ROCKY VIEW COUNTY

BYLAW C-8121-2020

A bylaw of Rocky View County, in the Province of Alberta, known as the Hwy 1 / Old Banff Coach Road Conceptual Scheme

The Council of Rocky View County enacts as follows:

Title

1 This Bylaw may be cited as the Highway 1 / Old Banff Coach Road Conceptual Scheme.

Definitions

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

(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.

Effect

3 THAT Bylaw C-8121-2020 being the "Highway 1 / Old Banff Coach Road Conceptual Scheme", affecting Lot 1, Block 1, Plan 0313354, and Lot 1, Block 2, Plan 0313363, within SW-36-24-03-W05M, be adopted as defined in Schedule 'A', which is attached to, and forms part of, this Bylaw; and,

4 THAT the Central Springbank Area Structure Plan be amended to append ~~list~~ the "Highway 1 / Old Banff Coach Road Conceptual Scheme", ~~thereunder~~, as shown in Schedule 'B', and to list the Conceptual Scheme within Section 3.3 of the Central Springbank Area Structure Plan.

Severability

5 If any provision of this bylaw is declared invalid for any reason by a court of competent jurisdiction, all other provisions of this bylaw will remain valid and enforceable.

Effective Date

6 Bylaw C-8121-2020 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 IN COUNCIL this	22nd	day of	December	, 2020
PUBLIC HEARING WAS HELD IN COUNCIL this		day of		, 2021
READ A SECOND TIME IN COUNCIL this		day of		, 2021
READ A THIRD TIME IN COUNCIL this		day of		, 2021

_____
Reeve

_____
Chief Administrative Officer or Designate

_____
Date Bylaw Signed

SCHEDULE 'A'
FORMING PART OF BYLAW C-8121-2020

A Conceptual Scheme affecting Lot 1, Block 1, Plan 0313354, and Lot 1, Block 2, Plan 0313363, within SW-36-24-03-W05M, consisting of a total of ± 46.66 hectares (± 115.30 acres) of land, herein referred to as the Highway 1 / Old Banff Coach Road Conceptual Scheme.

QUALICO communities

Highway 1/Old Banff Coach Road

Conceptual Scheme



~~December 2020~~ March 2021

Submitted By
Qualico Communities

Submitted To
Rocky View County

Prepared By
Stantec Consulting Ltd.



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DEVELOPMENT AND IMPLEMENTATION OF THE HIGHWAY 1/OLD BANFF COACH ROAD CONCEPTUAL SCHEME WILL PROVIDE JOB OPPORTUNITIES AND STIMULATE THE ECONOMY BY FACILITATING COMMERCIAL OPPORTUNITIES ALONG HIGHWAY 1 TO SUPPORT RESIDENTS IN BOTH ROCKY VIEW COUNTY AND CALGARY.

1.0

INTRODUCTION

1.1 PURPOSE

This Conceptual Scheme, with supporting applications for Land Use Redesignation (LUR) and Area Structure Plan (ASP) amendment has been prepared to provide a planning framework for future development of the Site illustrated in **Figure 1.0 Location Plan**. The Conceptual Scheme is intended to complement the vision of the County Plan and the Central Springbank ASP area by developing the Site as a Key Focus Area for employment growth and providing a complementary urban interface along the municipal border with the City of Calgary.

As per the Central Springbank ASP, a Conceptual Scheme is "a plan for the subdivision and development of lands including, but not limited to, generalized land uses at the ¼ section scale, rationale for the developability of the lands, and internal road hierarchy."

The following Conceptual Scheme has been prepared to plan for commercial and residential uses within the Site.



Figure 1.0 Location Plan



1.2 VISION

The proposed Highway 1/Old Banff Coach Road Conceptual Scheme is supported by the following vision and objectives.

VISION

Development and implementation of the Highway 1/Old Banff Coach Road Conceptual Scheme will provide job opportunities and stimulate the economy by facilitating commercial opportunities along Highway 1 to support residents in both Rocky View County (the County) and Calgary.

OBJECTIVES

a) To facilitate a comprehensive land use, subdivision, and development framework for the Conceptual Scheme Area, incorporating a mix of commercial and residential uses;

b) To align with the County Plan, Rocky View/Calgary Intermunicipal Development Plan (IDP), and the Central Springbank ASP (where relevant);

c) To propose amendments to the Central Springbank ASP to align with the current growth context and more closely align with the objectives set out in the current County Plan and IDP;

d) To provide job creation and regional and local economic stimulus opportunities;

e) To ensure that development is compatible with future residential development within Calgary;

f) To provide a residential transition from the City of Calgary municipal boundary, creating a unique identity for residential properties within the County municipal boundary;

g) To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development;

h) To establish a stormwater management strategy to meet drainage requirements of the ASP;

i) To appropriately notify and consult surrounding residents and landowners in order to respond to community concerns;

j) To identify and address any development constraints on the Site; and

k) To describe the rationale for proceeding with development at this time.





1.3 RELEVANT POLICY DOCUMENTS

CENTRAL SPRINGBANK ASP



The Central Springbank ASP was adopted in 2001 and does not reflect current growth and development conditions in the Springbank area, and did not envision or plan for the development of commercial/business uses at the Site at the time. With this in mind, the County is in the process of preparing a draft ASP (the North Springbank ASP). Due to the uncertainty regarding the timing of adoption of the North Springbank ASP, the Applicant is proceeding with this Conceptual Scheme through amendments to the Central Springbank ASP. An amendment to this ASP is required to facilitate the development of commercial and residential development, as proposed.

A full redline version of the Central Springbank ASP has been provided under separate cover, with a summary of the proposed amendments provided below:

- Map edits to modify the Site as primarily a residential area to a part commercial/part residential area;
- Edits throughout the document to reflect the facilitation of regional commercial development at the Site; and
- Amendments to Chapter 2.10 Business Development to allow for regional commercial development

Certain sections of the ASP are relevant to the proposed Conceptual Scheme and LUR and the amendments proposed will complement the intent of the existing ASP. The Site is identified as a Trans Canada Highway Planning Area within the Central Springbank ASP. A summary of ASP policies and strategies relevant to this Conceptual Scheme is provided below:

- *Site and building design criteria of the Conceptual Scheme, a landscaping plan, buffer treatments, and other development standards are addressed in **Section 6.0** of the Conceptual Scheme as per policies within ASP section 2.3.2.*
- *Additional requirements of this Conceptual Scheme from ASP section 2.3.2.3 including a Traffic Impact Assessment and Master Drainage Plan are underway or complete.*
- *A variety of Intermunicipal Special Planning Area interface considerations are addressed within this Conceptual Scheme including parcel sizes, transportation links, and sensitivity to uses within the City of Calgary as per ASP policy 2.3.2.3. A summary of alignment with ASP policy 2.3.2.3 can be found in Table 1.*

Table 1 Alignment with 2.3.2.3 Special Planning Areas

ASP Policy	Conceptual Scheme
TransCanada	
Protection of scenic views	The development will have minimal impacts to views, particularly view to the west (mountains), for the following reasons: • The Site slopes from highpoints at the south and east to low points along the northern boundary. • Grading for the development has been designed where proposed parcels along the southern boundary will have a floor level that is significantly below the level of Old Banff Coach Road, thereby minimizing views from Old Banff Coach Road to the north. • A proposed storm pond is located along a significant stretch of the northern boundary, meaning a reduced number of commercial buildings along the northern boundary of the Site to Highway 1.
Development should complement the landscape characteristics of the area	Landscaping requirements for the development have been prepared and are outlined within Section 6 of the Conceptual Scheme. The development also proposes the establishment of a storm pond facility that is designed to double as an amenity feature that is accessible to visitors/residents (as opposed to only an infrastructure item).

ASP Policy	Conceptual Scheme
No impacts on the functionality of the highway	Access to the Site is proposed exclusively by Old Banff Coach Road and locally through the proposed West View development. A network analysis has been undertaken by Stantec in accordance with Alberta Transportation to support the proposed access points for the Site.
Sensitive height, massing, and architectural detailing of buildings	Commercial development standards are identified in Section 6 to address height, massing, and architectural detailing of buildings. Detailed architectural controls will also be developed by the Applicant for the proposed residential area during the subdivision phase.
Open landscapes abutting the highway right-of-way and appropriate landscaping plans	The development has been designed with a proposed stormwater pond abutting the majority of the boundary with Highway 1, providing an open landscape solution. Supplementary landscaping requirements are provided in **Section 6.0** of the Conceptual Scheme.
Attention to noise and light attenuation and buffering	Light attenuation is addressed in Sections 6.9 and 6.10 of the Conceptual Scheme. Noise attenuation for the proposed residential area will be addressed during the subdivision stage.
Any signage along the TransCanada Highway should be unlit directional signage and meet the satisfaction of the Province	Section 6.9 of the Conceptual Scheme provides development standards for signage, including prohibiting signage that would affect traffic safety or cause distraction.
City of Calgary	
Parcel sizes	Residential parcel sizes have been selected at a higher density than other areas within the County in order to integrate and transition with the proposed West View development immediately adjacent in Calgary.
Site design and building envelopes	Commercial development standards are identified in Section 6 to address height, massing, and architectural detailing of buildings. Detailed architectural controls will also be developed by the Applicant for the proposed residential area during the subdivision phase.
Visual separation and sound attenuation	The proposed commercial/residential interface within the development is detailed in Section 6.12 of the Conceptual Scheme. This interface has been carefully planned and designed to ensure these uses are compatible and commercial development does not adversely impact residential amenities. Sound attenuation will be addressed during the subdivision and development permit stages of implementation.
Integration of open space alternatives	Open space alternatives are addressed in Section 5 of the Conceptual Scheme.
Vegetation and building materials	Commercial development standards are identified in Section 6 to address height, massing, and architectural detailing of buildings. Detailed architectural controls will also be developed by the Applicant for the proposed residential area during the subdivision phase.
Wildlife corridors	No wildlife corridors are present on this Site according to Map 6 of the Central Springbank ASP.

ASP Policy	Conceptual Scheme
Transportation links	The Conceptual Scheme provides the following transportation links: • Two primary access points to Old Banff Coach Road, one at the southwestern boundary and the second at the southeastern boundary. These access points provide suitable connection points should adjacent parcels develop in the future. • A connection to the adjacent West View development is provided along the municipal boundary. Qualico is responsible for both developments and has designed this collector to match on both sides of the municipal boundary for ease of function and permeability by residents of the respective developments. The proposed transportation links are in accordance with the Transportation Impact Assessment (TIA) and the Old Banff Coach Road Network Analysis prepared by Stantec in accordance with Alberta Transportation.
Sensitivity to existing land uses and community characteristics within the City of Calgary	The R-MID district is proposed for the residential portion of the Site in order to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.
Demonstration of initiatives to include City of Calgary residents and planning stage in the preparation of conceptual schemes	Section 9.0 identifies the public consultation process which involved a mail out to landowners within a 1.5 mile radius of the Site including those within Calgary.

ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN



The Site is located within the Highway 1 West Corridor, which is identified as a Key Focus Area within the IDP. The IDP supports employment growth in this area to locate jobs near residents, with this corridor identified as a special planning policy area for the County. The IDP also sets out policies related to addressing the interface across the municipal boundary and between commercial and residential uses.

This Conceptual Scheme proposes a mix of commercial and residential uses, which transition from residential along the eastern (municipal) boundary, to commercial along the Old Banff Coach Road/Highway 1 interface. A summary of the Conceptual Scheme's compliance with the intent and policy of the IDP is provided below:

- *Commercial uses proposed within this document will aid in employment growth in the Highway 1 West Corridor and support existing rural residential nearby (IDP Section 4.3).*
- *Policies contained within this Conceptual Scheme, particularly within the proposed Development Standards in* ***Section 6.0****, address encouraging and maintaining this Site as an intermunicipal entranceway (IDP policy 6.1.4).*
- *The Conceptual Scheme has been planned and designed in alignment with the adjacent West View development (immediately east of the Site) due to Qualico owning both parcels. Land use, density, road network, and active transportation connectivity are aligned to ensure a seamless transition between the two developments and across the municipal boundary (IDP policies 6.1.5 and 6.1.6).*
- *The Conceptual Scheme provides an appropriate transition from proposed residential development, along the eastern boundary of the Site, to commercial development (IDP policy 6.1.3). Details regarding the treatment of this commercial/residential interface is provided in* ***Section 6.12*** *of this document.*



COUNTY PLAN



The County's current Municipal Development Plan (MDP), referred to as the 'County Plan', was originally adopted in 2013 and was subject to amendments in 2019.

Under the current County Plan, the Site is considered to meet the criteria of a highway business area. Specifically, the Site is within close proximity to the provincial highway network, is intended to be developed in a comprehensive manner (transitioning and integrating with proposed urban residential development to the east), and will be planned and designed in consultation with Alberta Transportation. A summary of relevant County Plan policies and strategies to this Conceptual Scheme is provided below:

- *As per Section 6.0 of the County Plan, a financial sustainability goal is to increase the County's business assessment base. The development of this Conceptual Scheme will aid in achieving this goal.*
- *This Conceptual Scheme aligns with County Plan policy 5.13 to direct higher density residential development adjacent to urban municipalities by placing residential uses next to the West View residential development.*
- *The Site aligns with requirements for highway business area identified in County Plan policies 14.10 and 14.11.* ***Section 1.4*** *of this document identifies how the proposed location would not adversely impact nearby business areas and provides a rationale for why the development occurs outside an existing business area.*
- *Proposed commercial uses align with County Plan policy 14.22 requirements for business development outside of an identified business area.*

As per Section 6.0 of the County Plan, a financial sustainability goal is to increase the County's business assessment base.
The development of this Conceptual Scheme will aid in achieving this goal.

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT

Submission of a Conceptual Scheme requires supporting rationale for proceeding with development of the Site. Additionally, proposed new business areas must "demonstrate the proposed location would not adversely impact the build-out of land within nearby business areas" (County Plan policy 14.11) and "provide a rationale why the proposed development cannot be located in a business area" (County Plan policy 14.21).

The following rationale is provided to support the approval and implementation of this Conceptual Scheme at this Site:

- This Conceptual Scheme proposes the development of commercial and residential uses in alignment with the intent and siting of new business areas as per the County Plan and the IDP.
- The nearest business area to the Site that is identified in the County Plan is the Highway Business Area located on Highway 1 and Range Road 33, which includes entertainment (e.g. Calaway Park), institutional, and storage type uses. This Conceptual Scheme is intended primarily for retail and service development and will therefore have minimal overlap in terms of proposed uses with this existing Highway Business Area. The Site is an optimum location for this type of business use due to its adjacency to existing and proposed higher residential densities such as that proposed within the City of Calgary West View ASP and on the Site itself.
- The Site is located to take advantage of the adjacent existing and proposed residential communities to the east and south and will support the retail and service needs of future urban growth within a developing area of the County (and Calgary).
- The Site provides excellent exposure and access opportunities that commercial developments seek. The immediate access to and from Highway 1 (via the Old Banff Coach Road interchange) is ideal for a commercial development of this size.
- The development of commercial uses at this time supports (rather than follows) the growth and needs of surrounding residential communities.
- The development of the Site will provide job opportunities and stimulus for the local and regional economy. Anticipated real estate value, investment, and job creation outputs are summarized in the following tables.

Table 2 Anticipated Real Estate Value (Proposed Commercial)

Commercial Site Area	Anticipated Floor Area	Real Estate Value per sqft *	Total Real Estate Value
59.98 ac	~700,000 sqft	$165/sqft	$155m

* Altus Construction Cost Guide 2020

Table 3 Anticipated Job Creation (Proposed Commercial)

Permanent Jobs	Direct Construction Jobs	Indirect Construction Jobs
2,320	960	992

Table 4 Anticipated Population & Density

Population	Density
966 **	~8 units/acre ***

** Based on average household size of 3.0 people, as per the 2016 Census for Rocky View County
*** Residential lots to be developed based on minimum lot size requirements of the R-MID district

The proposed commercial development is anticipated to create approximately 2,320 new permanent jobs at ultimate build-out

1.5 PLAN DEFINITIONS & INTERPRETATION

The following definitions and interpretation notes apply to the preparation and implementation of this Conceptual Scheme.

DEFINITIONS

Conceptual Scheme – *Conceptual Schemes* provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public. In this document, the term “Conceptual Scheme” refers to the Highway 1/Old Banff Coach Road Conceptual Scheme.

Council – Rocky View County Council.

The Site – refers to all lands that fall within the boundaries of the Highway 1/Old Banff Coach Road Conceptual Scheme as identified in ***Figure 1.0 Location Plan***.

INTERPRETATION

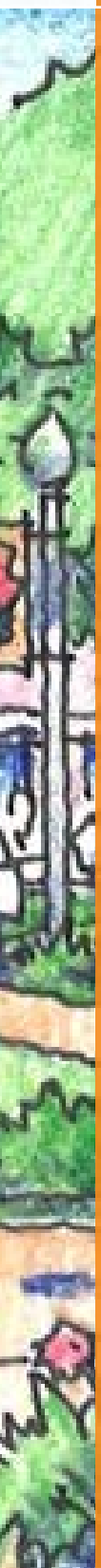
Shall – a directive term that indicates that the actions outlined are mandatory and therefore must be complied with, without discretion, by administration, the developer, the Development Authority, and the Subdivision Authority.

Should – directive term that indicates or directs a strongly preferred course of action by Council, administration, and/or the developer but one that is not mandatory.

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







2.0

THE CONCEPTUAL SCHEME AREA

2.1 REGIONAL LOCATION

The Site is located on the west side of the County in Springbank. It is bounded by Highway 1 to the north, Old Banff Coach Road to the south and west, and the City of Calgary municipal boundary to the east **(see Figure 1.0 Location Plan**). The Site has ~~direct~~ access to Highway 1 via Old Banff Coach Road.

2.2 LEGAL DESCRIPTION

The Site consists of ± 46.6 ha (115.3 ac) of land within SW36-24-3-W5M (Lot 1, Block 2, Plan 0313363 and Lot 1, Block 1, Plan 0313354).





2.3 CURRENT LAND USE

The Site consists of two parcels that are currently designated as A-GEN (Agricultural, General District) under the current Rocky View County Land Use Bylaw (LUB). Surrounding Sites to the south, west, and north are also designated as A-GEN. Lands to the east, within the City of Calgary, are designated S-FUD (Special Purposes – Future Urban Development District) under the City LUB and are subject to the West View ASP that was recently approved by the City of Calgary on February 24, 2020. The lands to the east are also owned by Qualico and are being planned and designed concurrently (through preparation of an Outline Plan) with this Conceptual Scheme.

The Site is currently tenanted by a private cattle ranching operation located within the southwest corner of the parcel, with the remainder of the Site undeveloped. Agricultural uses are located south and west of the Site.

2.4 PHYSICAL SITE FEATURES

EXISTING STRUCTURES

A total of twelve buildings were identified on the southwest portion of the Site as part of a cattle ranch operation and include an occupied house and associated garage, two unoccupied houses and garages, barns, cattle shelters and a shed. It is understood these buildings were constructed between 1948 and 1960s (Trace Associates Inc. 2020). Remaining areas of the Site are undeveloped.



TOPOGRAPHY & DRAINAGE

Existing topography of the Site is characterized by high points along the south and east boundary, gradually lowering to the northwest corner of the Site with an approximate 30 to 36 m grade differential (see **Figure 2.0 Existing Topography**).

An existing low point with a drainage culvert is present under the Highway 1 and the Site currently drains northward along a natural drainage and ultimately discharging into the Bow River. The drainage culvert is located at an existing low point and drains the existing pre-developed lands along the north boundary.



GAS WELLS & PIPELINES

No oil, gas, or disposal wells were identified or reported to be present and no oil and gas-related infrastructure were identified within the Site (Trace Associates Inc. 2020). No further recommendations have been made with regards to gas wells and pipelines.

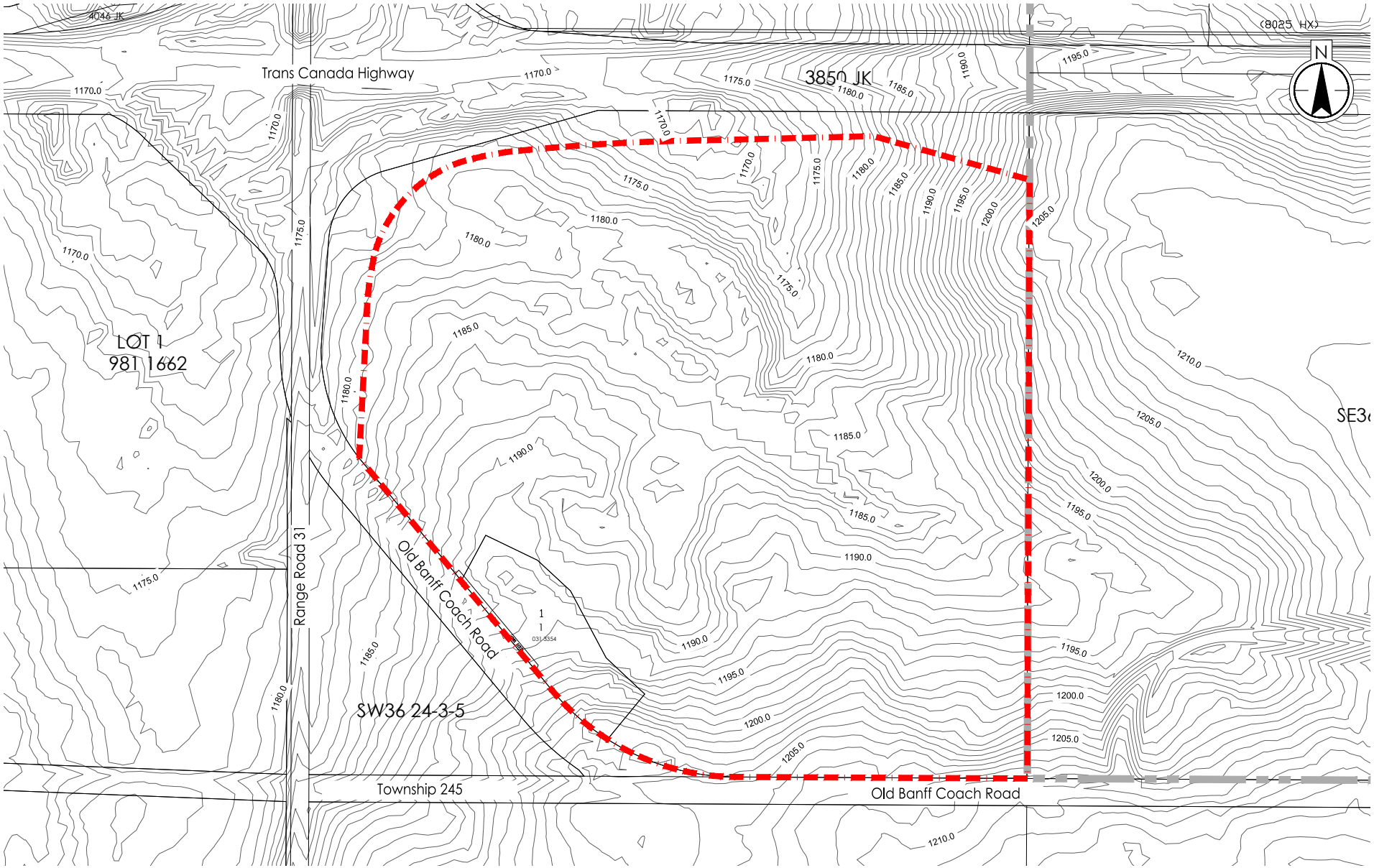
SOILS

A geotechnical investigation and accompanying report has been prepared and is provided under separate cover.

ARCHAEOLOGICAL & HISTORICAL CONDITIONS

Historical Resources Act (HRA) approval was received for the Site in June 2018 following preparation of an Historical Resources Impact Assessment completed by Lifeways of Canada Limited. A copy of the HRA approval has been submitted under separate cover. Typical mitigative options for field works are required to address two sites of significance located within the parcel in order to facilitate development.

Figure 2.0 Existing Topography



BIOPHYSICAL FEATURES

Golder Associates Ltd. completed a Biophysical Impact Assessment (BIA) for the Site in 2019. A copy of the BIA is provided under separate cover.

Field surveys were completed on October 5, 2017 and identified two ephemeral watercourses and one wetland (W13) within the Site (Golder Associates 2019). The wetland (W13) has been classified as an anthropogenic shallow open waterbody. The ephemeral watercourses were determined to be non-fish bearing.

Vegetation land cover include modified pasture, water, and disturbed area (associated with residential land use). No listed current vascular plant species were identified within the Site. Regulated Noxious weeds creeping thistle (*Cirsium arvense*) and perennial sow-thistle (*Sonchus arvensis*) were identified within the Site (Golder Associates 2019).

Species-specific surveys were completed targeting amphibians, raptors and breeding birds. A wildlife reconnaissance, winter track and acoustic species of concern survey were also completed. No species of management concern (listed provincially or federally) were identified. Wildlife habitat suitability was ranked low for 84% of the Site and the anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat. A coyote den was identified in the northern portion of the Site (Golder Associates 2019).

GEOTECHNICAL EVALUATION

A geotechnical investigation and accompanying report for the Site has been prepared and provided under separate cover.

ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment (ESA) was completed by Trace Associates Inc. in March 2020 to identify potential sources of soil and/or groundwater contamination. The Phase I ESA did not identify any sources of contamination and no further investigations are recommended. A copy of the Phase 1 ESA has been provided under separate cover.



3.0

LAND USE

The policies contained within this section identify an integrated land use, subdivision, and development framework for the Conceptual Scheme, in accordance with the vision and objectives identified in **Section 1.2**.

3.1 LAND USE

The Conceptual Scheme proposes the development of the Site for commercial and residential uses, with single-family residential development located within the eastern portion of the Site, integrating with similar residential development proposed within the parcel to the east, and transitioning to commercial development within the central and western portions of the Site. This configuration provides a strategic location and direct access from Old Banff Coach Road and Highway 1 that is ideally suited for commercial development, while providing an appropriate transition and interface to residential uses to the east. Stormwater infrastructure, in the form of a privately operated pond, is proposed centrally along the northern boundary of the Site to address stormwater management requirements of the entire development.

Land use districts proposed as part of this Conceptual Scheme (see **Figure 3.0 Land Use**) align with the Land Use Bylaw C-8000-2020. For the residential areas of the Conceptual Scheme, a Mid-Density Urban District (R-MID) is proposed. The R-MID district is proposed in order to provide similar lot and housing typology outcomes, as well as density (as identified in **Table 4 on page 8**), intended to be facilitated within the adjacent West View development.

For the commercial areas of the Site, a direct control (DC) district is proposed that is based on the Commercial, Regional District (C-REG) of the Land Use Bylaw. The DC district is proposed to facilitate the uses permitted under the C-REG district, with a modification to the minimum parcel size to two hectares and the inclusion of additional uses to align with the vision of the Conceptual Scheme.

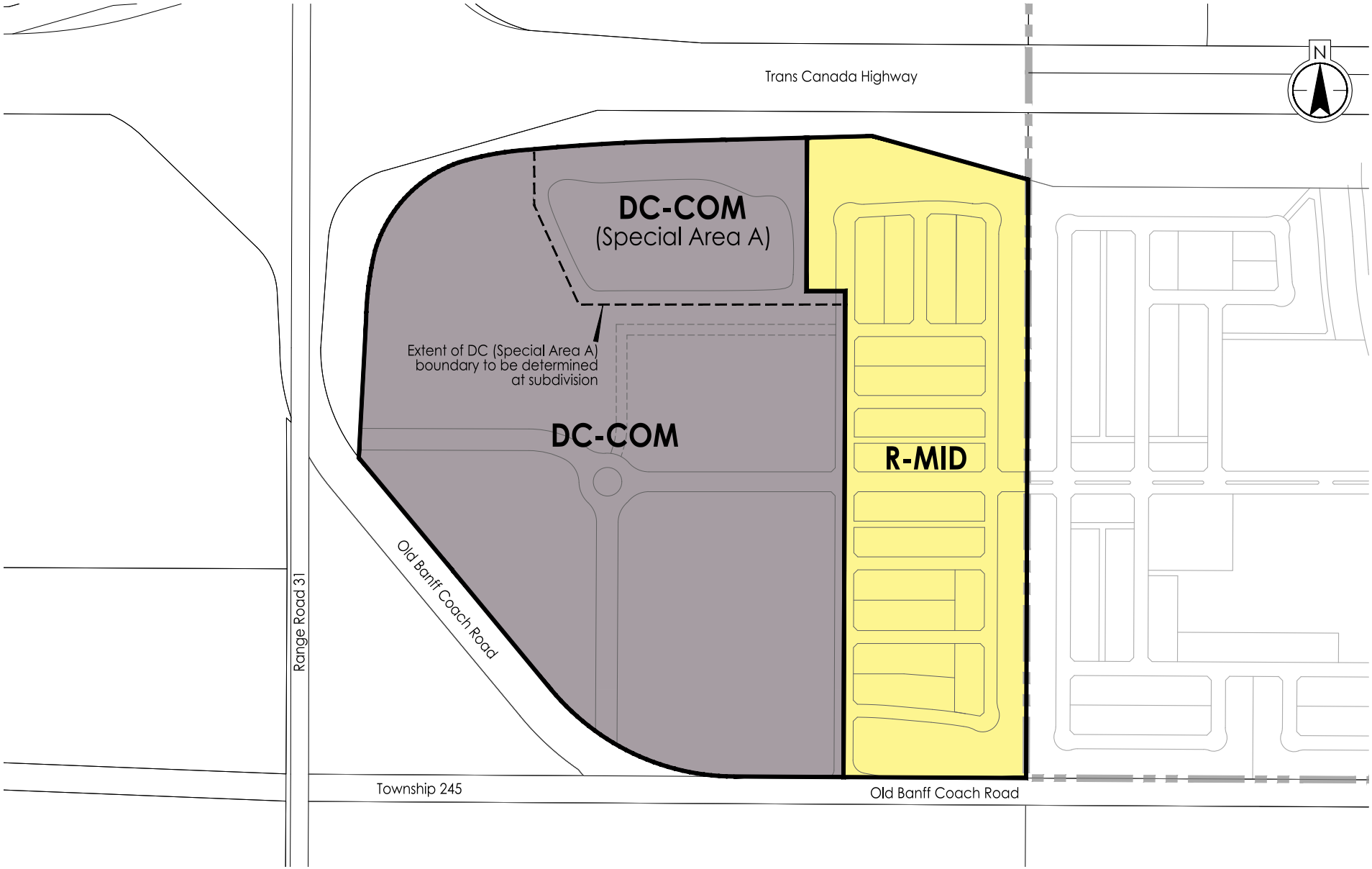
The DC district will also incorporate the privately operated storm pond through a sub-area of the DC referred to as 'Special Area A'. Identification of the Special Area will allow specific land use provisions applicable to the storm pond use to be prepared. The extent of land required to accommodate the storm pond will be confirmed as part of subdivision and this is reflected within **Figure 3.0 Land Use**. The commercial DC district will be refined as part of the assessment and completion of this Conceptual Scheme.

POLICY

3.1.1 The proposed stormwater management facility (pond) shall be incorporated within a cell of the Direct Control District to ensure land use policy specific to the development of the storm pond can be applied. The extent of the Special Area boundary within the DC District shall be determined at time of subdivision.



Figure 3.0 Land Use



3.2 CONCEPT LAYOUT & SUBDIVISION

The proposed Conceptual Scheme layout is provided in **Figure 4.0 Concept** and is characterized by the following:

- Provision of three commercial parcels located within the central/western portion of the Site. These parcels are split by two collector roadways that traverse east-west and north-south and provide access to the parcels via Old Banff Coach Road. Development within the commercial parcels is intended to be orientated and focused along these collector roadways to provide gateway entries.
- The commercial parcels have been sized and configured to provide maximum flexibility for future site and tenant development. These parcels will be comprehensively planned and managed via land condominium (i.e. the parcels are not intended to be subdivided further).
- Design and development of the northern commercial parcel will involve the creation of an internal private road network to provide convenient access and movement through this parcel. Proposed primary access locations to this parcel from the public road network and the internal road network are indicated on the Conceptual Scheme layout.
- As outlined within **Section 3.1**, a privately operated storm pond is proposed centrally along the northern boundary of the Site. The storm pond will be located on its own separately titled parcel. The extent of land required to accommodate the storm pond will be confirmed as part of subdivision.
- Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site.
- The internal road network has been designed in accordance with proposed access points off Old Banff Coach Road. Please refer to **Section 4.1** for details regarding access locations.
- The Future Development Area, as shown on **Figure 4.0,** is owned by others and has been considered in the preparation of this plan. An amendment to this Conceptual Scheme would be required to support a future land use application for the Future Development Area, in accordance with Rocky View County requirements. One future development scenario may include the closure of a portion of Old Banff Coach Road, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation and Rocky View County coordination.

POLICY

3.2.1 Subdivision of the Site shall be in general conformity with the block configuration illustrated in **Figure 4.0**. While not intended, the commercial parcels may be further subdivided provided they meet minimum parcel size requirements under the corresponding land use district, and relevant Development Standards of the Conceptual Scheme.

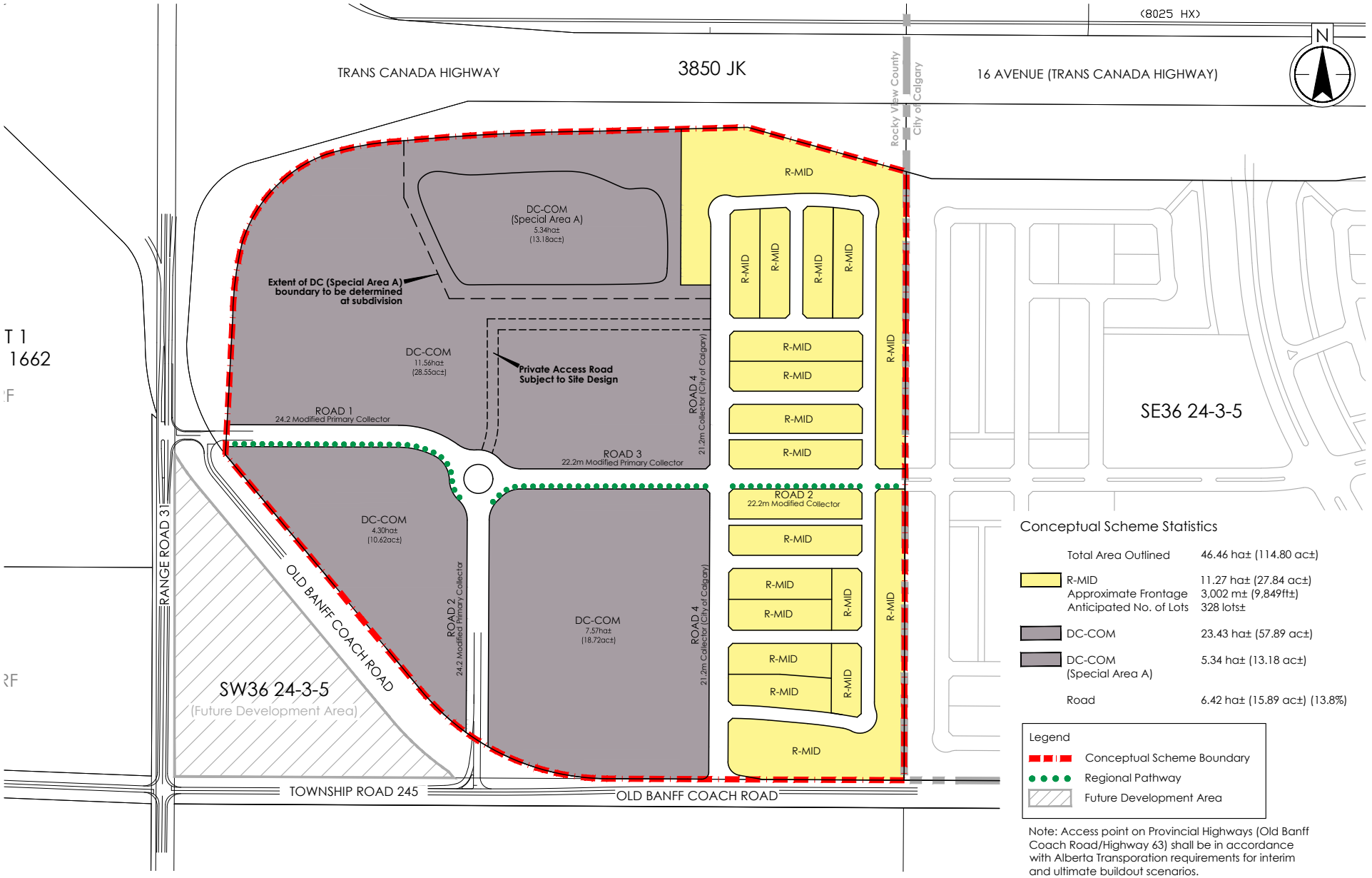
3.2.2 Notwithstanding Policy 3.2.1, minor changes to the block configuration may be made at the subdivision stage without the need for a Conceptual Scheme amendment. This includes modifications to block configuration to reflect refinement of access points from Old Banff Coach Road.

3.2.3 A separately titled parcel shall be created for the storm pond infrastructure. The exact size of the storm pond parcel is to be determined at subdivision.

3.2.4 The exact size of individual parcels shall be determined at the subdivision stage.

3.2.5 Future land use and development applications for the Future Development Area (SW 36-24-3-5) shall require an amendment to this Conceptual Scheme, in accordance with Rocky View County requirements.

Figure 4.0 Concept



Conceptual Scheme Statistics

Total Area Outlined	46.46 ha± (114.80 ac±)
R-MID	11.27 ha± (27.84 ac±)
Approximate Frontage	3,002 m± (9,849ft±)
Anticipated No. of Lots	328 lots±
DC-COM	23.43 ha± (57.89 ac±)
DC-COM (Special Area A)	5.34 ha± (13.18 ac±)
Road	6.42 ha± (15.89 ac±) (13.8%)

Legend
- Conceptual Scheme Boundary
- Regional Pathway
- Future Development Area

Note: Access point on Provincial Highways (Old Banff Coach Road/Highway 63) shall be in accordance with Alberta Transporation requirements for interim and ultimate buildout scenarios.

4.0

TRANSPORTATION

This section provides an overview of the road network providing access to and within the Site. A Traffic Impact Assessment (TIA) has been provided under separate cover. The road system has been designed with the possibility of future transit connecting with Calgary in mind.

4.1 REGIONAL ROAD SYSTEM

Access locations are identified on **Figure 5.0 Transportation & Connectivity** that align with discussions with Alberta Transportation following completion of the Old Banff Coach Road Network Analysis (Stantec, 2020). Two of the proposed access points off Old Banff Coach Road involve interim and ultimate configurations, with specific requirements to be addressed as part of subdivision applications for corresponding phases of the build out. The ultimate configuration also allows for potential future closure of the perpendicular segment of Old Band Coach Road and integration of the adjacent landholding (portion of SW1/4 36-24-3-5) with the Site.

POLICY

4.1.1 Subdivision and development shall satisfy relevant ~~requirements of~~ requirements of Alberta Transportation and Rocky View County.

4.1.2 Access to the Site shall be generally in accordance with Figure 5.0, with access locations off Old Banff Coach Road to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. Direct access to Highway 1 shall not be permitted.

4.1.3 As a condition of subdivision, Rocky View County will collect funds required to finance off-site road improvements required as a result of development within the Site in accordance with the Transportation Off-Site Levy Bylaw.

4.1.4 Improvements will be conducted to the transportation network as per the TIA.

4.1.5 TIAs shall be conducted at subdivision and development permit stages to determine specific upgrades to the local road network based on the level of development being proposed.

4.1.6 Should transit service be pursued for this development, Rocky View county shall collaborate with the City of Calgary on transit connectivity and service options.



4.2 INTERNAL ROAD SYSTEM

The proposed internal road network **Figure 5.0 Transportation & Connectivity** consists of the following:

- Two 24.2 m Modified Primary Collectors, incorporating 2 drive lanes in either direction, to accommodate traffic volumes entering the commercial areas, and a median to restrict turning movements across the driving lanes.
- A roundabout located centrally along the Modified Primary Collector, to provide primary access points into the proposed commercial parcels.
- A 22.2 m Modified Primary Collector east of the proposed roundabout. This cross section mirrors the 24.2 m cross section, although doesn't include the median. As this roadway enters into the residential areas of the development, one of the driving lanes converts to a parking lane.
- A 21.2 m Modified Collector is proposed to accommodate north/south traffic movements, as well as provide an acceptable interface between the proposed commercial and residential uses.
- A 14.5 m Modified Local Residential is proposed to service the residential development. This involves a standard 16.0 m City standard, with a sidewalk on one side.

Design details of the proposed cross-sections are provided in **Appendix A**.

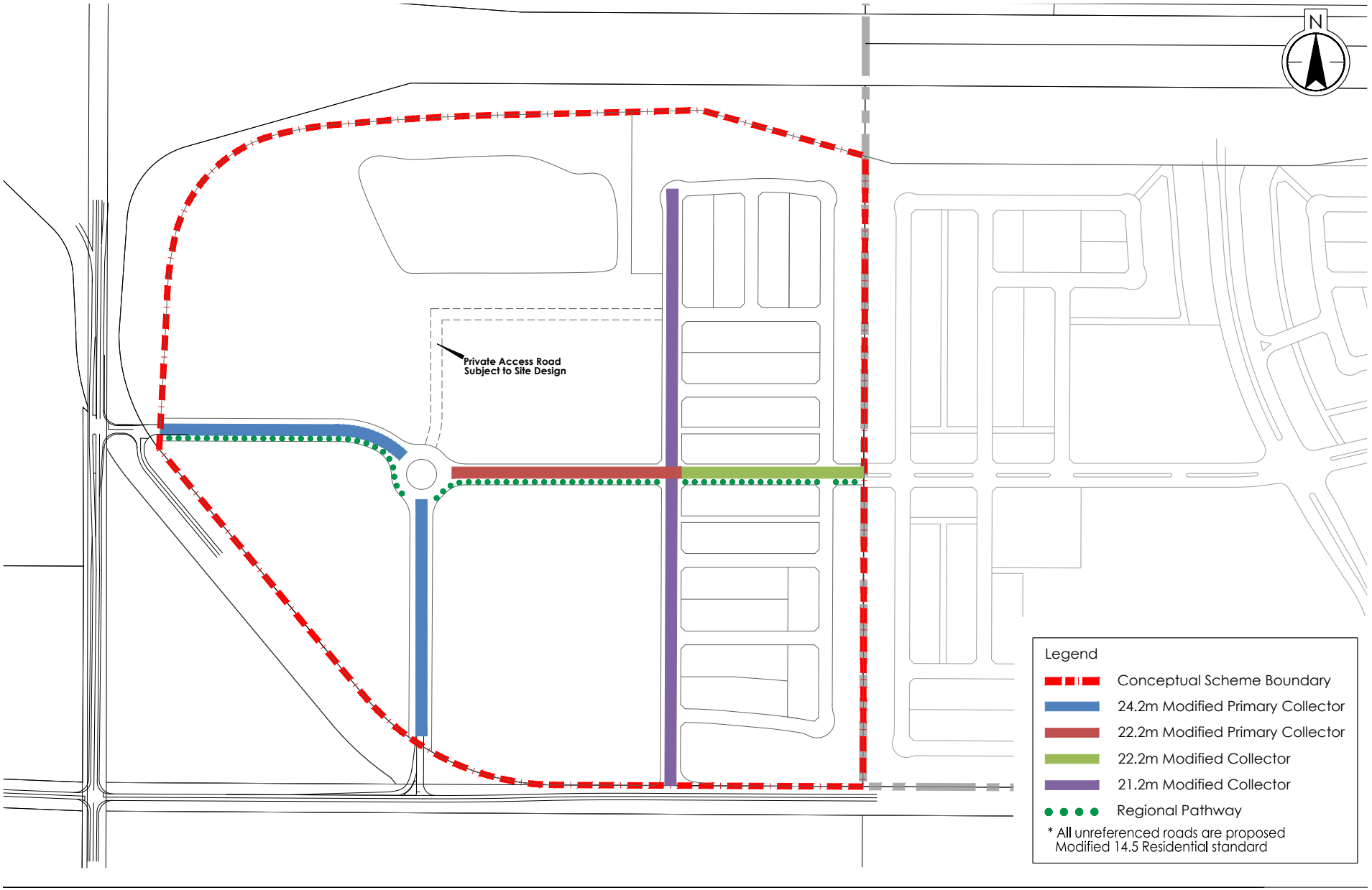


POLICY

4.2.1 The location of road approaches and commercial parcel access points may be deferred to the Development Permit stage.

4.2.2 The Rocky View County Infrastructure Cost Recovery Policy will apply.

Figure 5.0 Transportation & Connectivity



5.0

RESERVES & PATHWAYS

5.1 PATHWAYS

As illustrated in **Figure 5.0 Transportation & Connectivity,** the Conceptual Scheme proposes a regional path along the south side of the east-west collector. This provides a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road. This would allow for a connection to the "adopted" north-south trail identified in the Active Transportation Plan: South County. Pedestrian sidewalks are also provided on both sides of the north-south collector roadway, providing additional access to Old Banff Coach Road.

The public pathway network will be supported by the development of a supporting pathway network within the commercial parcels to provide suitable and safe pedestrian connectivity throughout the commercial area. This network of pathways within the commercial parcels will link to the public path network, including the regional path where practical.

POLICY

5.1.1 Regional pathways shall be provided in accordance with cross-sections identified in **Section 6.12**.

5.1.2 Proposed development of the commercial parcels shall demonstrate suitable pedestrian access and connectivity throughout the parcel and integration with the public pathway network.



5.2 MUNICIPAL RESERVE

The Municipal Government Act (MGA) allows a municipality to require that a landowner or developer allocate and dedicate up to 10% of land being subdivided for the purposes of providing public parks (Municipal Reserve) or alternatively, that all or part of a Municipal Reserve (MR) to be deferred against "other land of the person applying for subdivision approval that is within the same municipality as that parcel of land."

The Applicant proposes to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant that is in close proximity to the Site, for the following reasons:

- ~~Publicly accessible passive recreation opportunities will be provided adjacent to the storm pond for both the residential and commercial areas of the Site.~~

- The proposed uses of the Site are largely commercial, with the supporting residential area intended to transition with residential areas proposed within Neighbourhood B of the approved West View ASP in Calgary (as Qualico is planning the development of Neighbourhood B concurrently with the Site).

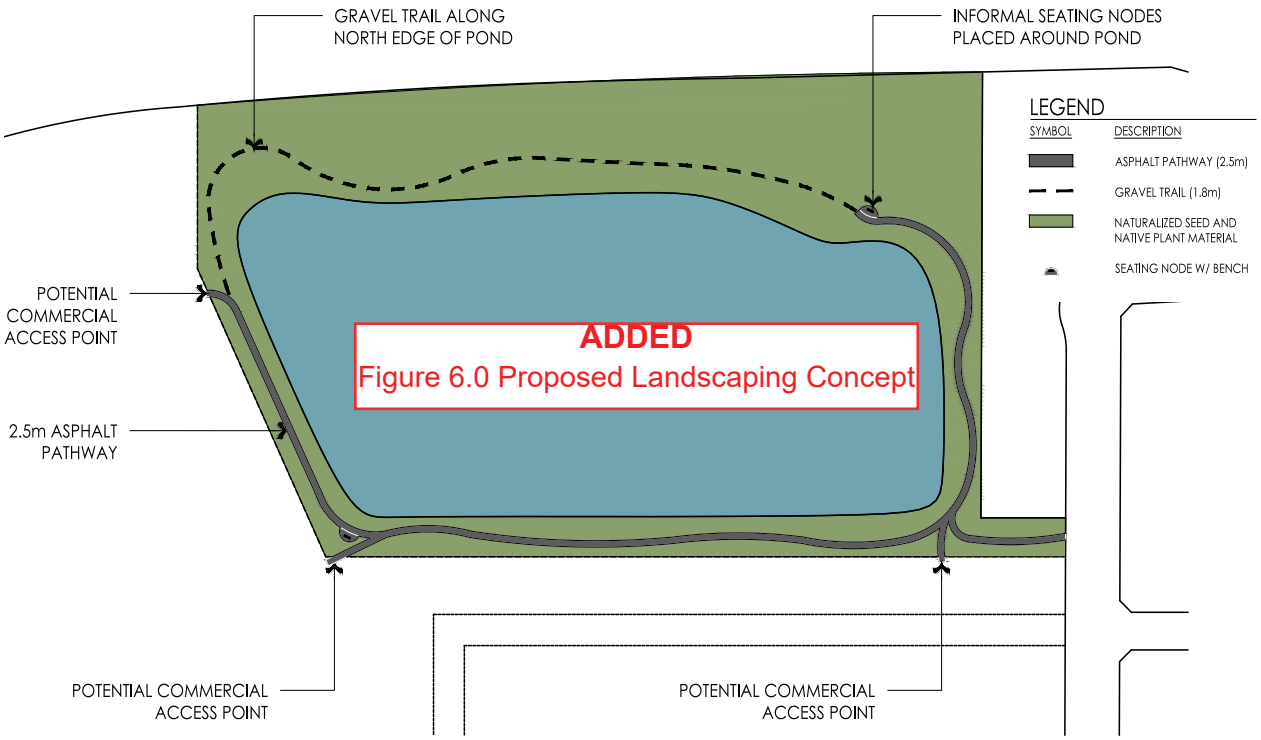
- Neighbourhood B is designated to provide a Neighbourhood Activity Centre, Joint Use Site, Optimized Recreational Facility/Library, and Community Association site, all within close proximity to the residential area of the Site. An additional park site is not considered necessary to support the recreational and open space needs of these residential areas.

- Residential areas proposed as part of this Conceptual Scheme will be integrated with Neighbourhood B, and corresponding open space provision, through a regional pathway proposed as part of this Conceptual Scheme (**Section 3.2**) to connect to the regional path within the West View ASP.

- Block 2 Plan 7510024 is located adjacent to the existing community of Artists View and will serve a greater benefit supplementing and integrating with open space within this neighbourhood.

- Policy 2.9.4 of the Central Springbank ASP identifies a

Figure 8.0 Proposed Landscaping Concept



high priority will be given to undeveloped open areas for such purposes as stormwater management, areas of significant habitat, agricultural uses, recreation or educational purposes. Deferred MR will be utilized to maintain large open space and vegetated areas contained within Block 2 Plan 7510024, in addition to any Environmental Reserve (ER) requirements.

- The Conceptual Scheme proposes landscaping surrounding the stormwater pond as an amenity for nearby residents and commercial users. The concept features an asphalt pathway surrounding most of the pond with a gravel trail along the north side. Informal seating nodes will also be placed around the pond (**see Figure 6.0**)

Qualico intends to prepare a separate submission for the Block 2 Plan 7510024 parcel, which will confirm the placement and dedication of this deferred MR provision.

POLICY

5.2.1 Municipal Reserve for the Site shall be deferred at time of subdivision to Block 2 Plan 7510024, pursuant to the provisions of the Municipal Government Act.

5.3 ENVIRONMENTAL RESERVE

There are no areas within the Site that are known to qualify as Environmental Reserve as defined within the MGA.



6.0

DEVELOPMENT STANDARDS

The purpose of these development standards is to establish appropriate design standards for development within the Site and provide a framework around which individual landowners, builders, and applicants can implement individual design. Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses and are aesthetically pleasing when viewed from within the community, from Highway 1, Old Banff Coach Road, and the proposed West View development.

The development standards should be read in conjunction with the County's LUB, which includes requirements for parking, landscaping, fencing, and other Site design requirements. The development standards are meant to supplement the LUB and it is recommended that both documents be reviewed prior to finalizing layout and design.

6.1 GENERAL

POLICY

6.1.1 Should a conflict arise between the Conceptual Scheme development standards and the Rocky View County Land Use Bylaw, the Rocky View County Land Use Bylaw shall govern.

6.1.2 Principles of Crime Prevention Through Environmental Design (CPTED) should be utilized when possible.

6.2 BUILDING SETBACKS & SITE COVERAGE

POLICY

6.2.1 Building setbacks and site coverage shall align with the relevant Rocky View County Land Use District requirements.

6.3 SITE LANDSCAPING

POLICY

6.3.1 Planting of trees and shrubs within landscaped areas shall meet landscaping standards of the Rocky View County Land Use Bylaw.



6.3.2 Landscaping treatment to the satisfaction of Rocky View County for commercial lots shall be included along parcel boundaries adjacent to Highway 1, Old Banff Coach Road, and residential properties.

6.3.3 Landscaping of commercial lots should be utilized to buffer the view of parking areas, storage areas, and loading areas.

6.3.4 A mix of trees, shrubs, and ground cover should be incorporated to provide visual interest on commercial lots.

6.3.5 Landscaping should be incorporated into parking lot design to break up parking lot areas for commercial lots. Landscaping should be constructed using soft landscaping materials and accommodate trees.

6.3.6 The frontages of commercial parcels should be landscaped with a combination of low mass planting and trees.

6.3.7 Where the development fronts onto a regional path, landscaping provided in Policy 6.3.6 should include a single row of trees matching the spacing and species of the adjacent boulevard.

6.3.8 Landscaping should be utilized along commercial parcel frontages to:

a) Support the screening of loading and garbage areas; and

b) Support a suitable interface to adjacent residential development.

6.4 BUILT FORM & CHARACTER

The following architectural development guidelines apply to parcels that abut Highway 1 or Old Banff Coach Road. The guidelines are intended to promote and ensure achievement of a coordinated and pleasant visual presence toward these high-volume public through roads without necessarily restricting the range of commercial uses or variety of building styles that can occur.

POLICY

6.4.1 Commercial building design emphasis shall be on those building elevations that are openly visible from Highway 1 or Old Banff Coach Road.

NOTE: Certain building elevations will not be openly visible due to significant grade changes between the parcel and these roadways (see cross-sections B and C in **Section 6.12**).

6.4.2 Principal entrances to commercial buildings should be well defined, architecturally interesting, and orient to internal public roads where practical.

6.4.3 Blank facades or long horizontal roof lines of commercial buildings should be broken up by providing articulation in design which may include varying roof heights and building projections, and changes in colour, material, pattern, and texture.

6.4.4 Where applicable, customer service and retail components should front onto the internal east-west collector roadway to provide a clear point of contact for visitors and to activate the road frontage.

6.4.5 Rooftop apparatus on commercial buildings shall be located and concealed to reduce or eliminate public view from adjacent roads.

6.4.6 Any equipment that sits outside of a commercial building shall be screened and located at the rear or side of the building, or at a location that is not openly visible from a public road or from adjacent residential properties.

NOTE: Certain building elevations and equipment will not be openly visible due to significant grade changes between the parcel and adjacent roadways (see cross-sections B and C in **Section 6.12**).



6.5 LOADING AREAS

POLICY

6.5.1 Loading and service areas should not be openly visible from Highway 1, Old Banff Coach Road, or from adjacent nearby residential properties.

NOTE: Certain building elevations will not be openly visible due to significant grade changes between the parcel and adjacent roadways (see cross-sections B and C in **Section 6.12**).

6.5.2 All loading areas should be screened from pedestrian circulation routes and incorporated into the architecture of the building.

6.6 FENCING & SCREENING

POLICY

6.6.1 Commercial front yard fences shall not be permitted.

6.6.2 All exterior storage areas shall be screened as per the Rocky View County LUB.

6.7 GARBAGE ENCLOSURES

POLICY

6.7.1 Garbage enclosures for commercial buildings should be constructed of materials similar to the principal building.

6.7.2 Gates should be installed and used on garbage enclosures for commercial buildings.

6.7.3 Good quality wood fencing may be acceptable as a material for the gates of a garbage enclosure for commercial buildings.

NOTE: Certain building elevations will not be openly visible due to significant grade changes between the parcel and adjacent roadways (see cross-sections B and C in **Section 6.12**). Where waste collection areas have limited visibility from proximal sites, roadways and public thoroughfares, landscaping can be used to screen waste collection areas as an alternative to a garbage enclosure.

6.8 PARKING

POLICY

6.8.1 Pedestrian routes on commercial lots shall be separated from vehicular traffic and the separation shall be clearly demarcated.

6.8.2 Landscape buffers shall be provided between parking lots and public roads.

6.9 SIGNAGE

POLICY

6.9.1 Signage should be integrated into the commercial building design and shown in the development permit plans for new buildings.

6.9.2 No sign shall be located where it will interfere with pedestrian or traffic safety.

6.9.3 Blinking, flashing, or strobe lights shall not be permitted.

6.10 LIGHTING

POLICY

6.10.1 Undue illumination of the neighbouring parcels should be avoided.

6.10.2 Lighting shall not interfere with traffic safety.

6.10.3 All pedestrian/public areas shall be well illuminated.

6.10.4 Light poles shall not exceed 12.0 m in height.

6.10.5 Undue illumination of Highway 1 should be avoided.



6.11 ROCKY VIEW/CALGARY INTERFACE

The Site is identified as a Key Focus Area in the IDP which calls for thoughtful interface planning to ensure an appropriate transition between municipalities. Throughout this Conceptual Scheme, policies have been identified to assist in establishing a ~~seamless~~ thoughtful transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site). Transition tools include:

- ~~Density – the selected residential land use district calls for a more urban density to transition to residential densities within the West View ASP area.~~ Density - the selected residential land use district calls for density that transitions to residential densities within the West View ASP area.
- Land use – while the majority of the Site is dedicated to commercial uses, the Conceptual Scheme calls for residential uses immediately adjacent to the West View ASP area to the east.
- Road alignment and cross-sections – the east-west 22.2 m Modified Collector road is proposed to seamlessly connect with the primary collector/collector street proposed within the West View ASP.
- Active transportation – a regional pathway is proposed along the east-west 22.2 m Modified Collector road to align with the regional pathway proposed within the West View ASP.
- Higher residential and commercial densities proposed within this conceptual scheme are buffered from nearby rural landscapes by Old Banff Coach road which acts as a natural boundary.

Additional Rocky View/Calgary interface policies are included below.

POLICY

6.11.1 Subdivision should ensure compatible road connections are aligned along the eastern boundary of the Site in order to provide and promote access and connectivity through the respective developments.

6.11.2 Subdivision applications should ensure proposed grading design is ~~aligns~~ aligned along the eastern boundary.

6.11.3 Stormwater shall be managed within the municipal boundary.

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE

The Conceptual Scheme has been prepared to thoughtfully address the interface between the commercial and residential uses through layout and design, and the inclusion of development standards.

From a layout perspective, the inclusion of the 21.0 m Modified Collector provides a physical separation between the commercial and residential parcels. The orientation of the residential blocks along this collector roadway has also been purposefully designed to ensure no residential lots face onto the commercial uses, eliminating the potential for residential driveways along this roadway.

This interface also benefits from a grading perspective, with the adjacent southern commercial parcel proposed to be set in to the Site, with a grade change ranging from 2.0 to 6.0 m (refer to sections provided on the following page) that will be managed by a retaining wall. This variation in grade minimizes the impact of building form and operational requirements of future commercial uses on this parcel to residential uses.

Proposed interface conditions between the commercial parcel and Old Banff Coach Road are also illustrated in sections on the following page.

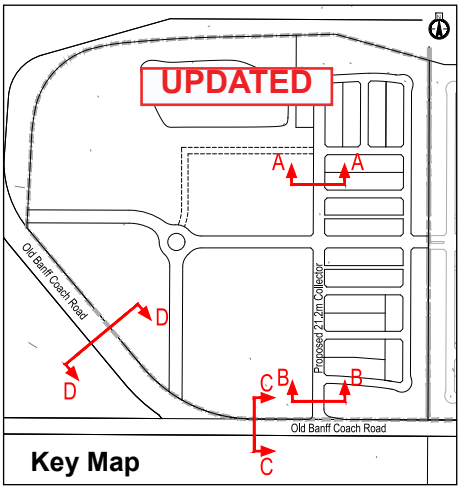
From a development standards perspective, transition tools include policies related to screening, fencing, road cross-sections, and architectural guidelines are included earlier in **Section 6.0** of this Conceptual Scheme.

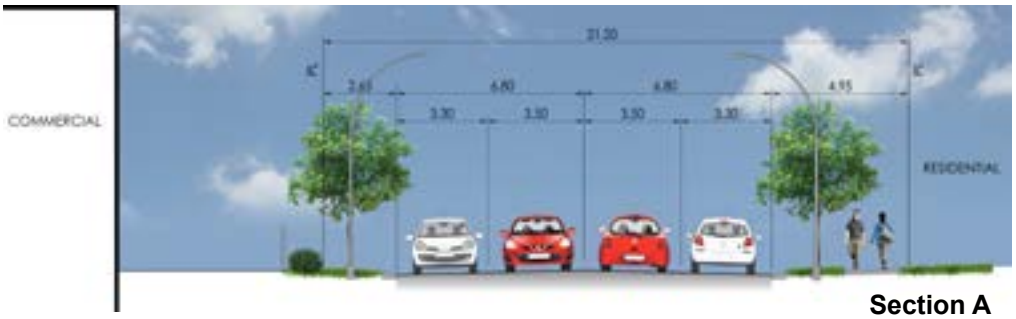
6.13 RESIDENTIAL DEVELOPMENT STANDARDS

POLICY

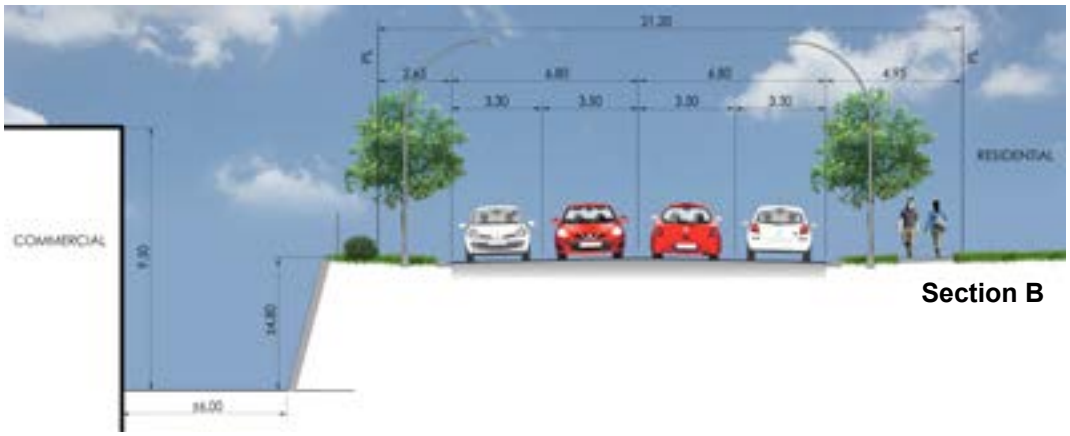
6.13.1 Residential architectural controls shall be established prior to subdivision stage.

6.13.2 Residential architectural controls should establish a unique identity for the community.





Section A

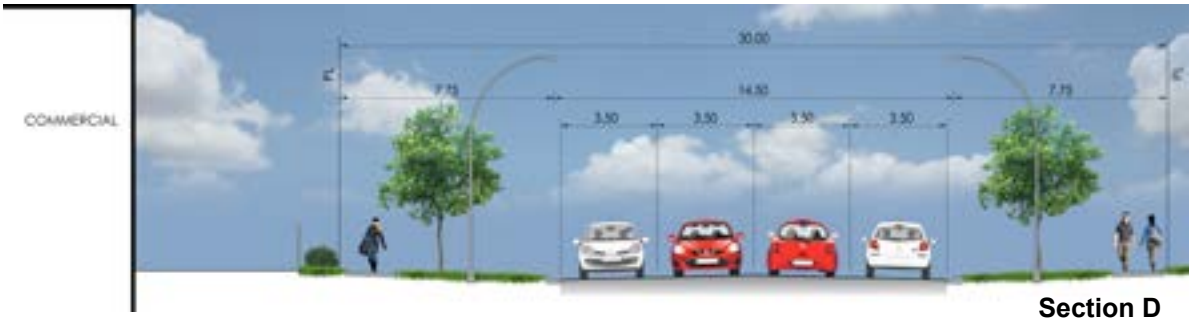


Section B





Section C



Section D

7.0

UTILITIES

A brief summary of proposed servicing of The Site, including water, sanitary, stormwater, and shallow utilities, is provided below. The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.

7.1 WATER SUPPLY

Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant. General alignment of the proposed water connection is identified in **Figure 6.0 Water & Sanitary Servicing**.

POLICY

7.1.1 Potable water shall be provided within the Site as generally illustrated by **Figure 6.0 Water & Sanitary Servicing**.

7.1.2 The owner/developer shall extend potable water infrastructure within the Conceptual Scheme area as generally illustrated on **Figure 6.0 Water & Sanitary Servicing**, at the subdivision stage, in accordance with all applicable Provincial regulatory requirements and Rocky View County servicing standards.

7.1.3 The specific design, alignment, pipe sizing and configuration of the water distribution system shall be determined by detailed engineering at the Subdivision/Development Permit stage, as per the terms of a Development Agreement and/or Development Permit process, to the satisfaction of the County.

7.1.4 The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the Conceptual Scheme area.

7.2 SANITARY WASTEWATER

Sanitary servicing for the Conceptual Scheme is proposed to be provided by a 250mm gravity feed sanitary main that connects to a wastewater lift station north of Highway 1 before connecting to the existing Harmony Wastewater Treatment Plant. General alignment of the proposed sanitary connection is identified in **Figure 6.0 Water & Sanitary Servicing**.

POLICY

7.2.1 The Conceptual Scheme area shall be serviced by the Harmony Wastewater Treatment Plant.

7.2.2 The specific design, alignment, pipe size and configuration of the wastewater distribution system shall be determined by detailed engineering at Subdivision/Development Permit stage, as per the terms of a Development Agreement and/or Development Permit process, to the satisfaction of the County.

7.2.3 All wastewater infrastructure within the Conceptual Scheme area shall be constructed by the developer and shall be designed in coordination with adjoining projects to the satisfaction of the County.



7.3 STORMWATER MANAGEMENT

Stormwater runoff generated within the Site will be captured by a single stormwater pond proposed to be located centrally along the northern boundary of the Site. A ~~Staged Master Drainage Plan (SMDP)~~ Stormwater Catchment Master Drainage Plan (SCMDP) will be prepared at subdivision stage to determine the design requirements (and associated land area required) to facilitate this pond.

The stormwater pond will discharge to an existing culvert crossing Highway 1 before draining to an existing unnamed drainage ravine that connects to the Bow River (see **Figure 7.0 Stormwater Servicing**).

The stormwater pond is intended to be privately owned and operated.

POLICY

7.3.1 ~~A Staged Master Drainage Plan shall be provided at subdivision stage.~~ Subdivision shall be prepared in accordance with the approved SCMDP.

7.3.2 Stormwater infrastructure will be privately owned and maintained/operated.

7.3.3 Stormwater shall be managed within the municipal boundary.

7.4 SHALLOW UTILITIES

Shallow utility services, including electric power, natural gas, telephone, cable and high speed internet, will be provided by local utility companies. A mix of underground utilities and overhead power lines will be located within the road rights-of-way and easements as required to serve the development.

POLICY

7.4.1 Shallow utilities shall be provided within the Site at the sole expense of the developer within appropriate rights-of-way established at the subdivision stage.



7.5 SOLID WASTE

Solid Waste Management will be the responsibility of property owners and operators.

POLICY

7.5.1 Within the residential portion of the Site, solid waste management shall be provided by a qualified waste management operator through a contract managed by each residential lot owner.

7.5.2 Within the commercial portion of the Site, solid waste management shall be provided by a qualified waste management operator through a contract managed by each commercial lot owner.

7.5.3 Within the commercial portion of the Site, solid waste containment units must be screened from all adjacent properties and Highway 1.

7.5.4 All solid waste management shall conform to the policies outlined in the County's Solid Waste Master Plan.

7.6 FIRE SUPPRESSION

Primary fire response will be provided from The Rocky View County Fire Station #102 located at the Springbank Airport.

POLICY

7.6.1 Development shall meet the criteria and requirements for on-site firefighting measures as determined by Rocky View County. An Emergency Response Plan will be submitted at Development Permit stage.

7.6.2 All uses and operations in the Plan Area that store or utilize materials or products that may be hazardous due to their flammable or explosive characteristics shall comply with the applicable fire regulations of the County or the regulations of any other government authority having jurisdiction and in accordance with any hazard or emergency management plan that may be required by the County.

7.6.3 All industrial and commercial buildings should provide fire suppression systems, as appropriate at the Development Permit stage, and they shall be in compliance with the Alberta Building Code.

7.6.4 Individual services to the lots will be constructed at the Development Permit stage if a service is required for the individual lot's proposed use.

Figure 6.0 Water & Sanitary Servicing

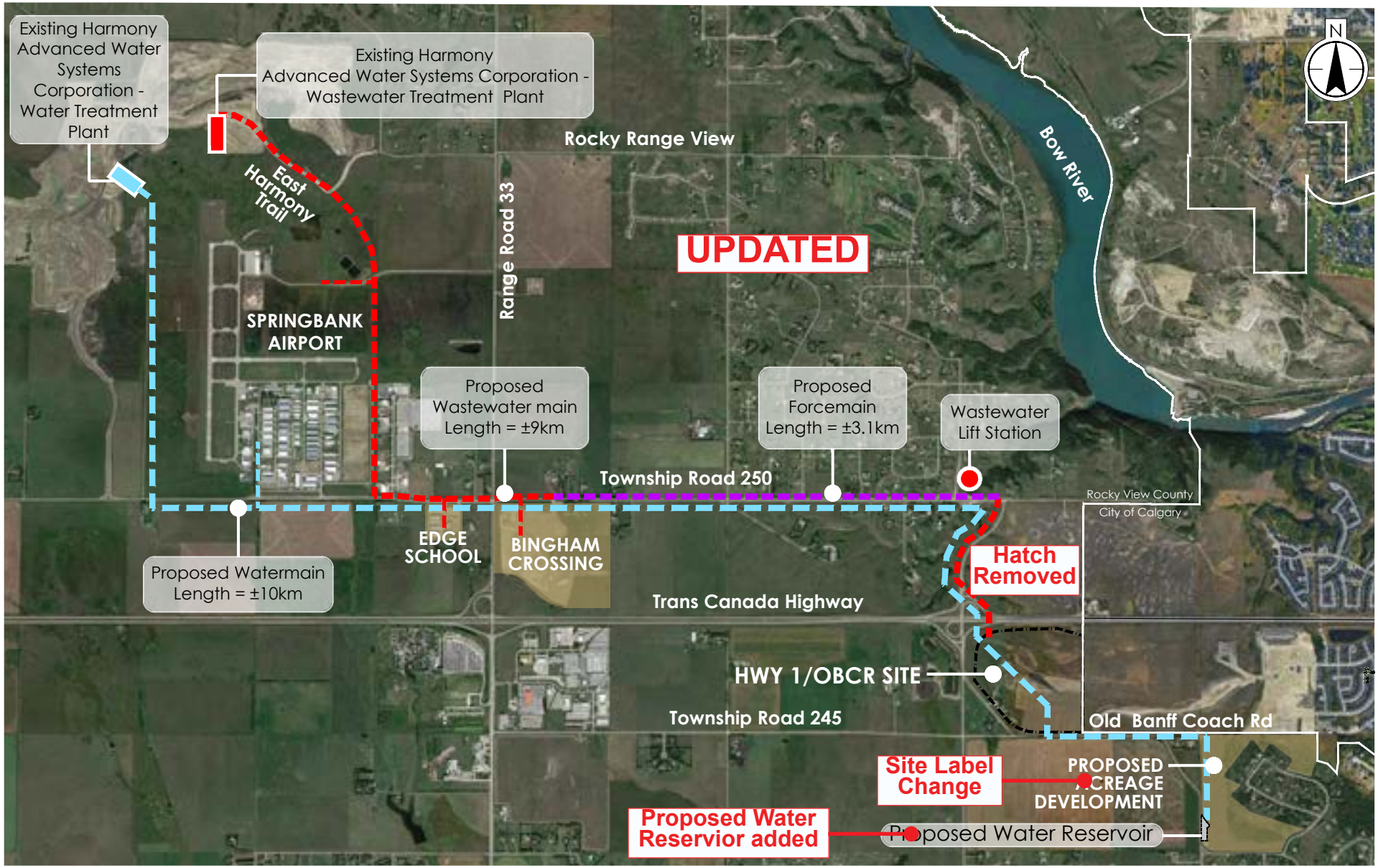


Figure 7.0 Stormwater Servicing



8.0 IMPLEMENTATION



8.1 PROCESS

The process of implementing this Conceptual Scheme starts first with the submission and approval of the plan and corresponding Land Use Redesignation and ASP Amendment through the Rocky View County Local Plan application process. The Highway 1/Old Banff Coach Road Conceptual Scheme will then provide direction for phased development through the subdivision and development approval process.

With respect to intermunicipal collaboration with neighbouring City of Calgary, policies have been included to reference ongoing collaboration and the exploration of impacts to community facilities and services across the municipal boundary.

POLICY

8.1.1 ~~Rocky View County shall implement this Conceptual Scheme through the subdivision and development approval processes.~~ Rocky View County shall implement this Conceptual Scheme through the subdivision and development permit process and generally in accordance with the phasing plan.

8.1.2 A Lot Owners Association may be established if necessary, to assume eventual responsibility for common lands, architectural controls, and infrastructure at the time of subdivision.

8.1.3 Rocky View County and the City of Calgary shall continue to collaborate at a municipal level on the exploration of impacts and the potential for agreements relating to community facilities and services across the municipal boundary.

8.1.4 Specific development, servicing, and offsite requirements shall be determined for each subdivision phase as part of subdivision process.

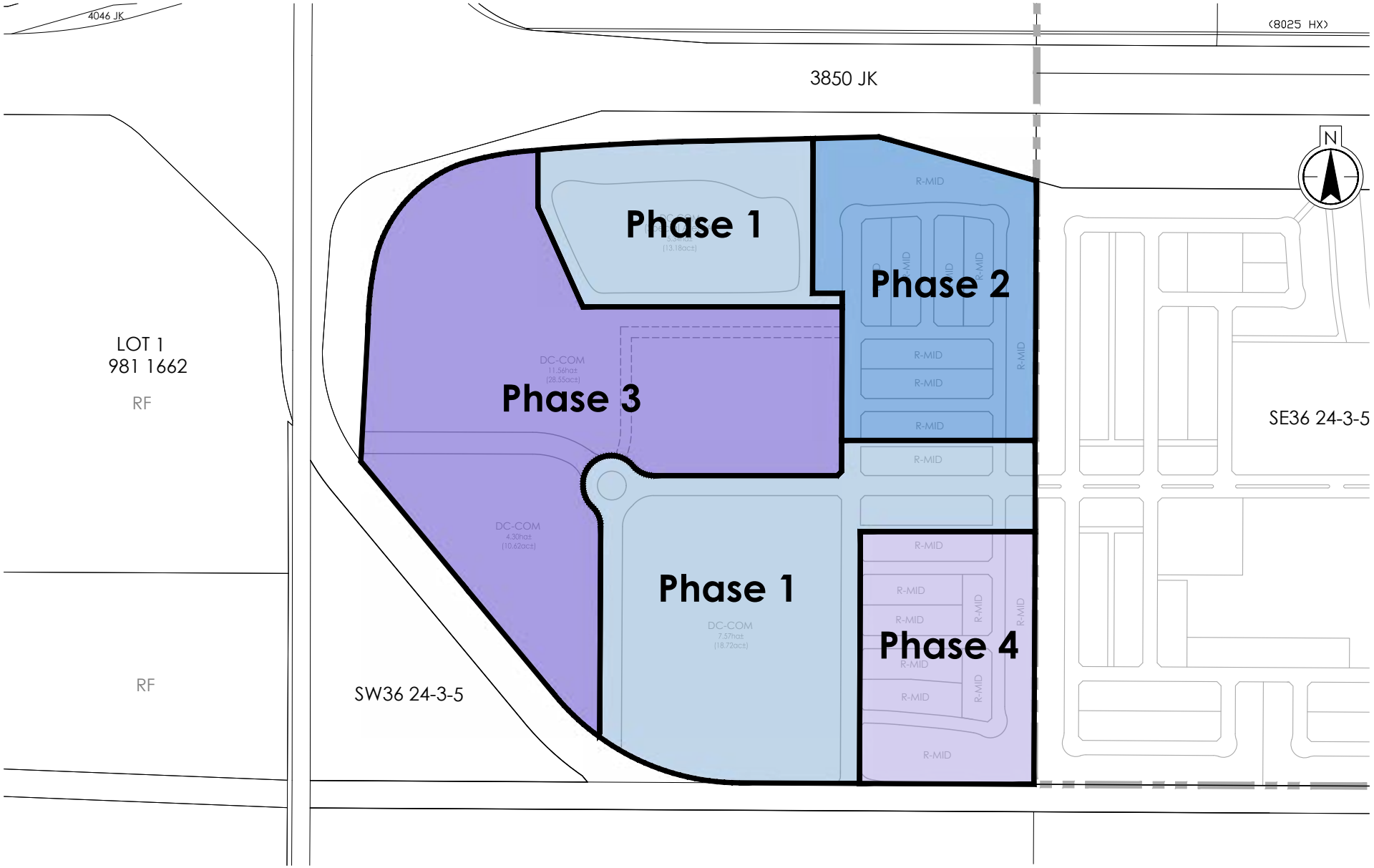
8.2 PHASING

A phasing plan for the Conceptual Scheme has been prepared and is identified in **Figure 8.0 Phasing**. The project will be built based on market demand which may alter the phasing sequence identified.

POLICY

8.2.1 Phasing should generally follow the stages identified in Figure 8.0 unless market demand dictates otherwise.

Figure 9.0 Phasing



9.0 PUBLIC CONSULTATION

Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications. This circulation included landowners in both Rocky View County and Calgary.

The circulation was presented in a letter format describing the proposed development at a high-level and the rationale for development. Landowners were asked to contact either the applicant, the owner, or the Rocky View County File Manager with questions, concerns, or inquiries regarding the Public Hearing.

FINDINGS

Feedback was received from a total of 13 respondents and responses were provided either via email or phone call. However, the following provides a summary of the feedback received:

- Traffic implications along Old Banff Coach Road
- Safety along Old Banff Coach Road
- Light and noise concerns
- Blending from rural acreage to city density
- Support for the residential portion of the Site
- Concerns regarding the demand for commercial uses on the Site
- Questions regarding demographics and density
- Overall support for the proposal
- Active transportation concerns and recommendations

Although a variety of comments were received, the majority of comments focused on traffic and safety implications on Old Banff Coach Road.

RESPONSE

Concurrently with this application, a network analysis for Old Banff Coach Road has been completed collaboratively with Qualico, Rocky View County, and Alberta Transportation. The applicant and the owner have committed to informing all interested parties both of the Public Hearing date for this application as well as the findings of the network analysis.

In order to address the additional concerns identified, the Conceptual Scheme contains the following information:

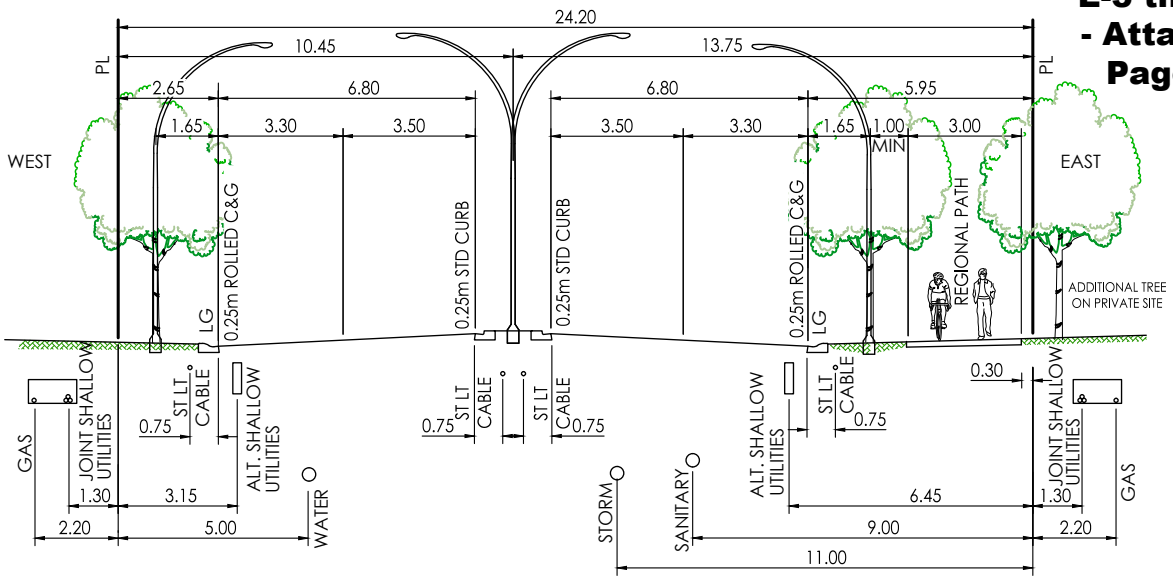
- Policies related to lighting are addressed in Sections 6.9 and 6.10.
- Residential land use, population projections, and density are included in Sections 1.4 and 3.0.
- The Rationale for Proceeding with Development in Section 1.4 addresses demand for commercial uses.
- Active transportation considerations have been included in Section 5.1.

The applicant intends to host a virtual information session on March 31, 2021 prior to the Public Hearing to address concerns and clarify questions from the public.

A

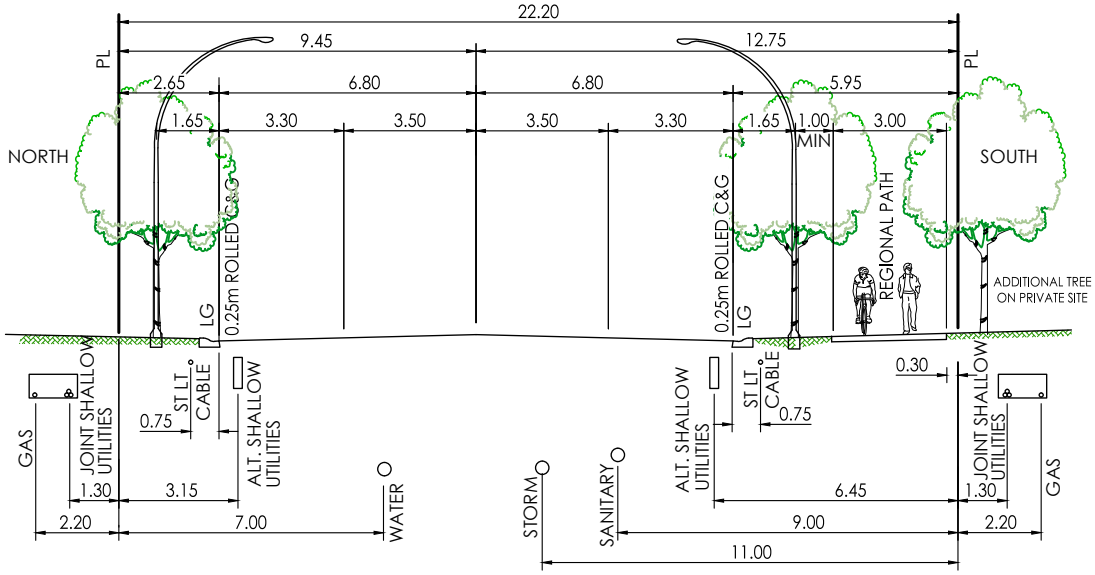
APPENDIX

ROAD CROSS-SECTIONS



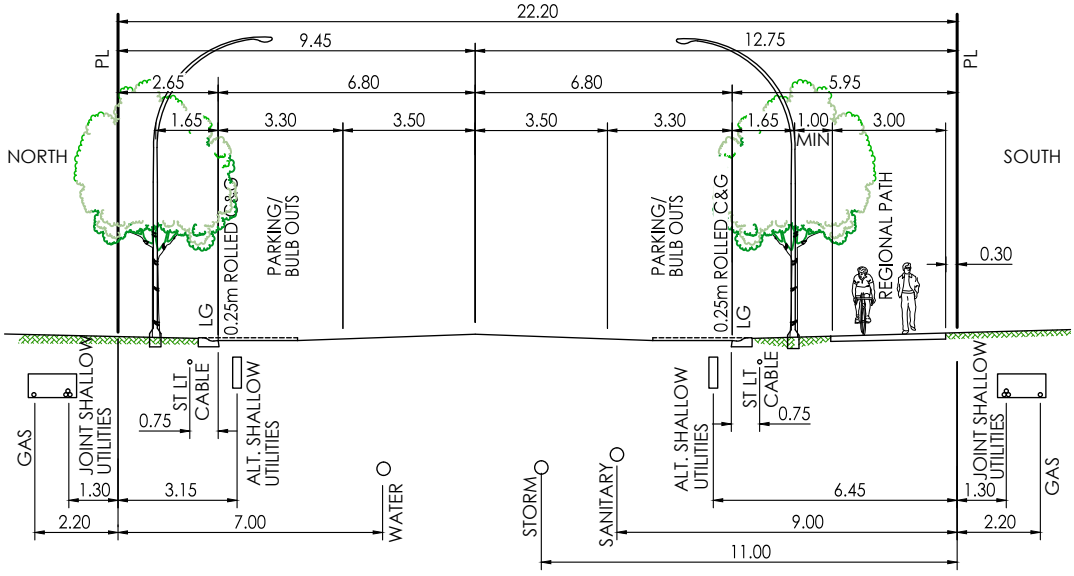
24.2m MODIFIED PRIMARY COLLECTOR

3.0m REGIONAL PATH ONE SIDE



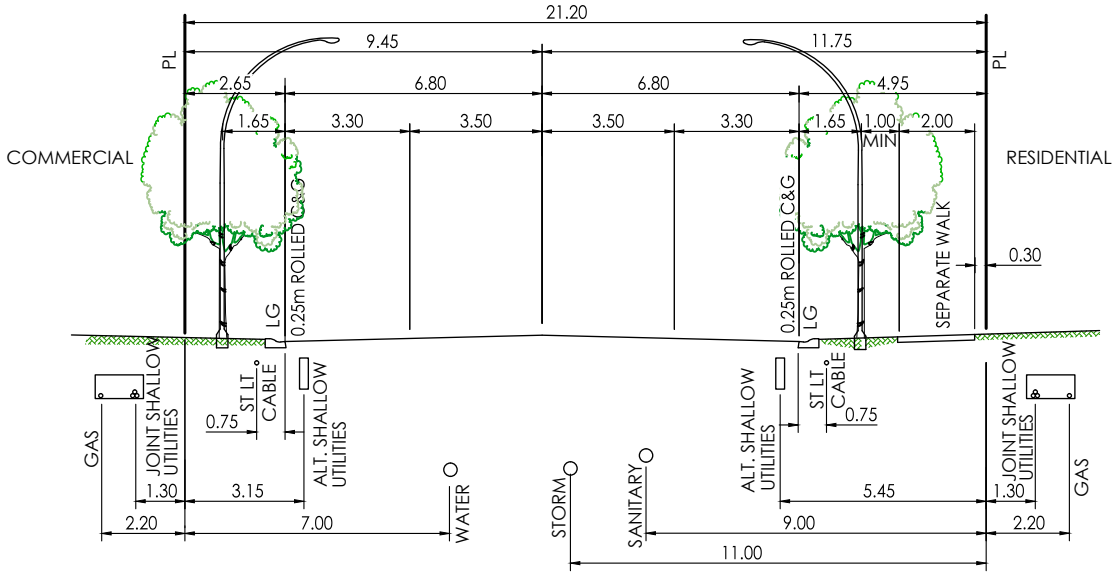
22.2m MODIFIED PRIMARY COLLECTOR

3.0m REGIONAL PATH ONE SIDE

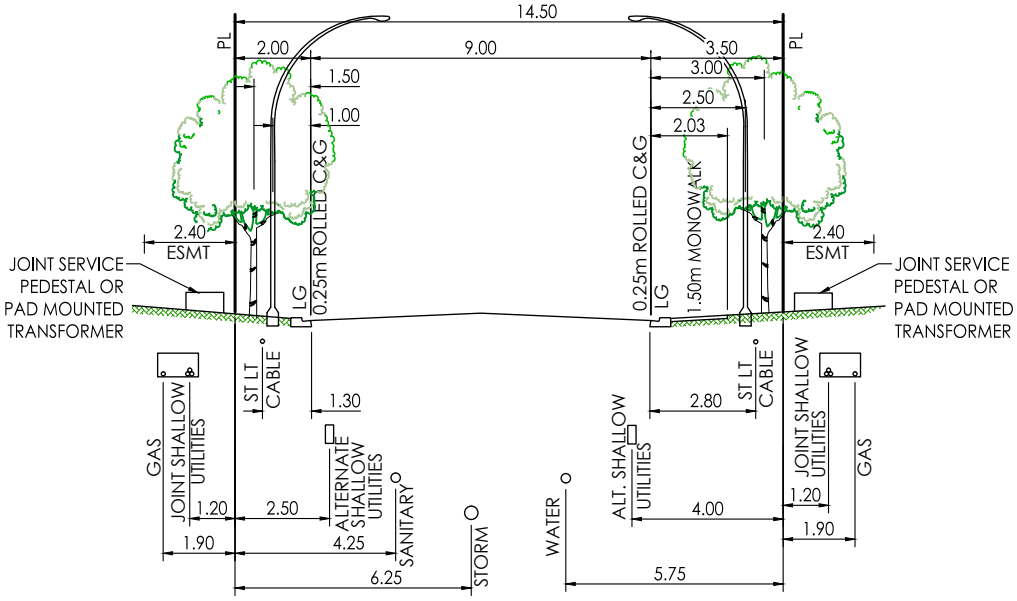


22.2m MODIFIED COLLECTOR

3.0m REGIONAL PATH ONE SIDE



21.2m MODIFIED COLLECTOR
2.0m SEPARATE WALK ONE SIDE



14.5m MODIFIED RESIDENTIAL
1.5m MONO WALK ONE SIDE



Submitted By
Qualico Communities

Submitted To
Rocky View County

Prepared By
Stantec Consulting Ltd.