiple schools co-located in that one area. The policies within the ASP reflect this direction and the preamble in Section 16 mentions the need for further planning will occur later in the process. As we discussed we anticipate that further conversations with the school boards will be completed at neighbourhood planning stage to confirm final sites.

Further, outside of the FPA project, the County will be completing a full review of the wider Conrich Area Structure Plan. We anticipate many of the activities in the project will begin in the fall and we'll certainly reach out to begin initial conversations with schools while forming the land use concept.

If there is anything that I missed, please let me know. We appreciate again your time and efforts in providing your feedback on the proposed Conrich ASP.

Cheers,

Thea Panaguiton

She/Her/Hers
Senior Planner, Policy | Planning

Rocky View County

262075 Rocky View Point | Rocky View County | AB | T4A 0X2
Phone: 403-520-7281

APanaguiton@rockyview.ca | www.rockyview.ca

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

From: Planning <planning@rockyview.ab.ca>
Sent: Monday, June 09, 2025 3:08 PM
To: Althea Panaguiton <APanaguiton@rockyview.ca>
Cc: Navi Sunkaranam <nsunkaranam@rockyview.ab.ca>
Subject: RE: Conrich Area Structure Plan Amendment - Circulation

Hi Thea,

Thank you again so much for the extra time to review. Our team found this circulation particularly tricky as it doesn't contain a lot of the information, we typically use to review plans thoroughly. After meeting Kaitlyn regarding the MDP update, we were able to understand some of the differences and expectations for ASPs in rural areas; However, we felt there was still a lot of missing information we would need to comment appropriately on this area.

Please feel free to reach out if you have any questions or comments, we are happy to chat about this further.

Planning

Rocky View Schools

403.945.4084

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ROCKY VIEW SCHOOLS

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Jun. 06, 2025

Thea Panaguiton
Senior Planner, Policy
262075 Rocky View Point
Rocky View County

RE: Comments on Conrich Area Structure Plan Amendment.

Dear Ms. Panaguiton,

Thank you for the opportunity to review the proposed amendment to the Conrich Area Structure Plan (ASP). Rocky View Schools (RVS) has completed its review and provides the following comments for your consideration.

It is critical to clarify inconsistencies between this ASP and the proposed Municipal Development Plan (MDP). For example, the ASP references Conrich as a regional business centre, whereas the MDP identifies it as a growth hamlet. This distinction is significant for school planning, as the educational infrastructure needs differ greatly depending on the long-term vision for the community.

The proposed amendment allows for a substantial increase in residential development. Given, Conrich's unique demographic profile—including a high prevalence of multi-generational households—this growth will result in a greater demand for school sites than in other areas of the County. However, the current ASP does not reflect these increased demands and existing mapping and supporting statements do not align with the expected population growth.

Based on the scale of residential expansion within the hamlet and surrounding country residential areas, RVS will require a minimum of four elementary/middle school sites and one high school site. The high school site must be clearly identified in the ASP maps. Moreover, a clear timeline for servicing and development sequencing is essential to ensure that school sites are available in a timely manner to meet the needs of incoming residents. This information is currently missing.

Throughout the document, terms such as "Local Plans" and "Neighbourhood Plans" are used interchangeably. It must be clarified whether these are intended to replace or serve the same function as "Conceptual Schemes," to avoid confusion during future planning stages.

The ASP must also clearly require that at least one school site be shovel-ready as part of the first phase of community build-out. Additionally, certain maps need to be updated to reflect the closure of Prince of Peace School and to correctly identify any remaining institutions as private schools.

Finally, the proposed amendments to the Municipal Reserve (MR) allocation highlight the need for greater clarity regarding future planning expectations. To support transparency and alignment among shareholders, the ASP should clearly articulate the intended approach to MR allocation, with the understanding that further detail and refinement will follow during the conceptual planning stage.

While RVS has identified several areas where additional clarity and alignment would strengthen the amendment, we are not in a position to support the document in its current form. We remain committed to ongoing collaboration with Rocky View County and welcome the opportunity to work together to refine the ASP so it can effectively meet the long-term educational and community needs of Conrich.

Please do not hesitate to reach out should you require any clarification or wish to discuss these comments further. We appreciate the opportunity to contribute to this important planning process.

More detailed comments from RVS are enclosed for your consideration.

Sincerely,

Navi Sunkaranam
Director of Planning and Capital Projects

Encl: Detailed Comments on Conrich ASP amendment.

Conrich Area Structure Plan Amendment: Rocky View School's Detailed Comments. (June 09, 2025)

Pg #	Policy #	*Statement*	Question	Comments
16	MAP 4	*School sites shown as blue diamonds.*		1) The school in the prince of peace area was closed and changed into a retirement home. Please remove the diamond as there is no longer a school site available. 2) The legend should read private school by the blue diamond. The map should show that there are no public schools in Conrich ASP area. 3) The map should be updated to show all the homes. (For example, Chateau Estates Manufactured Home Park.) It seems like a lot of the population is not shown.
22	Goals 1.b.	*The goals are as follows: Facilitate the development of the hamlet of Conrich as a vital and distinct community that retains its rural heritage and provides residents with. a community focal point with public gathering places, parks, schools, other institutional uses, and local commercial services;*		As this is suggesting a community focal point, it's interpreted as one node for the Conrich hamlet or even the Conrich greater area. This should specify the high school should be at the community focal point and neighbourhood nodes as elementary schools.
30 / 31	Map 5 & 6			School sites are approx. however, when requesting funding from Alberta, the location of a school site will not be allowed within 500m of a train tracks. It would be ideal to move the one site further away so we would get approval. Even with the proposed barrier with the Railway interface concept in figure 3, the school site should be shown further away from the tracks for future approval

				requirements. AS per the policy in this document. 22.31
34	8	*Unique to the community of Conrich is the general trend of multi-generational living. While still in the form of single detached dwelling, houses are typically larger in size and are built on bigger urban lots of approximately 0.25 acres in size. Each home accommodates multiple family members within one household and have more residents than the average 3 people per household. While the average density in the hamlet may appear lower, the number of residents per household may be typically higher than the average Rocky View County residence.*		The calculation for students is based on the general RVC resident / household numbers. Therefore, the 5 sites needed is calculated at the lower rate, does this align with the higher calculation rates from RVC for Conrich. 4 school sites and 1 high school site.
36	8.10 c.	*8.1Redesignation, subdivision and development applications within the hamlet residential area shall be guided by a local plan prepared in accordance with the policies of this Plan; c. notwithstanding Section 8.4, a local plan is not required for a development*	What does this mean? Could you please clarify if this effects the school sites?	should be 8.1.a point "a" not "c".

		application that is supplemental, accessory to, or secondary, to an approved principal use, should that use been approved prior to amending Bylaw C-8567-2024		
37	8.19 a.	*8.19Local plans in the Hamlet shall provide an analysis of open space and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and open space within the hamlet development areas; a. Where the opportunity exists to provide connections to an existing or planned active transportation route, municipal reserve dedication in residential areas should be provided by dedication of land to facilitate the establishment of fully functional pathways and open space areas within a development.*	How can MR be determined large enough for a school site without being specific to separating parcels with at minimum 200acress to get 20acres for a school site? Or even for a 10acre parcel for an elementary school? Could you please confirm that the local plans will be developed in the area sited and as the neighbourhood areas?	Should be stated that if the development has a school site shown in the map systems, that developer is responsible for providing the school site and the high school site should be shown in the neighbourhood community node with 25 acres to accommodate the facility and recreational requirements.
39	8.27 and 8.29	*8.27 The following uses within the Neighbourhood Areas may be allowed where they are determined to be compatible, appropriate, and consistent with the policies of this Plan: a. public, recreational, and institutional uses such as schools, childcare facilities, 8.29. a.a. A neighbourhood plan shall cover the extent of the relevant*	Please confirm that Norwest Neighbourhood and Southeast neighbourhood are pre- set areas for specific local plans? The Hamlet area will be split into two conceptual schemes? For previous sites that have paid CIL or for future sites on commercial and industrial areas that pay CIL for their determined MR, it should be determined that school sites are a priority and should be contributing to these sites. How does this work internally and how can it be managed based on policy?	Same comments as before. Ensure size of local plans are sufficient for providing a school site. Whether that is from the reserve allocation from the internal area or deferred, transferred or bought through CIL from other sites in the area. Airdrie is currently working from a levy-based system to fairly provide for high school sites. It may be valuable for Conrich to navigate a process in the same fashion.

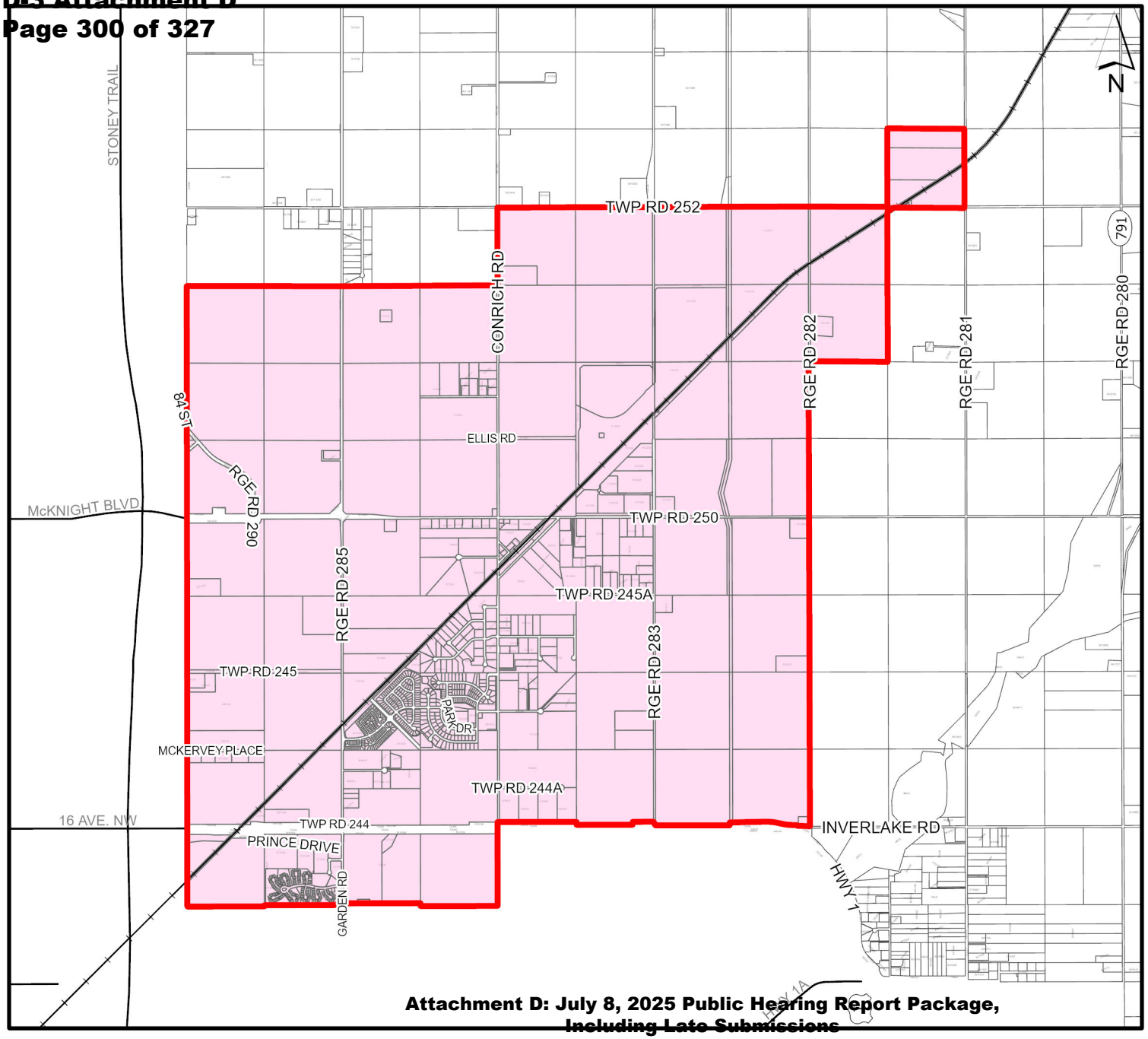
		Neighbourhood Area as shown in Map 6.		
40	8.32 d.	*d. provides for public, recreational, and institutional uses;*		Be more specific to the details on the public schools and size of sites needed.
44	8.55	*Development in the Community Core shall allocate sufficient lands for the future development or expansion of schools and municipal services through appropriate phasing and dedication of municipal reserve lands;*		Can this somehow specify that Public School sites must be located where shown on map and the amount of land required is determined in previous policy and are not interchangeable with other institutional or commercial services?
44	8.56	*Institutional and community service uses within the Community Core should be broadly identified at the time of preparing a neighbourhood plan while allowing for flexibility at further development stages and shall align with all other relevant policies set out within this Plan.*		As mentioned before, at the ASP stage, the school sites, sizes and even ownership should be determined and clearly shown.
General			Where are Buffalo hills and other approved local plans shown on the maps? Are these plans dismissed and now the new determined areas will be adopted in new separate conceptual schemes?	

66	16	*Schools*	Where is the general parks concept map for the ASP?	general locations should be shown; however, it still should be considered where they are to ensure, at a minimum the overall servicing and transportation are aligning.
66	16.3	*16.3 The amount of land dedicated for a future school site should be consistent with the size requirements delineated in the reserves agreement between Rocky View County and the school boards. Current size requirements are 10 acres for an elementary school, 15 acres for a middle school, and 25 acres for a high school.*		Although the dedication of exact land and location will be determined at the local plan stage, It would be beneficial to determine the locations, size and ownership of the school sites and compare them to the regional pathway systems. It would also be ideal to determine where the community centre is.
66	16.2	*As local plans are prepared, consultation shall occur with the school boards and other relevant partners to confirm additional school needs and specific locations for future school sites. The preferred location for a high school at the present time is on land within the highway business area south of the hamlet of Conrich.*		In other ASP's there are typically divided areas that will be future neighbourhood plans or concept plans.
66	16	*Rocky View County and the school authorities administering the schools in the County have determined that three elementary schools and a high school may be required for the Conrich area.*		1 HS and 3 elementary schools? It should be 5 sites as shown on map as well. Based on the population prediction, RVS would likely require 5 sites. CC and FI may require their own sites as well. The map shows 5 sites. Can we determine which one will be required to be HS? If CC and FI determine there is no need for a school site, the 5 sites will be sufficient.

67	16.9	*16.9 The County may partner with the school authorities to facilitate the creation of joint use facilities or amenities.*		As per MDP and JUPA requirements, the statement should say "**SHALL or Will**" not "MAY".
67	16.11	*Rocky View County and the school authorities shall collaborate with CN to mitigate impacts of train movement on school access via bussing, walking, or other modes of transportation.*		This statement should say " Rocky View County SHALL" and remove the school authorities, it is the county's responsibility to provide a quality site to the school board sufficient for approvals by AB for the school envelope. This includes the distance and safety from the existing train tracks and other concerned areas should be mitigated prior local plan MR designs. School authorities will not collaborate with CN and should be completed prior to approvals and transfer of the sites. AS per policy 22.31 of this document.
77	20.6	*20.6 The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the Municipal Government Act.*		As there is currently no JUPA, can we confirm somehow that the schools' sites demonstrated in the maps will be provided as the priority of MR dedication?
General	MAPS		The school sites should be shown on all the future planning maps.	All maps shall show the proposed school sites including the designated HS site.
111	27.21		Can we add a general statement of school sites to be developed in the first phases of the development of the local plans.	
General			Is there a way to provide a map with all the approved or proposed local plans on it? The ones listed on the website don't fully reflect the map shown in the plan.	

Attachment F: Landowner Circulation Map

ROCKY VIEW COUNTY



Landowner Circulation Area

Conrich Area Structure Plan

Division: 5,6
Roll:
File: 1012-370
Printed: 4/28/2025
Legal:

To: **Conrich Area Structure Plan Future Policy Area Project Team**
planning_policy@rockyview.ca

Good Day Team,

On behalf of my clients, landowners in the Conrich Area Structure Plan (ASP) area, I wish to share with you, their concerns, mainly surrounding the density factor. This document has been divided into three parts:

1. a letter of high-level statements related to the ASP and its density challenges;
2. Appendix A with six scenarios (1, 1A, 1B, 2, 3, 4, and 5) to assist in understanding the correlation between housing diversity policies/statements and a prescribed density that is too low; and
3. Appendix B, containing general comments regarding ASP wording and requests for either changes or clarification.

Linking to the Draft MDP Directives, Goals, Objectives

"Mixed use communities…co-locate higher intensity development…range of residential options…diverse mix of uses to meet resident needs…mix of housing types……shall provide a variety of housing options…range of affordability to meet residents' needs." These statements are found in the draft Municipal Development Plan and while they are still in "draft" form, they remain relevant and require acknowledgement within the county's hierarchy of planning framework. While the ASP promotes this in many of its sections, the density metric precludes the implementation. Appendix A scenarios prove this out: what happens is if a landowner/developer is required to meet the 5-upa metric, they are forced to artificially widen the lots, removing the ability to be attainable for all income levels.

Affordable Housing

Canada is in a major housing crisis however, the proposed ASP leans heavily on the low-density, single-detached housing product with a price point start of approximately $900,000. This ASP limits the target market to those who can afford this price point, and based on the language of the ASP, more specifically to multi-generational families (*Hamlet Development, p34*). The plan speaks to "a range of housing options," but in practice, it caps the non-single-detached residential component to just 10% which, as illustrated in the scenarios, is ineffective.

Housing Shortage

The plan says it can "evolve over time based on market conditions", however, now is the time. We live in a constant housing shortage and waiting to deal with density later doesn't really make sense when the problem exists today. The market needs more variety and more attainable options right now and not later.

ASP is Not in Line with Government Mandates

Both the federal and provincial governments are pushing for more supply, density, and zoning changes, yet the Conrich ASP doesn't align with that at all. If this gets approved the way it's written now, Rocky View will stay stagnant, they'll probably miss out on all this new funding tied to housing targets, and in general it just sends the message that Conrich is for a high-income bracket.

Development Pays for Development

The economics of the cost of tying into county services, offsite and standard levies, standard requirements in Conrich as a fully serviced hamlet, requires greater flexibility for density policies, as the scenarios above demonstrated. As presently proposed, the ASP policies will restrict housing diversity, and while may allow a variety of single detached housing product (Scenarios 2, 3, and 4), will fail to reach out to all housing market segments (townhouses, rowhouses, semi-detached, duplex, and multi-unit). The land use districts in the current, approved land use bylaw permit smaller lot product, where they should be located, i.e. in fully serviced hamlets, such as Conrich. Council is asking for the enlargement of the hamlet boundary from its historical one and therefore, there must be an understanding that the land uses, conducive to the hamlet lifestyle, are expected, with the following land use districts available for use in hamlets (under their respective PURPOSE statements), R-SML, R-MID, and R-MRU. These hamlet districts push the density expectation beyond the 5-units-per-acre metric, plus 10%, or 5.5 units per acre, unless you propose small amounts of non-single detached residential housing and call it a day.

In conclusion, I would like the county to be mindful of the evolving world in which we live in, in considering the proposed ASP density/housing diversity policies: if you restrict the development industry too much, then you risk losing opportunities for strong housing options in the Conrich area and defeat the purpose of permitting everyone a chance to have a roof over their heads, which should be a goal of any municipality, rural or urban. Rocky View County surrounds the City of Calgary on three sides, one of Canada's fastest growing major cities, and growth pressures are evident now and will continue into the foreseeable future. The county now has an opportunity to lead by creating tools for the development industry to build diversity of housing without the restriction of a non-sustainable density in a hamlet setting.

Every municipality has a role to play in addressing this national issue.

Sincerely,

N Darrell Grant
Planning Consultant

SCENARIO 1

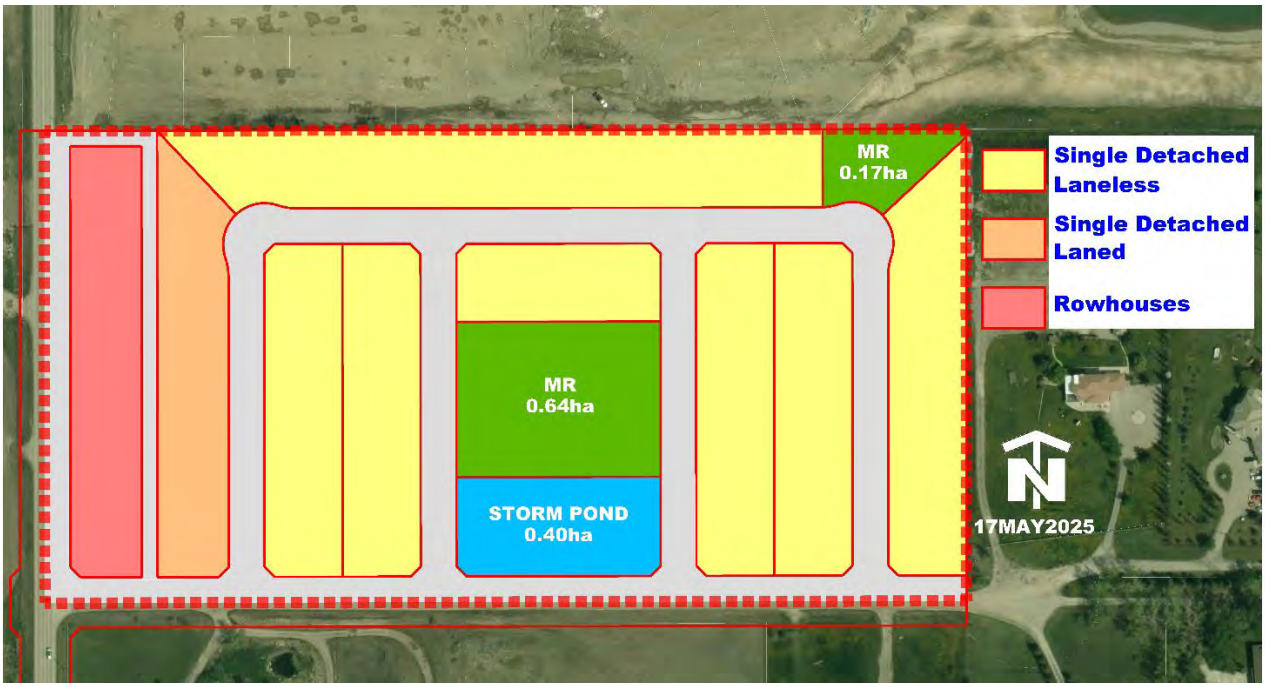
Based on the Minimum Parcel Widths in the R-MID Land Use District

USE	AREA HECTARES	AREA ACRES	AREA PERCENTAGE	FRONTAGE METRES	FRONTAGE FEET	AVERAGE LOT WIDTH METRES	AVERAGE LOT WIDTH FEET	NO. OF UNITS	NON-SINGLE DET PORTION	
GROSS AREA	8.74	21.60	100.0%							
RESIDENTIAL	5.22	12.90	59.7%	1487	4877			168		
Rowhouses	0.62	1.53	7.1%	98	321	6.09	19.98	16	16	10%
Detached	0.58	1.43	6.6%	264	866	9.14	29.99	29		
Detached	4.02	9.93	46.0%	1125	3690	9.14	29.99	123		
MUNICIPAL RESERVE	0.81	2.00	9.3%							
PUBLIC UTILITY LOT	0.4	0.99	4.6%							
ROADS	2.31	5.71	26.4%							
DENSITY								19.2	UNITS PER HECTARE	
								7.8	UNITS PER ACRE	

NOTE

This scenario focusses on the minimum lot widths in the R-MID land use district plus 10% as non-single detached housing.
The result is density is beyond the proposed Conrich density of 5upa and there is **minimal housing diversity**:

152 one-lot-width single detached housing
16 rowhouses



appendix a

SCENARIO 1A

Based on the Minimum Parcel Widths in the R-MID Land Use District

USE	AREA HECTARES	AREA ACRES	AREA PERCENTAGE	FRONTAGE METRES	FRONTAGE FEET	AVERAGE LOT WIDTH METRES	AVERAGE LOT WIDTH FEET	NO. OF UNITS	NON-SINGLE DET PORTION	
GROSS AREA	8.74	21.60	100.0%							
RESIDENTIAL	5.22	12.90	59.7%	1487	4877			165		
Semi Detached	0.62	1.53	7.1%	130	426	7.92	25.98	16	16	10%
Detached	0.58	1.43	6.6%	232	761	9.14	29.99	25		
Detached	4.02	9.93	46.0%	1125	3690	9.14	29.99	123		
MUNICIPAL RESERVE	0.81	2.00	9.3%							
PUBLIC UTILITY LOT	0.4	0.99	4.6%							
ROADS	2.31	5.71	26.4%							
DENSITY								18.9	UNITS PER HECTARE	
								7.6	UNITS PER ACRE	

NOTE

This scenario focusses on the minimum lot widths in the R-MID land use district plus 10% as non-single detached housing.
The result is density is beyond the proposed Conrich density of 5upa and there is **minimal housing diversity**:

149 one-lot-width single detached housing
16 semi-detached

appendix a

SCENARIO 1B

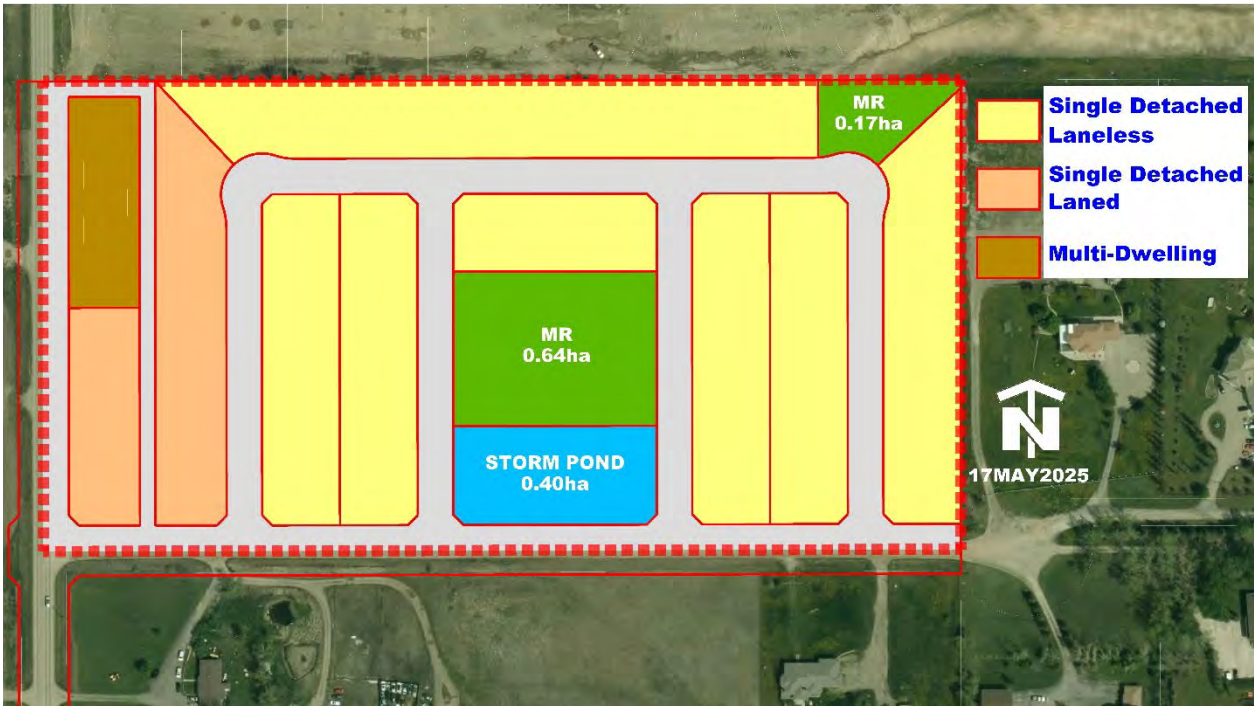
Based on the Minimum Parcel Widths in the R-MID and R-MRU Land Use Districts

USE	AREA HECTARES	AREA ACRES	AREA PERCENTAGE	FRONTAGE METRES	FRONTAGE FEET	AVERAGE LOT WIDTH METRES	AVERAGE LOT WIDTH FEET	NO. OF UNITS	NON-SINGLE DET PORTION	
GROSS AREA	8.74	21.60	100.0%							
RESIDENTIAL	5.22	12.90	59.7%	1487	4877			168		
Mulit-Dwelling	0.62	1.53	7.1%	95	312			16	16	10%
Detached	0.58	1.43	6.6%	267	876	9.14	29.99	29		
Detached	4.02	9.93	46.0%	1125	3690	9.14	29.99	123		
MUNICIPAL RESERVE	0.81	2.00	9.3%							
PUBLIC UTILITY LOT	0.4	0.99	4.6%							
ROADS	2.31	5.71	26.4%							
DENSITY								19.3	UNITS PER HECTARE	
								7.8	UNITS PER ACRE	

NOTE

This scenario focusses on the minimum lot widths in the R-MID land use district plus 10% as multi-dwelling 3-storey housing at 50uph.
The result is density is beyond the proposed Conrich density of 5upa and there is **minimal housing diversity**:

152 one-lot-width single detached housing
16 multi-dwelling housing



appendix a

SCENARIO 2

Based on a Maximum Overall Density of 5 Units per Acre with Some Housing Diversity

USE	AREA HECTARES	AREA ACRES	AREA PERCENTAGE	FRONTAGE METRES	FRONTAGE FEET	AVERAGE LOT WIDTH METRES	AVERAGE LOT WIDTH FEET	NO. OF UNITS	NON-SINGLE DETACHED PRODUCT	
GROSS AREA	8.74	21.60	100.0%							
RESIDENTIAL	5.22	12.90	59.7%	1487	4877			108		
Rowhouses	0.62	1.53	7.1%	87	285	7.92	26.00	11	11	10%
Semi-Detached	0.58	1.43	6.6%	275	902	9.75	32.00	28		
Detached	4.02	9.93	46.0%	1125	3690	16.46	54.00	68		
MUNICIPAL RESERVE	0.81	2.00	9.3%							
PUBLIC UTILITY LOT	0.4	0.99	4.6%							
ROADS	2.31	5.71	26.4%							
DENSITY								12.3	UNITS PER HECTARE	
								5.0	UNITS PER ACRE	

NOTES
This scenario represents a maximum 5-upa metric and the reults of indorporating three housing forms: rowhouses, semis, and singles.
However, all the products must be artificially widened to accommodate this density metric.
Affordability is now in question as **servicing fewer homes increases the lot cost.**
11 rowhouses
28 semi-detached units
68 single detached houses

appendix a

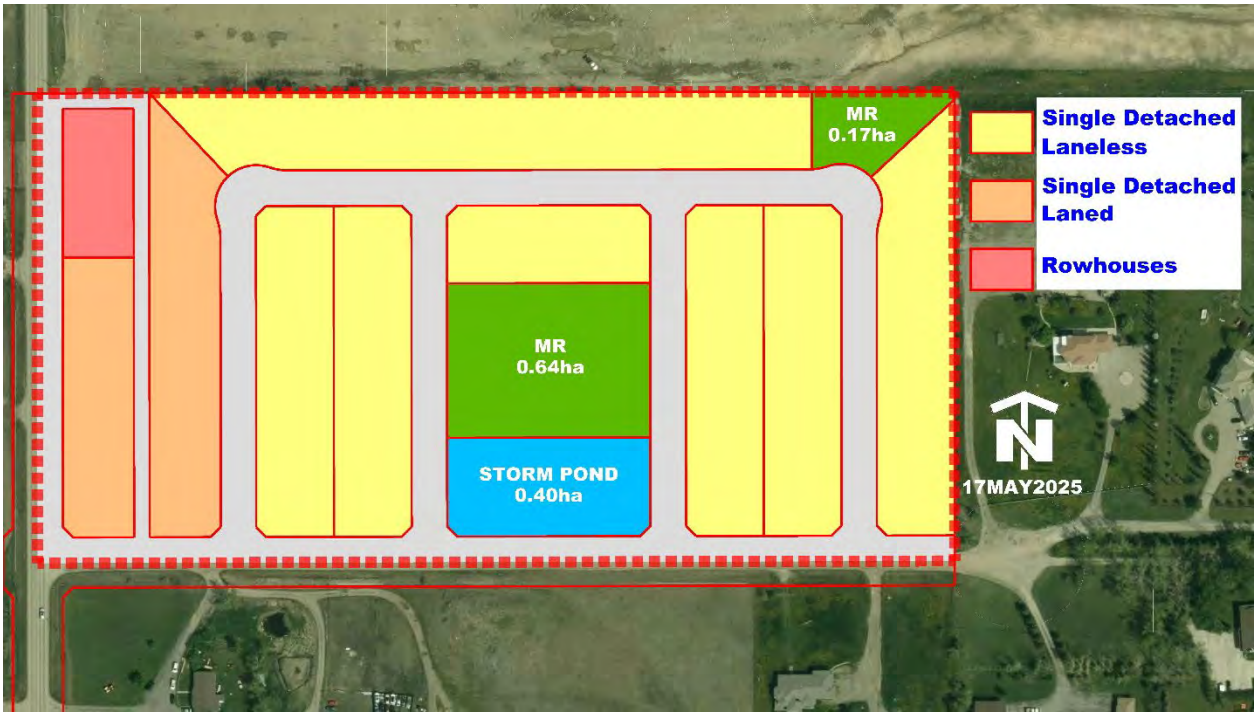
SCENARIO 3

Based on a Maximum Overall Density of 5 Units per Acre & 10% Multi-Dwelling

USE	AREA HECTARES	AREA ACRES	AREA PERCENTAGE	FRONTAGE METRES	FRONTAGE FEET	AVERAGE LOT WIDTH METRES	AVERAGE LOT WIDTH FEET	NO. OF UNITS	NON-SINGLE DETACHED PRODUCT	
GROSS AREA	8.74	21.60	100.0%							
RESIDENTIAL	5.22	12.90	59.7%	1487	4877			108		
Rowhouses	0.62	1.53	7.1%	67	220	6.10	20.00	11	11	10%
Detached-Laned	0.98	2.42	11.2%	126	413	9.14	29.99	14		
Detached	0.58	1.43	6.6%	169	554	13.41	44.00	13		
Detached	3.04	7.51	34.8%	1125	3690	15.85	52.00	71		
MUNICIPAL RESERVE	0.81	2.00	9.3%							
PUBLIC UTILITY LOT	0.4	0.99	4.6%							
ROADS	2.31	5.71	26.4%							
DENSITY								12.4	UNITS PER HECTARE	
								5.0	UNITS PER ACRE	

NOTES

In order to keep the density at 5 units per acre and allowing a maximum of 10% non-residential housing, there is little housing diversity :
only three different lot sizes of single detached and 11 non-single detached units out of 109 units in total.
The detached housing must be artificially widened to accommodate this density metric.
Affordability is now in question as **servicing fewer homes increases the lot cost.**



appendix a

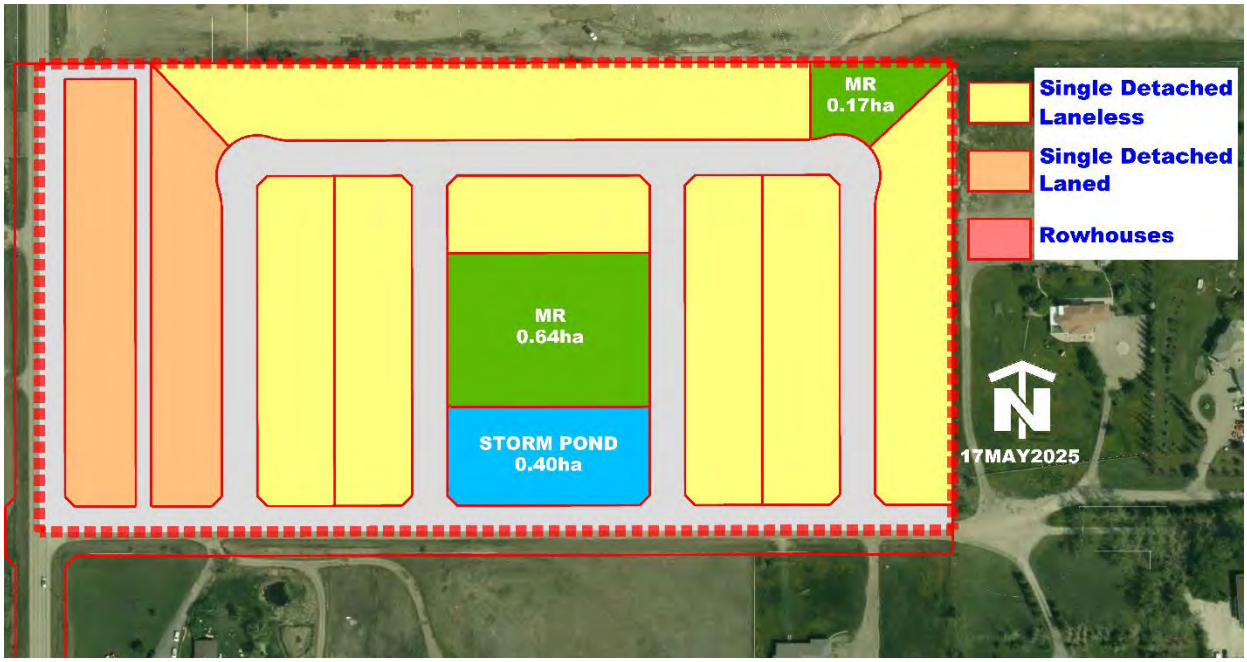
SCENARIO 4

Based on a Maximum Overall Density of 5 Units per Acre & No Multi-Dwelling Opportunity

USE	AREA HECTARES	AREA ACRES	AREA PERCENTAGE	FRONTAGE METRES	FRONTAGE FEET	AVERAGE LOT WIDTH METRES	AVERAGE LOT WIDTH FEET	NO. OF UNITS	NON-SINGLE DETACHED PRODUCT
GROSS AREA	8.74	21.60	100.0%						
RESIDENTIAL	5.22	12.90	59.7%	1487	4877			108	
Detached Laned	1.20	2.97	13.7%	193	633	9.14	29.99	21	
Detached	4.02	9.93	46.0%	1294	4244	14.94	49.00	87	
MUNICIPAL RESERVE	0.81	2.00	9.3%						
PUBLIC UTILITY LOT	0.4	0.99	4.6%						
ROADS	2.31	5.71	26.4%						
DENSITY								12.3	UNITS PER HECTARE
								5.0	UNITS PER ACRE

NOTE

In this scenario, there is no opportunity for any non signle-detached housing to add to diversity, and the **single-detached housing widths are reduced to two metrics**: 30 feet for the laned product and 49 feet for the laneless product.



appendix a

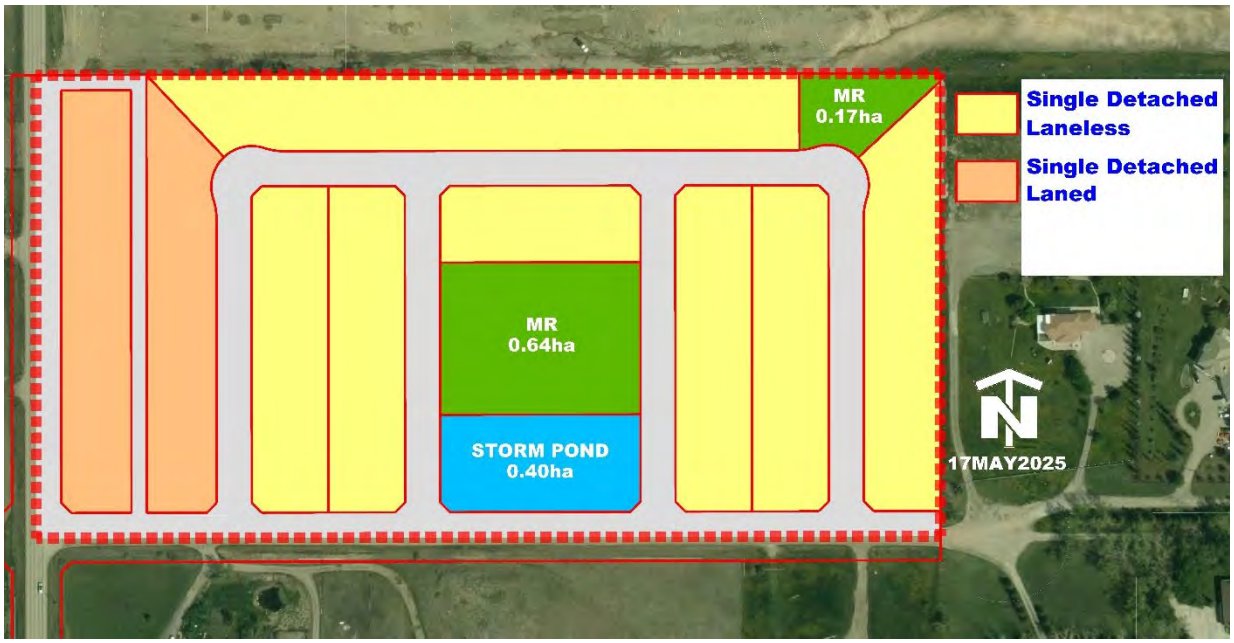
SCENARIO 5

Based on a Maximum Overall Density of 5 Units per Acre & R-SML Land Use District: No Multi-Dwelling Opportunity

USE	AREA HECTARES	AREA ACRES	AREA PERCENTAGE	FRONTAGE METRES	FRONTAGE FEET	AVERAGE LOT WIDTH METRES	AVERAGE LOT WIDTH FEET	NO. OF UNITS	NON-SINGLE DETACHED PRODUCT
GROSS AREA	8.74	21.60	100.0%						
RESIDENTIAL	5.22	12.90	59.7%	1487	4877			110	
Detached Laned	1.20	2.97	13.7%	193	633	13.50	44.29	14	
Detached	4.02	9.93	46.0%	1294	4244	13.50	44.29	96	
MUNICIPAL RESERVE	0.81	2.00	9.3%						
PUBLIC UTILITY LOT	0.4	0.99	4.6%						
ROADS	2.31	5.71	26.4%						
DENSITY								12.6	UNITS PER HECTARE
								5.1	UNITS PER ACRE

NOTE

In this scenario, the single-detached housing width is the minimum in the R-SML district: there is no opportunity for any non single-detached housing to create diversity. There is one lot width of 44.29 feet for both the laned and the laneless products. Typically there would be two different market segments.



appendix b

COMMENTS FOR THE PROPOSED CONRICH ASP

ASP text *is shown as:* *housing options such…*
Author's Commentary: numbers factor in…

Population p25

People per unit (ppu) should be acknowledged in the document, just as density is, i.e. 2.7ppu.

Do the population numbers factor in the additional 10% allowance for multi-dwelling opportunities?

For Prince of Peace, the metric of 2.7ppu is inaccurate: it is likely less than this metric due to the nature of the residents' makeup.

Hamlet Development p34

Single detached housing remains the primary and desired development form however, policies also provide other housing options such as townhomes, semi-detached units, multi-unit or similar forms of development, to ensure that The Plan meet (sic) density requirements and offer (sic) a range of housing types.

The scenarios illustrated in Appendix A disprove meeting the density of 5 units per acre with the inclusion of "*other housing options*", aka non-single detached residential house forms. This mix requires a greater density than 5 units per acre and a greater density offers the opportunity for hamlet services to be sustained, as well as justifying the costs to tie to the county's utility system.

Different terminology is used in this document for density: *minimum density*, *minimum average density*, and *average density*. Note, *minimum average density* is a confusing term: *minimum* density is one metric (not to exceed…) and *average* density is another metric (provides a range that meets somewhere in between).

Hamlet Development Policies - General P35

8.4 The primary residential land use within the hamlet shall be single detached dwellings.

a. Notwithstanding Policy 8.4, Nodes of higher density, which may consist of townhomes, semi-detached units and multi-unit development may be supported to achieve the density requirements as per Section 8.7.

and

DENSITY p36

8.7 The average residential density for new developments within the hamlet residential area should be 2.02 units per hectare (5.0 units per acre).

The *average residential density* of 5 units per acre does not provide the opportunity for "*nodes of higher density"* as stated above. Appendix A contains concepts and statistical scenarios to illustrate the disconnect between the proposed density and the ability to deliver housing diversity at an affordable price point. The appendices summarize densities based on various housing forms with at least the minimum lot

appendix b

COMMENTS FOR THE PROPOSED CONRICH ASP

ASP text *is shown as:* *housing options such…*
Author's Commentary: numbers factor in…

widths allowed in the existing R-MID land use district[1], identifying the challenges of meeting housing diversity and the restrictive nature of the 5-units-per-acre model.

8.8 Townhomes, duplex, multi-unit residential land use should not exceed 10 per cent of the net developable area within a hamlet residential area.

Townhome is not defined in the ASP or Land Use Bylaw.

Why are semis and rowhouses listed in the Land Use Bylaw, excluded? Perhaps, consider using the term: *non-single detached residential uses*

a. Density within an area should vary to address planning context in alignment with the policies of this Plan.

Unclear as to the purpose of this statement: what *area* is implied? If density is restricted to 5 units per acre, it will hinder the ability to promote housing diversity with housing for all.

b. Applications for residential development with greater density than the minimum average density dwelling units per acre may be supported if it is demonstrated that the greater density will not unduly affect the character of the hamlet, transportation and servicing requirements.

Generally, how is density calculated? This ASP version has not specified it.

8.29 A *neighbourhood plan* shall be prepared for each Neighbourhood Area, as shown on Map 6, in accordance with the policies of this Plan.

a. A *neighbourhood plan* shall cover the extent of the relevant Neighbourhood Area as shown in Map 6.

Why would a Neighbourhood Plan be required to include the Buffalo Hills CS area, since it already has an approved Conceptual Scheme?

8.29 c. Neighbourhood plans shall be developed to connect and interface with other Neighbourhood Areas. This includes ensuring infrastructure connectivity, appropriate development transitions, compatible architectural style and an interconnected open space and parks network.

The interface between the two Neighbourhood Areas is the CNR line, creating a limiting barrier to connectivity: there are three road crossings of the CNR line: two existing and one future: one at each end

[1] *The R-MID, R-SML, and R-MRU land use districts are identified in their respective PURPOSE statements as appropriate districts in hamlets. These districts include non-single detached residential uses as Permitted and/or Discretionary*

appendix b

COMMENTS FOR THE PROPOSED CONRICH ASP

ASP text *is shown as:* *housing options such…*
Author's Commentary: numbers factor in…

and one in the middle. The requirements in this policy should be funded through a hamlet funding mechanism and not placed on any one affected landowner.

Is it *Neighbourhood Plans* or *Neighbourhood Areas*? Should it be one or the other?

8.33 Multiple type (sic) of housing should be integrated into the Neighbourhood Areas to meet the density requirements.

a. Notwithstanding Policy 8.33, mixed use development should only be focused along the Community Core or local commercial areas.

At present, the Community Core is not identified on any maps with this entity intended to be addressed at the Neighbourhood Plan stage. Perhaps, the required Traffic Impact Assessment could direct the locations of local commercial. For example, rowhouses lined along a main road may not be in the Community Core nor near a local commercial site but are appropriate on a collector-type road. There is also a stigma here, that multi-dwelling housing should be located next to commercial, ergo, single detached housing should not.

Multiple types of housing and *mixed-use development* are not defined in this document – should they be, to clarify, so there is less uncertainty at the detailed planning stage?

8.34 A market demand study shall be conducted as part of the *neighbourhood plan* to support the proposed size of the *neighbourhood commercial* area and to demonstrate that the proposed development will not compromise the viability of similar uses in the Community Core.

Is this necessary since the size of commercial has already been restricted in this document (Section 8.26), meaning some analysis has presumably been done? Perhaps this requirement could be included "if" the proposed retail is greater than "x" square metres?

BUFFALO HILLS p48

The Buffalo Hills Conceptual Scheme (2006) includes a residential development within the two northernmost quarters (sic) sections of The Plan, with a regional business and institutional centre developed on the southern quarter section.

8.66 The Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) general land use located as identified on Map 6 shall be supported by this Plan.

8.67 Amendments to the Buffalo Hills Conceptual Scheme (Bylaw C-6288-2006) identified on Map 6 shall adhere to the requirements of this Plan.

There is no reference to the Buffalo Hills Conceptual Scheme on Map 6.

appendix b

COMMENTS FOR THE PROPOSED CONRICH ASP

ASP text *is shown as:* *housing options such…*
Author's Commentary: numbers factor in…

GENERAL

Seniors' Housing and Occupancy Rates and Density

Seniors' housing from a density perspective is calculated differently. Institutional seniors' housing has low square footage and low occupancy rates. Independent seniors' living has low occupancy and medium sized housing units. Further qualification is required. For the population of Prince of Peace, there should be a finite count of residents, rather than a 2.7 people-per-unit, generalized metric. For future institutional seniors' housing considerations in the Conrich ASP area, density should not include institutional facilities.

Should and Shall Directive Terms

The author appreciates that these terms are clearly defined in the ASP and the density is a ***should*** directive, meaning *"…a directive term that indicates a strongly preferred course of action by Council, Administration, and/or the developer but one that is not mandatory. Typically, applications will be required to comply with a "should" policy unless the proponent provides a valid rationale for why the policy cannot be complied with."*.

However, the author's observations are that Administration tends to lean on the side of caution when making a recommendation to council and will use a *should* instance to recommend refusal (e.g. use of panhandles). Since density in this ASP is defined to as a *should* statement and under its definition, the applicant would need to justify the reason(s) why (to deviate from the 5-upa metric). Will Administration still recommend refusal? Understanding that council makes the final decision, however, the negatively charged atmosphere has already been created. Or is it better for Administration to recommend a higher metric in the ASP, based on supporting housing diversity and sustaining services, municipal or otherwise?

1674481 Alberta Ltd.
110 – 1118 Homer Street
Vancouver, B.C.
V6B 6L5
(604) 687-3100

May 14, 2025

Conrich Area Structure Plan Future Policy Area Project Team
Planning | Rocky View County
403-230-1401 | planning_policy@rockyview.ca

Re: Concern for the proposed Cap on Multi-Family Density in the Hamlet of Conrich

We are significant landowners in the Conrich ASP and I am writing to urge the Planning Department to reconsider the proposed blanket maximum density of five units per acre in the updated Area Structure Plan (ASP) for the Hamlet of Conrich. While the intent to encourage varied housing types-including townhouses and other multifamily options-is commendable, the current proposed density cap effectively prevents these much-needed forms of housing from being economically viable.

Key Arguments for Allowing Greater Multi-Family Density:

Workforce Housing Needs:

The industrial area surrounding the CN intermodal yard requires a growing younger workforce. These workers need affordable, manageable housing options near their employment. Multi-family developments, such as townhouses and apartments, are essential to meet this demand and to prevent workforce shortages due to lack of suitable housing nearby.

Community Diversity and Resilience:

Diverse housing options create vibrant, resilient communities that can better weather economic shifts and attract a broad demographic, from young professionals to retirees. Studies show that neighborhoods with a mix of housing types experience lower foreclosure rates and are more adaptable to change.

Urban Design and Character:

Allowing higher-density multi-family housing will break up repetitive single-family sprawl, offering architectural and social diversity. This aligns with modern planning best practices and creates more visually interesting, walkable neighborhoods that appeal to a wider range of residents.

Alignment with Regional Growth Policies: The Regional Growth Plan (RGP) envisions higher average densities (7.25 units per acre) and supports nodes of higher density to balance single-family preferences with the need for affordable, diverse housing. The County's own planning documents and recent ASP amendments recognize the importance of accommodating future growth and housing needs in a sustainable manner.

Economic Feasibility:

At a five units per acre cap, only single-family lots are economically viable. The land value attributed to multi-family units is significantly lower, making their development unattractive under the current policy. Without higher allowable densities, developers will not build townhouses or apartments, undermining the County's stated goal of housing diversity.

Conclusion:

To truly achieve a full-service, economically vibrant, and inclusive hamlet, the ASP should allow for higher multi-family densities-at least in designated nodes or areas-so that townhouses and apartments can be built where they are most needed. This will support local employment, provide housing for all life stages, and help Conrich grow as a diverse, resilient community. While the current amended ASP seems to acknowledge these attributes, the five units per acre overall cap overlooks the lack of economic viability for this product type and creates a practical veto on this use.

Thank you for your consideration

Yours truly,

Collin Ferguson

cc: Rockyview Council

Althea Panaguiton

From: Peter Chouhan [redacted]
Sent: Friday, May 23, 2025 1:29 AM
To: Andrew Chell; Althea Panaguiton
Cc: Himat Gill
Subject: Feedback on our May 20th meeting regarding the draft Conrich ASP

Categories: Conrich

Subject: Follow-Up on Meeting – Sidewalks & Commercial Space Considerations

Dear Althea and Andrew,

I hope this email finds you well. I want to extend my sincere appreciation for our meeting on Tuesday, May 20th. It is truly a pleasure to collaborate with a team that takes the time to listen to our concerns and engage in constructive discussions.

Following our conversation, I conducted a quick review of the potential impact of mandatory sidewalks throughout the hamlet's residential areas on our project. Based on my analysis, the number of single-family home lots would decrease from approximately 230 to around 150 of comparable size. This significant reduction poses a challenge in achieving the density targets set by the ASP while still maintaining single-family homes as the predominant dwelling type.

To address this concern, I propose adjusting the language to state that "Sidewalks should be required on at least one side of main arterial roadways," while omitting requirements for smaller roadways. This approach would help balance pedestrian accessibility with the need to maintain viable residential development.

Regarding the commercial space limitation of 64,000 square feet for local plan areas, we strongly believe that this restriction should not be proscriptive. Due to the setback requirement of a high-pressure gas line residential development is not feasible in a significant portion of our land. However, we could utilize the land near the pipeline for surface parking which means commercial development remains a viable option. If the ASP imposes strict limits on commercial potential, this land could only be designated as park space, effectively resulting in the loss of approximately seven acres of developable land. Given that we have already allocated ample open space and municipal reserve in other areas of the plan, such an outcome would not be ideal from a development standpoint.

We encourage the ASP to reconsider its approach to neighborhood commercial areas to allow for flexibility where appropriate. We want to ensure that the policy wording does not inadvertently hinder potential development through overly restrictive language.

Additionally, we have spoken with other landholders in the area, including Gurjinder Gill and Iqbal Gill, who own separate parcels within the Northwest Neighbourhood Plan area. Both share concerns that the sidewalk requirements and commercial space limitations could have a severe negative impact on their development plans.

We sincerely hope your team can identify a strategy that aligns with the broader vision while considering the unique challenges posed by irregularly shaped parcels. Many other landholders may face even greater difficulties in accommodating stringent sidewalk requirements due to the odd layout of their properties.

Once again, thank you for your time and thoughtful consideration of these matters. We greatly appreciate the opportunity to collaborate and look forward to further discussions.

Best regards,

--
Peter Chouhan

E-mail: [redacted]
Phone: [redacted]
Cell: [redacted]

Outlook

Re: Concerns Regarding BylawC-8569-2024 and its use to Impact Long Standing Landowners to facilitate future Development in outlijned Policy Area.

From Carol McKervey [redacted]
Date Wed 06/18/2025 9:44 AM
To Althea Panaguiton <APanaguiton@rockyview.ca>

Thank you for the information. I enjoyed or chat, very informative. I did send a copy to Legislative Services, for which they will include in their meeting. But I believe you have Calmed my concerns, for the time being .

Have a Great Day,

Carol McKervey
Sent from my iPad

On Jun 17, 2025, at 3:24 PM, Althea Panaguiton <APanaguiton@rockyview.ca> wrote:

Hi Carol,

Thank you for our quick chat over the phone. I spoke to our engineer regarding site access, and I was advised that at this time, there are no changes proposed on your current access, and it is to remain as is. 84th Street is under the City of Calgary's jurisdiction, and currently there is no access to HWY 1 directly from 84th Street. With regards to 100th Street, the access will ultimately shift east through development of an interchange. Please see the attached map for reference, this is the proposed transportation network map per the area structure plan.

When we chatted over the phone, you mentioned that some of your questions below were answered. Do you still need me to provide further information on any of the items below? Happy to go over it with you if need be.

Thank you,

Thea Panaguiton
She/Her/Hers
Senior Planner, Policy | Planning

Rocky View County
262075 Rocky View Point | Rocky View County | AB | T4A 0X2
Phone: 403-520-7281
APanaguiton@rockyview.ca | www.rockyview.ca

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

From: Carol McKervey [redacted]
Sent: Thursday, June 12, 2025 5:03 PM
To: Althea Panaguiton <APanaguiton@rockyview.ca>
Subject: Concerns Regarding BylawC-8569-2024 and its use to Impact Long Standing Landowners to facilitate future Development in outlijned Policy Area.

Dear Ms Panaguilton,

I hope this message finds you well.

I am writing to express my concerns regarding the use of BylawC-8569-2024 which proposes amendments to the Conrich Area Structure Plan to facilitate the Development in the Future Policy Area. While I appreciate the Country's efforts to plan for sustainable growth I am particularly concerned about how these changes may impact long term and long standing landowners in the area, including myself.

1. Impact on Property Rights Will there be any changes to zoning, land use restrictions on property rights for existing landowners in the expanded hamlet area and long term development area?

2. Infrastructure and Services How will the County ensure that iInfrastructure and services keep pace with the proposed development and will existing landowners be affected by additional levies or costs. (Suggested road closure at 100th and 16th Ave) one we are against.

3. Environmental Considerations What measures will be implemented to preserve the character
and natural environment of the area, which is vital to many residents who have lived here for
decades.

4 Community Engagement What opportunity will you offer to the long term residents to provide input and guarantee these concerns will be addressed,

As a long-standing member of this community, I have a vested interest in ensuring that any
development aligns with the needs and rights of current residents while also considering the broader vision for the area, I would greatly appreciate it if you could provide further details on how the County plans to address these concerns.

Thank you, for taking the time to read my email, I look forward to your response and any additional information you can provide.

Warm regards,

Carol McKervey
285213 McKervey Place
Rockyview County
T1Z0K5
<Map 9 Transportation Network_V5.jpg>

Stantec Consulting Ltd
200-325 25 Street SE
Calgary AB T2A 7H8 CA

June 26, 2025
File: 116508034

Attention: Althea Panaguiton

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

Dear Althea,

RE: WRITTEN SUBMISSION TO BYLAW C-8569-2024 (PROPOSED CONRICH ASP AMENDMENT - FPA)

On behalf of Farm Air Properties Inc., Stantec Consulting Ltd ('Stantec') provides the following written submission for consideration of the proposed bylaw C-8569-2024 at the Public Hearing on July 9, 2025. Farm Air Properties Inc. owns several quarter sections of land within the Conrich Area Structure Plan (ASP), including:

- SW7-25-28-W4M
- SE7-25-28-W4M
- NW6-25-28-W4M
- NE6-25-28-W4M
- NW5-25-28-W4M
- SW6-25-28-W4M
- SW5-25-28-W4M

As a landowner, Farm Air Properties ('Farm Air') has closely followed the preparation and amendment of the Future Policy Area within the Conrich ASP. While we support the amendments proposed within the Hamlet, we are eagerly anticipating the upcoming opportunity to be part of review and amendments to the wider Conrich ASP commencing this year. We understand the recently approved Terms of Reference (TOR #1012-103) approved on March 4, 2025 seeks to refine the wider ASP to bring it up to date with current market demands/opportunities, while collaborating with landowners to facilitate future development opportunities for the area. With upcoming engagement, Farm Air looks forward to collaborating with Administration to facilitate a coordinated growth approach that will benefit the long-term success of Conrich and Rocky View County.

Reference: **Proposed Conrich ASP Amendment - FPA**

Should you have any questions or require any further information regarding the above, please contact the undersigned.

Regards,

Stantec Consulting Ltd.

Christina Lombardo
Urban Planner

Phone: 403 207 7569
christina.lombardo@stantec.com

Cc Robert Manning, Farm Air Properties
David Symes, Stantec Consulting

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Date: 27 June 2025

Planning Service Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB – T4A 0X2

Subject: By Law C-8569-2024 – 1012-370 Request for Inclusion of Phase 4 (Cell D) of Cambridge Park Estates within the Future Policy Area (FPA) of the Conrich Hamlet

Dear Sir / Madam,

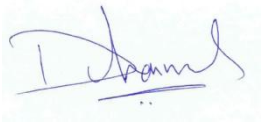
On behalf of the residents of Cambridge Park Estates, we wish to formally bring forward the following concerns and request for consideration regarding the current boundaries of the Future Policy Area (FPA) for the Hamlet of Conrich:

1. **Background and Development Context**
   The entire Cambridge Park Estates community—including the area now known as Knights Bridge (Phase 4)—has been developed and approved under the **South Conrich Conceptual Scheme (SCCS)**, which was adopted in 2008/2009. This conceptual framework, as shown in ***Map 1*****,** provided the foundational vision and land use planning principles for the community.
2. **Inconsistencies in FPA Boundary Designation**
   The boundaries of the current FPA were introduced after the approval of the SCCS. At that time, Phase 4 (also known as **Cell D** in the SCCS) was initially proposed as a **business commercial** area. As a result, it was excluded from the FPA, while Phases 1, 2, and 3 were included—see ***Map 2*** for reference.
3. **Change in Land Use Vision**
   Since the original SCCS proposal, the land use for Phase 4 has been revised, approved, and developed as **single-family residential**, aligning it with the rest of the Cambridge Park community. Land use ws changed from B-LOC to DC – see ***Map 3*** for reference. Given this shift, there is no longer a functional or planning justification for excluding Phase 4 from the FPA.
4. **Community Cohesion and Equity Concerns**
   Residents are concerned that maintaining this division between Phases 1–3 and Phase 4 may lead to **inequities in services, governance, and policy application**. This separation has the potential to create a fragmented community experience and may introduce inconsistencies in how municipal services and development policies are applied.
5. **Policy Implications and Long-Term Vision**
   Different rules or planning considerations applied to Phase 4, as a non-FPA area, could adversely affect the **overall vision and integrity** of Cambridge Park Estates. As all four phases now share the same residential character and development standards, it is both **logical and equitable** to treat them as a unified part of the Conrich hamlet.

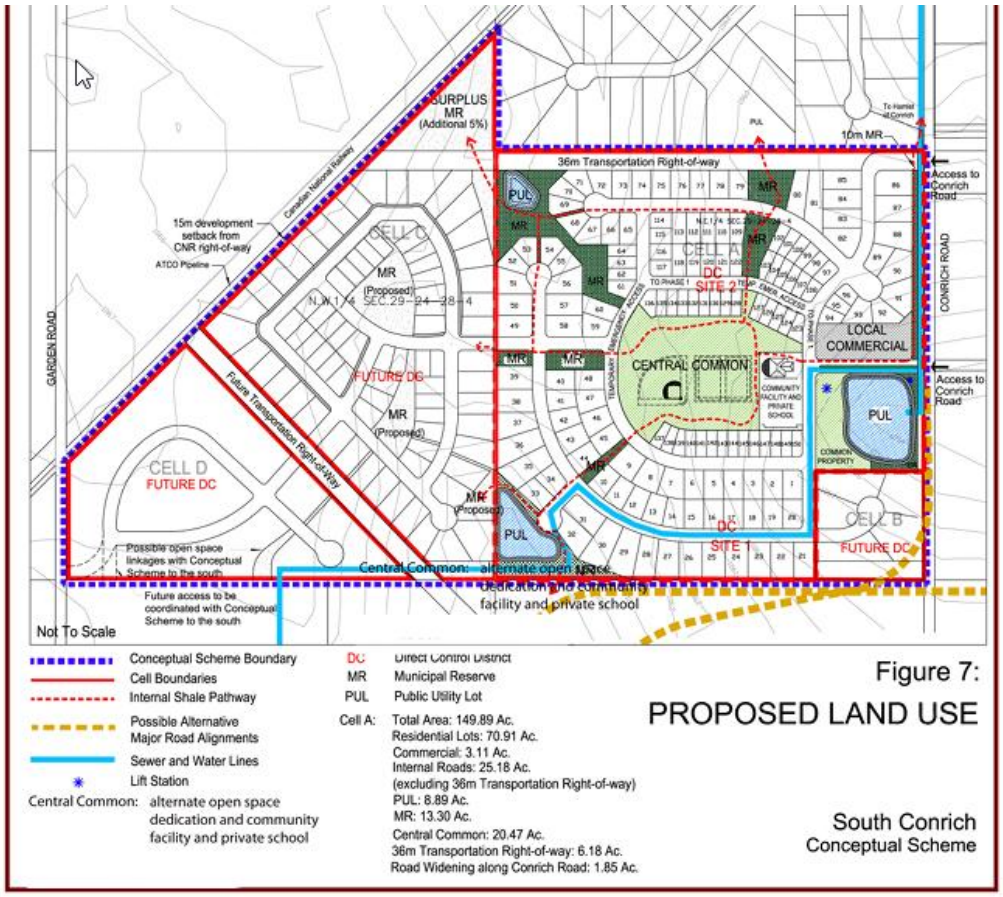
6. **Conclusion and Request**
   In light of the completed residential development of Phase 4 and its alignment with the broader vision of Cambridge Park Estates, we respectfully request that the boundaries of the Future Policy Area be amended to include **Phase 4 (Cell D)**. This change would ensure policy consistency, equitable treatment of all residents, and the preservation of a unified community identity.

We appreciate your attention to this matter and look forward to your consideration of this request.

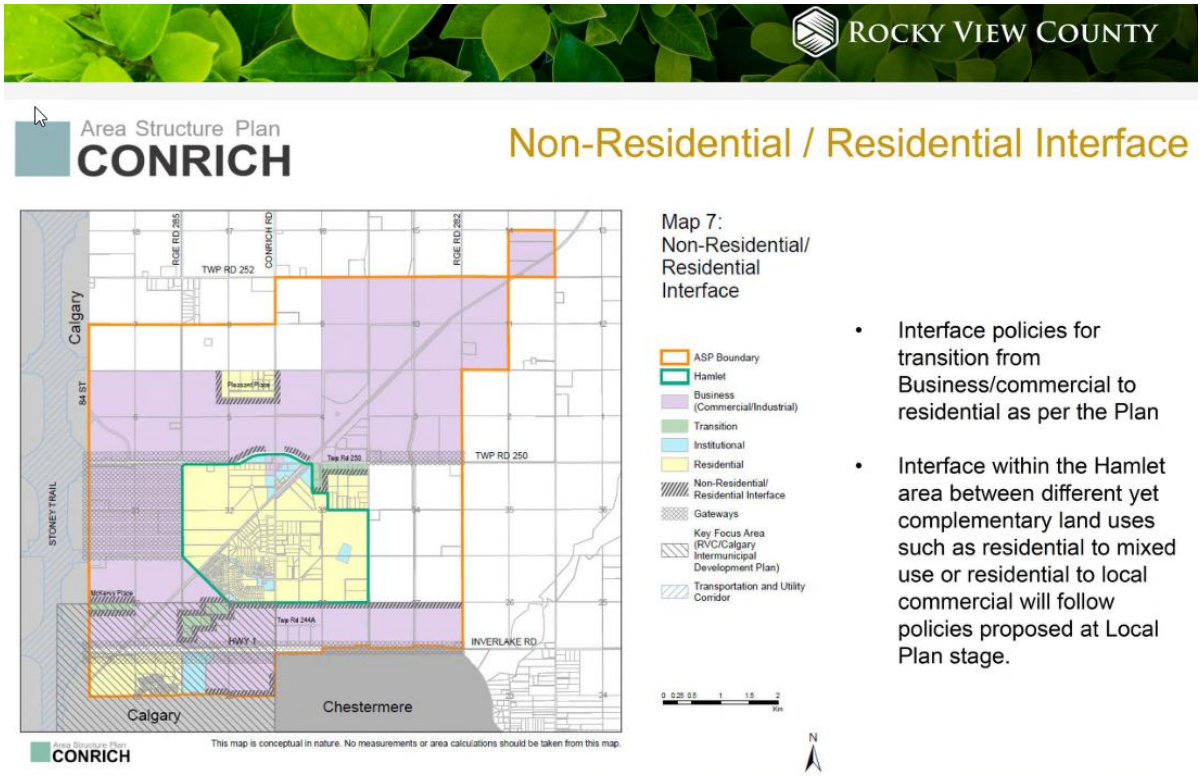
Regards,



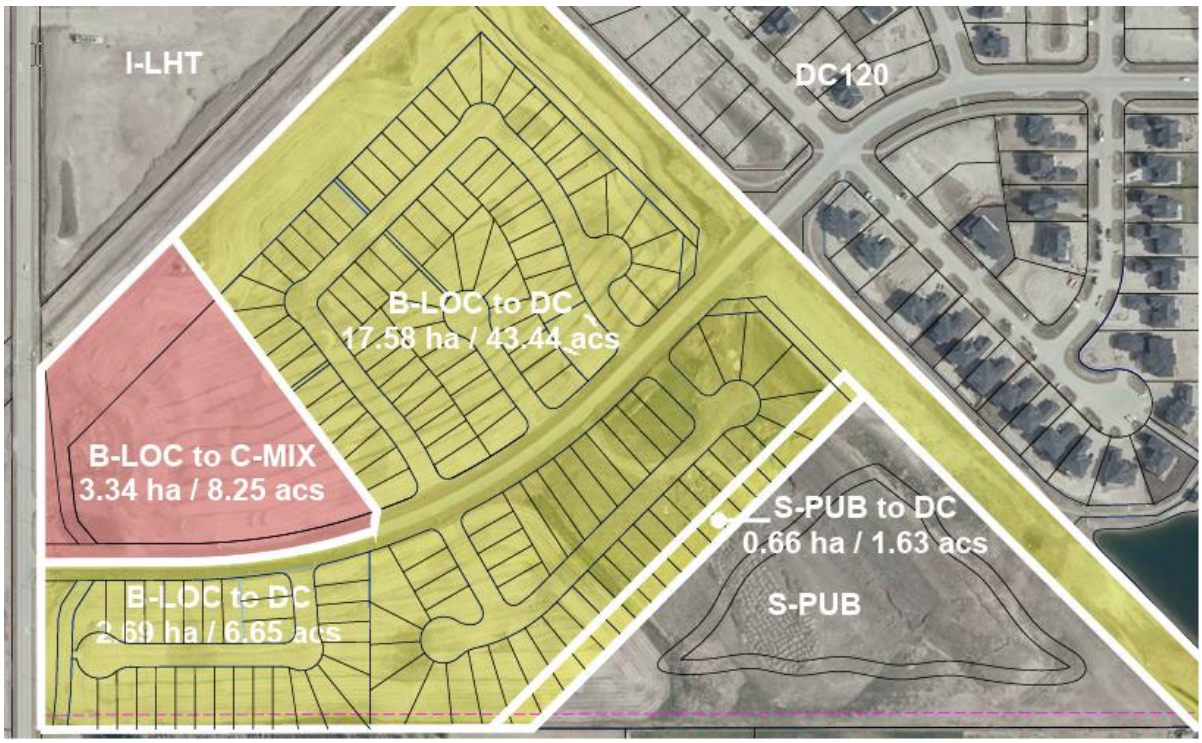
Dharminder Premi
President
Cambridge Park Home Owners Association



Map 1: South Conrich Conceptual Scheme. Future Cell D is now residential, same as cell A,B and C



Map 2: Cell D or Phase 4 is shown is Pink as Business Commercial in FPA



Map 3: Land use changed from B-Loc to DC Residential

27 June 2025

Althea Panaguiton
Legislative Services
Rocky View County
262075 Rocky View Point
Rocky View County, AB – T4A 0X2

Re: By Law C-8569-2024 – 1012-370

Dear Althea,

I am the owner of the property located at 244122 Conrich Road, identified as the land parcel marked in green **Figure 1**. I appreciate the opportunity to engage with the planning department regarding future development opportunities and policies affecting the Future Policy Area (FPA) and adjacent Country Residential parcels.

Following my recent meeting with the planning department, I understand that in order to initiate any development within the FPA, a conceptual scheme covering a minimum of one quarter section must be submitted by the developer. While I understand the intent behind this requirement, I would like to formally express the following concerns:

a. Fragmented Ownership Adjacent to My Parcel

A significant portion of the land surrounding my property is comprised of country residential parcels under fragmented ownership. Many of these parcel owners have no known intention or interest in pursuing redevelopment or consolidation for future planning. This reality presents a substantial obstacle in meeting the minimum quarter section requirement, thereby placing my parcel at a developmental disadvantage despite being within a designated growth area. The parcels marked in red on the **figure 1** should be designated as Country Residential, similar to other nearby parcels that are already recognized as such. This would provide consistency and reflect the current use of those lands.

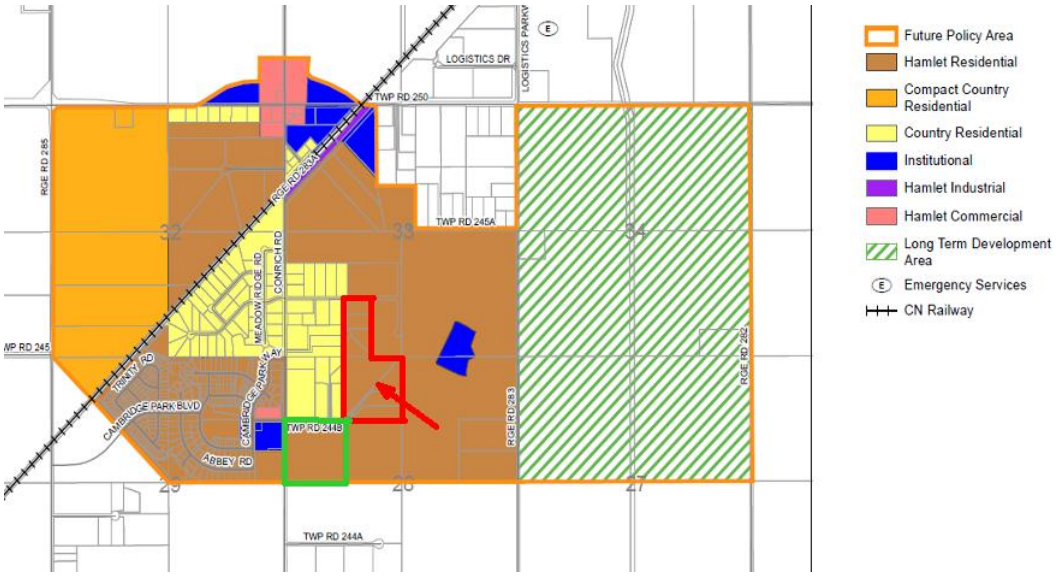


Figure 1

b. Limited Ability to Collaborate with Adjacent Landowners

The structure of fragmented ownership complicates any potential collaboration or land assembly efforts. Many of the adjacent landowners may not be willing to coordinate on a unified conceptual scheme, especially if they are long-term residents with no interest in land use change. As a result, my ability to responsibly and efficiently advance any development plan is unduly restricted, even if my parcel is fully capable of supporting a viable and appropriately scaled project. Fragmented parcels currently used as country residential should be formally included in the Country Residential zoning within the FPA. This reflects their established use and acknowledges that redevelopment is not imminent or likely.

c. Request for Flexible Policy Interpretation

Given the constraints imposed by the surrounding land use pattern, I respectfully request that the planning department consider greater flexibility in interpreting the conceptual scheme requirement. Specifically, I propose that:

- Individual landowners within the FPA be allowed to bring forward smaller-scale development proposals, provided they demonstrate alignment with the overarching goals and policies of the FPA.
- The County explore mechanisms (such as policy amendments or incentive-based frameworks) to facilitate development for parcels that are otherwise landlocked by residential fragmentation.

d. Long-Term Impact on Land Value and Fairness

Restricting development opportunities due to conditions outside of an owner's control not only impacts the viability of the land but also raises questions of fairness in the application of County policy.

I am eager to be part of the region’s future growth, and I believe that equitable access to development opportunities should be extended to landowners who are proactive and willing to invest in responsible planning. Only non-fragmented parcels—those capable of meaningful development and assembly—should be subject to the requirement of preparing a conceptual scheme. This approach would ensure planning efforts are focused on lands with realistic development potential.

Sincerely,

Paramdeep Sidhu

Proposed Revision	Proposed Policy and Section [1]	Rationale
1. Extend the Hamlet Boundary to include the entirety of the South Conrich Conceptual Scheme.	Amend all maps within the ASP to include in the Hamlet boundary all the lands identified as "Cell D" in the South Conrich Conceptual Scheme.	Cell D of the South Conrich Area Structure Plan (Cambridge Park) has been developed for primarily residential use. This contiguous residential use should be included within the Hamlet boundary, to ensure that population, transportation, and servicing are considered along with the continuing development of the Hamlet.
2. Remove policies allowing Work/Live in the Highway Transition and Industrial Transition areas.	9.7 No redesignation or subdivision shall be approved on land within a Transition Area until a Conceptual Scheme providing a comprehensive plan for the entire Transition Area and aligning with the principles, policies, and intended future land use identified by this ASP has been completed and adopted by the County. ~~Notwithstanding the intended highway business or industrial land uses for the transition area, the County may consider a 'work/live' land use without the preparation of a *local plan.*~~	Since the Conrich ASP was first adopted in 2017, the County has developed a more detailed policy framework for live/work uses. To ensure consistency with this new framework, this section is proposed to be deleted. A new policy is introduced to clarify that development on lands within a transition area require a conceptual scheme to facilitate comprehensive development.

[1] Section and policy numbers per the July 2025 red line version.

	~~9.8 Subdivision of an industrial transition or highway business transition area into additional residential or additional 'work/live' lots shall not be supported.~~ ~~A '***work/live***' land use would allow a business to operate on the same property as a private residence. Creating this land use permits a greater intensity of business use than is currently contemplated under existing residential districts or home based businesses.~~ ~~This land use may be of benefit to homeowners within a transition area that are impacted by business development but are unable to transition to a commercial or industrial land use because of a lack of market interest.~~ ~~The County does not have a '*work/live*' land use district as envisioned in this plan but will consider the adoption of such as district as part of the plan implementation (Section 27).~~ ~~*OTHER TRANSITION AREAS*~~ ~~The Plan recognizes other transition areas as land:~~ ~~• where future industrial or commercial development is supported;~~ ~~• contain a residence; and~~ ~~• have been impacted by the loading and shuttling of rail cars associated with the CN Rail facility.~~ ~~9.10 Notwithstanding the intended commercial or industrial land uses for these lands, the County may consider a 'work/live' land use without the preparation of a *local plan*.~~ ~~9.11 Subdivision of transition areas into additional 'work/live' lots shall not be supported.~~	
3. Include policy to allow limited scope subdivision and development to proceed within the neighbourhood area.	8.30 Despite Policy 8.29, development of a limited scope may be considered prior to adoption of a neighbourhood plan, only where the applicant can demonstrate that the proposal aligns with and supports the policies and principles applicable to the Hamlet and Neighbourhood Area.	While it is preferable for large-scale development of the Neighbourhood Areas to be comprehensively planned, there may be limited-scale development that would contribute to the integrity of the Hamlet if developed prior to the

		adoption of Neighbourhood Plans. This policy allows the option for these developments to proceed, provided that the proposal continues to align with the vision of the Hamlet and neighbourhood area.
4. Consider mixed use development densities in overall densities for the neighbourhood areas.	Townhomes Rowhouses, duplex, multi-unit residential land use **(including residential uses within mixed-use developments)** should not exceed 10 per cent of the Hamlet area. a. Density within an area should vary to address planning context in alignment with the policies of this Plan. b. Neighbourhood Plans or applications for residential development with greater density than the target average density dwelling units per acre may be supported if it is demonstrated that the greater density will not unduly affect the character of the hamlet, transportation and servicing requirements.	To clarify that any residential development form in the Hamlet and neighbourhood area will count towards the density calculation.
5. Amend the Local Plan call-out box to clarify that Conceptual Schemes and Master Site Development Plans are statutory when appended to the ASP.	Local plan is a term that refers to a conceptual scheme or master site development plan. A local plan will have unique planning requirements, based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the County Plan Municipal Development Plan (Section 29 and Appendix C). **A local plan becomes statutory when appended into an area structure plan. In Conrich, all local plans are appended to this area structure plan in Appendix G.** The definitions of Conceptual Scheme and Master Site Development Plan in Appendix A to be amended to “has the same meaning as defined in the Muncipal Development Plan”.	The call-out box explains that non-statutory plans gain statutory weight when appended to a statutory plan. The amended definitions refer to the County’s MDP to ensure that the meaning of Conceptual Scheme and Master Site Development Plan are consistent across the County.

6. Administrative and clerical amendments including correction of mathematical calculations in tables and text.	All sections.	To correct clerical errors in the ASP.

ROCKY VIEW COUNTY

COUNCIL REPORT

Aggregate Development Performance Standards Policy C-711

Electoral Division: All Project: 1011-175

Date:	July 15, 2025
Presenter:	Colt Maddock, Policy Planner
Department:	Planning

REPORT SUMMARY

The purpose of this report is to present Council with the proposed Aggregate Development Performance Standards Council Policy, a component of the Aggregate Resource Plan ("ARP") project. The development of the Aggregate Development Performance Standards ("the Performance Standards") document and Council policy is in response to the recommendations provided by the ARP Stakeholder Advisory Committee, and in accordance with the subsequent ARP project terms of reference ("TOR") approved by Council on October 8, 2024.

The intent of the Aggregate Development Performance Standards Policy is to therefore establish the Performance Standards as the minimum requirements for any new or expanding aggregate development applications and renewals of existing aggregate development applications. This will ensure a balanced approach between supporting the ongoing extraction of aggregate resources while safeguarding the quality of life for landowners near to active sites.

Aligning with Recommendation One of the ARP Stakeholder Advisory Committee Report, the intent of the Performance Standards is to establish thresholds for the externalities associated with aggregate development that site operators shall not exceed. The Performance Standards also outline specific submission requirements for future applications, including impact assessments, mitigation strategies, and ongoing monitoring plans.

In addition, aligning with Recommendation Five of the Committee Report, the Performance Standards establish minimum requirements for public engagement, with encouragement for proponents to exceed these minimums where possible. The document identifies the potential need to engage third-party experts to review technical components of applications in cases where internal capacity is limited.

ADMINISTRATION'S RECOMMENDATION

THAT Council approve Policy C-711 (Aggregate Development Performance Standards) as presented in Attachment A.

BACKGROUND

In August 2023, Rocky View County ("the County") established the ARP Stakeholder Advisory Committee to provide recommendations on aggregate management. The Committee included representatives from industry and residents to ensure a balanced perspective.

The Committee submitted their final report in spring 2024, which consisted of two parts: six consensus-based recommendations for Council consideration and a summary of key issues where consensus could not be reached. The County hosted public engagement events to gather feedback on the report's recommendations. The six recommendations were:

Recommendation One: That the County develop Performance Standards specific to aggregate development in the County.

Recommendation Two: That the County actively regulate aggregate operations through proactive site monitoring, timely expert review of submitted operating reports, and take appropriate enforcement action when necessary.

Recommendation Three: That the County develop updated Application Requirements specific to aggregate development applications in the County.

Recommendation Four: That the County develop a publicly accessible online platform dedicated to aggregate development within the County.

Recommendation Five: That the County define a mandatory stakeholder engagement process for all new aggregate applications and renewals.

Recommendation Six: That the County write an Aggregate Resource Plan with clear, accessible language.

On July 23, 2024, following a review of the ARP Stakeholder Advisory Committee's recommendations and public feedback, Council directed Administration to analyze the feasibility of implementing the consensus-based recommendations. The analysis was presented on October 8, 2024, alongside a revised TOR identifying next steps to move the project forward. The revised TOR was approved by Council and outlined that the project would consider five of the six recommendations. The TOR also states that Administration would explore limited-scope locational criteria and third-party technical reviews—two items identified as non-consensus matters.

On June 18, 2025, Administration was scheduled to present Policy C-711 to Council for consideration. However, before this item was addressed, it was determined that Council would provide amendments to Administration for the two proceeding items. Consequently, the consideration of Policy C-711 was deferred to July 15, 2025, aligning with the revised date for the two earlier items.

ANALYSIS

To meet Recommendation One, Administration has drafted the Performance Standards. The Performance Standards includes 17 sections with 14 sections dedicated to technical subject areas that applicants must consider as part of their aggregate development applications. An applicant for aggregate development shall be required to submit impact assessments, mitigation plans, and plans to establish monitoring programs, along with other requirements outlined in the document. A summary of the Performance Standards sections is available as Attachment B.

To meet Recommendation Five, Administration has included within the Performance Standards, the public engagement process that shall be conducted prior to an application being submitted and ongoing requirements throughout the operation of the site. Prior to an application submission, an applicant shall engage with landowners who may be impacted by the operation of the pit. The applicant is required to submit as part of their application, a summary detailing comments received during the pre-application engagement, along with an Engagement Strategy that outlines continued engagement with the community throughout the operation's lifespan.

The TOR also identified two areas of non-consensus to be explored through the project, one of which was the application review process. In response, Administration has included a provision in the Performance Standards allowing for third party review of technical submissions, where necessary. A third-party review may be initiated by the County when a large application and would be restricted to specific subject maters that the County does not have internal capacity or expertise to review.

The purpose of the Aggregate Development Performance Standards Policy (C-711) is to formally establish the Performance Standards as the minimum requirements for aggregate development within the County. While the Policy does not contain the Performance Standards in full, it serves as the

mechanism by which these standards are adopted and enforced as the baseline criteria that all aggregate development proposals must meet.

COMMUNICATIONS / ENGAGEMENT

The Aggregate Development Performance Standards were presented during the engagement stage of the project and where the Engagement Summary report was considered by Council on April 22, 2025.

IMPLICATIONS

Policy C-711 establishes the County's Performance Standards as the minimum requirements for aggregate development within the County.

Financial

There are no financial implications for Policy C-711 (Aggregate Development Performance Standards).

STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Effective Service Delivery	SD1: Services levels are clearly defined, communicated and transparent to citizens	SD1.1: Services with defined service levels	Policy C-711 defines the Aggregate Development Performance Standards as the minimum requirements for new and expanding aggregate development as well as renewal of development permits relating to aggregate development. Policy C-711 and the Aggregate Development Performance Standards are owned and amended by Planning.
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.1: Citizens satisfied with the range of County services available/delivered	The development of the Performance Standards document is in response to the recommendations provided by the ARP Stakeholder Advisory Committee.
Effective Service Delivery	SD3: Citizens are satisfied with Public Engagement opportunities and availability of information	SD3.2: Citizens satisfied with the public engagement opportunities provided by the County	Policy C-711 states that the most recent version of the County's Aggregate Development Performance Standards shall be published on the County's website.
Effective Service Delivery	SD4: Services are continually assessed for improvements in cost efficiency, effectiveness, and customer experience	SD4.1: Services that are assessed annually for innovation opportunities and have demonstrable efficiency improvements	The Performance Standards are not static and will be subject to change as best practices for mining operations are realized.

Aggregate Development Performance Standards Policy C-711

ALTERNATE DIRECTION

THAT Council refer Policy C-711 to Administration to allow Council to submit further proposed amendments to the draft bylaws.

ATTACHMENTS

Attachment A: Policy C-711 (Aggregate Development Performance Standards)
Attachment B: Summary of Aggregate Development Performance Standards

APPROVALS

Manager:	Dominic Kazmierczak, Executive Director, Community Services
Executive Director/Director:	Dominic Kazmierczak, Executive Director, Community Services
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer

ROCKY VIEW COUNTY

AGGREGATE DEVELOPMENT PERFORMANCE STANDARDS POLICY

Council Policy

C-711

Policy Number:	**C-711**
Policy Owner:	**Planning**
Adopted By:	**Council**
Adoption Date:	**YYYY Month DD**
Effective Date:	**YYYY Month DD**
Date Last Amended:	**YYYY Month DD**
Date Last Reviewed:	**YYYY Month DD**

Purpose

1 The purpose of this policy is to establish the *Aggregate Development Performance Standards* as the standard for aggregate extraction and processing within Rocky View County.

Policy Statement

2 The County's *Aggregate Development Performance Standards* set the minimum requirements for the development of aggregate within the County.

Policy

3 All new or expanding aggregate extraction or processing proposals are required to comply with the *Aggregate Development Performance Standards*.

4 All existing aggregate extraction operations that require renewal of their development permit are required to comply with the *Aggregate Development Performance Standards.*

5 The most recent version of the County's *Aggregate Development Performance Standards* will be published on the County's website.

6 This policy does not relieve an applicant from complying with any provision of any federal or provincial law or regulation, any County bylaw, or any requirement of any lawful permit, order, or license.

ROCKY VIEW COUNTY

AGGREGATE DEVELOPMENT PERFORMANCE STANDARDS POLICY

Council Policy

C-711

References

Legal Authorities	• *Municipal Government Act*, RSA 2000, c M-26
Related Plans, Bylaws, Policies, etc.	• *County Plan* C-7280-2013 • *Land Use Bylaw* C-8000-2020 • *Circulation and Notification Standards* C-327 • *Servicing Standards* C-412 • *Aggregate Development Performance Standards*
Related Procedures	• N/A
Other	• N/A

Policy History

Amendment Date(s) – Amendment Description	• N/A
Review Date(s) – Review Outcome Description	• N/A

Definitions

7 In this policy:

(1) "aggregate" means any sand, gravel, clay, or marl that is excavated from the surface of a site, either in a processed or unprocessed form, but does not include such material that is expected to be unsuitable for sale;

(2) "development" has the same meaning as in the *Municipal Government Act.*

(3) "development permit" has the same meaning as in the *Land Use Bylaw*.

(4) "processing" means performing a mechanical or chemical operation on aggregate or other material in order to change or preserve it; and

(5) "Rocky View County" or "the County" means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

Attachment B: Summary of Aggregate Development Performance Standards

The following is a table to provide a brief summary of the requirements listed in the Aggregate Development Performance Standards document.

1. Engagement Requirements
Requirements 1. Pre-Application Consultation 2. Engagement Summary 3. Engagement Plan
Requirement Summary Prior to submitting an application, the proponent is required to host a minimum of one open house within the community, in accordance with prescribed circulation requirements. To ensure broader accessibility, the proponent shall also provide alternative opportunities for information sharing and discussion for landowners who are unable to attend the open house. As part of the application, the proponent must submit a comprehensive Engagement Summary detailing the feedback received from residents and any measures taken to address identified concerns. Additionally, an Engagement Plan is required, outlining the strategies the proponent will implement to maintain ongoing community engagement throughout the duration of the aggregate extraction development.

2. Technical Assessment of Applications
Requirement Summary Section 2 outlines the County's discretion to request third-party reviews of technical documents submitted as part of an aggregate development application. These reviews may be initiated in the following areas: a) Acoustics; b) Air Quality; c) Environmental; d) Surface and Groundwater; and e) Traffic The cost of any third-party review is the responsibility of the proponent. If the proponent does not consent to the review, it will be noted in their application being considered by Council.

3. Annual Reporting
Requirement Summary Section 3 outlines the mandatory components of annual reports for aggregate operations. These reports must include, at a minimum, monitoring data, summaries of community engagement activities, and updates on the operational status of the site. To ensure ongoing compliance with regulatory and permit conditions, all annual reports may be subject to third-party review.

Attachment B: Summary of Aggregate Development Performance Standards

4. Acoustics

Requirements

1. Noise Impact Assessment
2. Noise Mitigation Plan
3. Blasting Mitigation Plan
4. Noise Monitoring Program

Requirement Summary

A Noise Impact Assessment must determine whether a proposed pit will comply with the prescribed noise thresholds outlined in this document. The assessment should also consider the cumulative impacts from adjacent sites. The assessment must be conducted by a qualified acoustics professional using the survey methodology detailed in the Appendix.

A Noise Mitigation Plan must outline all proposed hard and soft mitigation measures to be implemented both around and within the site.

Where blasting is required as part of site operations, a Blasting Mitigation Plan shall be required. This plan must address strategies to minimize noise impacts and ensure on and off-site safety, particularly with respect to controlling flying debris.

A Noise Monitoring Program is also required to verify ongoing compliance with identified noise thresholds. At the County's discretion, monitoring may be continuous or conducted intermittently. Monitoring reports must be submitted to the County at prescribed intervals.

5. Air Quality

Requirements

1. Air Quality Impact Assessment
2. Emissions Mitigation Plan
3. Air Quality Monitoring Program

Requirement Summary

An Air Quality Impact Assessment must evaluate whether a proposed pit will comply with the air quality thresholds outlined in this document. The assessment must estimate emissions both without mitigation measures and with mitigation measures in place, to demonstrate the effectiveness of proposed controls. The assessment should also consider the cumulative impacts from adjacent sites.

An Emissions Mitigation Plan must detail all proposed hard and soft mitigation measures to be implemented within and around the site to reduce emission levels.

An Air Quality Monitoring Program is also required to confirm ongoing compliance with applicable air quality thresholds. At the County's discretion, monitoring may be continuous or intermittent. Monitoring reports must be submitted to the County at prescribed intervals.

Attachment B: Summary of Aggregate Development Performance Standards

6. Traffic Safety
Requirements 1. Traffic Impact Assessment 2. Traffic Management Plan 3. Road Use Agreement / Development Agreement
Requirement Summary A Traffic Impact Assessment must be completed by a qualified transportation engineer to forecast expected traffic generation totals from the site on haul routes. The assessment may also identify potential improvements to the road network required to safely accommodate increased traffic. A Traffic Management Plan must outline the specific measures and commitments the proponent will implement to minimize the impacts of hauling activities on public roadways and adjacent properties. Where necessary, the proponent may be required to enter into an agreement with the County to implement recommended road improvements identified in the Traffic Impact Assessment. In addition, a Road Use Agreement may be established to support the ongoing maintenance of the County's road network.

7. Visual and Landscapes
Requirements 1. Visual and Landscape Impact Assessment 2. Landscaping Plan
Requirement Summary A Visual and Landscape Impact Assessment must be completed to describe the existing topography of the area, the anticipated extent of vegetation removal, and the potential visual impact the site may have on adjacent landowners. A Landscaping Plan must outline the measures that will be implemented to minimize the development's impact on visual amenity and the surrounding landscape character.

8. Agriculture
Requirements 1. Agricultural Impact Assessment
Requirement Summary An Agricultural Impact Assessment may be required if a proposal is located within 400 metres of a confined feeding operation. This assessment should identify any potential impacts on agricultural activities and include mitigation measures to address those impacts. Additionally, proposals should take into account the County's Agricultural Boundary Design Guidelines and strive to minimize disturbance to productive and versatile agricultural land.

Attachment B: Summary of Aggregate Development Performance Standards

9. Natural and Historic Environments
Requirements 1. Environmental Assessment 2. Historic Resource Impact Assessment
Requirement Summary As part of an application, Environmental and Historical Resource Assessments shall be submitted. The County's Servicing Standards provide the framework and requirements for the preparation and submission of these assessments.

10. Geotechnical
Requirements 1. Geotechnical Evaluation Report
Requirement Summary A Geotechnical Investigation Report must be completed to provide recommendations on safe slope gradients for extraction areas, internal haul routes, and reclaimed lands. The sites Operation and Reclamation Plans shall adhere to these requirements.

11. Water
Requirements 1. Stormwater Management Report 2. Groundwater Impact Assessment 3. Groundwater Monitoring Plan 4. Surface and Groundwater Mitigation Plan
Requirement Summary A Stormwater Management Report must be completed detailing how surface water will be managed on the site. A Groundwater Investigation Report is required to assess the potential impacts of the proposed extraction on both groundwater quality and levels within the site and hydrologically connected lands. This report must be prepared by a qualified hydrological professional and comply with the applicable standards. A Groundwater Monitoring Plan is also required for extractions occurring no less than 5.0 metres above the identified groundwater table. Monitoring should be conducted following the methodology outlined in the Appendix. Finally, a Surface and Groundwater Mitigation Plan must specify the measures that will be implemented to reduce the risk of potential contamination and unanticipated discharges.

Attachment B: Summary of Aggregate Development Performance Standards

12. Erosion and Sediment Control
Requirements 1. Erosion and Sediment Control Strategy and Report.
Requirement Summary An Erosion and Sediment Control Strategy and Report is required to detail measures to mitigate sediment pollution concerns.

13. Lighting
Requirements 1. Lighting Plan
Requirement Summary If a proponent requires night operations in accordance with Section 14, a Lighting Plan must be submitted. The plan should specify the location and direction of all external lighting on site, as well as the measures implemented to shield fixtures and prevent light trespass.

14. Hours of Operation
Requirements 1. Specified Hours of Operation
Requirement Summary The Performance Standards specify the maximum allowable operating hours for a site. Operations must remain within these established thresholds. Work outside of these hours is permitted only if the County is notified at least 48 hours in advance, and solely for the purpose of equipment maintenance. Any maintenance completed outside the prescribed hours shall be temporary in nature.

15. Weed Control
Requirements 1. Weed Control Plan
Requirement Summary All aggregate development shall comply with the Weed Control Act. Additionally, a Weed Control Plan must be prepared, detailing the weed species present on the site prior to ground disturbance, the control methods to prevent the spread and seeding of noxious weeds, and identifying the party responsible for weed management throughout the operation.

Attachment B: Summary of Aggregate Development Performance Standards

16. Site Securities and Emergencies
Requirements 1. Site Security Plan 2. Emergency Management Plan
Requirement Summary A Site Security Plan is required to outline measures for restricting public and animal access to the site, including livestock. The plan should provide details on site signage and any additional security features deemed necessary. An Emergency Management Plan must also be included, specifying the procedures the proponent will follow in the event of an emergency.

17. Reclamation
Requirements 1. Interim Reclamation 2. Final Reclamation
Requirement Summary If a site has been inactive for one year, beyond normal seasonal fluctuations, the County may require the submission of an Interim Reclamation Plan to ensure that the extraction area and associated infrastructure do not cause adverse impacts. Once an Interim Reclamation Plan has been approved for five years, the County will require the implementation of the site's Final Reclamation Plan. A Final Reclamation Plan is required for all applications and must detail the proposed final land use following extraction activities.

ROCKY VIEW COUNTY

COUNCIL REPORT

Aggregate Resource Plan: Amendments to the Master Rates Bylaw

Electoral Division: All Project: 1011-175

Date:	July 15, 2025
Presenter:	Colt Maddock, Policy Planner
Department:	Planning

REPORT SUMMARY

The purpose of this report is to present Council with proposed amendments to the Master Rates Bylaw to account for the costs associated with site inspections under the Aggregate Site Monitoring Bylaw and third-party reviews of aggregate applications as part of the Aggregate Resource Plan ("ARP") project. The development of the Aggregate Site Monitoring Bylaw and the process for third-party reviews is in response to the recommendations of the ARP Stakeholder Advisory Committee and the subsequent Terms of Reference ("TOR") approved by Council on October 8, 2024.

One consultant has submitted a proposal demonstrating the capacity to conduct site inspections and complete third-party reviews. To accommodate the estimated costs outlined in the proposal, amendments to the Master Rates Bylaw are proposed to add two new line items: one for aggregate site inspections and another for aggregate third-party reviews. The consultant's estimated cost for site inspections is $2,800 per inspection, with varying costs for third-party reviews depending on the technical documents involved.

According to the project TOR, the costs for site inspections and third-party reviews will be largely or wholly funded by the subject aggregate operator or applicant. The proposed amendments reflect the full estimated costs; however, Council may choose to subsidize a portion of these fees to reduce the flat rate charged to aggregate applicants and operators.

Administration is proposing a maximum fee for site inspections in alignment with the consultant's estimated cost to ensure costs are consistent and reasonable for applicants. In contrast third-party review fees are proposed to be set at actual cost to accommodate the varied level of detail that may be required in a technical review. Administration would expect that in all cases, the applicant would be consulted on the scope of any third-party review to ensure that costs are appropriate for the level of review required.

ADMINISTRATION'S RECOMMENDATION

THAT Bylaw C-8659-2025 be given first reading.

THAT Bylaw C-8659-2025 be given second reading.

THAT Bylaw C-8659-2025 be considered for third reading.

THAT Bylaw C-8659-2025 be given third and final reading.

Aggregate Resource Plan: Amendments to the Master Rates Bylaw

BACKGROUND

In August 2023, the County established the ARP Stakeholder Advisory Committee to provide recommendations on aggregate management. The Committee included representatives from industry and residents to ensure a balanced perspective.

The Committee submitted their final report in spring 2024, which consisted of two parts: six consensus-based recommendations for Council consideration and a summary of key issues where consensus could not be reached. The County hosted public engagement events to gather feedback on the report's recommendations. The six recommendations were:

Recommendation One: That the County develop Performance Standards specific to aggregate development in the County.

Recommendation Two: That the County actively regulate aggregate operations through proactive site monitoring, timely expert review of submitted operating reports, and take appropriate enforcement action when necessary.

Recommendation Three: That the County develop updated Application Requirements specific to aggregate development applications in the County.

Recommendation Four: That the County develop a publicly accessible online platform dedicated to aggregate development within the County.

Recommendation Five: That the County define a mandatory stakeholder engagement process for all new aggregate applications and renewals.

Recommendation Six: That the County write an Aggregate Resource Plan with clear, accessible language.

On July 23, 2024, following a review of the ARP Stakeholder Advisory Committee's recommendations and public feedback, Council directed Administration to analyze the feasibility of implementing the consensus-based recommendations. The analysis was presented on October 8, 2024, alongside a revised TOR identifying next steps to move the project forward. The revised TOR was approved by Council and outlined that the project would consider five of the six recommendations. The TOR also states that Administration would explore limited-scope locational criteria and third-party technical reviews—two items identified as non-consensus matters.

Currently, Rocky View County ("the County") conducts inspections of commercial aggregate sites on a complaint-driven basis. In alignment with Recommendation Two of the ARP Stakeholder Advisory Committee Report, the Aggregate Site Monitoring Bylaw ("the Bylaw") aims to establish a proactive monitoring approach to ensure compliance with approved development permit conditions.

The project TOR also directed Administration to explore third-party reviews of aggregate applications when necessary. These reviews would be conducted by a Council-appointed third party and initiated by Administration for high-profile aggregate applications. The objective of these reviews is to provide certainty to both Administration and Council during the application evaluation process. Following public feedback, Administration has identified several key technical areas where additional third-party reviews may be warranted.

ANALYSIS

Aggregate Site Inspections

To meet Recommendation Two of the Aggregate Resource Plan Stakeholder Advisory Committee Report, Administration has developed the Aggregate Site Monitoring Bylaw. The Aggregate Site Monitoring Bylaw would authorize a designated officer of the County to conduct up to four inspections of an active aggregate site within a 12-month period to ensure compliance with the conditions of the

approved development permit. In addition, a site deemed inactive — beyond expected seasonal fluctuations — may be inspected once during the same period. However, it is not anticipated that every site will be inspected to the full extent of the Bylaw.

Currently, the County does not have the internal capacity to implement the Aggregate Site Monitoring Bylaw as written. As a result, a procurement process was initiated to secure a consultant capable of conducting site inspections. Although no proposals were submitted in response to the initial Request for Proposal ("RFP"), Administration was able to obtain a proposal by directly contacting potential consultants. The proposal has estimated a cost of $2,800.00 per site inspection.

The Aggregate Site Monitoring Bylaw stipulates that aggregate site operators are responsible for paying the applicable fee under the Master Rates Bylaw for each inspection conducted. Currently, the Master Rates Bylaw includes a fee of $200.00 for general inspections conducted that are not related to a development agreement. To better reflect the specific nature of aggregate site inspections, a new line item is being proposed.

In line with the project's TOR, which indicates that the cost of site inspections will be largely or fully funded by the aggregate site operator, the proposed fee for this proposed line item for aggregate site inspections reflects the consultant's full estimated inspection cost. However, Council may choose to subsidize a portion of this cost to reduce the flat rate charged to aggregate site operators.

Third-party Technical Reviews

The project TOR stated that Administration would explore a process for Council to appoint a consultant to conduct independent, third-party reviews of technical documents submitted by applicants for Master Site Development Plan ("MSDP") and redesignation applications. In response to concerns raised by residents, Administration has identified several subject areas where further review of technical documents may be required. These reviews would not be initiated for every aggregate application received or every technical study submitted. Instead, it is expected reviews would be focused on areas of dispute or sensitivity, as raised by external agencies, Administration or affected residents. The utilization of a third-party review is intended to provide added certainty for both Administration and Council in determining applications.

As noted above, Administration initiated a procurement process to identify third-party consultants capable of conducting these reviews on behalf of the County. Although no proposals were submitted in response to the RFP, the same consultant who submitted a proposal to conduct site inspections also provided cost estimates for completing third-party reviews.

Currently, the Master Rates Bylaw includes a line item for general third-party reviews, which charges applicants the full cost of the review plus an additional ten percent. The project TOR states that aggregate applicants would be largely or wholly responsible for the cost of any third-party reviews conducted. To help reduce costs for these applicants, a new line item is being proposed as part of the amendment, specifically for third-party reviews associated with aggregate applications. Under this new line item, applicants would be required to pay only the cost to complete the third-party reviews, with the additional ten percent removed.

As the consultant's proposal outlines unique costs for each type of review, a single general line item is being proposed to capture all associated costs, rather than listing them as separate items.

COMMUNICATIONS / ENGAGEMENT

No communication or engagement is anticipated with the proposed amendments.

Aggregate Resource Plan: Amendments to the Master Rates Bylaw

IMPLICATIONS

Financial

It is anticipated that all costs associated with required site inspections and third-party reviews will be wholly funded by the aggregate applicant/operator. However, Council may choose to subsidize a portion of these costs in order to reduce the flat rate charged to applicants/operators.

STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Effective Service Delivery	SD1: Services levels are clearly defined, communicated and transparent to citizens	SD1.1: Services with defined service levels	An amendment to the Master Rates Bylaw is another step to establish the intent of the Aggregate Resource Plan project.
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.3: Services achieving defined service level targets	New line items within the Master Rates Bylaw would provide clarity for the costs associated with the Aggregate Resource Plan project.
Effective Service Delivery	SD4: Services are continually assessed for improvements in cost efficiency, effectiveness, and customer experience	SD4.1: Services that are assessed annually for innovation opportunities and have demonstrable efficiency improvements	The cost to conduct both inspections and reviews will be reviewed annually between the consultant and County.

ALTERNATE DIRECTION

Option 1

THAT Council approve Bylaw C-8635-2025 with amendments.

Option 2

THAT Council refuse Bylaw C-8659-2025.

ATTACHMENTS

Attachment A: Bylaw C-8659-2025

APPROVALS

Manager:	Dominic Kazmierczak, Executive Director, Community Services
Executive Director/Director:	Dominic Kazmierczak, Executive Director, Community Services
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer

ROCKY VIEW COUNTY

BYLAW C-8659-2025

A bylaw of Rocky View County, in the Province of Alberta, to amend Rocky View County *Bylaw C-8609-2025* being the *Master Rates Bylaw.*

WHEREAS section 191 of the *Municipal Government Act,* RSA 2000, c M-26, allows Council to amend bylaws;

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

Title

1 This bylaw may be cited as *Bylaw C-8659-2025*.

Definitions

2 Words in this Bylaw have the same meaning as those set out in the *Municipal Government Act* except for the following:

(1) **"Chief Administrative Officer"** means the Chief Administrative Officer of Rocky View County pursuant to the *Municipal Government Act* or their authorized delegate; and

(2) **"*Municipal Government Act*"** means the *Municipal Government Act,* RSA 2000, c M-26, as amended or replaced from time to time.

Effect

3 The Planning & Development section in Schedule 'A' of *Master Rates Bylaw C-8609-2025* be amended to include a new line under Administrative that reads as follows:

403.	Aggregate Site Inspection	Maximum of $2,800.00

4 The Planning & Development section in Schedule 'A' of *Master Rates Bylaw C-8609-2025* be amended to include a new line under Administrative that reads as follows:

404.	Aggregate Third Party Reviews	Actual costs

5 That the *Master Rates Bylaw C-8609-2025* be reformatted and renumberd as required.

ROCKY VIEW COUNTY

Repeal and Effective Date

6 *Bylaw C-8659-2025* is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act, RSA 2000, c M-26*.

READ A FIRST TIME this _____ day of _____, 20__

READ A SECOND TIME this _____ day of _____, 20__

UNANIMOUS PERMISSION FOR THIRD READING this _____ day of _____, 20__

READ A THIRD AND FINAL TIME this _____ day of _____, 20__

_____
Reeve

_____
Chief Administrative Officer

_____
Date Bylaw Signed