

MEMORANDUM

April 30, 2024

GILL DEVELOPMENTS-CONRICH CROSSING

Subject	Conrich Crossing Subdivision Changes
To	Joey Gill, Gill Developments Paul Douglas, Gill Developments
From	Emily Kloppenburg, B&A
CC	Ken Venner, B&A
Date	April 30, 2024

Application Timeline

Conrich Crossing Conceptual Scheme Approved	July 2021	
Conrich Crossing Subdivision Pre-Application Meeting	November 2021	Benazir Valencia, Nathan Madigan, Ken Hubbard
Conrich Crossing Subdivision Application submitted (PL20220030)	March 2022	Logan Cox as file manager
Site Specific Land Use amendment submitted	October 2022	Logan Cox as file manager
Circulation Comments and Response Resubmitted	December 2022	Logan Cox as file manager
Conrich Crossing Subdivision resubmitted (PL20230105)	August 2023	Oksana Newmen as file manager

Circulation Comments and Response Resubmitted	December 2023	Oksana Newmen as file manager
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Since 2021, changes have been made to the Conrich Crossing development concept that differ from that shown in the Conrich Crossing Conceptual Scheme. These changes have been the result of changing factors in the area (timing of Township Road 250 realignment), expected policy updates (timing of the Conrich ASP amendments), and responses to comments received from the County.

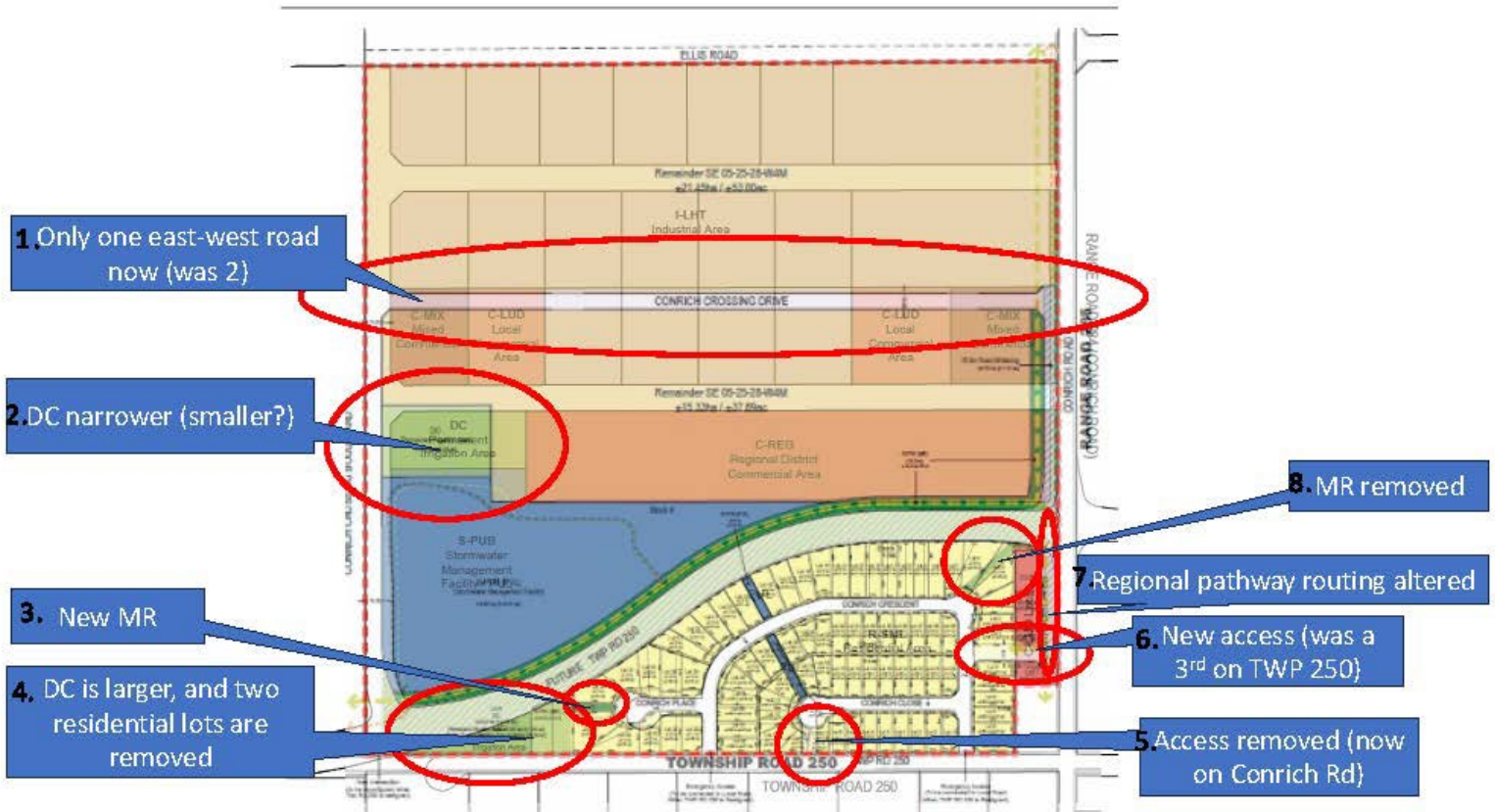
These changes have been made in consultation with the County, but as a result of changing reviewers, resolutions on items are occasionally lost and new comments are received.

A plenary meeting between Rocky View County staff, and the applicant's project team on Friday, April 26, 2024 was held to discuss a potential resolution and path forward for this subdivision application. At issue, is whether the changes made to the subdivision plan as a result of conversations with the County, and changing context conditions result in a substantive change that ultimately changes the intent of the subdivision from that proposed in the Conrich Crossing Conceptual Scheme.

Included in this memo are circulation comments and responses from the initial subdivision application (PL20220030) made in 2022 as well as those related to PL20230105 from 2023. Recent comments from April 2024 are addressed below and pertain to the following figure prepared by County administration. Numbers have been added to each comment for clarity.

Conceptual Scheme Vs Subdivision Differences

FIGURE 7 | DEVELOPMENT CONCEPT



Tentative Plan Changes

1. Only 1 east-west road now, previously 2

The revised TIA produced by Bunt & Associates and submitted to the County in December 2023 notes, “the previous Conrich Crossing Phase 1 TIA included two future roads located north of the new Township Road 250 to provide a temporary alternate route to the adjacent lands. This was required to address the difficulties with truck movements at the existing Township Road 250 / Range Road 284. However, with the realignment of Township Road

250 occurring in 2025 (based on information provided by RVC), the construction of these roads is no-longer needed for a temporary alternate route. While these roads are still included in the tentative plan for this phase, they will not be constructed until a future phase.”

There is still an east-west connection that is provided for in this subdivision application, with a potential future extension of Ellis Road that could further facilitate east to west movements. The proposed location of this east-west connection is based on intersection spacing requirements to ensure adequate separation from the intersection of the proposed realigned Township Road 250 and Range Road 284.

Further, the current subdivision application does not require the proposed Conrich Crossing Drive for access or utility servicing. It was included when there was less certainty as to the timing of the Township Road 250 realignment. As it is not needed, construction of this connection can be deferred to a later phase if the realignment of Township Road 250 proceeds as planned.

2. DC Irrigation area, narrower (smaller)

The shape of the north DC Irrigation Area has been revised to accommodate changes to the site plan which have included shifting Conrich Crossing Drive northward. The total area of the north DC Irrigation area has increased from 1.04 ha (2.57 ac) as shown in the Conceptual Scheme to 1.05 ha (2.60 ac) in the subdivision applications. It is the expectation that formalization of utility areas, such as the one contemplated by this DC district, is done at the subdivision stage. As such, the applicant does not believe that there has been enough change to the function of this parcel to warrant a land use amendment.

3. New MR pathway

This pathway was added based on discussions with the County’s Recreation, Parks and Community Support and Planning teams as a part of this subdivision application. Recent comments from the Recreation department include:

“MR would also be served best in the form of a large gathering space. As mentioned, the irrigation space on the west side of the conceptual scheme could have the MR adjacent so the open spaces complement each other and create a purposeful space for residents.”

The applicant’s understanding was that this was an acceptable solution that satisfied the County’s desire to see a pedestrian connection between the residential area and the DC Irrigation Area that the applicant is proposing as a programmable open space amenity. The primary purpose of the DC area is for the irrigation of stormwater; however, the area can be used for outdoor recreation provided that there is no conflict between the primary irrigation purpose and the recreational use. No objections have been noted from Recreation, Parks and Community Support regarding this MR pathway or the proposed recreational use.

4. DC is larger, and two residential lots are removed

Access to these two residential lots could only be provided from Township Road 250 and they could not be well integrated into the rest of the plan area. By removing these lots, the applicant was able to increase the DC Irrigation Area. As discussed with Recreation, Parks and Community Support, this additional DC Irrigation Area could be used as programmable open space in line with the Recreation team’s comments as noted above.

It is important to note that in the Conrich Crossing Conceptual Scheme the number of residential lots was approximate with the expectation that final lots would be determined through the subdivision process.

5. & 6. Access removed (now on Conrich Rd) & New Access (was a 3rd on TWP 250)

Conrich Road continues to operate as a major truck and goods movement corridor. Providing access to a residential subdivision from this type of road is generally not preferred. Since the realignment of Township Road 250 will divert traffic off Conrich Road, where the entrance to the residential subdivision will be located, it was determined that this entrance would provide better connectivity to the residential subdivision.

The current plan is to cut off the existing Township Road 250 once it is realigned. Having all three access points located onto a dead-end road would pose serious challenges for emergency services accessing the residential subdivision should there be any impediment or blockage at the intersection of Township Road 250 and Range Road 284. Prompted by these safety discussions with the County, the primary access was relocated to Range Road 284 with the remaining access points onto Township Road 250 as Emergency Access roads as per the Conrich Crossing Conceptual Scheme. Policy 3.3.2.6 of the Conrich Crossing Conceptual Scheme notes "The provision of emergency/secondary access to Township Road 250 from the residential area in Phase 1 shall be confirmed at subdivision stage and considered against municipal standards."

Furthermore, the revised TIA produced by Bunt & Associates and submitted in support of the subdivision application in December 2023, illustrates that access to the residential subdivision will be provided "with one connecting to Range Road 284, and two additional accesses connecting to the segment of the existing Township Road 250." It is the applicant's understanding that since no further comments have been received regarding the findings of the TIA that they meet the County's standards for access and have been accepted.

7. Regional Pathway routing altered

The alignment of the regional pathway has been previously addressed through a Land Use Amendment Application submitted in October 2022. The alignment of the Regional Pathway along Conrich Road has been discussed with the Planning and Engineering teams at RVC and has evolved through conversations in the fall and winter of 2023. Our plan to accommodate the Regional Pathway will require ongoing conversations with RVC but has so far been based on recent traffic studies, draft changes to the Conrich ASP and the expedited timeline for the realignment of Township Road 250. Recent cross sections of Conrich Road that include the proposed Regional Pathway were submitted for review on March 27, 2024.

8. MR removed

A similar comment was addressed as a part of the previous 2022 subdivision application with the response provided below. This was addressed through a Land Use Amendment application that was submitted in October 2022. The status of this application is unconfirmed.

'While it is acknowledged that the Conceptual Scheme does direct the developer to provide a pedestrian linkage from the residential area to the regional pathway that will extend north along the west side of Conrich Rd, it has been decided that, due to public safety considerations, this pedestrian connection should better be provided within the Conrich Gate ROW. As such, Gill Developments does not believe the subdivision application is contrary to the Conceptual Scheme's Policy 3.3.2.5.'

From more recent conversations with the Recreation, Parks and Community Support team, the applicant understands that pedestrian connectivity between the regional pathway and open spaces is important to the residential subdivision and the larger community. The proposed pathway alignment achieves this goal by providing the connectivity in a safer and more accessible location.

Conclusion

The changes to the site plan from the approved conceptual scheme to the subdivision application are a direct result of discussions with Rocky View County staff, technical review, and updates to the Township Road 250 realignment capital project. It is the position of the applicant that these adjustments do not impact the vision of the Conrich Crossing Conceptual Scheme to provide a fully serviced residential neighbourhood that caters to multi-generational housing. As such, the applicant wishes to proceed with the subdivision application and allow the Subdivision Authority (Council) to assess the application at the next possible Council date.

Appendix A- PL20220030 Circulation Comments & Responses

Municipal Government Act

- **The application does not align with 654(1)(b) as the application does not align with a statutory plan, and the Land Use Bylaw.**

MGA Section 654:

(1) A subdivision authority *must not* approve an application for subdivision approval unless

- (a) the land that is proposed to be subdivided is, in the opinion of the subdivision authority, suitable for the purpose for which the subdivision is intended,
- (b) the proposed subdivision **conforms to** the provisions of any growth plan under Part 17.1, **any statutory plan** and, subject to subsection (2), any land use bylaw that affects the land proposed to be subdivided,
- (c) the proposed subdivision complies with this Part and Part 17.1 and the regulations under those Parts, and
- (d) all outstanding property taxes on the land proposed to be subdivided have been paid to the municipality where the land is located or arrangements satisfactory to the municipality have been made for their payment pursuant to Part 10.

(2) A subdivision authority may approve an application for subdivision approval even though the proposed subdivision does not comply with the land use bylaw if, in its opinion,

- (a) the proposed subdivision would not
 - (i) unduly interfere with the amenities of the neighbourhood, or
 - (ii) materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land, and
- (b) the proposed subdivision conforms with the use prescribed for that land in the land use bylaw.

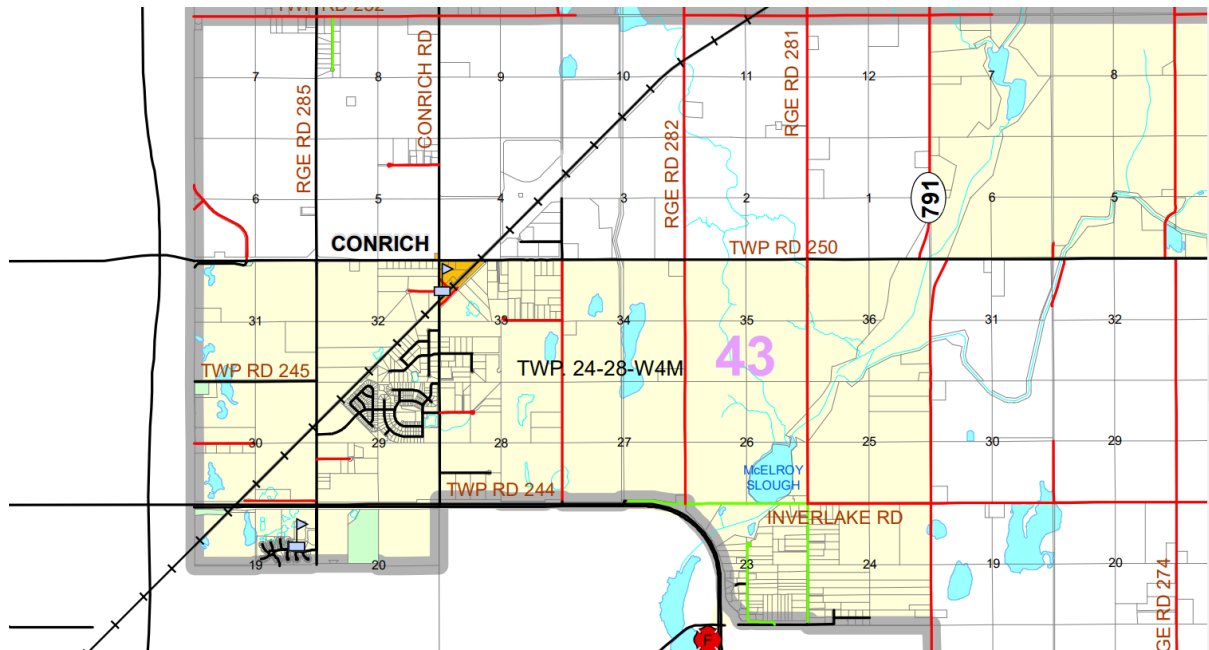
The Conrich Crossing Conceptual Scheme was adopted by Council, by Bylaw C-8178-2021, pursuant to the provisions of the Area Structure Plan. In rendering their decision, Council decided that since the majority of the Plan area is located within the approved Industrial Policy Area (with only a small portion of the subject lands being located in the Future Policy Area), and the Plan's associated land use/infrastructure implementation concept supports the strategic realignment of Twp Rd 250, a decision to approve the Conceptual Scheme was made *notwithstanding the 'shall' statement referenced by the ASP's Section 7.1*. Further, Council subsequently approved the associated land use amendment to redesignate the subject land to facilitate the proposed subdivision. As such, Gill Developments believes that the Subdivision Approval Authority can approve this proposed subdivision application pursuant to Section 654(1)(b) of the *Municipal Government Act*.

Municipal Development Plan (County Plan)

- The application does not align with Policy 5.6 which requires the boundaries of the hamlet to be amended before multi-lot residential development in the vicinity of the hamlet is approved.

County Plan Section 5.6: Applications to redesignate land for multi-lot residential use adjacent to, or in the vicinity of, an existing hamlet should not be supported unless the proposed development area is approved as an amendment to the hamlet boundaries.

Should the Subdivision Approval Authority approve the subdivision application, it could include as condition of approval that Council adopt a motion to amend the boundary of the Hamlet of Conrich. As such, Gill Developments does not believe the subdivision application is contrary to the County Plan's Section 5.6.



Hamlet of Conrich Boundary- RVC Municipal Map 2021

- The application does not align with Policies 9.1 and 9.6 which supports the development of Conrich in accordance with the ASP, as the application does not align with the ASP it does not align with this policy of the County Plan.

County Plan Section 9.1: Encourage and support the development of the Hamlets of Conrich, Harmony, Langdon, Balzac, and Glenbow Ranch as full service rural communities providing a range of land uses, housing types, and rural services to their residents and local area, in accordance with their area structure plan or conceptual scheme.

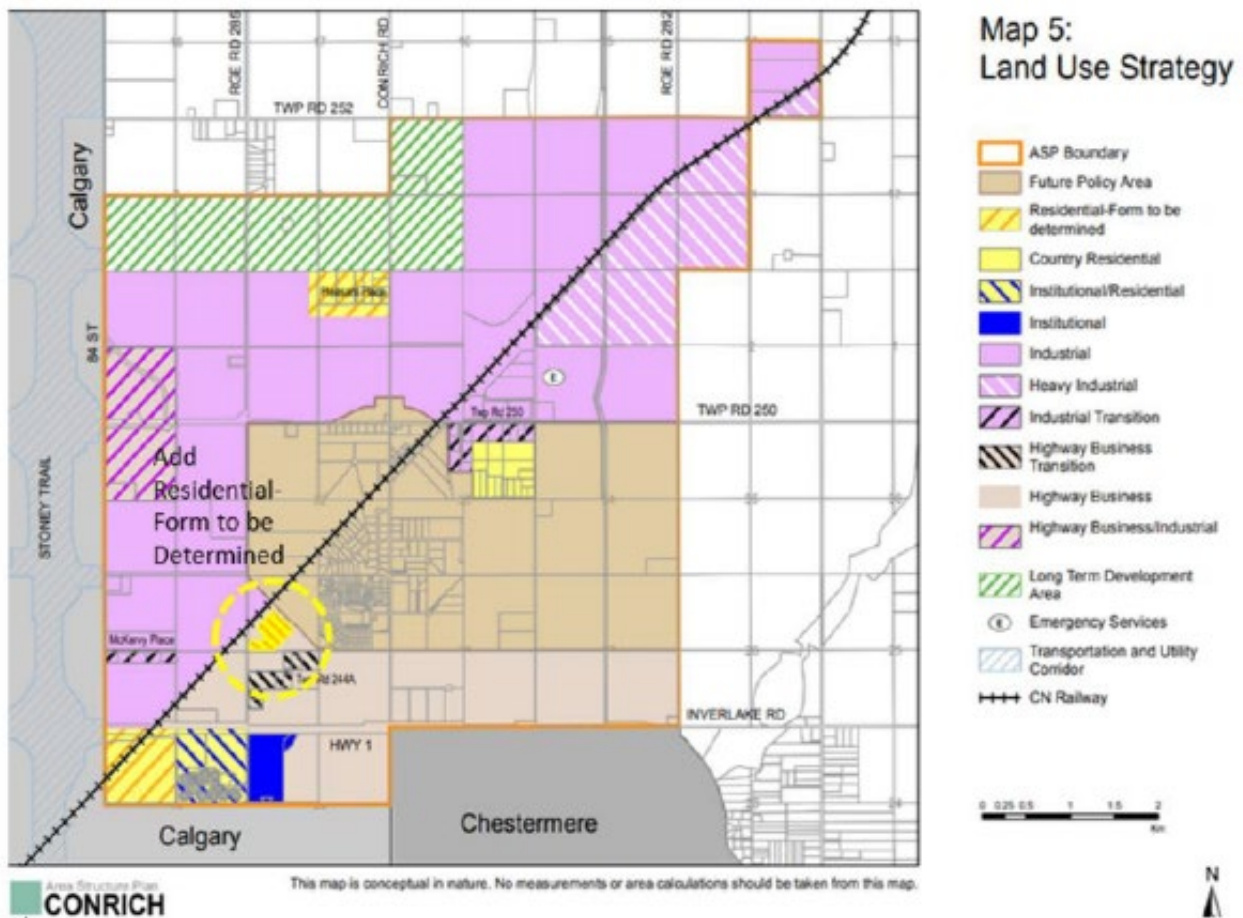
County Plan Section 9.6: Development in a hamlet shall be guided by, and conform to, the adopted area structure plan or conceptual scheme

The proposed subdivision is consistent with the provisions of the adopted Conrich Crossing Conceptual Scheme – which was approved by Council subject to the considerations of the Conrich Area Structure Plan. As such, Gill Developments does not believe the subdivision application is contrary to the County Plan’s Sections 9.1 and 9.6.

Conrich Area Structure Plan (ASP)

- The residential portion of the application is located within the Future Policy Area (Map 5) of the ASP. The application does not align with Policy 7.1 which notes subdivision shall not be supported within the future policy area.

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



The Conrich Crossing Conceptual Scheme was adopted by Council, by Bylaw C-8178-2021, pursuant to the provisions of the Area Structure Plan. In rendering their decision, Council

decided that since the majority of the Plan area is located within the approved Industrial Policy Area (with only a small portion of the subject lands being located in the Future Policy Area), and the Plan's associated land use/infrastructure implementation concept supports the strategic realignment of Twp Rd 250, a decision to approve the Conceptual Scheme was made *notwithstanding the 'shall' statement referenced by the ASP's Section 7.1*. Further, Council subsequently approved the associated land use amendment to redesignate the subject land to facilitate the proposed subdivision. As such, Gill Developments believes that the Subdivision Approval Authority can approve this proposed subdivision application pursuant to Section 654(1)(b) of the *Municipal Government Act*.

- **The ASP also required at least 10% of hamlet residential areas to be medium density residential, currently no lots within the proposal are working towards this requirement.**

Conrich ASP Section 8.9: Medium density residential (townhomes, row houses, and multi-unit) land use *should* comprise at least 10% of the net developable area within a hamlet residential area.

The ASP's Section 8.9 includes a 'should' statement which, although is a strongly preferred course of action, this direction is not mandatory. The residential portion of Conrich Crossing is relatively small, and accordingly, cannot reasonably support the comprehensive mix of residential housing types and forms. Therefore, the Subdivision Approval Authority can approve this subdivision as it proposes to implement the exact form and density of residential housing contemplated by the adopted Conceptual Scheme. As such, Gill Developments does not believe the subdivision application is contrary to the ASP's Section 8.9.

- **The application does not align with Policy 10.14 (should be 11.14) as it does not show how the commercial development shall provide for convenient, attractive, and efficient pedestrian/bicycle linkages between the sites.**

Conrich ASP Section 11.15: Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.

At the subdivision design stage and/or development permit stage (after conditional approval), the developer will prepare engineering drawings, landscaping plans, and public amenity plans to describe how pedestrian activities will be accommodated within the commercial sites. As such, Gill Developments does not believe the subdivision application is contrary to the ASP's Section 11.15.

- The application does not align with Policy 14.2 as the application does not provide for separation or buffering between the future alignment of Township Road 250 and the proposed residential area.

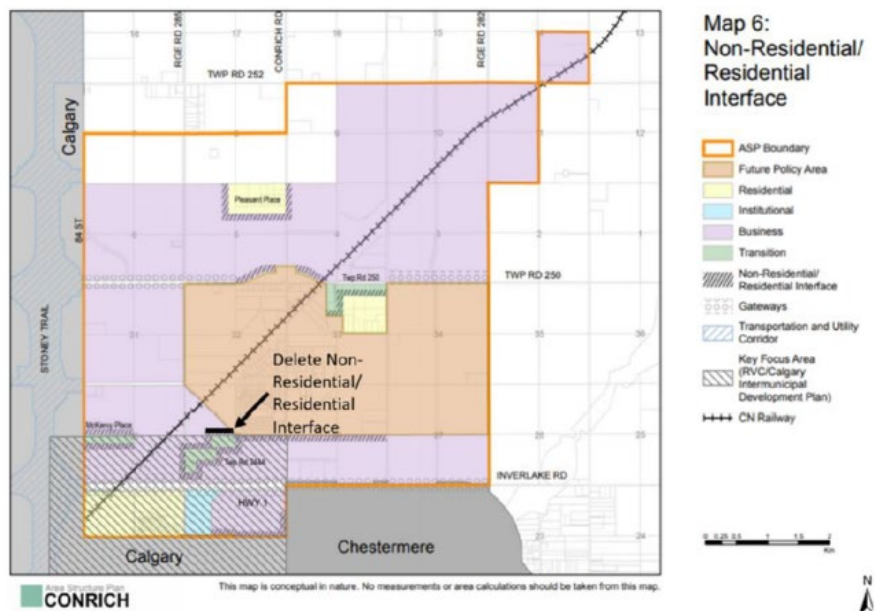
Conrich ASP Section 14.2: The local road network within the non-residential area should be separated from and/or buffered from the adjacent residential areas.

At the subdivision design stage (after conditional approval), the developer will prepare a landscaping and visual screening plan to describe how the residential area will be appropriately buffered from Twp Rd 250. Further, Section 3.1.1 of the adopted Conrich Crossing Conceptual Scheme references the developer’s commitment to establish architectural controls at the subdivision stage (post conditional approval) to ensure installation of appropriate screening and/or buffering along the realigned portion of Township Road 250. As such, Gill Developments does not believe the subdivision application is contrary to the ASP’s Section 14.2.

- The application does not align with Policy 14.4 with regards to the two proposed C-LUD parcels on the east side of the proposed plan. Policy 14.4 requires a 50 metre building setback for non-residential buildings to a property line with an adjacent residential parcel. With this setback neither of the proposed C-LUD lots adjacently east of the residential area could be constructed on.

Conrich ASP Section 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.

This 50 m non-residential / residential setback is meant to be applied within the areas specified on Map 6. The 50 m setback does not apply to the C-LUD sites on the east side of Conrich Crossing – which face Conrich Road and are intended to provide local services and amenities that will provide benefit to the Conrich Crossing Residential Area. As such, Gill Developments does not believe the subdivision application is contrary to the ASP’s Section 14.4.



- **Policy 27.4** requires subdivision application to address and adhere to the requirements of the ASP. Further, **Policy 27.8** notes that where policies of a CS conflict with the policies of the ASP, the ASP policies shall prevail.

Conrich ASP Section 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.

Further to the above statement re the ASP's Section 7.1, the Conrich Crossing Conceptual Scheme was adopted by Council, by Bylaw C-8178-2021, pursuant to the provisions of the Area Structure Plan, and accordingly, the Subdivision Approval Authority can simply ignore the effect of the adopted Conceptual Scheme. As such, Gill Developments does not believe the subdivision application is contrary to the ASP's Section 27.4.

Conrich Crossing Conceptual Scheme (CS)

- **The provided road cross sections do not articulate where future transit accommodations could be provided which conflicts with Policy 3.3.2.5.**

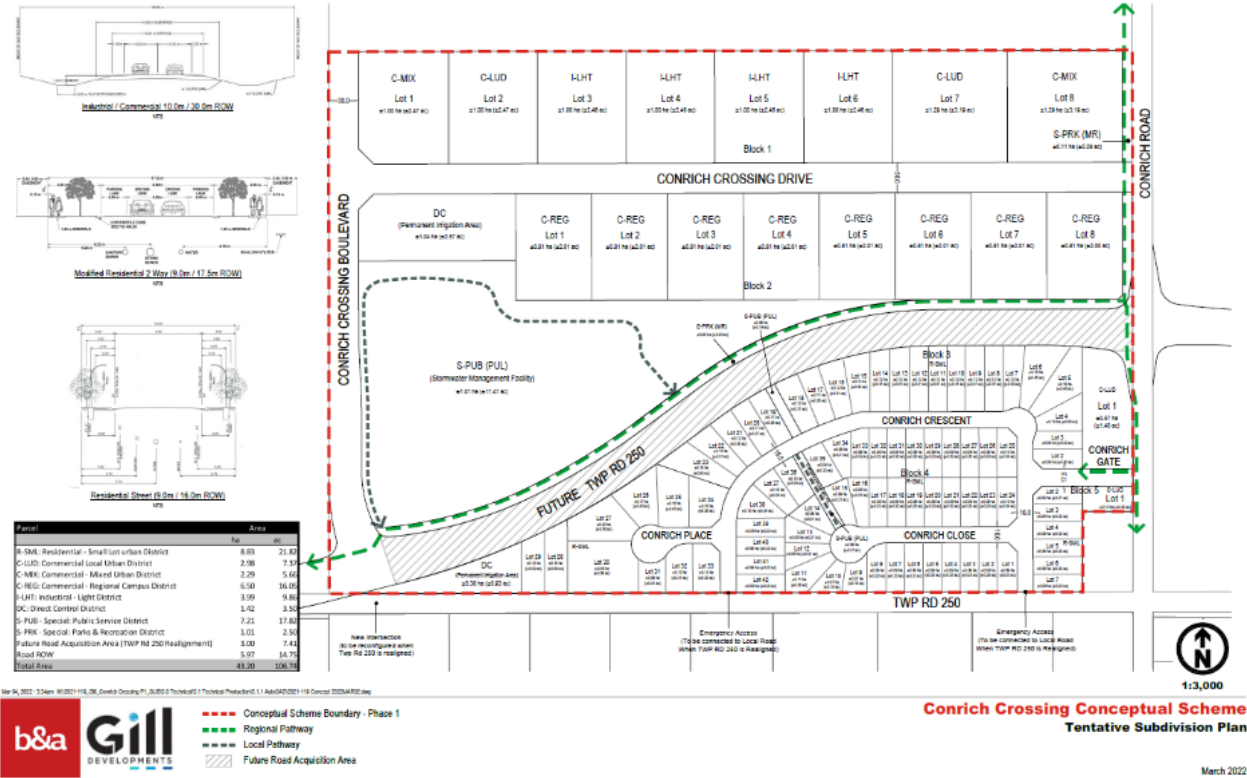
Conrich Crossing Conceptual Scheme Policy 3.3.2.5: All road cross sections within the Plan area should consider opportunities to accommodate future transit.

At the subdivision design stage (after conditional approval), the developer will prepare engineering drawings illustrating the specific roadway cross-sections to be implemented within the project. At that time, the potential placement of 'future' transit stops can be provided. As such, Gill Developments does not believe the subdivision application is contrary to the Conceptual Scheme's Policy 3.3.2.5.

- **The application does not provide for a linear ± 15 m MR dedication within the residential area which conflicts with Policy 3.6.1.2.**

Conrich Crossing Conceptual Scheme Policy 3.6.1.2: The developer shall provide a ± 15 m linear MR dedication along the Range Road 284 (Conrich Road), realigned Township Road 250, and within the residential area as generally illustrated on Figure 12: Open Space.

While it is acknowledged that the Conceptual Scheme does direct the developer to provide a pedestrian linkage from the residential area to the regional pathway that will extend north along the west side of Conrich Rd, it has been decided that, due to public safety considerations, this pedestrian connections should better be provided within the Conrich Gate ROW. As such, Gill Developments does not believe the subdivision application is contrary to the Conceptual Scheme's Policy 3.3.2.5.



Land Use Bylaw

- Under the R-SML designation the following lots do not meet the minimum lot width of 13.5 m:

While it is acknowledged that several residential lots proposed within the Phase 1 subdivision application do not meet the minimum lot width requirement of the LUB’s R-SML District, it is noted that these referenced lots are all irregular “pie” shaped lots that are situated along curves within the residential street. Gill Developments notes that this issue appears to be a result of an administrative oversight when LUB C-8000-2020 was adopted. This LUB issue has affected other Hamlet residential areas which Council has adopted prescriptive provisions to rectify. As you are aware, Gill Developments has made an application to amend the R-SML District within this Conceptual Scheme to address this issue. As such, Gill Developments does not believe the subdivision application should be refused based on this issue and the Subdivision Approval Authority could approve the subdivision pursuant to MGA Section 654(2).

- Under the C-REG designation the minimum parcel size is not met on proposed Block 2, Lots 1-8

While it is acknowledged that the proposed C-REG lots proposed within the Phase 1 subdivision application do not meet the minimum lot size requirement of the LUB Section 435(a), it is noted

that Section 3.1.1 of the adopted Conceptual Scheme establishes direction for the C-REG area will be comprehensively developed at the detailed development permit stage and may require further subdivision to a minimum 04 .04 ha (1 ac). As you are aware, Gill Developments has made an application to amend the C-REG District within this Conceptual Scheme to address this issue. As such, Gill Developments does not believe the subdivision application should be refused based on this issue and the Subdivision Approval Authority could approve the subdivision pursuant to MGA Section 654(2).

Appendix B- PL20230105 Circulation Comments & Responses

ATTACHMENT C: APPLICATION REFERRAL RESPONSES

AGENCY	COMMENTS	RESPONSE
School Authority		
Rocky View Schools	No response received	Noted
Calgary Catholic School District	No response received	Noted
Public Francophone Education	No response received	Noted
Catholic Francophone Education	No response received	Noted
Province of Alberta		
Alberta Ministry of Environment and Protected Areas	No response received	Noted
Alberta Transportation and Economic Corridors	This will acknowledge receipt of your circulation regarding the above noted proposal. The subsequent subdivision application would be subject to the requirements of Sections 18 and 19 of the Matters Related to Subdivision and Development Regulation (The Regulation), due to the proximity of Highway(s). Transportation and Economic Corridors offers the following comments with respect to this application: The requirements of Section 18 are met, therefore no variance is required. While no variance is required, the department expects the municipality will mitigate the impacts from this proposal to the highway system, pursuant to Policy 7 of the Provincial Land Use Policies and Section 648(2)(c.2) of the Municipal Government Act. The requirements of Section 19 are met, therefore no variance is required.	Noted, with the understanding that Rocky View County will address the department's concerns regarding impacts to the highway system as described in the comment.
	Transportation and Economic Corridors has the following additional comments and/or requirements with respect to this proposal: 1. 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, pursuant to Policy 7 of the Provincial Land Use Policies and Section 618.4 of the Municipal Government Act	Noted- expectation that the County will address impacts.
	2. The land subject of this application is greater than 1600 metres from the centre line of a provincial highway.	Noted.

	<p>3. Alberta 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.</p>	<p>Noted- expectation that the County will address impacts.</p>
<p>Alberta Health Services</p>	<p>Local community planning and design directly affect health and well-being. Communities can support the prevention and management of chronic health conditions by creating healthier places for people to live, work and play.</p> <p>Healthy community design creates stronger social connections; prevents injuries, chronic diseases and cancer; and makes your community safer and more resilient by promoting healthy lifestyle choices. Healthy community design can also have social and economic benefits.</p> <p>Alberta Health Services- Safe Healthy Environments (AHS-SHE) reviewed the above noted proposal application from a public health perspective. Healthy communities by design (HCBD) concepts and conventional areas of public health concern were considered.</p> <p>At this time, we have no concerns with the proposal, based on the information provided.</p> <p>Please note that Alberta Health Services-Environmental Public Health (AHS-EPH) would like an opportunity to review and comment on building permit applications for the construction of any public facilities on the subject lands (e.g., food establishments, swimming facilities, daycares, child or adult care facilities, personal service establishments, etc.). Forwarding plans for these facilities to AHS-EPH for approval BEFORE the building permit is granted helps to ensure that the proposed facility will meet the requirements of the Public Health Act and its regulations. For more information on requirements, to arrange for a plan review or to speak directly with a public health inspector, applicants for future building developments should contact AHS-EPH at</p> <p>AHS-SHE also endorses the use of an evidence-based public health approach to designing healthy communities. Prioritizing neighbourhood design, transportation networks, natural environments, food systems and housing in your planning process will help make your communities and residents healthier. We encourage you to consider these five principles in your strategic conversations. Additionally, more information can be found on the AHS Healthier Together, Building Healthy Communities website. This can be considered a virtual gathering place to access AHS-based resources and tools.</p> <p>This proposal included examples of healthy communities by design principles, particularly around Neighbourhood Design.</p> <p>AHS-SHE supports designing complete, compact and connected</p>	<p>Noted</p>

	<p>The proposal is supporting a mixed residential-commercial design that is supporting multigenerational living, as well as encouraging active lifestyles through the development of tree lined sidewalks and pedestrian pathways between the two districts.</p> <ul style="list-style-type: none"> • Mixed land use areas help increase safety and security, strengthen social connections, increase physical activity and have environmental and economic co-benefits within a neighbourhood. Neighbourhoods that incorporate a mix of uses and densities offer opportunities to live, learn, work and play within the community. Mixed land uses allow residents to access daily needs, such as employment, shopping and recreational opportunities in their community by multiple modes of transportation. • Offering housing options or encouraging the development of a mix of housing types can also mean that as residents age, they will be able to remain in their community and close to family for a longer period. AHS-SHE recommends that the other healthy community by design pillars mentioned above, also be explored throughout the development phases to promote aspects of healthy lifestyles, including physical activity, healthy eating and supportive environments. 	
<p>Alberta Forestry and Parks</p>	<p>From reviewing satellite imagery, it appears there are several wetlands on the property that may be impacted by the proposed future development. Under section 3 of the Public Lands Act, the Crown holds right to permanent and naturally occurring bodies of water, rivers, streams, watercourses and lakes. The wetlands should be avoided if the parcel is developed and a minimum 6.0m Environmental Reserve is required to protect the wetland from development. If the wetland cannot be avoided during development, it is recommended that a permanence assessment be completed for the wetland and submitted to the Water Boundaries Unit in Edmonton to determine ownership of the wetland. If the wetland is determined to be Crown claimable under section 3, it should be surveyed out from the parcel of land. An authorization is required under the Public Lands Act to alter, infill or otherwise impact a Crown claimable wetland. An approval may also be required under the Water Act. Please see the Alberta Wetland Policy and the Guide for Assessing Permanence of Wetland Basins for further information.</p>	<p>Confirmation was received in 2018 from the Alberta Environment and Parks that none of the features noted meet the criteria for permanence for Crown ownership of bed and shore. Full letter is attached to this response sheet.</p>
<p>Public Utility</p>		
<p>ATCO Gas</p>	<p>No response received</p>	<p>Noted</p>
<p>ATCO Pipelines</p>	<p>No objections.</p>	<p>Noted</p>
<p>AltaLink Management</p>	<p>No response received</p>	<p>Noted</p>
<p>FortisAlberta</p>	<p>No concerns.</p>	<p>Noted</p>

TELUS Communications	TELUS Communications Inc. will require a utility right of way for future facilities that will be placed to service this subdivision. TELUS will need to be named within the General Utility Right of Way that is registered; if a General Utility Right of Way will not be registered, please have the applicant contact rightofwayab@telus.com to initiate a TELUS Utility Right of Way Agreement.	Noted- URW
TransAlta Utilities Ltd.	No response received	Noted
Adjacent Municipality		
The City of Calgary: Planning	Note: City of Calgary Administration requests the following to be included as a condition of the subdivision application. Typically, this comment is provided at the Conceptual Scheme stage as a prior to subdivision condition, but we are providing it as prior to endorsement now that the proposed development has proceeded to the subdivision stage.	Noted
	<i>Prior to subdivision endorsement, Rocky View County, in collaboration with the City of Calgary, shall review the impacts to The City of Calgary's recreation and community services to the satisfaction of both parties. If demonstrable impacts are found, the applicant shall enter into a cost contribution agreement with Rocky View County in coordination with the City of Calgary, providing a financial contribution to offset the development's impacts. This contribution shall be in addition to any recreation and/or community services levy imposed by Rocky View County.</i>	Noted
The City of Calgary: Transportation	Was consideration given to undertaking an interim/custom design for the intersection of TWP 250 / RR 284 to address the lane encroachment issue identified in the phase 1 TIA (i.e. Figure 4-4 and associated discussion)? A relatively minor improvement could potentially address the stated issue and thereby facilitate the ability to construct the realigned TWP 250 (identified as Option 2 in the TIA) through the subject lands alongside this or subsequent phases of Conrich Crossing. Note: it seems likely that the stated lane encroach issue is a pre-existing one given the classifications of TWP 250 and RR 284, and so it seems like an odd rationale for not considering Option 2 (as described in the TIA) further.	This is no longer relevant given the timing of the realignment of TWP 250 is expected to occur in 2025.

	<p>With respect to the realigned TWP 250: What width of ROW (not including the parallel pathway MR parcel) is being reserved through the subject lands?</p> <p>o Will this ROW be dedicated with this phase or remain as part of SE05-25-28-4M, and if the latter approach is taken, when will the ROW be dedicated?</p>	<p>A 36 m Right of Way is being proposed, it would be dedicated as part of the subdivision endorsement.</p>
	<p>Is a greater ROW widening required on the west side of RR 284? 10m widening (if established on both sides of the road) would typically yield a ~40m ROW, however the County's plans and policies appear to indicate a 50m ROW as being identified on RR 284 in this location.</p>	<p>A 15m road widening has been provided for RR284 north of the realigned TWP 250. If the County moves forward with a 20m ROW for the Main Street through the Community Core as is contemplated in the draft amended Conrich ASP, further discussion is required to understand the County's plans for this road.</p>
	<p>What is the timing/staging rationale being applied for this subdivision that results in the ROW widening (and parallel MR) on the west side of RR 284 being applied only to the remnant portion of SE 05-25-28-W4M south of Conrich Crossing Drive and not to the remnant portion of SE 05-25-28-W4M north of Conrich Crossing Drive?</p>	<p>ROW Widening and MR in Phase 1 will be dedicated with Phase 1, future dedications will go with future phases.</p>
	<p>In conjunction with the subsequent subdivision(s) or any land-use amendments for the remnant +/-100 acres, Rocky View County and The City of Calgary shall mutually determine the development's impacts on City of Calgary transportation infrastructure through further collaboration and traffic impact assessments, and the developer shall be required to construct identified improvements and/or contribute to such upgrades, as required by the City of Calgary.</p>	<p>Noted- The expectation is that Rocky View County will continue to engage with the City on potential future impacts.</p>
City of Chestermere	No response received	Noted
Other External Agencies		
EnCana Corporation	No response received	Noted
Internal Departments		
Recreation, Parks, and Community Support	<p>Recreation is in support of MR that is accessible and functional for the proposed community. With the MR proposed on the north side of the future highway, Recreation has concerns about the safety and access the community will have to this linear piece of MR.</p> <p>With a current school established to the South East side of the development. Linear MR would be beneficial on the South end of the conceptual scheme to connect families with this school.</p>	<p>The MR pathway shown on the north side of the realigned TWP 250 conforms to the open space network outlined in the Conrich ASP and is intended to serve the northern portion, and predominantly employment focused area, of the Conrich area.</p>

	Additionally, with the dense population proposed in this development. MR would also be served best in the form of a large gathering space. As mentioned, the irrigation space on the west side of the conceptual scheme could have the MR adjacent so the open spaces complement each other and create a purposeful space for residents.	The irrigation area on the southwest side of the plan is required to be retained for the irrigation of stormwater, however, the area can be used for outdoor recreation provided that there is no conflict between the primary irrigation purpose. A linear MR pathway has been added to the conceptual scheme to connect this irrigation area with the residential area.
GIS Services	The roads within the proposed subdivision have not been named. An application was submitted back in 2022 but payment for the applications was not received. No response to emails by applicant.	We will follow up on the status of this application.
Building Services	No comment or concerns for the creation of the new lots	Noted
Fire Services & Emergency Management	Fire services has no concerns at this time. Subject to access route design and water supply requirements as per the NBC (AE), NFC (AE) and County Bylaws. Recommend they consider changing Conrich Close into a street that goes straight thru to a join Conrich Crescent and this would create a two egress street.	Noted
Capital and Engineering Services: General	The review of this file is based upon the application submitted. These conditions/recommendations may be subject to change to ensure best practices and procedures.	Noted
	<p>As a Condition of Subdivision, the Owner is required to enter into a development agreement pursuant to Section 655 of the Municipal Government Act respecting provision of the following:</p> <ul style="list-style-type: none"> o Construction of a public internal road system in accordance with the County Servicing Standards complete with cul-de-sacs and any necessary easement agreements, including complete approaches to each lot, as shown on the Tentative Plan. o Realignment of Township Road 250 through the study area as shown on the Tentative Plan. o Construction of the necessary off-site improvements as identified in the final approved TIA to the satisfaction of the County. o Extending the County's sanitary and potable water services to the proposed development. o Construction of the pressurized central fire suppression system to the satisfaction of the County. o Construction of stormwater management facilities in accordance with the recommendations of the approved stormwater management plan and the registration of any overland drainage easements and/or restrictive covenants as determined by the stormwater management plan. o Mailbox locations are to be located in consultation with Canada Post to the satisfaction of the County. o Installation of Street Lighting (Dark Sky). o Installation of power, natural gas, and communication utilities. o Obtain all necessary approvals from AEP for the loss of wetlands. o Obtain all necessary approvals from AEP for the use of stormwater for irrigation purposes. o Implementation of the recommendations of the approved construction management plan. 	<p>As Phase 1 is a residential subdivision, it is not possible to construct approaches under the Development Agreement, that will occur at the Building Permit stage by the builders.</p> <p>The realignment of TWP 250 is not the developer's responsibility and should not be included in the DA conditions because RVC is realigning TWP 250 as a Capital Project.</p>

	<p>As a condition of subdivision, the applicant will be required to submit a construction management plan addressing noise mitigation measures, traffic accommodation, sedimentation and dust control, management of stormwater during construction, erosion and weed control, construction practices, waste management, firefighting procedures, evacuation plan, hazardous material containment, and all other relevant construction management details.</p>	Noted
Capital and Engineering Services: Geotechnical	<p>The applicant provided a Geotechnical Report prepared by McIntosh Lalani Engineering Ltd. dated June 19 2020. The investigation assessed the onsite subsurface (soil and groundwater) conditions and determined that the soil and groundwater conditions at the site are suitable for the proposed development.</p>	Noted
	<p>As a condition of subdivision, the applicant will be required to conduct an onsite geotechnical evaluation, conducted by a qualified geotechnical professional, to assess the onsite subsurface (soil and groundwater) conditions to develop appropriate geotechnical recommendations for the design and construction of the proposed development including the internal road structure and recommendations for the pond liner thickness.</p>	Previous geotechnical report done by Englobe (Previously McIntosh Lalani) has been provided with this package.
	<p>As a condition of subdivision, the applicant shall submit finished grade plans, and cut and fill plans.</p>	Noted
Capital and Engineering Services: Transportation	<p>The applicant submitted a Transportation Impact Assessment prepared by Bunt and Associates Engineering Ltd. dated September 14, 2020. The TIA provides the impact of the proposed development on the adjacent road network and Recommends the following improvements:</p> <ul style="list-style-type: none"> o Realignment of Township Road 250 Street and construction of the new Township Road 250 and Range Road 284 intersection. o Construction of two access points along Range Road 284 and one access on Township Road 250. o Construction of three access points along the newly created service road after Township Road 250 is realigned. o Installation of traffic Signals at the newly created access from Township Road 250 into the development following the 2040 buildout. o Installation of traffic signals at the intersection of Township Road 250 and Range Road 284. o By 2030, the ultimate configuration of the Stoney Trail and McKnight Trail interchange will need to be constructed due to background traffic. 	Noted

<p>The applicant has indicated that they anticipate the County will fund the realignment of Township Road 250: Prior to going to Council, the applicant will need to continue to work with the County to determine the funding and timing of the Township Road 250 realignment.</p>	<p>The applicant is committed to continue working with Rocky View County concerning the realignment of TWP 250.</p>
<p>As a condition of subdivision, the applicant will be required to enter into a Special Improvements Development Agreement with the County for the realignment of Township Road 250.</p>	<p>The realignment of TWP 250 is not the developer's responsibility and should not be included as a SIDA because RVC is realigning TWP 250 as a Capital Project.</p>
<p>As part of the application the applicant submitted a Traffic Impact Assessment Report prepared by Bunt & Associates dated February 2022.</p> <ul style="list-style-type: none"> o Engineering has reviewed the study and has determined it is outdated thus as a prior to Council, the applicant will submit an updated TIA that focuses on phase 1 of the development. <p><input type="checkbox"/> Please contact Engineering for scope of the TIA.</p>	<p>Engineer has been contacted to discuss scope.</p>
<p>As a condition of subdivision, 15 m along the east boundary of the quarter section where the existing road allowance is 20 m shall be dedicated for road widening by plan of survey as per the applicable bylaw since this portion of Range Road 284 is part of the long-range transportation plan for a six lane cross section requiring 50m of ROW.</p>	<p>A 20m ROW is proposed as a Main Street through the Community Core as per the draft Conrich ASP amendments. If this is the preferred street design and cross section for the residential and commercial area then further discussion is required as to why a 50m ROW is still required.</p>
<p>As a condition of subdivision, the applicant will be required to provide a cost recovery payment for the upgrade of Township Road 250 from a two lane to four lane divided road in accordance with the active Cost Recovery Agreement with Canadian National Railway Company.</p>	<p>Noted - will the County provide an amount? Further discussion is required.</p>
<p>As a condition of subdivision, the applicant will be required to provide payment of the Transportation Offsite Levy in accordance with the applicable By-law C-8007-2020.</p>	<p>Noted - will the County provide an amount? Further discussion is required.</p>
<p>As part of the conceptual scheme the applicant recommended entering into a road acquisition agreement for the future Township Road 250 realignment:</p> <p>As a condition of subdivision, the applicant is to enter into a road acquisition agreement with the County for the realignment of Township Road 250. The agreement shall include: The provision of approximately 3.26 ha (8.06 ac) of road acquisition as shown in the tentative plan</p> <ul style="list-style-type: none"> <input type="checkbox"/> Land is to be purchased for \$1.00 from the County 	<p>The exchange of fee or payment for the land to be purchased shall follow the fees established in the Road Acquisition Agreement. Further discussion is required.</p>

Capital and Engineering Services: Sanitary/Waste Water	As per Policy 23.15 of the Conrich ASP, all new development shall connect to the County's wastewater system. The applicant has indicated that the development will be serviced by piped wastewater should the application be approved.	Noted
	The applicant submitted a Preliminary Engineering Support Servicing Strategy prepared by Sedulous Engineering Inc. dated August 2020, which indicated that the site will be serviced by gravity mains that lead to a local lift station which directs a 250mm force main to the existing 600mm force main which eventually discharges at the Langdon Waste Water Treatment Plant. The servicing strategy determined that sanitary infrastructure upgrades may be required as part of the current first phase of the Conrich Station Development. The servicing strategy recommends monitoring the capacity of the system to determine if any upgrades are required at subdivision stage.	Sedulous is preparing an updated Servicing Strategy that includes updated water and wastewater analysis to address the updated Phase 1 Tentative Plan.
	As a condition of subdivision , the applicant will be required to enter into a capacity allocation agreement with the county and provide payment of the Wastewater Offsite Levy in accordance with the applicable by-law at time of approval.	Noted, when will we see the agreement and payment amount?
	As a condition of subdivision , the applicant will be required to enter into an offsite development agreement for the extension of wastewater services to the subject lands .	Noted - will the County provide prepare the DA?
	As part of this application the applicant submitted a Water and Wastewater Analysis prepared by Sedulous Engineering dated April 2023. o Engineering has reviewed the report and determined that a new report should be submitted which only focuses on phase 1 and investigates the current capacity of the County Sanitary system.	Sedulous is preparing an updated Servicing Strategy that includes updated water and wastewater analysis to address the updated Phase 1 Tentative Plan.
	Connections to existing wastewater mains/lines is not permitted without the authorization of Utility Operations.	Noted, authorization will be sought at the appropriate time.
	As per Policy 23.9 of the Conrich ASP, all new development shall connect to the County's potable water system. The applicant has indicated that the development will be serviced with piped water should the application be approved.	Noted

<p>The applicant submitted a Preliminary Engineering Support Servicing Strategy prepared by Sedulous Engineering Inc. dated August 2020, which indicated that the site will be serviced by the existing regional East Rocky View Water System via a transmission main from the Conrich Reservoir and Pump Station. The servicing strategy determined that potable water infrastructure upgrades may be required as part of the first phase of the Conrich Station Development. The servicing strategy recommends monitoring the capacity of the system to determine if any upgrades are required at subdivision stage.</p>	<p>Sedulous is preparing an updated Servicing Strategy that includes updated water and wastewater analysis to address the updated Phase 1 Tentative Plan.</p>
<p>As part of this application the applicant submitted a Water and Wastewater Analysis prepared by Sedulous Engineering dated April 2023.</p> <ul style="list-style-type: none"> o Engineering has reviewed the report and determined that a new report should be submitted which only focuses on phase 1 and investigates the current capacity of the County Potable Water system. 	<p>Sedulous is preparing an updated Servicing Strategy that includes updated water and wastewater analysis to address the updated Phase 1 Tentative Plan.</p> <p>This will include a hydraulic analysis of the Conrich potable network relative to Phase 1 demands.</p>
<p>As a condition of subdivision, the applicant will be required to enter into an offsite development agreement for the extension of water services to the subject lands.</p>	<p>Noted - will the County provide prepare the DA?</p>
<p>As a condition of subdivision, the applicant will be required to enter into a capacity allocation agreement with the county and provide payment of the Water Offsite Levy in accordance with the applicable by- law at time of approval. As part of this application the applicant submitted a Water and Wastewater Analysis prepared by Sedulous Engineering dated April 2023.</p> <ul style="list-style-type: none"> o Engineering has reviewed the report and determined that a new report should be submitted which only focuses on phase 1 and investigates the current capacity of the County Potable Water system. 	<p>Sedulous is preparing an updated Servicing Strategy that includes updated water and wastewater analysis to address the updated Phase 1 Tentative Plan.</p> <p>The updated Strategy will provide updated Phase 1 demands relative to the above noted hydraulic analysis.</p>
<p>As a condition of subdivision, the applicant will be required to enter into an offsite development agreement for the extension of water services to the subject lands.</p>	<p>Noted - will the County provide prepare the DA?</p>
<p>As a condition of subdivision, the applicant will be required to enter into a capacity allocation agreement with the county and provide payment of the Water Offsite Levy in accordance with the applicable by- law at time of approval.</p>	<p>Noted - will the County provide prepare the DA?</p>
<p>Connections to existing water mains/lines is not permitted without the authorization of Utility Operations.</p>	<p>Noted, authorization will be sought at the appropriate time.</p>

Capital and Engineering Services: Stormwater	The applicant provided a Conceptual Level Stormwater Management Report Plan prepared by Sedulous Engineering Inc. dated July 2020. The concept consists of the use of overland and underground stormwater conveyance to a large central storm pond, which will eventually be tied to the CSMI.	Noted
	As a condition of subdivision , the applicant will be required to submit a detailed stormwater management plan for this phase, prepared by a qualified professional, providing the detailed designs of the stormwater management infrastructure necessary to support the proposed development.	Noted, it will be provided at the appropriate time
	As a condition of subdivision , the applicant will be required to enter into a Development Agreement for the construction of the stormwater infrastructure required as a result of the development and outlined in the final stormwater management plan in accordance with the County Servicing Standards. The applicant will be responsible for the registration of any required easements, utility right of ways and/or public utility lots is required as a condition of subdivision.	Noted
	Prior to entering into the development agreement with the County, the applicant will be required to obtaining all AEP approvals and licensing for the stormwater management infrastructure.	Noted
	As a condition of subdivision , the applicant will be required to provide an Erosion & Sedimentation (ESC) Plan, prepared by a qualified professional, providing the ESC measures to be implemented during the development of the subject lands.	Noted
	As a condition of subdivision , the applicant will be required to provide payment of the Stormwater Offsite Levy in accordance with the applicable bylaw C-8008-2020.	Noted - will the County provide an amount?
Capital and Engineering Services: Environmental	The applicant provided a Conrich Gill Biophysical Impact Assessment Report prepared by Westhoff Engineering Inc. dated April 19, 2022. The assessment took into consideration the significance of the existing onsite soils, vegetation, wildlife, historical resources and wetlands and provided several mitigations measures to prevent environmental impacts.	Noted
	As part of the subdivision application the applicant submitted Phase 2 Environmental Site Assessment prepared by Trace Associates dated April 2021. o The ESA determined that all toxic elements within the soil and groundwater were withing acceptable levels and that no further assessment is required. Engineering has no concerns.	Noted

	As no historical resources have been identified and impacts to historical resources are not anticipated the development has been granted clearance under the Historical Resources Act.	Noted
	The Wetland Assessment indicates that there is fourteen naturally occurring wetlands as well as six ephemeral waterbodies within the development area and that all the wetlands will be lost as the result of the development. The applicant will be required to make a payment to the in-lieu program for the loss of the wetlands.	The Province of Alberta has provided approval under the Water Act for Gill Developments to permanently disturb seven (7) seasonal (Waterbody 1, 5, 12, 16, 19, 23, 36) and three (3) temporary graminoid marsh wetlands (Waterbody 1b, 6, 9) (total disturbance area of 17.83 ha) and nine (9) ephemeral waterbodies (Waterbody 11, 13, 15, 23a, 24a, 25, 28, 29, 31) (total area of 0.8 ha) for purposes of construction of the Conrich Gill Development located in Conrich Alberta in SE 05-025-28-W4M, subject to the attached terms and conditions
Agriculture & Environment Services	Insert comments. Edit for spelling/punctuation/simple grammar as required. Include all comments, even if they are "No comment", "No concerns", or "No response received."	We believe this comment was made in error and will account for it as "No comment".
Planning	1. The residential/commercial subdivision portion is located within the Future Policy Area (FPA) of the Conrich Area Structure Plan (CASP), and therefore does not meet MGA Section 654 (1)(b), though we are of course aware that Council provided approval of the conceptual scheme.	The Conrich Crossing Conceptual Scheme was adopted by Council, by Bylaw C-8178-2021, pursuant to the provisions of the Area Structure Plan. In rendering their decision, Council decided that since the majority of the Plan area is located within the approved Industrial Policy Area (with only a small portion of the subject lands being located in the Future Policy Area), and the Plan's associated land use/infrastructure implementation concept supports the strategic realignment of Twp Rd 250, a decision to approve the Conceptual Scheme was made notwithstanding the 'shall' statement referenced by the ASP's Section 7.1. Further, Council subsequently approved the associated land use amendment to redesignate the subject land to facilitate the proposed subdivision. As such, Gill Developments believes that the Subdivision Approval Authority can approve this proposed subdivision application pursuant to Section 654(1)(b) of the Municipal Government Act.
	2. The subdivision does not align with the approved Conrich Crossing Conceptual Scheme (CS) and amendment will be required. Some specifics are captured below.	Further discussion is required. We believe our application follows the Conceptual Scheme where possible and adjustments have been made to accommodate the realities of changes occurring to infrastructure and planning in Conrich.

<p>3. It appears the narrow municipal reserve (MR) parcel cutting between the residential lots is now gone. Is there a plan to provide any further park space? Perhaps a small park within the subdivision? With 80 homes of multi-generational residents, this feels like a reasonable expectation for large families.</p>	<p>As stated in the Conceptual Scheme, the irrigation area can be used as an accessible open space for members of the community. An MR pathway has been included in the revised plan to connect the residential area to the irrigation area. Further design details will be addressed at the DP stage.</p>
<p>4. The regional pathway route presents problems with regards to width requirements and overlap into future right-of-way (ROW) along Conrich Road and through the commercial parcels. It's my understanding that the eventual ROW buildout does not include area for a regional pathway. Some further detail on how the path will be accommodated through the commercial lots, and along Conrich Road is appropriate.</p>	<p>To be addressed at DP stage when Local Commercial Site is developed. Pedestrian connection to be provided via sidewalk. Further discussion over the final ROW is desired.</p>
<p>5. The application packet notes 5 public utility lots (PULs), but I count only three? If you would confirm either way.</p>	<p>Correction, there are three (3) public utility lots within the subdivision boundary.</p>
<p>6. Of the 80 lots, 20 do not meet minimum lot width requirements of 13.5m for R-SML. There are several ways this could be addressed, but there is no formal approach presented on making this accommodation, so as it stands, the lots are simply non-compliant.</p>	<p>As Rocky View County does not have a formal policy to deal with irregularly shaped lots, we proposed to measure the lot widths as the average distance between the side lot lines measured in a straight line at the midpoint between the Front Yard Setback (FYS) and Rear Yard Setback (RYS). $LW = (AB + CD)/2$. Additionally, side yard setbacks will be measured as 1.5m for the proposed development in accordance with the site specific amendment previously submitted in support of this application.</p>
<p>7. Policy 3.1.1 of the CS refers to architectural controls, multi-generational housing, and appropriate screening and/or buffering along Twp Rd 250. As this will be a major roadway with large, heavy, constant truck traffic, this is fairly key in consideration of the subdivision, and should be provided as part of the application for review prior to scheduling time with Council for a decision.</p>	<p>Appropriate screening and buffering of the residential community from the realigned TWP rd. 250 is understood as important for the community and the future residents as well as for the applicant. The details of this element of the design have not been finalized and can be addressed as a condition of endorsement of the subdivision.</p>
<p>8. Policy 3.6.1.2 of the CS notes a 15 metre MR strip. There is no measurement on the submitted map, and visually, it appears to be the same 10m width as the PUL/walkway strips within the residential area.</p>	<p>The tentative plan has been revised and includes measurements of the 15m MR strip.</p>
<p>9. The residential parcels along the southern end of the subdivision are shown to front onto current Twp. Rd 250, and also front onto the future subdivision road. As it stands, there will now be two frontages, rendering the lots possibly undevelopable.</p>	<p>No parcels are anticipated to front onto the existing TWP Rd 250. The lots in question will be accessible via Conrich Place or Conrich Close.</p>

<p>10. The MR lands to the north of the future Twp Rd 250 are not a natural connection to the community, and may create safety concerns for residents seeking to connect to them.</p>	<p>The MR lands are placed to conform with the policies of the Conrich ASP. The regional pathway that was proposed north of the realigned TWP 250 as contemplated in the Conrich Crossing Conceptual Scheme and the Conrich ASP is intended to provide active mode transportation connections for employees of the industrial areas north of the future Conrich Hamlet. An alternate regional pathway connection is proposed on the east side of the plan area along Range Rd 284 to connect the proposed subdivision to the rest of Conrich Hamlet to the south.</p>
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